

# *The Milwaukee Magazine*

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



*April* 1944



## *The "pup" that meets all trains*

**H**IS home is in a little town—and the railroad station is a long trot away. But rain or shine, snow or sleet, this wistful dog is down there on the platform twice a day—waiting for a pal he's always sure the next train will bring back.

Again war has made the railroad station the focal point of life in America's cities, towns, and villages.

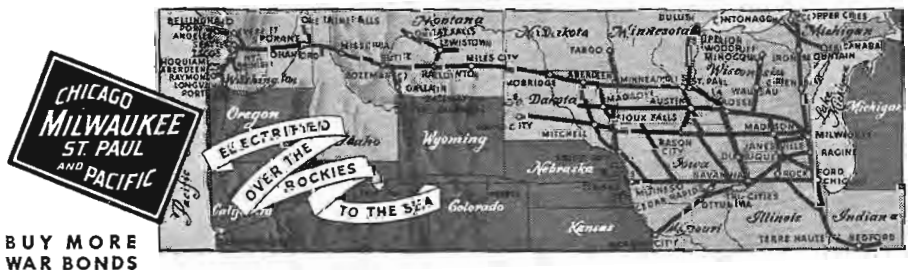
Brave good-byes are said there—excited greetings shouted. And over the glistening rails, by day—into the signal-lit, shadowy vastness of the far beyond by night—click the freights, the troop trains, the crowded limiteds, the fast mails of a nation speeding up its date with Victory.

Such are the trains that serve the towns and cities on The Milwaukee Road's 11,000-mile system. Between the Great Lakes and the Pacific north coast,

in big city terminals and unpretentious depots, the story of America at war unfolds, in all its drama, day after day.

The Milwaukee Road is ever mindful of its duty to the men and women in the armed services. Their needs must and will be met.

At the same time, The Milwaukee Road is making every endeavor to maintain adequate and dependable service for all the people in all its territory—and this goes for the "Way Station", where the pup meets all trains, as well as for "Big Town".



BUY MORE  
WAR BONDS

# THE MILWAUKEE ROAD

SERVING THE SERVICES AND YOU

# The Railroad — in War and Peace

MUCH has been said by government officials, Army and Navy officers, leaders of industry, and others, in praise of the achievements of the railroads in meeting all wartime military and civilian transportation demands. The railroads are grateful for this recognition of the services it is their privilege to render to help win the war.

While the value of the railroads as carriers of persons and property is well known, not much attention is given to their importance to the nation in other ways—such as in furnishing employment, in purchases and in tax payments.

In 1943 there were 1,356,000 rail employes in this country; their payrolls amounted to nearly \$3,300,000,000. Railroad purchases totaled about \$1,400,000,000, and their taxes were over \$1,850,000,000. In 1944 these expenditures will be even greater.

In the 25 years ended with 1943 the Milwaukee Road alone	
paid to its employes.....	\$1,750,000,000
paid in state taxes.....	200,000,000
paid for materials and equipment....	829,000,000
paid to its stockholders.....	Nothing

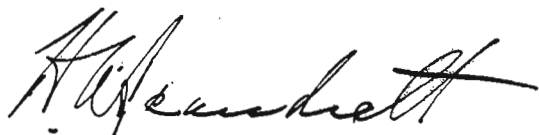
The money paid to employes has been used by them for purchases that support local firms; many employes have bought homes, and of course they all pay taxes and in other ways help out in their home communities.

The railroad's tax payments shown above were made to the states it serves for the support of local government and for the maintenance of schools and highways. They do not include the heavy income tax, the unemployment insurance tax and the railroad retirement tax, which together amounted to \$19,477,000 in 1943, bringing our total of taxes for that year up to \$26,030,000 or 11.5 per cent of gross operating revenues.

Our purchases cover some 70,000 items, from pins to locomotives. They help support producers and manufacturers throughout the land and afford employment to thousands of their workers.

These figures show that in the past 25 years the Milwaukee Road has paid out \$2,779,000,000 for payrolls, purchases and taxes, but has paid nothing to its stockholders, and they have been excluded by the Interstate Commerce Commission from participation in the proposed reorganization plan.

We employes of the Milwaukee Road have reason to be proud of our connection with an industry that has contributed so greatly to the welfare of our country by promoting its social, agricultural and industrial development; by furnishing regular employment to hundreds of thousands of citizens; by contributing vast sums in purchases and taxes, and by enabling the nation to conduct its military campaigns effectively in times of war.



**L**ITTLE did the fellows of the 770th Railway Battalion realize as they were issued their winter equipment at Seattle on Feb. 13, 1943, what sights and chores were in store for them.

The trip from Seattle to Skagway, a distance of about 1,000 miles, was made by boat via the Inside Passage and, although the weather was foggy, and we ploughed through rain and snow, with clouds hanging down over the mountains so that we couldn't see their tops, we did catch occasional glimpses of whales, icebergs, and seals on the reefs.

About 1:25 a.m. on our second morning out, the boat struck a reef and we were ordered to take to the lifeboats. We were taken to shore and quartered with the Canadian troops for three days, waiting for a boat to pick us up. When we arrived at Prince Rupert, we were stationed for three weeks in a new camp

# RAILROADING IN THE LAND OF THE MIDNIGHT SUN

by Sgt. D. L. Tallmadge

(as told to H. J. Swank, division editor, Austin, Minn.)

CB&Q, put me to work running an engine.

Other Milwaukee Road men in the 770th were: Joe Broker, engineer from Chicago Terminals; Melvin Peterson, engineer off the Madison Division; Harry Wilson, an I&SM Division fireman, and two switchmen, Sgt. Breen and Corp. Walsh, from Chicago Terminals.

In addition to railroad battalion men, there were four civilian engineers in our outfit; one of these men showed me over the road. He had been working up there for about 30 years, returning to the States during the winter months, as trains are operated only when necessary during the months from November to April, and a "day" is from about 10:30 a.m. to 2:30 p.m.

We were quartered in steel huts which contained two stoves, and during the long cold winter "days" the stoves were kept red hot and the men huddled around them to keep warm. While the huts were built to hold 15 men, they usually housed about 20 or more.

During the summer months, when daylight lasts almost round the clock, and "night" from about midnight to 1 a. m., the 30 crews in the ring, and with about seven switch engines operating, really went to work. Shifts on duty would average from 13 or 14 hours to as high as 27 to 30

hours at a stretch, after which the crew generally got about six hours rest and then were on the go again.

## Problem—Keeping Engines on the Rails

The engines with which we worked were powerful little donkeys off the D.&R.G.W. They were so low, however, that the counter balance was outside the wheel, and every time the counter balance hit the thick snow and ice, it lifted the engine

**A**LTHOUGH he has been on the job as fireman in Austin, Minn., since his release from active duty last Aug. 22, D. L. Tallmadge, whose experiences as a wartime railroader are recounted here, retains the rank of sergeant in the Reserve Corps. Within a month after he began operating an engine in Alaska, Sgt. Tallmadge was made traveling engineer and classed as No. 1 engineer of Company "C". The rank of first lieutenant would have gone with the job, but the commission failed to come through until the day he was leaving for home.

right off the rails. Eight cars at a time were hauled up the mountain, with a lead engine, four cars, then another engine and four cars. When the engines started out at the bottom, they "pulled her out to the corner" and left the throttle there. And, when they ran out of steam, they stopped and blew her up. They never had to clean the injectors or wash out the boilers, as only snow water was used.

The railroad from Skagway to White Horse is built on a ledge along the edge of the mountain, with no place to step off on one side of the train. The 20 mile span from Skagway to the Pass is built on a 4.2 per cent grade, and consists of hair-pin turns and three tunnels, the longest of which is three-quarters of a mile. Tonnage up the hill is 265 tons. The engines work so hard to pull the train up the grade that by the time the first engine is out of the tunnel, the men on the second engine are almost overcome by gas.

As you near the top of the mountain, following the trails made by pack trains in the Klondike gold rush of '98, you see monuments which have been erected to the memory of the faithful pack train horses who died on the trail or were buried beneath the avalanches which swept down the mountainside. You also see an enormous death's head, known as "Soapy Smith's skull," erected in memory of Soapy Smith and his gang of outlaws who terrorized the community during the wild days of '97 and '98. At this point you don all the clothes you have along. With the temperature ranging from 60 to 70 below zero, and the wind howling down through the canyon, engines don't stay long in one place, as they freeze to the rails if left standing, and stay there until another engine comes to give them a boost.

One day our engine broke down right in the middle of the steel cantilever bridge spanning the canyon of White Pass, with the wind blowing at 90 miles an hour, the temperature standing at 60 below, and with a drop of 2,685 feet to the floor of



Upper Picture: Sunset on the Inside Passage, through which Sgt. Tallmadge and the Army railroaders passed on their way to Alaska. Lower Picture: The W.P.&Y. goes right down Broadway in Skagway, Alaska.

which had just been completed. On Mar. 18 we arrived at our destination, Skagway (taken from the Indian name "Skagua" meaning North Wind).

Skagway, the southern terminus of the White Pass & Yukon railroad, "the toughest 110 miles of track in the world," lies snugly nestled among snow-capped peaks four to six thousand feet high. This was to be our new "home."

The day after our arrival Lt. Col. W. P. Wilson, a former superintendent on the



Sgt. D. L. Tallmadge (left) and T/5 Harry Wilson, a former I&SM Division fireman, in front of their hut in Skagway, Alaska. The rounded roof of an adjoining hut can be seen in the background. The picture obviously was taken during the "heat" of summer.

the canyon. In order to keep the wind from blowing the engine off the trestle, we chained it down and then crawled on our hands and knees to the end of the bridge and waited for another engine to pull us off.

On the trip "up the hill," you meet as many as 12 and 14 trains at Glacier, which is the half-way mark where trains take water. One day while waiting for a train at this point, Fireman John Anzur and I killed a mountain goat which weighed 400 pounds. Several stops were usually made on the way up to permit a cow moose and her calf to cross the track, which they always did in a liesurely manner.

Coming down the mountain, about 70 pounds pressure is maintained on the train line and 130 pounds on the main reservoir. Engines handle from 30 to 35 empties—single. Running time both up the mountain and down is one hour and 40 minutes for the 20 mile run.

One day we had a switch engine from White Horse with no air on her, and when we got to the top of White Pass to come down the hill, the lieutenant asked how we were going to get down the mountain without air. I told him we would take her down in reverse. He remarked that it couldn't be done, but we made the trip down in one hour and 15 minutes, without mishap.

#### Wreckers Not Needed

I taught some of the men in the outfit how to handle an engine, and it was quite a job to school them in the art of handling the air. There were wrecks occasionally,

but when a car tipped over, we didn't need a wrecker—the car was down the canyon, beyond all aid. There wasn't a wrecker on the division.

On one occasion we were hauling to the Pass seven coach loads of men who were going to work on the Alaskan Highway. Evidently they had heard some of the tales about the steep grade and the possibility of cars coming uncoupled, because when we were about seven miles up, a knuckle broke on a car about the center of the train. And the cars behind this coach started rolling back down the hill. One of the men in the coach became frightened and dove through the glass window to the ground before the brakeman could set the hand brakes on the cars and bring them to a stop.

On one occasion we had the pleasure of transporting the Queen of England, and another time Mayor LaGuardia and his party, from Skagway to White Horse.

The engines up there never see the inside of a roundhouse.

When they come down the hill, a hostler takes them on the pit, cleans the fire, puts on coal and water, and in about 30 minutes the engines are on their way back up the hill again. Necessary work on the engines is done on the road; there isn't time to do it at Skagway, as they generally average a train, two engines and engine crews every 30 minutes. The crew first out in the morning usually gets another double about midnight. We broke our own record in August, 1943, when we hauled 2,200 tons up the hill in one day.

We didn't need any recreation halls, as we had no time to use them—we just ate, worked, and slept when we could.

I am proud to have been a member of the 770th Railway Battalion, which has the record in our War Department of being the best railway unit in the Army, and the White Pass & Yukon is considered the toughest railroad in the world. Anybody who railroaded up there can come back and railroad anywhere in the United States. The Milwaukee Road men who were there have been highly complimented by Col. Wilson

and Col. Baughn on their excellent work.

There are many interesting sights in this wild, rugged country, a few of which are the salmon making their way back up stream to their native waters to spawn; salt water herring so thick in the streams you can take them out with a bucket; mountain goats standing on the crags; and moose with their calves, wandering down the side of the mountain. Pitchfork Falls, the grandeur of which words cannot describe, is something to see, and the midnight sun on the Inside Passage is a sight which takes away the breath.

Other things I will always remember are the blue-green water of beautiful Lake Bennett, the Ship's Register at the dock at Skagway, with the insignia of all the various Army and Navy units painted on the rocks. Or, the mammoth husky dog I saw on the street in White Horse one day, whose size resembled nothing so much as a young elephant.

On Oct. 26, 1943, twenty-one of us left Skagway in a small yacht for the trip down the Inside Passage to Prince Rupert. The small boat bobbed around like a cork in a washing machine, but we completed the trip without accident, boarded the Canadian Pacific for Winnipeg, thence the Great Northern to St. Paul, and home once more to good old Minnesota.

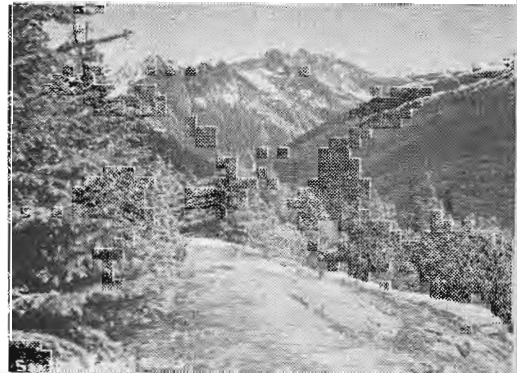
Now, when the old-timers mention that "winter of '98," I will have a pretty good idea what they are talking about.

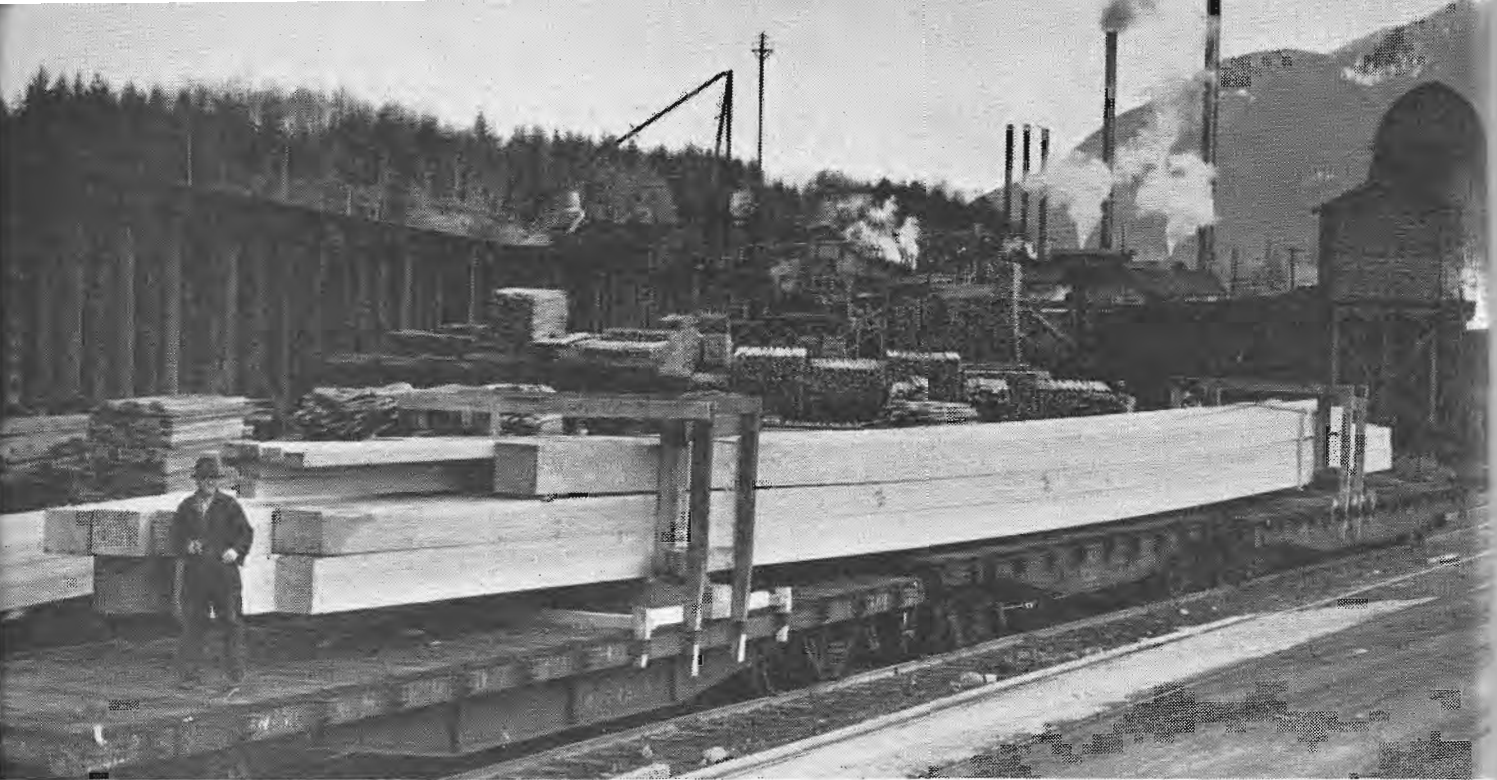
In the last World War, 4,000 men were killed in the 10 minutes before the Armistice was declared. Multiply that 10 minutes by hours and days and weeks, and months, and even years and you will realize to what extent the power to shorten this war, and save the lives of thousands of our boys lies within your pocket and your power. Buy Bonds

Right: A typical scene in the rugged Sawtooth Range, Alaska

Below: An air view of White Pass.

It is over, around and through such country as this that the 770th Railway Battalion operates, carrying the stuff of war to American troops in Alaska.





## Huge Keel Timbers Start to War Via Milwaukee Road

**T**HREE flat cars, set out on our Pacific National Lumber Company track at National, Wash., on Feb. 24 were loaded with the longest pieces of timber ever milled in the Pacific Northwest, and carefully started on their long, tedious journey to a ship yard in San Diego, Calif.

These timbers (or "sticks," as the lumber industry, with bored familiarity, calls pieces of unusual length) measured 14 by 18 inches and were from 90 to 128 feet long, thus requiring the combined length of the three flat cars to accommodate them. They were to be used in the construction of naval vessels, possibly sub-chasers or all-wood auxiliary ships.

The load, weighing 100,000 pounds, was supported by two 50-foot flat cars and one 40-foot flat car, the latter being placed in the middle. Cradles had previously been constructed on the two end cars, elevated from the deck so that the load would swing free of the middle car, which merely served as a spacer. It had been decided that, for the sake of safety, the load should clear the middle car at all times by about five inches. However, an already tough problem was made even more complex by the fact that the mill's locomotive had switched in a 40-foot middle car whose deck was some four inches higher than the end cars. This meant a last minute job of raising the cradle floors proportionately.

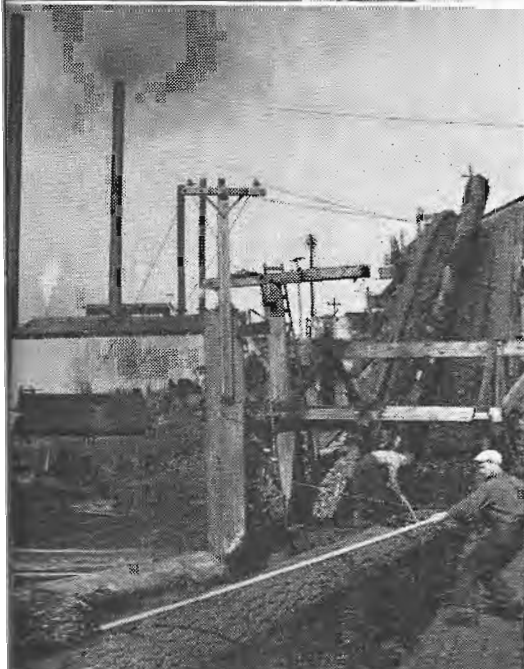
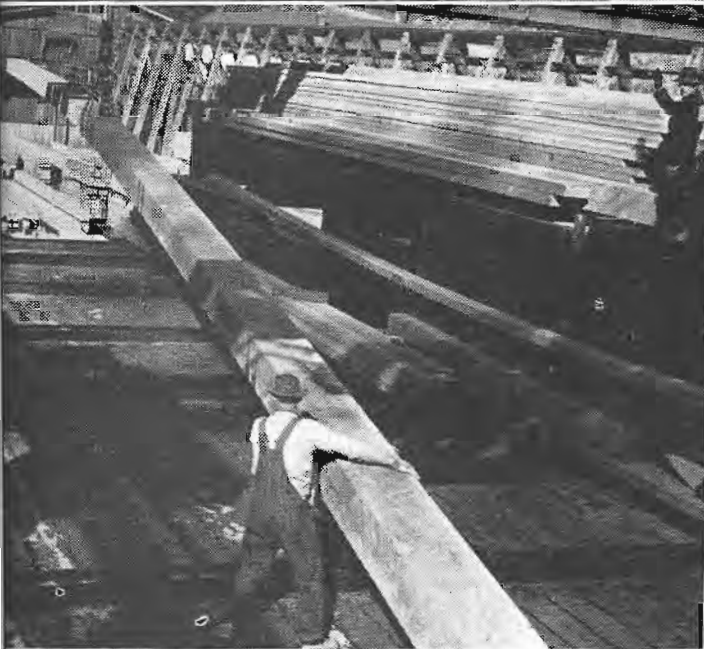
Every curve, bridge and tunnel between National and San Diego had to be taken into consideration by the representatives of the several roads involved, as they calculated clearances for the awkward, wide-swinging load of sticks.

The Milwaukee Road handled the load from National to Chehalis, Wash., the Great Northern took it from Chehalis to Bieber, Calif., and the Western Pacific and Southern Pacific nursed it along from Bieber to San Diego.

Selecting the trees from which these giant keels were cut called for a timber man with a fine eye for a tree's size and age. A tree large enough to produce timbers 128 feet long has to be enormous, and to have attained the required length and girth, it has to be about 200 years old. At the same time, the expert has to make sure that the tree isn't many birth-days beyond that age, for if it is, the wood will be of inferior quality and won't meet tensile requirements.

All things considered, it was a sizable task, but we got the keels headed out on their way to war.

"Killed in Inaction" . . . Those are the War Bonds redeemed before maturity.



**THE COVER.** The picture appearing on the cover of this issue is the first in the series showing some of the steps involved in converting logs into 128-foot timbers to be used as keels for naval craft. The logs in the pond are being maneuvered into place for movement up the incline to the sawmill at the Pacific National Lumber Company in National, Wash.

The lower picture here shows one of the 128-foot logs moving up the incline. Length can be appreciated by comparison with the incline, which is 100 feet long.

In the middle picture one of the lengthy timbers is seen as it comes off the planer, ready for loading. Ordinarily timbers are only sawed, but because of the use to which these were to be put, they were run through the planer and surfaced on all sides.

The top picture shows the three flat cars loaded and ready for movement by our train.

## Chilean Consul Lauds Our Service

M. H. Ehlert, Chilean consul in Chicago, recently addressed the following letter to H. A. Scandrett:

"We left Chicago the evening of January 19th on the Olympian train to Seattle, returning via Los Angeles.

"Except for the service men on board, one would not have been aware that the country is at war, for we were privileged to enjoy all the comforts of peace time travel. The three daily meals were excellent, reasonable in price, and well served. The dining car conductor was a marvel in performing his duties, especially considering that he had to serve a large number of service men additionally.

"And another item! I commute daily from Libertyville and the agent there arranged all my transportation as well as sleeping car reservations as far as San Francisco without any loss of time or inconvenience to me.

"Your road's accomplishments are so outstanding and unusual in these war days that I would consider myself indeed ungrateful if I did not acknowledge them to you."

Mr. Scandrett advised C. J. Fisher, agent at Libertyville, and C. C. Little, dining car steward, of the complimentary remarks made by the consul, and addressed the following to Mr. Ehlert:

"I am delighted to learn from your letter of February 25th that our agent at Libertyville arranged a satisfactory itinerary for you, and that we took good care of you on the Milwaukee Road. That is our constant aim, and it is a great satisfaction to have a letter like yours. It is also most helpful to us as it gives us an opportunity to pass your comments on to the men involved, which is an encouragement to them to keep up their good work."

### NOTICE

Members of the Milwaukee Employees Pension Association

In order that liquidating dividend checks may be mailed to members of the Milwaukee Employees Pension Association who have not received them, those members are hereby requested to forward their addresses to the Association, at 600 West Jackson Blvd. (Room 706), Chicago 6, Ill.

# THE MILWAUKEE MAGAZINE

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MARC GREEN, editor



A. G. DUPUIS, manager

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## Frank I. Dufenhorst Heads Traffic Club

Frank I. Dufenhorst of Elgin, Ill., rate clerk in the general agent's office, Chicago, was elected to the presidency of the Fox River Valley Traffic Club and installed in office at a dinner held by the group in the Baker Hotel in St. Charles, Ill., on the evening of Mar. 22. He had just completed a year as vice president of the organization which has a membership of about 200 individuals representing carriers and other industries in the Fox River valley.



F. I. Dufenhorst

Mr. Dufenhorst has been in the employ of the road for eight years, his first position being that of clerk in the tax department. He has held various positions in the freight traffic department in Chicago during the last five and a half years.

## Appointments

### Passenger Traffic Department

The following appointments in the passenger traffic department were recently announced by F. N. Hicks, passenger traffic manager: Effective Mar. 1, 1944:

Harry Sengstacken, formerly general passenger agent, is appointed assistant passenger traffic manager.

Joseph Caldwell, formerly first assistant general passenger agent, is appointed general passenger agent.

Walter Peterson is appointed assistant to passenger traffic manager.

### Law Department

M. L. Bluhm, general solicitor, announced the following changes in the law department staff on Mar. 16, 1944:

Edwin R. Eckersall, assistant general solicitor, has resigned his position to resume the general practice of law. He will be associated with the firm of Gardner, Carton & Douglas of Chicago, Ill.

Larry H. Dugan, assistant general solicitor, is promoted to the rank heretofore held by Mr. Eckersall, and, in addition to his commerce work, has been assigned certain duties performed by Mr. Eckersall.

Edwin O. Schiewe, chief clerk, is appointed assistant general solicitor. He will perform certain duties heretofore performed by Mr. Eckersall.

### Mechanical Department

Effective Mar. 1, 1944:

Lee Boyer is appointed traveling engineer of the Coast Division with headquarters at Tacoma, Wash., vice E. G. Tallmadge, resigned.

## Road Completes Sixty Years as "Postman"

Sixty years service as the official line for carrying the United States mail between Chicago - Milwaukee and St. Paul-Minneapolis, was completed by the Milwaukee Road on Mar. 13.

According to Carl F. Rank, manager of mail traffic, Chicago, it was in 1884 that the postmaster general proposed to the Milwaukee Road that it operate a fast train from Chicago to St. Paul-Minneapolis for carrying mail destined to northwestern states and Alaska. The train went into service at 2 o'clock the following morning, Mar. 13, 1884, its operation covered by a written contract. In 1892 the post office department decided it would discontinue the making of written contracts, but it was verbally agreed with the road that it should continue to handle the mails so long as its service continued to be satisfactory.

A newspaper, in speaking of a deceased citizen said: "We know him as old Ten Per Cent. The more he had the less he spent—the more he got the less he lent—he's dead—we don't know where he went; but if his soul to heaven was sent—he'll own the harp and charge 'em rent."



This scene, at Galewood Transfer, Chicago, is duplicated throughout the railroad as we carry on the colossal job of expediting the movement of L.C.L. freight. To do it with a minimum of loss calls for care, thought, and an intelligent understanding of the job's importance.

THE eighth annual Perfect Shipping campaign is to be conducted throughout the month of April by the Regional Shippers' Advisory Boards, backed up by aggressive action on the part of the carriers, traffic clubs, trade associations, chambers of commerce, National Industrial Traffic League, the Office of Defense Transportation, the War Production Board and other governmental agencies.

As an indication of how the officials in Washington feel about the situation, the following from the late Honorable Joseph B. Eastman covers the situation completely:

“Everything that I said last year of the need for co-operation on the part of shippers, handlers and receivers of freight needs to be said with added emphasis in connection with this year's Perfect Shipping campaign. We are entering what may prove to be the most critical phase of the war, and every shipment of freight is important in one way or another to our total war effort. There has never been a time, I am sure, when it was quite as important as it is now that damage to lading be reduced to a minimum. Every damaged shipment means wasted material, wasted man-hours and wasted transportation.

“Perfect shipping this year must necessarily go far beyond attention to details intended to insure safe handling of materials. *Perfect Ship-*

## perfect shipping

by W. L. ENNIS,  
Assistant to Chief Operating Officer

*ping today has come to mean everything possible that can be done to raise the efficiency of our total transportation plant.*

“The volume of traffic now being carried is so great that any relaxation in our efforts toward

better and still better shipping practices would be foolhardy. In view of the fact that the volume of traffic is still mounting, and no one can be absolutely sure when the leveling off will occur—such relaxation would be unthinkable.

“The time that will be required to bring this war to a successful conclusion will be determined to a considerable degree by the manner in which we use our limited transportation facilities.

“Thus far, our military and necessary civilian traffic has moved without serious interruption, and for this a great deal of credit belongs to the shippers and receivers of freight. I hope that the coming months will see no blemish on that record.

“This year's Perfect Shipping Month campaign should stand as a high point in our total war transportation program.”



Portable gates in merchandise cars prevent damage and increase stowage space. The picture was taken at Galewood Transfer.

It is sincerely hoped that Milwaukee Road men and women will get behind this wholeheartedly and not only carry on their actual work in a more careful manner, with the view to eliminating opportunities for loss and damage, but also give us the benefit of their thoughts on this important subject so that we will receive and pass on to all concerned useful information which would otherwise not be available. Certainly, with the high values of all commo-

# Prizes Offered for Best Ideas, Letters

AS a means of arousing the interest of all employes in the road's loss and damage prevention campaign, a letter-writing and suggestion contest is being conducted during the month of April—Perfect Shipping month.

The writers of the four most interesting and helpful letters on the subject will each receive a \$25 War Bond.

In addition, 10 other prizes, each consisting of \$10 in War Stamps, are being offered for the best individual suggestions regarding ways of eliminating, or at least reducing, loss or damage to freight

—either carload or l.c.l. Although these suggestions should be specific as to how a particular kind of trouble can be eliminated or controlled, they should not be confined to conditions that are strictly local.

All employes of the road, with the exception of those on the payroll of W. L. Ennis, assistant to chief operating officer, or G. W. Loderhose, freight claim agent, are eligible to receive either or both classes of prizes.

Entries should be sent to W. L. Ennis, assistant to chief operating officer, room 867 Union Station, Chicago, some time before the end of April.

ties at the present moment and the need for our conserving in every possible way, there never was a more important time for loss prevention than right now and we cannot over-stress the need for all of us going back to the fundamentals of good handling, some of the more important of which are as follows:

- Inspection of equipment, making sure that it is in proper condition for the loading of the commodity involved.
- Inspection of loading methods, particularly in those situations where we know we are having repeater damage either in or out-bound.
- Inspection of livestock with the view to noting any exceptions to individual animals, instances of overcrowding, lack of proper partitions in mixed loads, insufficient or improper bedding, etc.
- Proper checking of LCL freight as to the marks, making sure that they agree positively with the shipping order, bill of lading or waybill.
- Proper handling of LCL freight with respect to the elimination of dropping, throwing or other improper handling of light, fragile containers.
- Proper stowing of LCL cars—segregation of light, fragile freight from rough, heavy shipments. Compliance with shippers' warning signals, such as "This Side Up," "Handle with Care," "Fragile," and "Red Arrows."
- Train inspection (*a place where all employes of the railroad can participate*) watching for parts of rolling stock that may be ready to drop off and cause derailments, hot boxes, or anything else that might result in a train accident.
- Inspection of locomotives and cars with the view to avoiding engine and car failures causing serious delays between terminals, and late

arrivals of important time freights at terminals.

- Complete and definite information on OS&D reports, particularly as to the cause and extent of the damage, invoice value of salvage goods, and full and correct reply to all other questions.
- Prompt advice covering unusual shipments which, because of their nature, present unusual risk of damage.
- Complete and proper inspection of all containers, making sure, if they are second-hand, that they are in proper condition to handle the commodity enclosed therein and making prompt report of any instances wherein shippers are regularly employing a container which is in such condition as to be contributing to damage to the lading; this in order that further action can be taken through the medium of the various weighing and inspection bureaus throughout the country.

All of us can feel very proud of our own particular part in the splendid record accomplished by the railroads since Pearl Harbor and which has been the subject of so much comment in the press on the part of military and government leaders. However, I am sure that if we make up our minds, we can do an even better job.

## "W. F. I.'s" Eyes

An intriguing case history of sudden blindness and sudden cure, with Superintendent W. F. Ingraham of the I&D Division as the "patient," recently was good for a bit of space in the Mason City Globe Gazette.

It seems that Mr. Ingraham and Howard Knesel, prominent Mason City insurance broker, happened to drop in at the barber shop at the same time to have their hair cut. When Mr. Ingraham got out on the street again, he found to his great dismay that something had happened

to his eyes; objects no farther than five feet away looked like balls of lint. He did manage to feel his way across the street to the office of an oculist, where he made the grievous announcement that his eyes had given out on him.

"You wait here until I get through with this other patient," replied the doctor. While he waited, the phone rang.

"Mr. Ingraham there?" "Yes." "Tell him I got his glasses." It was Mr. Knesel on the telephone. They were his glasses that Mr. Ingraham had picked up at the barber's.



# LESS TALK... MORE CARE

NATIONAL SAFETY COUNCIL

A Scotchman walked up to a friend at the bar and began telling him about a hunting trip.

"We got a couple of bears," he said, "but the biggest thrill was tracking yuers."

"What's yuers?" asked the friend. "I'll have a beer, thanks," replied the Scotchman.

"Just as they reached the bottom of their glasses the friend remarked, 'Well, I'll have to go home and do my chores.'"

"What chores?" asked the Scotchman.

"Beer, please," said the other.

# 1944 Advertising Program Includes Radio Broadcasts

## Schedule of Radio Broadcasts

Shown below are the call letters and locations of the 25 radio stations carrying the Milwaukee Road's 15-minute news broadcasts each Sunday. The time at which each station has the program scheduled is also indicated.

City	Station	Time
St. Paul, Minn.	KSTP	12:00 noon
Cedar Rapids, Ia.	WMT	11:45 a.m.
Des Moines, Ia.	KRNT	12:30 p.m.
Dubuque, Ia.	WKBB	2:15 p.m.
Sioux City, Ia.	KSCJ	12:30 p.m.
Omaha, Nebr.	KOIL	10:30 a.m.
Rapid City, S. D.	KOBH	12:15 p.m.
Sioux Falls, S. D.	KSOO	5:30 p.m.
Mason City, Ia.	KGLO	4:15 p.m.
Aberdeen, S. D.	KABR	12:15 p.m.
Green Bay, Wis.	WTAQ	11:30 a.m.
LaCrosse, Wis.	WKBH	5:30 p.m.
Madison, Wis.	WIBA	11:00 a.m.
Wausau, Wis.	WSAU	6:00 p.m.
Seattle, Wash.	KIRO	4:15 p.m.
Spokane, Wash.	KHQ	3:45 p.m.
Tacoma, Wash.	KMO	3:45 p.m.
Butte, Mont.	KGIR	4:30 p.m.
Bozeman, Mont.	KRBM	4:30 p.m.
Helena, Mont.	KPFA	4:30 p.m.
Great Falls, Mont.	KFBB	3:00 p.m.
Miles City, Mont.	KRJJ	10:15 a.m.
Missoula, Mont.	KGVO	4:00 p.m.
Milwaukee, Wis.	WTMJ	10:30 a.m.
Chicago, Ill.	WMAQ	10:30 a.m.

THE Milwaukee Road is continuing, through 1944, its advertising campaign to promote a general public understanding of the problems the railroads are facing. The heavy demands of war traffic, the enormous home front job, the serious manpower situation, the vast resources of the Milwaukee Road territory and the importance of strong, progressive railroads operated under business management are some of the subjects presented. The radio is being employed as one of several means of getting these messages to the public. The 1944 campaign includes, also,

the use of 114 daily newspapers and 545 weekly newspapers in "on line" or local territory, and 49 dailies in cities "off line" where agencies are maintained. Four color and two color full page advertisements are being run in seven national magazines. Black and white pages are appearing in local, trade and educational magazines.

Weekly news broadcasts, 15 minutes in length, are being aired over 25 radio stations throughout the railroad system every Sunday. In order that these broadcasts may reach a greater number of people, employes are asked to acquaint themselves with the schedule as it applies to the nearest radio station and suggest to their friends that they tune in.

### The Sky Cowboy

*Oh, for the life of a "bombardier,  
His trail is the open sky,  
His plane is his steed, in the time of need,  
When the enemy hovers by.*

*He wears no chaps, but fur lined caps,  
His saddle a seat by the gun,  
No ten gallon hat, but he carries a gat,  
To fan at the murderous Hun.*

*He'll plaster the Jap clear off of the map,  
He's a rough ridin' cowboy to fear,  
Is the boy in the plane, through the wide  
sky lane,  
The American bombardier.*

—R. E. Stokes, pensioned wire chief, CRI&P Ry., and father of L. R. Stokes, correspondent, of Faribault, Minn.

## Directory Prepared for Ticket Sellers



F. N. Hicks, passenger traffic manager (left), and A. W. Dreutz are shown poring over the proof sheets of the new directory.

A DIRECTORY of ticket forms, consisting of an index to the various types of interline, local and miscellaneous tickets issued by the Milwaukee Road, was made available to the passenger sales staff early in March. It was compiled at the suggestion of Fred N. Hicks, passenger traffic manager, as a means of simplifying the handling of the tremendous volume of business pouring through our ticket offices.

The directory, first of its kind ever issued by our company, was prepared by A. W. Dreutz, chief rate clerk, Chicago, and is now in use by all of our agents, ticket clerks and ticket sellers. Judging by the laudatory, enthusiastic letters received from its users, it appears that having this descriptive directory within easy reach is a great help. It enables the ticket seller to make a quick selection of proper forms, such as printed tickets carried in stock, and minimizes the use of skeleton forms, which require considerable time to write. Briefly, the directory improves accuracy and saves time and effort. Right now those are three very important items.

# ★ Front and Center! ★



Ted R. Lindvig, Jr., U.S.N., and his brother, Lester.

Ted R. Lindvig, Jr., seaman 2/c, son of Engineer Lindvig, employed in the Chicago Terminals, is seeing active duty aboard a destroyer, but his exact whereabouts are unknown. He is shown here with his brother, Lester.

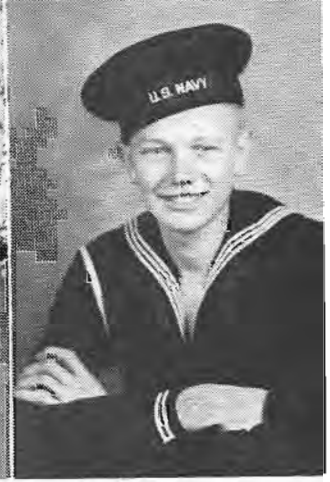


Pfc. Loren Bonde

Pfc. Loren Bonde, son of Gust Bonde, a conductor on the Superior Division, is a paratrooper, now somewhere overseas. He had about 50 jumps to his credit before he left this country.

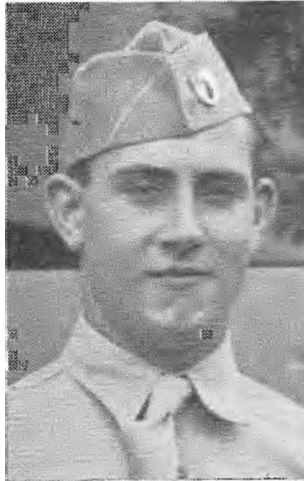


Pvt. Lloyd M. Hanson



Dean C. Hanson, U.S.N.

Machinist George C. Hanson, employed in our shops at Harlowton, Mont., has two sons in the service. Pvt. Lloyd M. Hanson, a former brakeman, is an engineer with the Army somewhere in Italy. Dean C. Hanson, who was a store department employe before entering the Navy, is with the Seabees in training at Williamsburg, Va.



Sgt. Maj. Kenneth Feeley

J. E. Feeley, a retired machinist at Miles City, who left the road about a year ago, has two sons in the armed forces. Sgt. Maj. Kenneth Feeley is with an infantry division somewhere in the Southwest Pacific. Lt. Gordon Feeley, a flyer, has recently been reported missing in action over occupied Europe.



Lt. Gordon Feeley



John E. Anderson, U.S.N.

John Earl Anderson, radio man 3/c, son of Machinist Reuben S. Anderson, employed in the Minneapolis shops, is seeing active duty with the Navy in the Southwest Pacific area.



Corp. Mary Ann Dahmen

Corp. Mary Ann Dahmen, daughter of Andrew B. Dahmen, employed in the roundhouse at Marquette, Ia., has completed Radio School at Oxford, Ohio, and is now attending Radio Materiel School at Omaha, Nebr.



Ens. Edwin Coleman Robert Coleman, U.S.N. Pfc. Norbert Coleman

Jeremiah Coleman, a crossing watchman at Twelfth Ave., Green Bay, Wis., is the proud father of six children who are in the service of their country. Pfc. Norbert Coleman, 30, is in New Guinea with the amphibious engineers. Corp. Ann Coleman, 27, has been with the Wacs since April, 1943, and is now stationed in the public relations office of that service at Camp Wheeler,



Corp. Ann Coleman M. Sgt. Hugh Coleman Lt. Terrance Coleman

Ga. M. Sgt. Hugh Coleman, 24, enlisted in October, 1940, and spent 16 months in Iceland. He is now at Camp Howze, Tex. Lt. Terrance Coleman, 22, entered flying school in April, 1941, and is now flying a P-38 in Italy. Ens. Edwin Coleman, 21, joined the Coast Guard in March, 1941, and is now assistant gunnery officer on a destroyer escort. Robert Coleman, seaman 2/C, 18, is now studying at the quartermaster's school, Newport, R. I.

## SERVICE CLUB SIDE-LIGHTS

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

### Tacoma Club Re-Dedicates Passenger Station

The Tacoma Service Club and the Women's Club combined their efforts to hold an open house at the newly refurbished passenger station there on Feb. 29. The occasion amounted to a re-dedication, as the structure now looks practically new in its new coat of paint.

Mrs. Clara Carrotte was in general charge of the party, with Louis Seaman, chairman of the Service Club, reading congratulatory telegrams from high officials, and introducing the speakers of the evening. Ed Herzog was chairman of the committee handling the transportation of the soldiers from Fort Lewis who furnished entertainment under the direction of Corp. William Dixon. 1st Sgt. Benjamin Small



# Service Clubs



acted as master of ceremonies. The Milwaukee Women's Club served coffee, cake and punch to the group of almost 300 in attendance.

The entire lower floor of the station has been remodeled into one large waiting room, with ample seating space. The lunch counter now takes up the entire western end of the waiting room. The old ticket office has been replaced by a new one running along the north side of the building, with modern counters, ticket windows and lighting fixtures.

The party provided a fitting opening for the "new" station.

### Mitchell Club Takes Initiative

The Mitchell Club placed itself in the limelight when, on Feb. 2, Chairman Lyle Paullin called a meeting of all the service clubs, fraternal and church organizations and the Red Cross, USO and chamber of commerce representatives to consider the matter of organizing a service men's canteen at Mitchell. With nine trains daily through Mitchell carrying service men, our club recognized the need for service, and a fine response was received from the other organizations in the city.

The tremendous amount of work that a project of this size entails will require the full cooperation of the city. Mr. Paullin was elected chairman of the canteen committee, and we feel sure that with his leadership the canteen will soon be a reality.

### Electric Club Holds Appreciation Party at Deer Lodge

The Electric Club took possession of the adjoining Odd Fellows and Moose Halls on Feb. 17 for an evening of diversified entertainment arranged by A. R. Kidd, chairman, and George Ugland, treasurer.

The meeting held prior to the festivities included an interesting talk by Mayor Samuel Lane; he told what The Milwaukee Road and the Service Club mean to Deer Lodge. Mayor Lane, by the way, is one of our employes in the shops at Deer Lodge. Remarks from several other employes were heard before A. R. Kidd, chairman of the club, announced the evening's program.

Pinochle, bridge and cribbage were

Left: Shown around the punch bowl at the Tacoma Club's open house are, l. to r.: Louis Seaman, president of the club; H. W. Montague, general yard master, Tacoma; Mrs. Clara Carrotte; Maj. W. E. Cummins; Supt. L. Wylie of the Coast Division (just behind Maj. Cummins); Al Pentecost, general foreman, Tacoma shops.

Below: Servicemen from Fort Lewis, Wash., provided entertainment at the party in the "new" Tacoma passenger station.





A. W. Olson, assistant superintendent of the sleeping and dining car department, assists Miss Marilyn Mann with the dispensing of punch at the Tacoma open house.

played in one hall and there was dancing in the other. Five prizes in war stamps, placed in transparent envelopes and appropriately tied with patriotic colors, were awarded. Who was it that said this is a man's world? Though there was an equal number of men and women present, the latter won all five of the prizes. They were: Mrs. Walter Hansen, wife of carman; Mrs. K. C. McKee, who is working in the shops; Mrs. J. Dildine, wife of machinist; Mrs. Clara Jones, also working in the shops, and Mrs. P. L. Kirwin, wife of conductor. Mr. Kirwin was the first chairman of the club.

A delicious lunch was served by the Women's Club. The slogan for the evening was "Is everyone happy?" And, judging by the expressions of thanks, everyone was.

## ACTIVITIES IN GENERAL

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

### La Crosse Club

The La Crosse Service Club held its first annual party on the evening of Feb. 18, in the K. of P. building, with more than 300 in attendance, receipts of \$64.99 going to the Club treasury for future activities. Music for the dance was furnished by Harry Groskopf's orchestra. C. W. Figgie, chairman of the social committees, was in charge of the party.

On Feb. 28 this club held its regular business meeting in the same hall and a suggestion was made that at social meetings a group of members be appointed to mix with the people who are not well acquainted and help them enjoy the companionship of other members and their families.

### Austin Club

The February meeting of the Austin Service Club was held in the K. of C. clubrooms in Austin, Minn. Opening the meeting, C. L. Wood, the new chairman, asked for a rising vote of thanks for the retiring officers who did a wonderful job. He also thanked the club for selecting him as their new chairman. After tasting Mr. Wood's "Montana Chuck Wagon Stew" last summer the members were never in doubt as to who the next chairman would be.

One of the objects of this club is the promotion of traffic tips, and, with the assistance of the Albert Lea Service Club,

are to a certain extent responsible for the I. & S. M. Division's being either on top or in second place in the division standings each month.

Following the meeting, John Heal's Kitchen Queens treated the gang with the three "B's" menu, Buns, Beans, Bingo.

### Land o' Lakes Area Club

The February meeting of the Land o' Lakes Area Service Club was held in the clubrooms in Watertown, Wis. As usual,



Shown at the recent meeting of the Electric Club in Deer Lodge, Mont., are, l. to r.: A. R. Kidd, chairman; Mrs. A. A. Woolman; Mrs. W. E. Brantigan, president of the Deer Lodge Chapter of the Women's Club; Samuel Lane, mayor of Deer Lodge.

attendance was good, although many of the members must come from a distance to attend.

At this meeting arrangements were made to remember any sick members by sending them "get well" cards or flowers; any case of illness within the club area should be reported to Mrs. Schuenke. The club is very active in civic affairs, being one of the first clubs to offer its help to the communities in post-war programs.

The meeting was followed by lunch and bingo.

### Old Line Club

The Old Line Area Service Club meeting of Feb. 16 was highlighted by installation of the new officers and the introduction of George Passage, train master, who

had just recently been transferred to this territory from the Terre Haute Division. Henry C. Hefti, traveling freight agent from Milwaukee, Wis., who was recently assigned to this territory, was also introduced. These gentlemen, by their presence, gave added interest to the meeting.

Mr. Passage said he was pleased to note the enthusiasm shown by the club and with such they can be of much help to the communities in the club area. Mr. Hefti stressed the need for traffic tips.

Among the guests were two in uniform—Corp. Olson, son of Roadmaster A. H. Olson, and Seaman Elroy Johnson, son of Wilbert Johnson, section foreman.

A rising vote of thanks was given the retiring officers for their splendid work in the past year.

Miss Agnes Hubke of Beaver Dam, Wis., entertained with two piano accordion selections and played for dancing after the meeting. During the dance sandwiches and refreshments were served.

### Mason City Club

The Mason City Service Club held its meeting on Mar. 6, which was one of Iowa's worst evenings this winter. Regardless of the weather, however, attendance was good, which is a credit to Al Zach, chairman, and his committees. A regular meeting day was decided on and the second Monday of each month was agreed upon. All members please note and keep this date open.

One of the objects of this club is to assist and co-operate with the Service Men's canteen. At this meeting Cliff Oeschgar presented the club with some Hiawatha Band records to be placed in the canteen. After the meeting, Mr. Calhoun of the Y.M.C.A. showed pictures of the "Olympian Wonderlands" and "Trail of the Olympian."

Following the pictures, refreshments were served by Mr. Fehl and his committee.

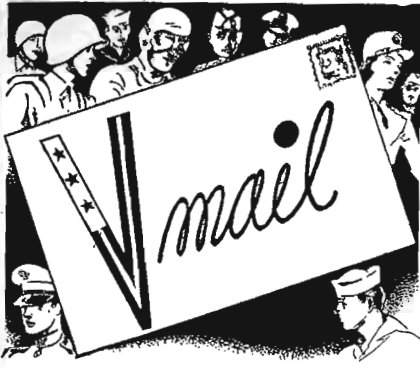
### Mississippi Palisades Club

An outstanding program of speaking and entertainment was the feature of the meeting of the Milwaukee Palisades Service Club meeting on Mar. 15 in the club rooms in Savanna, Ill.

W. B. Bowen, superintendent, gave a very interesting talk regarding the man-power situation on the D & I Division and the proposed work to be done on the division during the coming months.

G. P. Layton, who was appointed at the January meeting to represent the club in the county Fourth War Loan drive, reported that the drive was a decided success and expressed his appreciation for the results and assistance given him during the drive.

Following the entertainment, L. V. Schwartz presented a motion picture, "Secret Weapon." This picture, released by the Dairy Producers Ass'n., gave some good ideas of what the hard working railroad man's diet should be. A round or two of cards completed the evening.



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



Sgt. Charles Moskowitz, formerly assistant chief clerk in the office of superintendent, Chicago Terminals, is shown in Trafalgar Square, London, on Jan. 24. The symbolic lion of the British Empire can be seen in the background on the base of the famous memorial to Lord Nelson.

## Superintendent Givens' Son Receives Legion of Merit Medal

Marine Captain William C. Givens, son of W. C. Givens of Ottumwa, Ia., superintendent of the Kansas City Division, has been awarded the Legion of Merit medal for making a 13-day reconnaissance patrol on Rendova Island prior to its occupation by our forces last June. Capt. Givens is the operations officer for the crack marine anti-aircraft unit protecting Munda air base.

At ceremonies on the shell-scarred battleground of Munda, Marine General A. F. Howard, on behalf of Admiral William F. Halsey, pinned the medal on Captain Givens, who made the patrol to obtain prospective positions for guns. So well did Captain Givens perform his mission that the anti-aircraft and the marine field artillery batteries were able to get their guns into position and into action soon after landing on Rendova, thereby saving much valuable time.

Several times he had to approach within a few yards of the enemy to accomplish his mission but was never detected.

## Former Brakeman Acts as Conductor on Roosevelt-Churchill Train

Sgt. John McElroy, a Miles City yard brakeman prior to entering the Army in February, 1942, was privileged to be the conductor on the train which carried President Roosevelt and Prime Minister Churchill to the recent conference in Teheran. Sgt. McElroy has been overseas 15 months with a railway operating battalion, most of which time has been spent in Iran.

He reports in a letter to his wife in Miles City that it was a great surprise to him when his company commander called him in and told him to be on the alert, as he was to be given a special assignment. But that surprise was as nothing compared to the pleasant shock of being told, a little later, that the special assignment was that of conductor on the special train carrying the President and Prime Minister.

The following is quoted from the letter to his wife:

"I was to wear class 'A' uniform, to have my stripes on, insignia on, uniform neat. I proceeds to get ready—shined my shoes again and again till they glittered; my gun holster the same. I really went to it to get ready to be in shape early in the morning. The troops were re-



Sgt. John McElroy

viewed by the President of the United States and other high ranking officers. I can't discuss everything—just give you an idea. It is something to be proud of. You can call and tell that to the Milwaukee Road, for it was represented."

## "Via Milwaukee" Makes Army Railroader Homesick

Sgt. A. B. Napper, who was a locomotive engineer on the Coast Division before entering military service, is now with a railway operating battalion somewhere in Italy. The following letter from him was recently received in the Magazine office:

"To the Milwaukee Magazine and all our friends on 'our' road.

"I wish to thank you for the magazine I receive each month—on time. I sure appreciate it and look forward to its ar-



Sgt. Joe Webber, a conductor from the Duluth line, who is now serving as a conductor with a railway battalion in Italy.



Gen. A. F. Howard pins the Legion of Merit medal on Capt. W. C. Givens.

rival. There are 21 Milwaukee Road men in my company and lots more in the battalion, including Capt. Koller from the Coast Division. I am glad to see the Milwaukee doing such a good job handling so much extra business. We are doing a good job here, as we did in Africa. I see lots of freight here marked 'via Milwaukee.' Makes me homesick. The picture is of Joe Webber, a sergeant conductor of the Duluth line. Keep 'em coming. Will be seeing you."

"Mamma, do angels have wings?"  
 "Yes, dear."  
 "Daddy said nurse was an angel. When will she fly?"  
 "Tomorrow morning," replied the mother.

# The Milwaukee Railroad WOMEN'S CLUB

## Sioux City Chapter

MRS. BEN ROSE, *Historian*

At the January pot luck dinner, "Hiawatha Night," 225 members chatted across lantern lighted tables, admired the conductors' Hiawatha red lapel roses scattered along the right of way as the miniature Hiawathas whizzed by, hitting off magical miles at breath taking speed.

Impressively using sections of the Const. and By-Laws pertaining to officers' duties, Mrs. C. H. Embick, a former president, installed our new officers. Accepting the gavel, Mrs. John B. Hansen, duly appreciative of the leadership bestowed upon her, expressed the desire to be of service, suggesting Harmony, Cooperation and Good Will as 1944 watchwords. The evening's program was a very inspirational and good citizenship talk by Garrit Roeloff, OPA officer. Phyllis Elder and Ruth Kvidahl added the musical touch.

Medals to Mrs. B. Brashear, Mrs. L. E. Cotter and Jack Hansen for the loan of their electric rolling stock, plus tracks and signal towers—which attracted as many grown-up-boys as teen-agers. Also to Mrs. Embick for injecting a bit of engaging ceremony into an otherwise prosaic annual procedure. Service Stripes to Mrs. A. S. Elder, program chairman, for securing the patriotic talk; to Mrs. Ed. Carlin, social, and Mrs. Ed. Mattison, refreshments, for Hiawatha dinner theme to Mrs. J. T. Carney, publicity, for 10 inches of publicity with big headlines.

## Minneapolis Chapter

MRS. J. J. MINTZ, *Historian*

Board members enjoyed a luncheon at the Esquire Cafe, Jan. 11, followed by a short business meeting. Plans for the year were discussed. The newly appointed chairmen and assistants are Mmes. H. Riccius, constitution; A. French, welfare; H. Hewing and M. Lagried, good cheer; F. King and E. Conway, ways and means; A. Grothe, membership; J. Haffner, social; F. McKeever, program; E. Schriber, refreshments; Wm. O'Neill, publicity; L. W. Barnes and Wm. Fawcett, auditing; F. Webster, house and purchasing; G. Tallmadge, Red Cross; M. Brown and R. Anderson, dining room; G. Rodeen, kitchen; S. Philpot, safety, and R. Fiedler, official hostess with G. Tallmadge and H. Hewing, associates.

Mrs. French, welfare chairman, reported \$23.50 spent for Christmas baskets, making total of \$94.40 spent on welfare for the year. She also reported 23 calls and 16 families reached in January. The year's total of 1,474 Red Cross hours were reported by Mrs. A. Grothe. Good Cheer Mrs. Wm. Fawcett reported 10 cards and four calls. The membership drive is now on, so please give Mrs. Grothe, the new chairman, and her co-workers, your full support. Sympathy is extended to the families of A. Grothe in the loss of his mother and C. Harrington, whose wife passed away recently. A nice luncheon was served at the close of our meeting by the Service Club. Dancing followed.



A party, sponsored by the Ottumwa (Ia.) Chapter, was held on Sunday evening, Feb. 6, at the Ottumwa USO Center in the Ballingall Hotel, to celebrate the third anniversary of the founding of the USO. Standing around the large birthday cake which made the occasion official, are chairmen of various committees who arranged the party. They are, l. to r.: Mrs. M. L. McNerney, president of the chapter, Mrs. R. O. Clapp, Mrs. Harry Nicholson, Mrs. George Boone, Mrs. E. L. McGuire, Mrs. Norbert Davis, and Mrs. Fred Wilford, retiring president of the chapter, and chairman of the birthday party committee.

## Ottumwa Chapter

K. M. GOHMANN, *Historian*

The idea of the paid luncheon preceding the monthly meeting seems to be approved by the membership, as each month the attendance increases—63 were present at the luncheon and meeting Feb. 4. Mrs. Wm. Fry, 2nd V. P. and social chairman, arranged the luncheon menu, but due to death of a niece she was called away the day preceding the meeting. Mrs. M. L. McNerney, newly elected president, presided. Report of Mrs. Robt. Boyd, Red Cross chairman, indicated 466 hours contributed during January to Red Cross and other war activities. New members introduced were Mrs. W. T. Stewart, Mrs. Geo. E. Hogan, Mrs. Norman C. Givens and Mrs. Ray G. Robinette. Retiring president Mrs. Fred Wilford was presented with a lovely gift and flowers.

A group of club members was kept busy for several hours on Sunday, Feb. 6, making final preparations for the open house beginning at two p. m. to celebrate the third birthday of the USO and to enable interested citizens to see the equipment available to entertain the service men, the well furnished library, the comfortable lounge and the various games and forms of entertainment provided for them; their time was also occupied in nutting on the final touches for the special birthday party at 8 p. m., sponsored by our chapter. The special feature of the party was the four-tiered birthday cake, attractively decorated with the USO letters in red, white and blue, topped by an American flag and three red tapers; a cake large enough to serve 300 people. Chicken salad sandwiches, and quantities of home-made candy and cakes were furnished by club members.

Major G. F. Boone, director of the Ottumwa local USO, served as master of ceremonies and a musical program was furnished by servicemen from the U. S. Naval air station north of the city preceding serving of refreshments. Just previous to cutting the birthday cake officers of our

chapter, Mrs. Boone, wife of director of the USO, and Mrs. Fred Wilford, chairman of the birthday party committee and retiring president of the club, were grouped around the serving table to have a picture taken. Mrs. Boone, representing the Salvation Army, cut the first piece of cake, at which time she wished the USO a happy birthday. She was followed by Mrs. M. L. McNerney, representing the Natl. Catholic Community Center; Mrs. R. O. Clapp, the Y. W. C. A.; Mrs. H. F. Nicholson, the Y. M. C. A.; Mrs. E. McGuire, the Traveler's Aid; Mrs. Norbert Davis, the Jewish Welfare, all of whom expressed birthday greetings while cutting a slice of the cake. Major Boone commented on the fine cooperation the Milwaukee ladies have been giving in operating the local USO Center and expressed his thanks and deep appreciation to members of the Milwaukee Railroad Women's Club for the very fine birthday celebration.

## Madison, S. D., Chapter

MRS. A. D. WALKER, *Historian*

On Jan. 25 a large crowd met for a pot-luck supper arranged by the club with the railroad men and children invited. About 60 guests sat down to the meal, the serving of which was in charge of Mrs. Loren Campbell, Mrs. Verne Eggebraaten, and Mrs. Martin Mathison. After supper bingo and whist were played. Prizes in whist went to George McKinney and Mrs. Ben Long. Door prize was awarded.

Business was taken up, reports read, and bills allowed at monthly meeting, Feb. 8. A membership drive was planned during February and March, to enroll all eligible women in the organization. It was also planned to have a cleaning bee soon and put the club rooms in shape for spring. Lunch was served and cards played informally after the business session.

Gossip has been defined as the art of saying nothing in a way that leaves practically nothing unsaid.

## Mason City Chapter

MRS. JOHN BALFANZ, *Historian*

Miss Etta Lindskog, Secretary General, honored us with a visit at our February meeting. She gave us a very inspiring talk on the work of the organization in helping in the war effort and urged us to do all we could. Mrs. Sizer, president, reported she made four calls, sent one telegram, also food and flowers, at time of deaths. Mrs. McClintock, corr. sec'y, said she had sent nine sympathy, and three get well cards.

Our membership chairman, Mrs. Jess Mathewman, is really out after the 1944 dues. She reported 51 voting and 45 contributing members so far. Mrs. Wm. Cross, ways and means chairman, reported the bingo party netted the Canteen \$41. Proceeds from the bingo party held Feb. 15 will be used to erect an Honor Roll in the depot, honoring our Milwaukee service men and women. Mrs. J. McDonald, program chairman, presented Bob Shovein of the Merchant Marine, son of one of our members, who talked on the countries he has visited, including Australia and Africa. Penny march amounted to 70 cts. Mrs. C. Smola and Mrs. Carl Anderson were hostesses for the afternoon. Lovely refreshments were served.

## Spokane Chapter

BERTHA BRADLEY, *Historian*

At meeting held Jan. 11, new officers were installed by Mrs. Breeden, committees were appointed, and plans were made for activities for the coming year, under the supervision of Mrs. Earl Berkey, re-elected president. Reports of auditing and other committees were given. One hundred and twenty-one hours of Red Cross work were reported for the month.

Feb. 8 meeting opened with a "pocket" lunch and hot drinks furnished by the club. Seventy hours were reported given to Red Cross work and a donation of \$10 was voted to the Red Cross War Fund. Good Cheer chairman Mrs. Edw. Breeden reported our members who are ill are improving. Mrs. Herman Fallscheer and Mrs. Nathan Jones reported a neat profit from their ways and means card party Jan. 29 and an enthusiastic request for similar subsequent parties. Cheerful news from our Membership chairman Mrs. Ethel Perry, too, for she has already enrolled a large part of our usual total membership.

## Savanna Chapter

MRS. L. V. SCHWARTZ, *Historian*

At the February meeting Mrs. W. G. McGowan announced her committee chairmen as follows: Mrs. Bert Follett, Good Cheer; Mrs. Wm. Doherty, Welfare; Mrs. Clyde Kinney, Social; Mrs. Wm. Sheetz, Auditing; Mrs. J. J. VanBockern, Safety; Mrs. Irvin Shrake, Rental & House Furnishing; Mrs. Lloyd Hinsch, Ways & Means; Mrs. Nettie Lynn, Membership; Mrs. L. V. Schwartz, Publicity. Good Cheer reported \$5.25 spent; Rental, \$54 received. Several letters from our boys in service were read acknowledging gifts sent at Christmas. Attendance prize was won by Mrs. Wm. Doherty. Cards were played followed by delicious refreshments in keeping with Valentine Day served by the hostesses, Mrs. Chas. Ferris, Mrs. Richard Adams and Mrs. Frank McDonnell.

Members served refreshments at the USO Snack Bar the week of March 13.

## Miles City Chapter

RUTH REHM, *Historian*

A key note of Patriotism was sounded at February meeting by opening it with the singing of "God Bless America" followed by the salute and pledge to the Flag. Three Milwaukee families were given aid for which they expressed their gratitude to the club. In January members put in 450 hours on Red Cross work, sewing, knitting, surgical dressings, and nurse's aide. We are proud to have five Nurse's Aides in our group and 30 women registered in the surgical dressing work.

The club was very pleased with the gift of \$100 from the Milwaukee Road, given in recognition of the services of our ladies at the time of the Paragon wreck. They voted to put this money into war bonds. Many letters were read from our boys in service expressing their appreciation of our cards for Christmas. The new officers were cleverly introduced and installed by Mrs. S. E. Moss, assisted by Mrs. Frank Spear.

Mrs. Spear, program chairman, introduced the following musical program: Little Lona Rae and Bruce Johnson played piano solos, and a duet was played by the Misses Helen Lindeberg and Elda Neumann, teachers in our city schools. Meeting closed with the singing of our National Anthem. Dainty refreshments were served from a lovely decorated Valentine table. Mrs. A. W. Hervin, Mrs. H. C. Brisbine and Mrs. McKinley Gilmore were hostesses for the evening.

## Janesville Chapter

MRS. HARRIET HIGGINS, *Historian*

Meeting of Janesville club was held Feb. 1, 41 phone calls and 11 families reached being reported. The club attended the Memorial De Molay services at Masonic Temple for T/M2C Walter Naeser, who was killed in action in the Mediterranean area. It afterward served a dinner for the bereaved family and relatives from out of town, 29 in number.

## Kansas City Chapter

MRS. HENRY V. BANTA, *Historian*

The new year got off to a good start with 21 members present at the Jan. meeting. Members met at 10 a. m. to sew for the Red Cross. A delicious lunch was served at 12:30 by Mrs. Ray Cawby and her committee. Good Cheer Chairman Mrs. Ray Cawby reported 28 cards sent, 63 calls, and fruit and flowers sent to shut-ins for Christmas. Membership Chairman Mrs. H. B. Numbers collected 19 voting and 10 contributing dues at meeting. Ways and Means Chairman Mrs. J. E. Hills reported \$12.85 cleared on aprons for December. Red Cross Chairman Mrs. Wm. Kinder reported 26 hours' service and 4 blood donors.

Several letters and cards were received from those in service thanking the club for their Christmas gifts. Mrs. J. E. Hills read ten ways to kill a club, which was very interesting.

On Jan. 21 Mrs. Tarbet entertained her last year's board members to a delicious luncheon. Visiting and games were enjoyed and some very nice prizes awarded.

February meeting was held on the 1st. Members met at 10 o'clock to sew for the Red Cross. A delicious lunch was served at 12:30 by Mrs. C. H. McCrum and her committee—26 members and three guests present. Mrs. Cawby, Good Cheer chairman, reported 14 cards sent, 34 personal and telephone calls made, and 25 families reached. Mrs. Number, Membership chair-

man, had a fine report, 84 voting and 133 contributing, total 217 members. Mrs. Kinder, Red Cross chairman, reported 13 pints of blood and 84 hours spent on various kinds of work. It was good to see so many new faces at meeting. Come again.

## Spencer Chapter

MRS. CARL FRENCH, *Historian*

The club met Jan. 20 at the Farmer's Bank, with our second vice president in the chair. New officers were installed. Cards and visiting followed the business session. Mrs. Marion Rose and Mrs. Carl French served lunch. Mrs. Lockey, Mrs. Erkes, and Mrs. French attended the funeral of Frank Vroman of Sanborn. Mr. Vroman was a railroad man with 45 years' service and the father of one of our members, Mrs. Floyd Merchant.

The club met at the Leo Blanchard home Feb. 11, a very large crowd attending. Visiting and games formed the evening's entertainment. Penny march netted \$2. This being our one big birthday party all the ladies contributed to our birthday box, \$5.70 being received. We had two guests, Mrs. Frank Vroman of Sanborn, and Mrs. Kronecke of Sheldon. Our hostess served refreshments from a beautifully decorated table, in the center of which was a large birthday cake.

## Perry Chapter

MRS. CLAUDE DOUD, *Historian*

A one o'clock pot luck luncheon preceded meeting held in our club house Feb. 4. Mrs. Wm. De Laney presided. She introduced our guest, Miss Lindskog, who complimented our chapter on its good work and gave an interesting talk on the activities of the various chapters she had visited recently, making special mention of the work they are doing for the Red Cross. She urged a continued drive for membership for the club. The membership campaign has already started, with Mrs. George Franks in charge. The quilt which the club recently completed was turned over to the Red Cross to be used where it would be most needed. The report of the activities of the Red Cross workers in the club showed they had been doing a lot of nice work with plans for a continuance of their activities.

Several letters were read from service boys in answer to our Christmas cards. A motion was passed for the club to buy a bond. The Board held its meeting Jan. 28 at the home of Mrs. Frank Hoess.

## Butte Chapter

MRS. PETE OLSON, *Historian*

Meeting of Butte chapter was held Feb. 7. Red Cross chairman reported 90 hours spent folding bandages. Good cheer chairman reported 11 telephone and six personal calls made. After the meeting refreshments were served to 22 members by the hostesses, Mrs. J. O. Willard and Mrs. Pete Olson, after which bridge was played.

## Mobridge Chapter

MRS. W. B. MCCOY, *Historian*

Attention ladies! Any handy man or one willing to do odd jobs and many favors must receive his COFFEE in payment.

January meeting was held the 21st with a good attendance and with Mrs. V. C. Cotton presiding. Names of committees for 1944 were read and reports given. A \$5 contribution was given to the March of Dimes Fund. Mrs. Geo. Gallagher reported

51 families had been contacted during January through the efforts of the Good Cheer committee. Mrs. J. J. Klein read a letter and proudly displayed a Seabee emblem she received from a Seabee who had been administered unto at our Milwaukee Canteen. Mrs. Klein had taken some snapshots the day the Seabee visited our canteen and three boys asked for pictures to be sent them. This one replied expressing his appreciation and reciprocated by enclosing a Seabee emblem. A vote of thanks goes to the Mobridge Bowling Alley for its donation of \$13.69 to the Canteen.

Committees for serving have been made up of various city organizations. July has been left open for out-of-town volunteers for Canteen service. Selby, S. D., has offered to be responsible for one day. Any offers of assistance or donations will be very welcome.

The meeting was climaxed with a lovely lunch served by Mrs. F. Snyder, Mrs. Plank and Mrs. Hopper.

## Aberdeen Chapter

MRS. JAMES HARTLEY, *Historian*

At our meeting Feb. 7 we heard reports from the chairmen of the various committees in connection with our chapter's activities. Mrs. William J. Kane, our new president, presided. Mrs. Harold Murphy, Red Cross Chairman, reported that many hospital gowns were made during January and that our workers are now making convalescent lap robes and knitting a very large number of articles. Meetings are held for that purpose every Wednesday afternoon in the club rooms. Mrs. Joseph Maketzky, Chairman of War Work for the club, reported 566 hours spent on canteen, nurse's aid and bond selling for the month. Mrs. Mary Karr reported on Good Cheer and Welfare activities. Mrs. Alice Templeton, Safety Chairman, stressed the importance of keeping the basements free from rubbish and the dangers of fire and gas fumes. Mrs. E. H. Soike, Past President, gave an interesting talk on increasing the membership and earning the prizes offered by the General Governing Board.

Mrs. Mary Moudry and Mrs. Arnold Jerde were new members present. There was a contribution to the March of Dimes for the infantile paralysis fund. Mrs. A. E. Hatten supervised serving of the lunch.

## La Crosse Chapter

MRS. C. J. WETHE, *Historian*

At Feb. 2 meeting the treasurer reported a balance of \$96.99 on hand, Good Cheer chairman reported 14 plants and six cards sent, 15 personal and 11 phone calls made in January. It was decided to have a co-operative dinner at our May meeting, same to be furnished by the older members with new members as our guests. Letters were read, one from Camp McCoy thanking the club for jelly donated.

Despite transportation difficulties our club delivered the crop of the County Cookie Tree to the USO on Saturday, Jan. 30, furnishing 48 dozen cookies.

## Wausau Chapter

MRS. AL KASTEN, *Historian*

Our chapter met Feb. 8. Welfare chairman reported two plants sent to members who were ill. Several letters were read from our boys in service thanking for the Christmas gifts they received from the club. A special effort will be made to boost our membership. Mrs. Whaley, our president, stressed the importance of saving all

waste fat and discarded tin cans. After the meeting cards were played, war stamps being given as prizes. Hostesses for the afternoon were Mmes. VonGnecht, Obey, Hahn, Schultz, and Cleveland.

Chairmen for 1944 are: Welfare, Mrs. Ralph Chamberlain; good cheer, Mrs. Nicholas Obey; ways and means, Mrs. Wm. Adamsheck; social, Mrs. Hugo Von Gnechten; club house rentals, Mrs. Felix Slomske; librarian, Mrs. A. W. Kasten.

## Madison, Wis., Chapter

MRS. KENNETH KUNZ, *Historian*

Meeting was held Feb. 4, Mrs. J. Leitz, vice pres., presiding in absence of president Mrs. Kline. Sunshine chairman reported five phone calls and sending out eight good cheer cards. Penny march netted 82c and surprise package \$1.75. Mrs. Leitz was awarded the bank dollar, Mrs. Tomlinson the surprise package. A social hour followed, the committee consisting of Mmes. J. Dempsey, Hutter, Alle-mang, and Brown.

On Feb. 17 a dessert bridge for members and friends was held in the club room, 56 ladies attending. Those on the committee were Mrs. L. White, ways and means chairman, and Mmes. Leitz, Welke, Roeses, Johnson, McNulty, Murphy, and McDermott. Cakes were donated by Mmes. White, Snicka, Kraut, Murphy, McDermott, Roeses, McNulty, Welke, and Wilke; prizes by Mmes. Johnson, Green, Blazek, Leitz and Relihan.

## Deer Lodge Chapter

MRS. JOE HEALEY, *Historian*

The regular meeting of Deer Lodge chapter was held Feb. 18. A dessert luncheon was served at 1 o'clock. A committee of club members served at the canteen for train No. 15 that day, thus eliminating some confusion that had occurred before. President Mrs. Brautigan presided over the business meeting. Bingo was played and enjoyed during the social hour.

## Milwaukee Chapter

MRS. JOHN EHLERT, *Historian*

A pleasant event was included in the program of our meeting on Feb. 21. A past president dinner was given in honor of Mrs. George Tennant. She was presented with a lovely pin in remembrance of her kind and faithful service. She expressed her thanks and read some poems on friendship. The Railroad Women's Club Songsters sang several songs, one especially composed by a member. Community singing and cards supplied the evening's entertainment after the meeting. A letter from a soldier, Andrew Kropf, expressing thanks for Christmas gift sent him, also a letter from the Red Cross were read. It was decided to give the usual donation of \$5. Our Fall dance and card party was discussed. Mrs. Coleman accepted the chairmanship with an excellent response from the floor to assist her.

Mrs. Russ reported on the blood plasma. Collection for it in February, \$6.39; entire amount, \$23.92. Any member willing to donate blood report to Mrs. Clara Smith, who has reported to this chapter that it is so urgently needed. Seventy-five wash cloths were received for the Veterans' Home. Mrs. F. Ross reported on Red Cross, surgical dressings 1,600, 60 workers; sweaters, caps, shawls, wrist bands, etc., 844 hours, money donated by ladies, \$15.50. One shawl donated and three blood donors in February. Service pins were given to 20 members.

Assistant Recording Secretary reports, voting and contributing members, 145. Welfare, no report. Sunshine, spent \$4.16, two good cheer and sympathy cards sent. May the feeling of Sisterly Kindness go to Mrs. J. Morrissey, Mrs. J. Collins, and Mrs. E. Dobson who were welcomed into our club Feb. 21.

## Chicago-Fullerton Ave. Chapter

CLARA A. CUSH, *Historian*

The club met Feb. 8. Supper was served followed by regular routine of business. Welfare and Good Cheer committees will appreciate reports of illness, deaths, persons in need and the like, and do not forget this is the busy season for the Membership committee. Find out who the collector is in your office and give her your dues—and bring in a new member.

The Cafeteria committee and employes are to be commended on their splendid service, furnishing extra meals evenings, Saturday noon and Sundays to the employes working overtime. Our Red Cross committee is making a special plea for volunteers. Please respond if possible. January Red Cross report, surgical dressings 2,385, hours 229, attendance 43; sewing, 20 girls' slips, 10 ladies' petticoats, hours 75, attendance 15; knitting, seven mufflers, hours 198½, attendance 11. Cards and bunco were played.

## Mitchell Chapter

MRS. O. D. ADAMS, *Historian*

Meeting on Jan. 10 was devoted to committee reports and plans for 1944. Treasurer Mrs. Moulton reported \$21.42 spent on Christmas social activities and Mrs. Sloan reported \$3.68 spent for Good Cheer. The historian exhibited the new club scrap book in which items of interest from the MILWAUKEE MAGAZINE and other sources will be preserved. Among the items are a number of V-mail cards and letters from our boys overseas. Program chairman Mrs. Robert Paullin presented Arlene Brown in a dramatic reading and Mrs. Harley Thomas in an art lecture. Mrs. H. B. Peterson's committee served lunch.

On Feb. 14 the club was hostess to the Men's Service Club at a Valentine party. A short business meeting preceded the party. Treasurer reported \$37 spent for a bond in the 4th War Loan Drive. Mrs. J. S. Smith was city chairman of women workers in this drive, with Mrs. E. Hughes as assistant chairman. Many of the women solicitors for bond sales were also railroad women. Other war activities by our railroad women include 145 hours of Red Cross serving and 75 hours surgical dressings. This work has been handicapped by lack of materials. Mrs. L. E. Boland is teaching a Red Cross First Aid class. Good Cheer committee reported 15 cards, 10 phone calls, and a total of \$15.92 spent for four funerals, gifts to sick and to two boys leaving to enter service.

The following program was enjoyed by all: Vocal solos by Dorothy Caldwell, accompanied by Jerry Tuney. A cornet quartet consisting of Jerry Williams, Ronny Wiblems, Bill Simons and Robert Paullin, accompanied by Phyllis Trautman. The program was followed by a social hour playing "Military Whist" with prizes given to the high and second high tables. For the luncheon, each lady had brought an old fashioned "box supper" and matched hearts with the men guests to find a supper partner. Mrs. Cechman's committee served coffee.

## MADISON DIVISION

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

Catherine Pieper and Joyce Coyle are new members of the Milwaukee family. Catherine is employed in the passenger department and Joyce in the freight department.

The old stork is on the wing again, increasing the younger set of Milwaukee employes by three.

Air Cadet and Mrs. Frederic Liegois announce the arrival of a daughter on Mar. 6. Frederic was formerly employed in the ticket office at Madison, and is now located at Shaw Field, S. C.

Agent and Mrs. W. O. Burns, of South Wayne, announce the arrival of a daughter on Feb. 17. Mary Catherine is the name.

On Feb. 18, a daughter was born to B&B Carpenter and Mrs. C. E. Bush, Prairie du Chien.

On Feb. 10 Al Moore, section foreman, Madison, completed 53 years service with the Milwaukee, and he is still going strong. This is a fine record, Al, and we are proud of you.

Word has been received from J. L. Solinger, conductor, Janesville, that he is making a good recovery from his recent operation and expects to resume work on Apr. 1.

Howard France, Eastside interchange clerk, Madison, and J. J. Knoblauch, telegrapher, Stoughton, are recovering from recent operations.

1st Lt. M. P. O'Loughlen, with the 744th Railway Operating Battalion, Ft. Snelling, Minn., writes that he has organized a rookie class in telegraphy. Some fun. MPO was formerly employed as train dispatcher at Madison.

Jos. M. Dunn, retired check clerk, freight department, Madison, passed away at a Madison hospital on Feb. 23. Joe retired two years ago after completing 50 years of service with the Milwaukee.

Mrs. Cora Thatcher, widow of Telegrapher Fred Thatcher, of McFarland, died on Feb. 19. Mrs. Thatcher was an active member of the Milwaukee Road Women's Club for many years.

Chief Carpenter Harry Cameron has been ill at his home for a few weeks.

One of our conductors asked his wife if she could write a little slogan or poem on safety. She said that a poor girl lost all poetic urge during 30 years of married life with a railroader, but she did say, "It's much better to have him home growling than to have him in the hospital groaning."

Louis M. Geitz, retired section laborer, Wauzeka, passed away at his home on Jan. 21.

Switchman and Mrs. Leo Cooper of Madison announce the arrival of a daughter on Jan. 19 whom they have named Catherine.

## Introducing the 744th

By T/S Joe W. Kizzia and  
 T/S Herman Levenson

*Editor's Note: The Milwaukee's Road's own 744th Railway Operating Battalion, under the command of Lt. Col. W. J. Hotchkiss, former superintendent of the H&D Division, recently moved from Fort Bullis, Tex., to Fort Snelling, Minn., to do a bit of serious rehearsing on its home grounds. It is a pleasure to welcome this column of 744th news as a regular feature of THE MILWAUKEE MAGAZINE.*

WHEN Lt. Col. Hotchkiss, our commanding officer, told us that we had been invited to contribute a column to The Milwaukee Magazine, we were very happy indeed. For here was an opportunity to obtain more publicity for the 744th in a non-commercial magazine of wide circulation—and above all a magazine appearing in our day rooms and read with enthusiasm by all.

This being our debut, it seems entirely appropriate for us to introduce ourselves and review insofar as military censorship will permit, the function and growth of the 744th Railway Operating Battalion.

The 744th, sponsored by the Milwaukee Road and activated at Fort Sam Houston, Tex., is composed of those men who never rode on anything but a subway, as well as dyed-in-the-wool railroaders from all over the country. Since the beginning it has been the unit's desire to acquire as many experienced railroad men as possible to be used as the nucleus of the battalion. To date we have been very successful, as we have a good number of ex-Milwaukee Roaders now learning the fundamentals of GI railroading, together with men from other lines all over the States.

A railway operating battalion serves a two-fold purpose. First it is a unit designed to work in servicing the fighting fronts by transporting men and materials to any place they may be needed. At the same time such a unit is a fighting organization—qualified in the weapons and educated in the art of warfare as thoroughly as any infantryman. Together it makes an unbeatable combination, men working or fighting as the needs of the moment may dictate.

Such a battalion is composed of various companies, each having its definite job in keeping the trains moving. Headquarters Company furnishes dispatchers, telegraphers, station agents and the all-important cooks of the unit. Company "A," Maintenance of Way, is charged with the duty of keeping the tracks laid, repaired, and ready at all times for movement of the trains.

And come hell or high water, bombs, mines or snipers, they'll do just that, for

they are trained to work under actual combat conditions. Company "B," Maintenance of Equipment, has the highly important task of keeping all equipment in tip-top shape. It is their duty to see that every piece of machinery functions properly and with top efficiency. The experienced "Car Knockers" are the pride of the company. Company "C," Train Movement Section, is the home of the "Hogger," the "Tallow-pot," the "Pin Puller," and the "Brains," and is responsible for the successful operation of the trains after the other companies have paved the way. Track laid, equipment in top shape, headquarters men serving as station agents and operators along the way, it is then the job of these men of Company "C" to move the loads.

We believe that we are not giving aid or comfort to the enemy by divulging that at the present time there are many railroad battalions operating throughout the world, loading and transporting supplies and equipment to our men at the fighting fronts. These outfits have proved themselves time and time again and have earned the commendation of our military leaders, including General Eisenhower, for their work in North Africa and many other theaters. We who are here are being thoroughly trained in true Milwaukee style to coordinate our efforts as one fighting team, and therefore feel confident that when the time comes, the 744th will prove itself to be not only ready and willing but definitely able to do our job.

## COAST DIVISION

### Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen  
 Correspondent  
 Local Freight Office

Alma Y. Carpenter of the local freight office retired on Jan. 31 after 32 years of service. She started working for the Milwaukee in Montana and since August, 1918, has been in Seattle. She has served in many clerical capacities, more recently as cashier of the ocean dock station and later, and up to her retirement, as timekeeper. She is now living in Tucson, Ariz.

Jewell Campbell, SK 3/C, Sea Bees, was last heard from at Camp Parks, Calif. He was then on his embarkation leave and is, no doubt, overseas by this time. Mr. Campbell was reclaim clerk before joining the Beas.

Liman C. Bangs, former assistant yardmaster and son of General Yardmaster and Mrs. H. O. Bangs, is now stationed at Fort Sam Houston, San Antonio, Tex. He is assigned to the Transportation Division of the Army.

Madeline Givins is the new timekeeper



in the Seattle local freight, having taken the place of Alma Carpenter, retired.

Wm. F. Foglestedt, for the past two years chief demurrage clerk, has taken the position as balance sheet clerk in the accounting department. Mary Webb has taken over the duties of chief demurrage clerk, with Edith Helseth and Diana Harris advanced to higher positions.

Barbara Woodard has taken over the position as OS&D clerk, Peggy Appell and Maurine McDonald going to the switching department.

Louis M. Weigand, cashier, is confined to the Provident Hospital with a broken hip. He is getting along nicely, but would enjoy a visit from his many railroad friends.

Richard E. Peterson, asst. chief clerk of the Van Asselt yards, joined the Navy on Mar. 1.

Pfc. Daniel P. Cartwright, former yard clerk, now with the military police, was a Seattle visitor recently.

Lorenzo G. Fox, retired warehouse foreman, and Mrs. Fox celebrated their golden wedding on Mar. 10 and had open house at their University District home on the afternoon of Mar. 12. They were married in Bradley, Mich., in 1894. He was employed by the Milwaukee Railroad for 32 years and retired on Jan. 1, 1941. Their many Milwaukee friends wish them many more years of health and happiness.

Lt. Lowell W. Brundage, formerly of this office and son of City Freight Agent W. W. Brundage of Spokane, has been awarded the Air Medal for missions over Germany and occupied countries, a report from the Eighth Army Air Force Fighter Station in England states. Lt. Brundage is also eligible for an Oak Leaf Cluster, in addition to the Air Medal, representing more than 20 missions over enemy territory escorting bombers and on fighter sweeps.

Roy E. Anderson, supervisor in the reclaim department, is now wearing a veteran employes 25-year button. He is doing a splendid job in getting the reclaim department up to date.

Pete Darwin, former PUD clerk but now in the Army, was a recent visitor at the local freight office. We are always glad to have our service men drop in to see us.

A recent letter received at the local freight office was addressed as follows:

"Paul and Pacific R. R.  
Chicago Milwaukee St.  
Seattle, Washington."

Can you beat it?

### Tacoma

R. R. Thiele  
Correspondent  
Agent's Office  
Tacoma, Wash.



Mr. Guy, head electrician at the roundhouse, and Andy Audland, machinist helper, also of the roundhouse, are both ill with diphtheria; we hope that they will be restored to health very shortly.

Leonard G. Taylor, a veteran car inspector of Tacoma yard, was recently married, but he kept it so quiet that we haven't even been able to find out the name of the charming bride; however, we tender our heartiest congratulations.

Mrs. Wheeler of the cashier's office at the local freight office, is a grandmother

### DON'T BE AN ACCIDENTEE!

LET'S SKIP THE MOVIE, HONEY— I'M ALL TIED UP HERE AT THE PLANT!



NATIONAL SAFETY COUNCIL

again. This time her son, 1st Lt. Leon Wheeler, is the proud father. Both parents are located at Spokane; the child's mother, by the way, is a daughter of Engineer Remmel of the Coast Division. It is nothing new to Mrs. Wheeler (Senior), to be sure, but she knitted a beautiful baby's robe in commemoration of the event.

Kingsley Clover, son of Fay Clover, the chief clerk at the local office, was married in San Antonio, Tex., to Miss Celestine Cowley. His mother, whom all of the older hands at Tacoma will remember as Dorothy Rau, started for San Antonio in ample time, but a variety of reasons, chiefly a lack of reservations at Los Angeles, delayed her so much that she arrived in San Antonio 24 hours late. The bridal couple could not wait, as Kingsley's leave expired in the meanwhile, but Mrs. Clover gave her parental blessing and at least met her new daughter-in-law; we join in the heartiest of congratulations.

Theona Prescott, Allison Myers and Barbara Schaller gave a puppet show, entitled "Sleeping Beauty," at the Washington School, Mar. 7. They represented the Washington School Bluebirds at the city-wide Guardians' meeting for Camp Fire Girls. This item will be of special interest to Lester Prescott, the assistant claim clerk at the local office, for he is the proud father of Theona Prescott. Some of us will remember Lester as a lineal descendant of Colonel Prescott, who commanded the American troops at the famous battle of Bunker Hill.

Brent Bement, technical sergeant of the 14th Coast Artillery at Fort Worden, was a recent visitor at his home.

T. E. Norwood is now working as assistant car distributor at the chief dispatcher's office, under his father, C. A. Norwood, who is car distributor in the same office.

M. J. O'Connor returned to his old position at trick at Tacoma relay office, Feb. 22, after an illness of eight months. Hearty congratulations on his restoration to health and his return!

Guy Bell of the superintendent's office recently went to Palo Alto, Calif., to attend the wedding of his daughter, Dorothy, to an employe of the Shell Oil Co. at that point. It will interest radio fans among our readers to learn that "Doctor Kate," broadcasting from Palo Alto nightly, is an aunt of Dorothy, and Hal Burdick, a brother-in-law of Guy's, is night editor on the same radio. Sincere good wishes to the newlyweds.

Conductor John C. Ferrier, who was in-

jured last July, but had returned to work, is back at St. Joseph's Hospital in this city, with a recurrence of the injury. We sincerely hope that he will soon be well enough to return to his home in Tacoma.

Tom O'Dore is awaiting a call to the Navy very shortly and Bob Huntsman, of the callboard at the yard office, is expecting a similar call to the Navy. Bob is declining to commit himself as to his approaching nuptials; he probably figures that one war at a time would keep him busy for a while.

Miss Ann Johnson has taken leave of absence from her duties as roadmaster's clerk at Tacoma and has gone to California for a few months.

Miss Juanita Modglin, daughter of Roadmaster Modglin, has joined the Milwaukee family and is now stenographer in the office of Assistant Superintendent Thor at Tacoma.

H. R. Carrell has now returned to work at Tacoma Junction, where he was relieved by L. M. Badovinatz, one of our three new lady operators; she is now opening up the office at Frederickson.

Johnnie Marchesi joined the army, Mar. 1; Johnnie Lucchesi did likewise, February; and Eddie Alleman of the yard force also left for the Navy in February; Glen Graham, of the yard, is going very soon. And so it goes from day to day; no wonder that Mr. Grummel, the otherwise genial agent at the local office, is tearing his hair in despair of ever keeping up with the procession.

## ROCKY MOUNTAIN DIVISION

### Main Line

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

March came in like some kind of a lion, but never having seen any lions except those in a cage, which we understand have no teeth, somehow that doesn't seem the right description as to how March came in . . . better say like the average United States citizen after a few hours of trying to understand those questions Nos. 1 to 22, inclusive, on that blank . . . well, you know what blank I am talking about all right . . . every one does . . . and, honestly now, DO you understand any of those questions Nos. 1 to 22 inclusive? . . . no, I don't either . . . but after a swell winter of no cold weather, then to have a blizzard and snow and below-zero weather in the middle of March, too . . . well, it's time for the baby chicks to start coming now. That is something that never fails in a storm . . . which reminds me, Engineer Markel has nine hens and tells around that they get 12 eggs . . . and Signal Maintainer Martin has 100 hens and gets 89 eggs, but they are all double yolks . . . so he says . . . while my hens . . . well, nothing to brag about . . . now and then an egg is about all I could say . . .

On Mar. 16 Trainmaster R. C. Schwichtenberg took Trainmaster J. O. Willard's place, Mr. Willard being transferred to Mobridge . . . we wish Mr. Willard the best of luck in his new position and welcome Mr. Schwichtenberg to the Rocky Mountain.

During February Traveling Engineers Williams and Collins, with Mr. McMahon from Miles City, held some air classes over the division, 22nd, 23rd and 24th at Three Forks. Classes were well attended and moving pictures were also shown the last evening.

The agent at Three Forks is again a grandfather. A fine boy was born to his son, Halford, and Mrs. Rector of Deer Lodge Mar. 8. Congratulations.

Ann Whaley visited Ann Goldie in Seattle during the last week in February. Miss Goldie is assistant to H. E. Arnold in the general manager's office in Seattle . . . she has a brother, Louis B. Goldie, who, with Kenneth Dennis, is with a railway operating battalion somewhere in India. If they see this, our best wishes go to them and we all hope for a quick return home again for them.

## SUPERIOR DIVISION



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

Passenger Conductor Bert Lenz passed away Mar. 4. Bert had been sick only a short time, having worked until Feb. 16, and the sympathy of the Milwaukee Road employees goes to the family.

The new turntable at Green Bay Shops was installed and put into service on Mar. 7. A. B. Chapman, bridge engineer; Mr. Paulson, Mr. Sloane, Mr. Dahms, safety engineer; Mr. Lund, Mr. Johnson of the store department, Mr. Martinsen, division master mechanic, and O. A. Czamanske, chief carpenter, were all on hand for the installation of the new table, which is 87½ feet long, replacing the only table which was 75 feet long, and we will now be able to turn F-6 engines, which are expected to be used on trains 9 and 2 between Milwaukee and Green Bay. The wreckers and cranes were in place at 7 a. m. and the table was in operation by 11:50 p. m. the same day.

Conductor Edward Schmitz was in the hospital for a minor operation. However, he is now again at home and is convalescing. Some of the boys called on him recently and presented him with a gift.

In preparation for a perfect shipping month, a crusade has been put on against rats at the Green Bay freight house. About 50 rats were disposed of by gassing them. This should eliminate a lot of damage.

## D & I DIVISION

### First District

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

Announcement was made on Feb. 23 by Agent and Mrs. Frank M. Duffy, Clinton, Ia., of the engagement of their daughter, Mary Jane, to Lt. Robert G. Anderson of the same city. Miss Duffy is attending Coe College, Cedar Rapids. Lt. Anderson is serving as a pilot with the Army Air Forces and is stationed at Fresno.

We regret to announce the passing of the following:

Richard Hume on Mar. 10 at his home in Chicago. Dick started out as a brakeman on the D&I in 1911, set up as a conductor in 1918 and retired on account of ill health Apr. 4, 1943. He is survived by his widow and daughter.

Francis Farar, retired car department employe, at Mercy Hospital in Clinton, Ia., on Mar. 9 following a major operation the week previous. Mr. Farar entered the service in 1893 and at the time of his retire-

ment, Mar. 31, 1937, was airbrakeman in the car department at Savanna.

Jerome Ulmer, retired mechanical department employe, at the home of his daughter in Long Beach, Calif. The remains were brought to Savanna on Mar. 14 for burial. Jerry was a familiar figure at the roundhouse, having been night roundhouse foreman for many years, and retired on Jan. 19, 1938, after 45 years of service.

Mrs. J. H. Fisher, wife of the car foreman at Savanna, and daughter, Suzanne, have returned from a visit with 1st Lt. Harold Bjork and Mrs. Bjork (Juanita Fisher) and their new son, John Theodore, born Feb. 2.

Sympathy is extended to Conductor C. Abel and Engineer and Mrs. Geo. Rupp of Savanna in the death of Mrs. Abel in Chicago on Mar. 12, following a year's illness.

Hooray! We won the safety trophy for 1943 and are going to have the safety award banquet. That surely should be an incentive to all the employes to step out and do it again in 1944 so that we can keep the loving cup. Short safety meetings have been held in the first district at terminal points by Asst. Supt. Rowley and Safety Engineer Riley the past couple months in an endeavor to get the boys started out right.

## TRANS-MISSOURI DIVISION

### West End

*Pearl Huff, Correspondent  
Miles City, Mont.*

Perry Ingalls, formerly employed as locomotive fireman on the west Trans-Missouri Division, has moved to Bellingham, Wash., where he purchased a 20-acre tract of land. His family will join him at the close of the school year.

Sergt. John McElroy, who was a switchman at Miles City yards prior to his enlistment with a railroad bat-

alion, played a big railroad role in Iran in the middle East during the time of the Teheran conference. He was given a special assignment which was to be the conductor on the train that transported the Prime Minister of England and the President of the United States to the Teheran conference. Mr. McElroy says that he was called in from duty to report to the Company Commander, and, of course, wondered what was up, but upon reporting, was told to be on the alert, as he was to be given a special assignment. About the time he was ready to leave headquarters, he was called back and told that he would be assigned to a special military train. His further instructions were, he writes, to wear a class-A uniform, to have his stripes on, insignia on, uniform neat. His shoes were shined until they glittered, and gun holster the same, and everything was in first class shape when the troops were reviewed by the President of the United States and other high ranking officers the following morning.

Miss Alma Trafton, daughter of Mr. and Mrs. Jesse Trafton, became the bride of Jack Burke at Miles City, Mar. 2. The bride's father is an employe at the Miles City roundhouse. The groom is a pilot with the Pan-American Air Lines and in the Naval Reserve, and they will make their home on the west coast.

Mar. 19 four students of the telegraphers' school were graduated after completing their courses, viz., Beverly Hecht, Virginia Gilbert, Joe Gayton and Dorothy Carson. The first three will qualify as agents and the latter will qualify as an operator. Nine more students enrolled Feb. 18.

Robert Johnson of the engineering department at Miles City and son of Division Engineer E. H. Johnson of Spokane, left recently for Columbia University, where he will take naval training.



The Mobridge (S. D.) High School basketball team won first place in the Class B state tournament in Aberdeen on Mar. 11, this being the second consecutive year the school has come out on top in competition with more than 300 other teams. The victory can be regarded as a feather in the Milwaukee Road's cap, since nearly all the players on the first and second teams are from Milwaukee Road families.

L. to R., front row: Glenn Wright, coach; Harry Catey, son of Engineer Catey; Dean De Sart; Jack Hagen, son of Engineer Sidney Hagen; Dean Bailey, son of retired Machinist, S. J. Bailey.

L. to R., back row: Harold Lowe, son of Dr. C. E. Lowe, formerly a Milwaukee Road surgeon; Robert Haffeman, son of Engineer George Haffeman; Warren Todd, son of Operator C. K. Todd; Richard Baun, son of Gottlieb Baun, carman; Donald Coutts, son of Conductor C. E. Coutts; Wallace Arvidson, son of Car Foreman A. W. Arvidson, is not in the picture, having been in Minneapolis at the time, taking a Navy examination.

## CHICAGO TERMINALS

### Galewood Freight Station



Louis J. Ippolito  
Correspondent  
Freight Office

The bowling league is rapidly coming to a close with the office team ahead by two games. Throughout the season it has been a matter of two or three games between the first and last place teams, and at this rate it is far too early to know who will walk off with top honors. Come on, you rooters, your team needs your moral support.

Kate Foreman and Angelina Rozak, billers, returned to work Mar. 6 after a few months' leave.

Mabel Thompson, night biller, has taken a leave of absence under doctor's orders. Miss Thompson, who was operated on a few months back, has suffered a slight relapse.

Cpl. Joseph Galek, serving with the Hospital Corps, was home on government business during March. Cpl. Galek is a brother of John Galek who was killed several months back in the Southwest Pacific.

A bit of thanks to Jack Sperry, Archie Sinclair and Harry King for their fine work in subscribing members for the Red Cross drive.

I have received my pre-induction test and have chosen the Navy as the branch of service I will represent. So if you don't happen to hear from me again, it's been a pleasure writing for you and I hope to take up again where I left off when I return.

### Western Avenue

T. A. Finan  
Correspondent  
Care of Yardmaster



We are glad to see Fireman Joseph Stewart back to work after his recent illness.

We hope for the speedy recovery of Gene Brossard, Jr., son of the master mechanic, who is recovering in an Army Hospital in Georgia.

Terminal Fireman Harvey Dahl is now in the Army.

Engineers Harry Beattie and George Craig are now on pension. Good luck, boys!

Bennie Vero and Frank Ricci, formerly of the store department and both in the Army in Italy, have been wounded. Bennie has received the Purple Heart. We want to wish the boys a speedy recovery.

V. S. Palmer of the store department is now in the Army, and J. Lobias is in the Navy.

Ray Keegen, formerly of Mr. Lyon's office, is with the Air Corps in Panama—happy landings, Ray!

Joan Boland is the new stenographer in the store department office. And so we welcome another pretty miss.

Our good luck wishes go to Wm. F. Radek of the car department, now in the Army.

Our congratulations go to Conductor and Mrs. Jos. B. Kane, who are the proud parents of a baby girl.

We were all sorry to hear of the sudden death of F. X. Siess, dining car steward, which occurred on Feb. 24 while he was

en route home from California where he and Mrs. Siess had visited their son, a naval medical officer.

We are sorry to report the death of Mrs. Conway, wife of Officer Mike Conway.

Correction, please! We're sorry we gave the wrong spelling of Capt. Jim T. Mullarkey in last month's column. We know he was never guilty of such errors when he was roadmaster's clerk here at Western Avenue.

Ens. Erwin F. Mueller, Jr., was in to visit his old friends in the division engineer's office, and proudly reported the birth of his new son on Mar. 6. We all want to wish you good luck on your new assignment, Erwin.

A/S Frank Barberio, formerly an assistant general foreman in the track department, was in to visit after completing his boot training at Great Lakes Naval Training Station. Your friends know you'll do a good job as a sailor for Uncle Sam, Frankie, and send you all good wishes.

### Bensenville

Howard Lawrence, Correspondent  
Assistant Superintendent's Office

The scope of the press is wonderful. Yardman Al Shore, who was recently confined to Hines Hospital for a number of weeks, received a letter from a soldier friend in India, who used to work in Bensenville east yard, said friend having gotten Al's address out of one of the issues of the Milwaukee Magazine. Guess we are circling the globe now.

Word has reached us that George Shaw, previously employed as a yard clerk at Bensenville, has landed in England. We vividly recall our first game of golf with George several years ago. At one time he was an assistant instructor at Mohawk Country Club out on Irving Park Blvd, and could hit 'em a mile with a wooden club. This correspondent saw him on No. 10 tee at Hillside once poke a drive to the edge of the green, which hole measures better than 350 yards. He took four from there, but we never said he was a wizard with his irons.

Joe Jorgensen, former yardman at Bensenville and now on an extended sick leave, dropped into the office the other day looking pretty good from the outside, anyway. Joe's boy, Paul, now a first lieutenant and piloting a bomber in Italy, has been credited with three planes shot down and two damaged. He has also crash-landed his plane, thereby saving the lives of his crew and himself, not to mention his plane. He has received the air medal, seven oak leaf clusters and is in line for more honors. His wife and 14-months old daughter are, at present, residing in Glendale, Calif.

Received a nice letter from Smokey Merriam, former yardman in Chicago Terminals. He is enjoying life to the utmost down in sunny Florida and sent a picture of former employes, including R. E. C. Jones, Harvey Craigmile, "Herk" George and himself—a full crew with the exception of a foreman and fireman. It would seem to me that some of you boys down there should be members of the Booster Club—dues \$1 per year in advance. We have several members from California, so why not from Florida?

Persons who get the right sleep find it easier to be alert, efficient and "on the beam." Too much sleep makes you lazy; too little makes you dull.

## H & D DIVISION

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

Lt. Col. Hotchkiss and his 744th Railway Operating Battalion are back in this territory, with Major Jim Shea, Lt. Henry Lucas, Walter Davis, Vic Westerfield and the other boys from the division that may have connected up with the outfit. They arrived at Fort Snelling from Fort Sam Houston, Tex. Reports indicate the boys are all looking fine and they advise there isn't a dull moment in Army life. All the boys on the division extend a hearty welcome to the 744th.

The canteen at Aberdeen is still going strong. Some 2500 pheasants were donated to it during the past hunting season and close to 30,000 pheasant sandwiches have been served to the boys passing through. Their fame has spread far and wide to all parts of the globe. In one of the future issues of the magazine I am going to give you some extracts of letters written by some of the boys, together with the details of the project and some pictures of the operation. Watch for it.

Veteran Conductor George F. Smith passed away at El Monte, Calif., Feb. 25. Conductor Smith entered service on the B&D Division as brakeman Apr. 15, 1907, promoted to conductor August, 1907, and to passenger conductor August, 1920, retiring Nov. 16, 1939.

### East H&D

S. A. Brophy, Locomotive Engineer  
Correspondent

Dispatchers D. O. Burke and A. L. Nelson have left our midst and are now moving trains on the I&D and I&SM Divisions.

Engineer Geo. Bouthelet is confined to Northwestern Hospital, Minneapolis, at this writing.

Conductor Roy Holzer made his debut in a new passenger uniform Feb. 25 on a special with your correspondent. Congratulations, Stub.

The employes of this division were shocked to hear of the sudden passing of Engineer Herbert R. Thompson on Feb. 28 at Montevideo from a heart attack just prior to the time of his departure on his assignment, second No. 16. Funeral services were held at Farmington, Mar. 4.

John Leahy, first trick operator, South Minneapolis yard office, passed away Feb. 25. Funeral services were held at Holy Rosary Church, Minneapolis.

Brakeman Merle E. Hammel is the latest inductee into our Railway Battalion. He is the son of Engineer Merle Hammel.

### Middle H&D

Oscar Sorby, Locomotive Engineer  
Correspondent

Mrs. Charles Arnold, wife of retired Conductor Chas. Arnold, passed away Feb. 21. She was 67 years of age, and is survived by her husband, a daughter, and two sons.

Engineer E. R. Emery, who has been ill for some time, is reported much improved.

Engineer Carl Hanson is back on the job after visiting his son Alden in Milwaukee.

Mrs. W. S. Hasleau, wife of Engineer Hasleau, passed away Mar. 1 at Milbank.

Sergt. Jackson Hungerford fireman on the H&D and son of Jackson Hungerford, H&D Div. engineer, has returned to Egypt after serving in Sicily and Italy.

(Continued on Page 25)



Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
<b>Idaho Division</b>					<b>Kansas City Division</b>				
Hoyt, E.M.	Engineering Dept.	Spokane, Wash.	2		Carbee, L.R.	Telegrapher	Washington, Ia.		1
Johnson, Lawrence	Station Force	Spokane, Wash.	5		Carlson, Iver	Clerk	Ottumwa, Ia.	1	
Stoll, E.J.	Engineering Dept.	Spokane, Wash.	3		Chambers, Virginia	Clerk	Ottumwa, Ia.		1
			10	0	Crane, Beulah	Tracing Clerk	Kansas City, Mo.	1	
<b>Iowa Division</b>					<b>Madison Division</b>				
Barnoske, George R.	Supt's Office	Marion, Iowa		3	Blethen, W.W.	Stenographer	Madison, Wis.	5	
Fraser, W.C.	Legal Dept.	Omaha, Neb.	1		Cushman, E.S.	Clk., Frt. Office	Madison, Wis.	2	
Martin, L.N.	Fireman	Marion, Ia.	1		Dresen, Ruskel	Sec. Foreman	Mineral Point, Wis.	1	
McGuire, Alice	B. & B. Clerk	Marion, Ia.	1		Glenn, W.H.	Retd. Flagman	Madison, Wis.	1	
Neff, J.A.	Pass. Brakeman	Marion, Ia.	1		Handy, Glen	Yard Foreman	Janesville, Wis.	1	1
Reibel, Ben	Loco. Engineer	Savanna, Ill.	1		Shannon, Henry	Car Inspector	Janesville, Wis.	1	
Smith, E.E.	Gen. Yardmaster	Council Bluffs, Ia.	1		Zeimet, P.F.	Yardmaster	Madison, Wis.	6	
			6	3				16	1
<b>Iowa and Dakota Division</b>					<b>Milwaukee Division</b>				
Anderson, R.A.	Yard Clerk	Mason City, Ia.		1	Beske, E.	Sec. Foreman	Waupun, Wis.		1
Arnold, G.L.	Crane Operator	Sioux City, Ia.	1		Braehmer, John	Conductor	Horicon, Wis.	1	
Bailey, J.W.	Time Revisor	Sioux City, Ia.	1		Fiebelkorn, W.C.	Chief Clerk	Beaver Dam, Wis.	1	
Burnett, M.L.	Clerk	Mason City, Ia.	1		Freinwaldt, John	Engineer	Horicon, Wis.	1	
Collings, L.H.	Lead Carman	Sioux City, Ia.	2		Kommer Meyer, A.	Engineer	Horicon, Wis.	1	
Edwards, Mrs. R.E.	Foreman	Parker, S.D.	1		Kuhn, H.G.	Clerk	Beaver Dam, Wis.	1	
Gill, R.C.	Student Telegrapher	Lake Andes, S.D.	1		Lentz, A.F.	Track Laborer	Horicon, Wis.	1	
Gourley, E.C.	Steno-Clerk	Mason City, Ia.	2		Little, Ray	Conductor	Horicon, Wis.	1	
Gross, William	Machinist	Mason City, Ia.	1		Meyer, I.C.	Agent	Beaver Dam, Wis.	2	
Gustafson, V.E.	Loco. Fireman	Mason City, Ia.	1		Monogue, Ed	Conductor	Horicon, Wis.	1	
Janssen, Casper	Sec. Laborer	Avon, S.D.	1		Mueller, A.A.	Operator	Beaver Dam, Wis.	4	
Joynt, F.H.	Chief Clerk	Rapid City, S.D.	1		Noel, M.E.	Roadmaster	Horicon, Wis.	4	
Kemp, Colonel S.	Flagman	Sioux Falls, S.D.	1		Olson, A.H.	Roadmaster	Horicon, Wis.	2	
Kinney, H.L.	Chief Clerk	Mason City, Ia.		2	Whitty, Hazel	R.M. Clerk	Horicon, Wis.	2	
Laster, U.S.	Sec. Foreman	Avon, S.D.	1		Willers, John	Sec. Foreman	Horicon, Wis.	1	
Lonseth, L.O.	Switch Clerk	Sioux City, Ia.	1					23	1
Lowgren, G.O.	Engineer	Sioux City, Ia.	1						
McGrath, Mrs. Isabelle	Wife of Dec. Trainman	Mitchell, S.D.		1					
Moran, C. Grace	Stenographer	Mason City, Ia.	3						
Parker, A.W.	R.H.F.	Mitchell, S.D.	1						
Paulson, F.M.	Agent	Corsica, S.D.	1						
Potter, Ruby	Loco. Dept.	Mason City, Ia.	2						
Quandahl, H.I.	Bill Clerk	Mason City, Ia.		1					
Veit, S.W.	Engineer	Mason City, Ia.	1						
West, Mrs. Phillip	Wife of Bridge Carpenter	Mitchell, S.D.	1						
Woodhouse, W.H.	Baggage man	Mason City, Ia.	2						
			27	6					
<b>Iowa and Southern Minnesota Division</b>					<b>Milwaukee Terminals and Shops</b>				
Bruha, F.H.	Agent	Dexter, Minn.	1		Allcott, G.E.	Car Dept.	Milwaukee, Wis.	1	
Dosey, E.H.	Cashier	Bloomington, Minn.		30	Beier, A.	Car Inspector	Milwaukee, Wis.	1	
Hartwig, Mrs. F.E.	Wife of Agent	Alden, Minn.	2		Belond, H.	AAR Inspector	Milwaukee, Wis.	3	
Hartwig, Quentin	Son of Agent	Alden, Minn.	1		Bilty, G.J.	Pass. Car Foreman	Milwaukee, Wis.	4	
Hayes, Albert	Operator	Albert Lea, Minn.	6		Charter, F.P.	Machine Shop	Milwaukee, Wis.	1	
Larkoski, J.A.	Roadmaster	Austin, Minn.	1		Fiebrink, George	Foreman, Wood Mill	Milwaukee, Wis.	1	
Lettes, George	Sec. Foreman	Hokah, Minn.	1		Gaulke, C.H.	Yard Clerk	Milwaukee, Wis.		1
McGovern, L.L.	Chr. Clk. to Supt.	Austin, Minn.	1		Hoerl, E.J.	Chief Clerk	Milwaukee, Wis.	1	
Olson, F.J.	Operator	Albert Lea, Minn.	1		Keller, E.A.	Chief Clerk	No. Milwaukee, Wis.	1	1
Olson, Mrs. H.D.	Wife of Agent	Brownsdale, Minn.	1		Kratz, Fred	Freight Car Shop	Milwaukee, Wis.	3	
Pederson, Christ	Ret. Car Foreman	Mankato, Minn.	1		Lahn, F.	Yard Clerk	Milwaukee, Wis.		2
Peterson, R.A.	Agent-Operator	Winnebago, Minn.		10	Marquardt, E.	Welder	Milwaukee, Wis.	1	
Seeman, Al	Train Dispatcher	Austin, Minn.	1		McGrath, W.J.	Rate Clerk	Milwaukee, Wis.		1
Severson, L.H.	Cashier	Albert Lea, Minn.		4	McLaughlin, Harold J.	Tinsmith	Milwaukee, Wis.	4	
Swank, H.J.	File Clerk	Austin, Minn.	1		Metsch, Betty	General Clerk	Milwaukee, Wis.	1	
Whalan, Mrs. J.C.	Wife of Agent	Fulda, Minn.	1		Mulvanny, Frank	Machine Hand	Milwaukee, Wis.	1	
Wopat, Mrs. E.L.	Wife of Agent	Vienna, S.D.	3		Schram, George	Welder	Milwaukee, Wis.	2	
			22	44	Valesano, Joseph	New Freight Shop	Milwaukee, Wis.		1
					Weiss, Gust	Machine Shop	Milwaukee, Wis.	1	
					Wirkus, N.	Chauffeur	Milwaukee, Wis.		6
								27	6
<b>Off Line Offices and Miscellaneous Group</b>					<b>Rocky Mountain Division</b>				
					Berstle, L.S.	Frt. Traffic	New York, N.Y.	1	
					Hoffman, Elizabeth	Frt. Traffic	New York, N.Y.	1	
					Welch, J.	Asst. Secy-Treas.	New York, N.Y.	1	
								3	0
<b>La Crosse and River Division</b>					<b>Watch for opportunities to turn in traffic tips.</b>				
Blanchfield, E.C.	Cashier	Merrill, Wis.	1		<b>Rocky Mountain Division</b>				
Frazier, I.L.	Rate Clerk	Merrill, Wis.	1		Buerkle, Mrs. O.G.	Wife of Agent	Butte, Mont.	1	
Frye, M.J.	Chief Clerk	Merrill, Wis.	1		De Chant, F.J.	Telegraph Office	Butte, Mont.	1	
Johnson, Harold W.	Counter Man	Tomah, Wis.	1		Finkbner, G.W.	Carman	Lewistown, Mont.	1	
Karow, C.A.	Cashier	Winona, Minn.	2		Mason M.A.	Station Force	Great Falls, Mont.		1
Karow, Mrs. D.C.	Exp. Clk. - Steno.	Winona, Minn.	2		McPherson, Mrs. E.	Wife of Tel. & T. Sig. Supvr.	Butte, Mont.	1	
Kehoe, Mrs. E.L.	Widow of Operator	Watertown, Wis.	1		Mentzel, John	Sec. Foreman	Drummond, Mont.	6	
Nyholm, F.W.	Engineer	Merrill, Wis.	1		Mundt, Ed	Car Foreman	Lewistown, Mont.	1	
Owecke, Harry	Rate Clerk	Winona, Minn.	2		Newbury, Mabel	Clerk	Lewistown, Mont.	1	
Ruder, George	Wise Foreman	Merrill, Wis.		1	Nummerdor, C.A.	Asst. Supt.	Lewistown, Mont.	1	
Ruder, William	Yard Clerk	Merrill, Wis.		1	Reuther, Ann B.	Rate Clerk	Lewistown, Mont.	1	
Schaad, Gregory	Trucker	Merrill, Wis.		1	Ring, W.E.	Div. Engineer	Butte, Mont.	1	
Uehling, U.	Rodman	La Crosse, Wis.		1	Thompson, W.J.	Operator	Lewistown, Mont.	2	
Wheeler, Morton J.	Bill Clerk	Winona, Minn.		2	Welch, M.J.	Chf. Dispatcher	Lewistown, Mont.	1	
			16	2	Zietske, Mrs. W.A.	Wife of S.S. Opr.	Eustis, Mont.	1	
								19	1

The name of a prospect on a traffic tip card is half the job of making a prospect a customer.

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
<b>Seattle General Offices</b>					<b>Superior Division</b>				
Beeuwkes, R.	Elect. Engineer	Seattle, Wash.	1		Ashenbrenner, J.	Clerk	Iron Mountain, Mich.		1
Britt, N.C.	Stenographer	Seattle, Wash.	2		Brown, J.L.	Clerk	Plymouth, Wis.	1	
E.B. Crane	Princ. Asst. Engr.	Seattle, Wash.	1		Dinwoode, J.T.	Chr. Dispatcher	Green Bay, Wis.	1	
Davis, J.N.	Asst. to Trustee	Seattle, Wash.	1		Edwards, B.E.	Agent	Waldo, Wis.		1
Duncan, Eva	Stenographer	Seattle, Wash.	1		Guy, A.T.	Chief Clerk	Menominee, Mich.		5
Kennedy, E.D.	Chf. Clk. to Gen. Mgr.	Seattle, Wash.	1		Heckler, E.W.	Chief Clerk	Plymouth, Wis.		1
Lutterman, B.E.	Attorney	Seattle, Wash.	1	1	Hubert, M.J.	Trucker	Menominee, Mich.	1	
Meyer, N.A.	Supt. Transp.	Seattle, Wash.	1		LeBoeuf, V.J.	Trucker	Menominee, Mich.	1	
Quigley, F.F.	Chief Clerk	Seattle, Wash.	1		McClellan, R.C.	Operator	Menominee, Mich.	2	
Sanderson, C.B.	Vice-Pres., Milw. Land Co.	Seattle, Wash.	2		Ratagick, A.	Driver	Green Bay, Wis.		1
Strassman, J.N.	Auditor	Seattle, Wash.	1	4	Rouse, L.D.	Clerk	Iron Mountain, Mich.		1
Wilson, Frances B.	Surgical Dept.	Seattle, Wash.	1		Trigloff, B.	Clerk	Iron Mountain, Mich.		1
			14	5				6	11
<b>Trans-Missouri Division</b>					<b>Twin City Terminals Division</b>				
Aalfs, Wayne	R.H. Clerk	Miles City, Mont.	1		Bornquist, I.W.	Carman	Minneapolis, Minn.	1	
Campbell, D.B.	Clerk	Miles City, Mont.	1	3	Faney, J.P.	Agent	Minneapolis, Minn.		1
Donnenwirth, C.M.	Station Force	Miles City, Mont.	1	1	Flaherty, Edward	Asst. Car Distributor	Minneapolis, Minn.		2
Greer, Custer	Capt. of Police	Miles City, Mont.	1		Galbraith, Frank	Machinist	St. Paul, Minn.	3	
Hamre, N.	Sec. Foreman	Miles City, Mont.	1		Kline, L.M.	Pers. Steno.	Minneapolis, Minn.	3	
Johnson, Carl W.	Track	Miles City, Mont.	1		Knoke, Edward R.	Car Distributor	Minneapolis, Minn.		1
Timberman, Melvin	Fireman	Miles City, Mont.	1		Smith, George C.	Switchman	Minneapolis, Minn.	1	
Wilson, Dola	Engineer	Miles City, Mont.	1					8	4
			7	4					
<b>Terre Haute Division</b>					<b>Taking care of the business we get, will get more business to take care of.</b>				
Bashford, W.E.	Agent	Momence, Ill.		1					
Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		7					
			0	8					

# RETIREMENTS

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

## CHICAGO GENERAL OFFICES

Fentress, James..... Porter..... Chicago, Ill.  
Nelson, John M..... Clerk, Acctg. Dept..... Chicago, Ill.

## CHICAGO TERMINALS

Cik, Valentine F..... Upholsterer, Car Dept..... Chicago, Ill.  
Gardner, Henry J..... Switchman..... Chicago, Ill.  
Gregory, Charles J..... Switchman..... Chicago, Ill.  
Jenkins, Burt M..... Boilermaker Helper..... Bensenville, Ill.  
Powers, George..... Yard Conductor..... Chicago, Ill.  
Shaw, Charles S..... Crossing Watchman..... Chicago, Ill.

## COAST DIVISION

Carpenter, Alma Y..... Timekeeper..... Seattle, Wash.  
Chadwick, Rolla E..... Agent and Operator..... Ellensburg, Wash.  
Eriksmoen, Arthur C..... Machinist..... Tacoma, Wash.  
Messimore, Walter S..... Yard Conductor..... Tacoma, Wash.  
Russell, Charley H..... Conductor..... Olympia, Wash.  
Speigelberg, Arthur C.T. V. & T. Rack Opr..... Tacoma, Wash.  
Tonge, Harry..... Machinist Helper..... Tacoma, Wash.

## DUBUQUE AND ILLINOIS DIVISION

Danford, Frank L..... Conductor..... Savanna, Ill.  
Fish, John A..... Conductor..... Dubuque, Iowa  
Fuentis, Supriano S..... Section Laborer..... Savanna, Ill.  
Morgan, Frank H..... Locomotive Engineer..... Dubuque, Iowa

## HASTINGS AND DAKOTA DIVISION

Olson, John B..... Extra Gang Labr..... Montevideo, Minn.

## IDAHO DIVISION

McDonald, John M..... Brakeman..... Malden, Wash.

## IOWA DIVISION

Burrows, Bert C..... Conductor..... Marion, Iowa  
Freeman, Frank H..... Switchman..... Cedar Rapids, Iowa  
Hurd, John R..... Asst. Sec. Fore..... Council Bluffs, Iowa

## IOWA AND DAKOTA DIVISION

Craven, Charles F..... Loco. Engineer..... Mason City, Iowa  
Gowling, George W..... Loco. Engineer..... Mitchell, S. D.

## IOWA AND SOUTHERN MINNESOTA DIVISION

Flynn, Edward..... Conductor..... Madison, S. D.

## KANSAS CITY DIVISION

Koehly, John B..... Conductor..... Kansas City, Mo.

## LA CROSSE AND RIVER DIVISION

Sharman, Albert R..... Machinist Helper..... Portage, Wis.  
Usher, Walter W..... Loco. Engineer..... Watertown, Wis.

## MILWAUKEE DIVISION

Phillips, John W..... Master Mechanic..... Milwaukee, Wis.

## MILWAUKEE TERMINALS

Hixon, Roy..... Crossing Watchman..... Milwaukee, Wis.  
Kujawa, Teofil..... Box Pkr., Loco. Dept..... Milwaukee, Wis.  
Maas, John H..... Loco. Engineer..... Milwaukee, Wis.  
Mills, Omro B..... Loco. Engineer..... Milwaukee, Wis.  
Spropoulos, Wm..... Machinist Helper..... Milwaukee, Wis.  
Swanson, Sam A..... Flagman..... Milwaukee, Wis.  
Ziska, Imra J..... Carman..... Milwaukee, Wis.

## ROCKY MOUNTAIN DIVISION

George, Sam K..... Section Laborer..... Great Falls, Mont.

## SUPERIOR DIVISION

Cormier, Edmond J..... Fire Patrolman..... Escanaba, Mich.  
Kampo, Hilda..... Janitress..... Green Bay, Wis.  
Rogalski, Albert W..... Carman..... Green Bay, Wis.

## TERRE HAUTE DIVISION

Grote, Gustave..... Hostler, Loco. Dept..... Faithorn, Ill.  
Long, Edgar D..... Section Laborer..... Terre Haute, Ind.

## TRANS-MISSOURI DIVISION

Davis, George..... Section Laborer..... Thunderhawk, S. D.  
Dunn, Patrick H..... Loco. Engineer..... Miles City, Mont.

## TWIN CITY TERMINALS

Kelly, Frank..... Crossing Flagman..... Minneapolis, Minn.  
Schufman, Joseph..... Handyman, Loco. Dept..... St. Paul, Minn.  
Senti, Clemens..... Machinist..... Minneapolis, Minn.  
Ziegler, Robert A..... Switchman..... Minneapolis, Minn.

(Continued from Page 21)

1st Lt. Donald J. Martin, son of Engineer Walter E. Martin, who has been with a bomb squadron in the Caribbean area, visited his parents while on furlough during March.

The Brotherhood of Locomotive Engineers gathered recently to honor one of their oldest members, retired Engineer Oscar D. Wisner, commemorating his 60 years of continuous membership in the organization. They presented him with a diamond studded pin. Engineer Wisner, who is the father of Engineer LeRoy J. Wisner, started firing on his 20th birthday at Calmar, Ia., Nov. 18, 1878, and continued in active service for 59 years. He has the best wishes from all of his friends on the Division.

## I & D DIVISION

### Marquette Sanborn

Marie Randall, Division Editor  
Superintendent's Office  
Mason City, Ia.

We wish to extend condolences to the family of M. T. Skewes, train rules examiner, who passed away on Feb. 8. He was always a most welcome visitor at our offices.

John L. Tripp, former section foreman at Clear Lake, Ia., passed away on Mar. 7 at Des Moines, Ia. Mr. Tripp was also a familiar name to employees on this division and we wish to extend our sympathy to the members of his family.

William (Barry) Braheny, ticket clerk at Mason City, has entered military service and left Mason City on Mar. 1. Mr. Braheny's family plan to make their home in New Albin, Ia., during his absence.

The car department at Mason City lost at least two men to the armed services during March. Harry L. Shoop, carman helper, entered service Mar. 7, and Rudy Saliger, car department laborer, entered on Mar. 3.

V. P. Cohn, dispatcher, Mason City, visited his son Richard in New York, during the month of March. Richard is a member of the Merchant Marine.

George Montgomery, section foreman, Monona, Ia., returned to his duties the middle of March after several weeks' illness.

Tech. Sgt. Cornelio Monteon, former bill clerk at Spencer, Ia., paid a visit in this vicinity during the month of February.

Mrs. Mary B. Hickey, who has been filling in at the superintendent's office for more than a year in place of "yours truly," as well as furnishing the news for the magazine from this district, is now at home in the Marvyl Apartments in Mason City, testing her domestic ability, much to the satisfaction of her family.

It will not be long until the superintendent's office will have a nurse at their disposal. Carrie B. Rugee, superintendent's stenographer, is taking a course in nursing at the St. Joseph's Mercy Hospital at Mason City. She reports that her book learning for the present is about completed and the first of April she will be practicing on the patients at the hospital and will be classified as a nurse's aid.

Lou Hendrickson, retired I&D conductor, who has spent the past several years on the west coast, is now a patient at a Rochester, Minn., hospital and is reported to be in a serious condition. His mailing address at Rochester is in care of the Zumbro Hotel. We are very sorry to hear of his illness and thought that possibly some of the old-timers may wish to write to him there.

## Sioux City and Western Branch Lines

Helen Flynn, Correspondent  
Asst. Superintendent's Office  
Sioux City, Ia.

Lloyd J. Nance, who is in the Air Corps somewhere in England, has been promoted to warrant officer junior grade. Lloyd is the son of Agent and Mrs. G. H. Nance of Meckling, S. D.

Reinert Kvidahl, son of B&B Carpenter and Mrs. Robert Kvidahl, left Feb. 29 for the Navy. Reinert will receive his V-12 training at Gustav-Adolphus College, St. Peter, Minn.

G. E. Lawrence, brakeman on this division, has just completed his boot training at Great Lakes and called at our office this week.

Robert C. Baker of Lake Andes, S. D., has taken the position of stenographer in the assistant superintendent's office at Sioux City, Ia., during the absence of F. L. Costello.

Herman Neumayr, section laborer at Parkston, S. D., has passed the physical examination for the Army and is waiting orders to report for duty.

Ticket Agent and Mrs. J. E. Griller have named their son Gordon Moore. Joe sure is a busy man now.

All employees on the division were shocked at the passing of Engineer Charles James Manson, Fireman Arthur Edward Johnson, and Brakeman Wilfred Edward Pickering who lost their lives in an explosion of the boiler of their engine about a half mile east of Dimock, S. D., on the evening of Feb. 17, 1944.

Charles James Manson was born May 24, 1886, at Egan, S. D., and entered the service of the Milwaukee Road Dec. 12, 1906. He is survived by one son, Verlyn, Q. Manson, with the U. S. Naval Forces in Alaskan waters, three daughters, three sisters and one brother, Robert V. Manson, engineer on the Milwaukee Road at Sioux Falls, S. D.

Arthur Edward Johnson was born July 9, 1889, at Greenfield, O., and entered the service of the Milwaukee Road on Aug. 20, 1918. He is survived by a son, Ralph Johnson, with the U. S. Naval Forces, and four daughters.

Wilfred Edward Pickering was born at Sioux City, Ia., on Aug. 10, 1913, and entered the service of the Milwaukee Road on Aug. 22, 1942. He is survived by his wife, Marvel Gladys Jeargin-Pickering, and a daughter, Jerry Lee, age 3 years, his parents, a brother, Reginald, in the Navy, and a sister.

Lineman and Mrs. A. L. Erickson of Sioux City, Ia., had as their visitors Lt. and Mrs. Glenn Erickson en route to New York.

## MILWAUKEE TERMINALS

George A. Steuer, Division Editor  
Superintendent's Office

### Fowler St. Station

Dorothy Bertha, Correspondent

We extend our sincere sympathy to Henry Brever, our veteran yard clerk at the Maple Street dock, who lost his wife Mar. 2.

We are glad to hear that Frank Smolinski, a check clerk, who was seriously injured in a warehouse accident, is rapidly recovering at home. We hope to see him back soon.

The warehouse is undergoing some drastic changes. Remodeling has been started and we hope to have it as modern as our

new freight house office, which will soon be completed.

Edith Tesch and Dan Kugler have been added to our list of auto-messengers. They tell me that Edith is quite a horsewoman.



### Muskego Yard

Grace Johnson,  
Correspondent

There's always news around Muskego Yard but some of it is exceedingly hard to pin down, we definitely know the "Ed Pietruszkas" have a new baby, but do you think we could find out, girl or boy? Name, and weight? Being unsuccessful we'll just wish them congratulations and do the rest of the announcing later . . . Something that seems to be common knowledge but was news to me was that the "Mairzie Doats" Duo who perform daily in the West Yard (Charlie is the melody and George Gates the harmony man) have been discovered by talent scouts and will soon be heard on radio . . . speaking of radio, do you listen to Bob Shannon (Luke Shannon's son) on the Rumpus Room program from the Journal Station? Schuh, Schuh baby! Shoo Jack Schuh ought to get that whistle of his in on that Rumpus program because when he whistles out in the yard it's nothing short of a rumpus. A dubious telephone call informed the writer that the Air Line expected to have a new flag pole put up up there and a brand new American flag flying from it soon. Now if this caller was just trying to impress us, why, it sure puts the Air Line on the spot and a certain "Cuckoo" will have to go around taking contributions if they really have no basis for this report . . . they'll have to come thru. Sig Mathisen from up the Air Line way left for a trip to California to see his son and while enroute Mrs. Mathisen's father passed away. However, they were unable to contact Sig on his way so he made his trip and returned, safe and sound. Fred Ladwig's son Bob was home on furlough recently. Bob is stationed at Camp Polk, La., and it is Corp. Robert Ladwig, if you please. He is with the paratroopers and is a rigger. Stealing a little news from a letter addressed to Mrs. Tenant from Edward Blanck, quote "I am now located in Italy. We boys over here are really grateful to the people on the production-transportation fronts at home and I would like to wish The Milwaukee Road greater and continued success. Reading the articles written by other employees in the service of our country, I wholeheartedly agree with them that ships, boats, and G.I. trucks can never take the place of a fine American train and I anxiously await the day when we can all return to the clang and clamor of railroading." Bill Stark's boy is still in England where he has been stationed since last August, evidently not far from London as he wrote that he would be spending a furlough shortly seeing the sights in London.

The Milwaukee pension checks arriving brought in many of the oldtimers, among them, Edw. A. Brown, former yardmaster and switchman in Milwaukee Terminals. Ed is now living at Brandon, Wis. right across from the depot and extends best wishes to all the boys and says he has a garden and a few extra bedrooms—so, fellows, don't forget to take advantage of that invitation if you get up Ed's way.

## MILWAUKEE DIVISION



"C & M"  
Wiley Moffatt  
Correspondent  
Superintendent's Office  
Milwaukee, Wis.

Special commendation: On Feb. 17 Conductor Walter Emery, who lives at Fox Lake, noticed a truck had stalled on our tracks near his home. He went over to see what was wrong, and knowing the time was very short before No. 138's arrival sent the truck driver up the track with a fuse and stopped No. 138 until the truck was towed off the track. This prompt and thoughtful action undoubtedly prevented what could have been a serious accident.

After a trip to California to visit his son in the armed forces, Trainman George Blakey has been in the back shops for heavy repairs. Frank Knoebel says it wasn't the trip to Los Angeles that put George down, but rather the side trip to Hollywood was too much for him, not having worked long enough on Trains 147 and 132. Seriously though, George was quite ill with pneumonia, but is now on the road to recovery.

How did we know the 744th Railway Operating Battalion—the Milwaukee Road's own—was at Fort Snelling? We were snowed under with pass requests from the boys anxious to get home for a visit after having been in Texas so long.

Word has been received of the retirement of Engineer E. P. Burke on Dec. 14. Mr. Burke had been off because of ill-health for some time.

The sudden death of Conductor C. E. Dodge on March 4 came as a shock to his fellow employes and friends. The sympathy of all is extended his family.

Trainman P. I. Lake brought with him from the south the famous tradition of hospitality, and it still holds in the performance of his duties on Train 151. On Feb. 27 a young couple with a small baby was on the train, evidently at the baby's lunch time because he was making an awful fuss as babies do when they aren't fed. "P I's" southern courtesy came to the fore and he asked if the baby was hungry, which was correct. So, taking the matter into his hands, he got a bucket of hot water from the engine injectors when the train stopped at Glenview, warmed the baby's bottle, and quiet descended as the baby was fed. Remember—"FRIENDLINESS IS A MILWAUKEE ROAD TRADITION!"

### Depot Dabs

What do you say we take up a collection and furnish an accompanist for Joe when he makes his tasks around the depot lighter by giving out with song and melody?

This fellow Bob Noot is a hard one to pin down—last month ticket office and this month extra gang time keeper in the terminals. He says he likes his new job quite well and is not contemplating any further changes.

Word reached us of the death of Fred Townsend on March 3. Mr. Townsend retired several years ago after many years

of service in the signal and telegraph department.

Ticket Stock Clerk M. S. Wood, is at present writing, confined to Columbia Hospital with a severe case of pneumonia. The first day there he drank, under doctor's orders, five pitchers of water, and says that is more water than he has had to drink in the last 10 years.

Cpl Steve Pilsen, formerly in the depot ticket office, writes from England that one of his instructors in school "over there" was Col. N. A. Ryan. Sgt. J. J. Schwantes, side wire operator in the dispatcher's office, also reports having met Col. Ryan in England.

Seaman I/C E. W. Bartlett, from the division engineer's office in Milwaukee Terminals, has completed his schooling for storekeeper at Boston, and is off to Ireland for further assignment. He liked Boston so well, he cut short his stay at home so he could spend the last couple days of his leave there before reporting back at his base.

It was gratifying to note the response of the employes of the Milwaukee Road to the plea of the Red Cross to "dig a little deeper" this year. They are doing a tremendous job, and it is nice to know their efforts are appreciated and supported.

### "Old Line"

Hazel Whitty,  
Correspondent  
Ticket Clerk,  
Horicon, Wis.



Top honors this month go to former Oshkosh switch foreman, Harry Jeske—who joined the Navy about a year and a half ago. He is now in Milwaukee and, sad to say, is walking with a cane, having just been released from a Naval Hospital at Portsmouth. He is home on a 30-day furlough, after which he will go to a hospital at Philadelphia for an operation.

He saw action in Italy and was injured Nov. 1 at Naples when the Nazis came over with everything they had and dumped it on our forces. Harry was assigned to a salvage tug, and was on deck when a bomb struck the water near by and the force of the explosion hurled him across the ship where he struck some machinery, resulting in severe injuries. He seemed to be in good spirits but says he is quite nervous (who wouldn't be, Harry?), and the furlough is for the purpose of building up resistance and quieting his nerves for the operation.

His captain and his ship received a citation from the Admiral in charge for bravery and exceptional work under fire.

Correction please. The address of J. W. Phillips is not 2007 Indian Trail, Austin, Tex., but, 2007 Forest Trail, Austin, Tex. (Shades of Hiawatha, how came I to make such a mistake?)

Heartfelt sympathy is extended to Conductor Harry Luker of Oshkosh in the loss of his wife, Belinda, who passed away on Feb. 17. Mr. and Mrs. Luker were married on May 15, 1918.

Sympathy is extended to Foreman and Mrs. August Glasnapp of Menomonee Falls in the loss of their daughter, Mrs. Adam Grobuset of Menomonee Falls and to Louis Glasnapp, foreman at Oshkosh, in the loss of his sister. Mrs. Grobuset passed away Mar. 7.

Grant Oakes, engineer, Oshkosh, Wis., has the following to tell of the marriage of his son, Grant, Jr., who is a lieutenant with an engineering outfit in New Cale-

donia. It seems he was invited to a party one evening which had been arranged for officers and nurses, and at the party a young lady came up to him and said she had heard he was from Wisconsin, and he replied that he was from Milwaukee, whereupon she stated she was from a small town she supposed he had never heard of—Omro. But, of course, young Oakes knew all about Omro because that is where his father was born. The girl's name was Lucille Tenant, an army nurse for two years. Grant Jr. is serving his third year as an engineer, in the army. They began to see quite a bit of each other and last fall Grant Jr. wrote his parents they were engaged, and the marriage took place Jan. 29. Before the knot was tied, however, there was considerable red tape to wade through and since New Caledonia is a French colony, a civil marriage ceremony was required. After they had been married by the magistrate (or whoever does officiate at such affairs), they were given a book showing the time, place, and all the finer details and it was pointed out to them that there was a page for recording the history of each of their children—no less than 12 pages being reserved for this use! Then a church service was performed by the Army chaplain and although they desired a quiet wedding, the gang took over and Grant, Jr. said anyone would have thought it was a general at least that was being married. They had two receptions—one at the hospital where the bride is stationed, and one where the groom hangs out. Congratulations all around.

R. H. Porten, Jr., Marjorie Johnson, Elroy Johnson, all of Horicon and in the service of our country, visited their parents, Operator and Mrs. R. H. Porten and Relief Foreman and Mrs. W. W. Johnson during the past month.

Engineer Jos. Murausky and wife went to El Paso, Tex., to visit their daughter, who is a WAC there.

Mrs. F. W. Pischke, wife of Agent at Fond du Lac, left for Louisville, Ky. to visit their son, John, who is confined to a hospital due to an eye injury incurred on maneuvers.

Dan Wellhouse, former track man, died at Brandon, Wis., on Mar. 11. Mr. Wellhouse started working for the Milwaukee Road in 1915 as trackman and coal heaver and was a steady, faithful worker until he became incapacitated in 1941. His widow, one daughter, two sons, and his parents survive him.

Conductor Leonard of the night switch at Horicon discovered a broken rail on the east track at Horicon on Mar. 16 and promptly reported it; repairs were made, possibly averting a derailment.

## LACROSSE & RIVER DIVISION

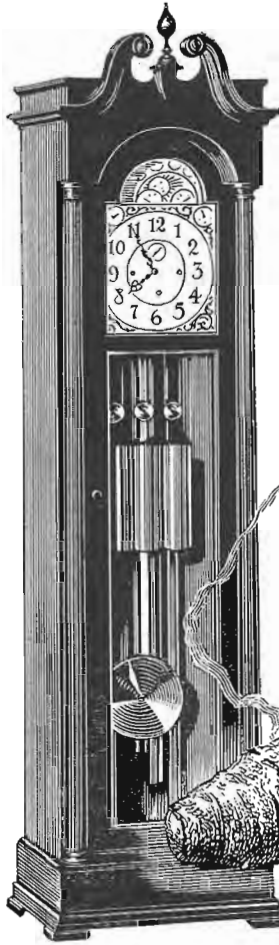
### Wisconsin Valley

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

Pfc. Irvin Von Gnechten, Rapid City, S. D., son of Conductor Hugo Von Gnechten, spent a furlough recently at the home of his parents.

Herman Janz, 77, for many years section foreman on the Valley Division, passed away at his home after an illness of one month. He retired from service in 1926. Mrs. Janz, four sons and four daughters survive. Corp. Arnold Janz has been in the South Pacific since last June. Engineer Arthur Janz, who is at the present time substituting on the Florida East Coast, attended the funeral which was held at Knowlton, Wis.

Wm. A. Borghardt, 45, section foreman



## THE CHERISHED HOUR

After a savory dinner, seek out your easy chair and light up a Dutch Masters Cigar. Indeed, this is "the cherished hour"—that wonderful hour of life each day when a man can relax and lose his worries in the dream-blue smoke of a truly great cigar.



# DUTCH MASTERS CIGARS

on the north end with headquarters at Wausau, passed away on Mar. 10 at a Rochester, Minn., hospital after an operation the day before. Mrs. Borchardt and two sons survive. We extend heartfelt sympathy to the bereaved family.

The office force at Wisconsin Rapids will soon be moving from its present quarters in the freight house to the new office in the passenger station. The space formerly used as one of the waiting rooms has been remodeled for office use and as well as being attractive it is quite up-to-date. The new arrangement is very much appreciated by the clerical force.

The courts having ruled in favor of the railroad company, no doubt work will soon commence retiring the line from Woodruff to Star Lake.

### TERRE HAUTE DIVISION

#### Terre Haute District

*William Nadzeika, Correspondent*

We are indeed proud that the Terre Haute Division has received the Fire Trophy Award for the year 1943. Employees on the division are commended for this accomplishment.

The new long distance telephone circuit from Terre Haute to Chicago was installed and connected recently. The superintendent, chief dispatcher, and engineering and traffic departments have telephones on this

circuit. This facility has been greatly needed for expediting of traffic and for handling other railroad business.

Roberta Bair of the B&B department reports that her son has been commissioned lieutenant in the Medical Corps, and is stationed at Carlisle Barracks, Pa.

Conductor M. F. Ernhart, on Ex. 314, Feb. 18, while in the siding at Humrick, looked the train over and found 8 inches of tread broken out of a wheel on a car, and again on Feb. 25, while on Ex. North discovered a broken rail one mile south of Bradshaw and had one of his brakemen flag 2/82 in the event condition of rail would warrant such action. In both cases he averted a possible accident, and deserves commendation for his good work.

#### Terre Haute Freight Office

Wm. Johnson, former night clerk, is stationed at Amarillo, Tex., with the Army Air Forces.

Virgil Pennell, our claim clerk, is now in the Navy, stationed at Seattle, Wn.

Geo. Lundwall, revising clerk, reports his son William is taking his boot training at Great Lakes, Ill., and his daughter Virginia who joined the medical department of the Marine Corps, is at Washington, D. C.

Teresa Clerk, cashier, enjoyed a visit

with her husband who was home on furlough recently from Camp Shelby.

H. A. Brown, chief clerk, received word from his son Robert, that he is now stationed in the Hawaiian Islands. His son James has been in the Aleutians for the past 15 months.

#### Latta Notes

We regret to report that Ed Long, one of the oldest section employes, passed away on Feb. 18. He entered the railroad service in 1900. We extend our sympathy to his family.

S/1C Robt. O'Neill, son of Agent, Jasonville, Ind., spent a 10-day furlough with his family after having seen service in North Africa.

#### West Clinton

Our song of the month: "I Wish I had A Victory Garden I Could Call My Own, A Garden No Potato Bug Could Steal."

On Feb. 29, Engineer Jesse E. Dunn joined the ranks of retired railroad employes. Photographs were taken of him before the last trip, and in the evening he was honored with a farewell dinner by the Milwaukee Women's Club at the American Legion Home at Jonestown. His railroad associates wish him and his family many years of happiness.

Brakeman Lester Wright and Miss Elva Catsiglione were married at Terre Haute,

Mar. 1. Congratulations.

We welcome James Lake, who is back yard-clerking after a year in the armed forces.

Received a letter from former brakeman Lowell Cooley. He reports his promotion to sergeant.

Mrs. Robert Hartsook visited her husband at his camp in Texas recently. He was one of our carmen on the rip-track.

At the roundhouse "something new has been added." Mrs. Katherine Buckner has taken the position of clerk-caller.

### Faithorn District

*Bernice Sparks, Correspondent  
Faithorn, Ill.*

We extend our sincere sympathy to Switchman A. Withers and family in the loss of their son, Pvt. Harold Withers, who lost his life in action on the European front. The loss of this fine young man from our midst should serve to remind us that no effort and money should be spared which might bring this war to a quick and victorious end and save the lives of other American boys.

Received a letter from T/Sgt. Warren Hack of Camp Barkeley, Tex., indicating his desire to hear from his fellow employes in the service. He receives the Milwaukee Magazine regularly and was glad to see the

Terre Haute Division represented again. Thanks a lot for your letter, and, take it from us, we'll do our best to keep 'em rolling.

Pfc. Joseph C. Michelini, son of Switchman Carl Michelini, has qualified as an A.A.F. technician, completing training in airplane mechanics. He was home on a 12-day furlough and is now stationed at Greenville, S. C.

After waiting six weeks before hearing from his son, Murray, Yardmaster Robson received word that he had arrived safely "somewhere in North Africa."

We were glad to hear from Pvt. Donald E. Hodge, former Faithorn switchman, who has finished his basic training in the armored command and is now attending radio operators' school at Fort Knox, Ky.

Sorry to report that Conductor Sam Freeman has been ill for quite some time.

Agent Radke of Chicago Heights recently had a very prominent part in the Kiwanis minstrels. He is now competing with Frankie Sinatra, as several of the ladies in the audience swooned during his solo number.

### TWIN CITY TERMINAL

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

On Feb. 19 Manley T. Skewes, 70, passed away at his home in Minneapolis after a brief illness. The remains were taken to Edgerton, O., for interment.

William J. Leahy, 69, died at his home in St. Paul on Feb. 23 following a stroke.

On Feb. 25 occurred the death of John P. Leahy, 61, as the result of a heart attack.

The Leahy brothers were veteran telegraphers in the Twin City Terminal. William Leahy had retired about four years ago and John Leahy worked first trick at South Minneapolis Yard for many years, up to the time of his death. George H. Leahy of Chicago, formerly employed as telegrapher in the Twin City Terminal, is a brother, and Frank A. Leahy, operator at Hoffman Avenue, St. Paul, is a son of John P. Leahy.

Wm. M. Kugler, 73, veteran telegraph operator at Chestnut Street, St. Paul, and top on the operators' seniority list, with a service date of Oct. 6, 1894, passed away on Feb. 1 at the Mayo Hospital in Rochester, where he had undergone an operation. Mr. Kugler worked up to Jan. 30 and entered the hospital on Jan. 31. Burial was at his old home in Red Wing.

William F. Davison, 49, yard conductor at St. Paul and local chairman for Tool-board Lodge, No. 804, B. of R. T., died of a heart attack while returning to his home after completing his work on Mar. 2.

Jay W. Phillips, 89, who retired from the sleeping car department in 1934 after 30 years' service, passed away in Minneapolis on Mar. 4 after a long illness. He was a resident of Minneapolis for 80 years and was a sleeping car conductor on the Milwaukee Road for 30 years prior to 1934.

All of these fine men were well known and had a host of friends who are saddened at their passing and extend their heartfelt sympathy to the bereaved families.

Of interest to all service men of World Wars I and II is the news that a new American Legion Post has been organized at Minneapolis. The first meeting was held on Washington's Birthday and the following officers were elected: Commander, Wm.

R. Manion, passenger brakeman, La Crosse & River Division; first vice commander, John Mintz, South Minneapolis roundhouse; second vice commander, Roy E. Melquist, car department, Minneapolis; third vice commander, Harry E. Gee, mail and baggage agent, Minneapolis; adjutant, A. W. Wareham, chief clerk, Minneapolis local freight office; finance officer, M. C. Ahern, time reviser, Minneapolis; chaplain, L. W. Barnes, traveling engineer, H&D Division; service officer, E. F. Conway, police captain, Minneapolis; historian, Arthur Goulet, Minneapolis baggage room; sergeant-at-arms, R. W. Anderson, yard conductor, Minneapolis; delegates, Wm. P. Golden, Minneapolis depot ticket office, and Wm. H. O'Neil, smoke inspector.

The new post will be known as "Milwaukee Road-James T. Gillick Post," a fine tribute to a great leader, and we predict that the new post will take a prominent place in American Legion activities in this territory. So, you veterans of World War I who are eligible for membership should make application now to become charter members, and a hearty welcome is extended to Milwaukee Road employes of World War II to affiliate with the new post when they are mustered out of service.

The new members of the post were initiated at a public ceremony at the Minneapolis Armory on the evening of Mar. 22 in a large group of 1,200 initiates.

### Minneapolis Local Freight and Traffic Departments

*Kay Jiran, Correspondent*



Mable Myhres will join the ever growing order of army wives on Apr. 1 when hubby, Harland, begins duty with Uncle Sam.

Patty "Jumbo" Flaherty has now graduated from Roosevelt High and is working full days at the local freight. That means added loyal support for the Irish when the arguments start.

Corp. Doug Sutton finally got around to spending the much awaited furlough with his family in Minneapolis. "Ducky" has had a siege in an Army hospital but was looking fine when he stopped in to see us. You can see he hasn't been living entirely on "K" rations.

Jeanne Villas, traveling clerk in the traffic department, is wearing a lovely diamond on the third finger, left hand. The lucky fellow is Sgt. Tom Dorsey, now stationed in the Southwest Pacific. Best wishes to the happy couple.

We were pleased to note Dick Olstad's name on the list of Army promotions recently. Dick, former messenger at the local freight, is stationed in the Southwest Pacific and can now be addressed as Sgt. Olstad.

If anyone dropping in at the traffic department office recently was curious as to the especially broad grin on Chief Clerk Cottrell's face, and the reason for it, it wasn't the raise, no and it wasn't anticipation of that back-pay check which he'll soon be tucking in his billfold; the reason for it was that Pvt. William Cottrell was spending a short furlough with his parents. Pvt. Bill, a true "chip off the old block" is serving his Uncle Sam in World War No. 2 as his dad did in World War I. At present he is attached to the Army Specialist Training Unit at Texas A & M, College Station, Tex.

The Army has moved in on us and with them Mike Martin. Seems natural to

**FISH and OYSTERS**  
Supplying Hotels, Restaurants and Clubs  
Our Specialty  
Phones Roosevelt 1903, all departments  
**W. M. Walker**  
213-215 S. Water Market Pilsen Station  
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**CARBON AND ALLOY  
STEEL CASTINGS**  
A For  
Wehr Every  
Steel Service  
**WEHR STEEL CO.**  
MILWAUKEE, WIS.

**POTOSI  
ST. LOUIS**  
TREATED AND UNTREATED  
**CROSS TIES  
SWITCH TIES  
PINE POLES**  
**Potosi Tie & Lumber Co.**  
ST. LOUIS DALLAS

## Employee's Son Wins Glider Contest



Robert Cassidy (left) and Jerome Banack, a model airplane enthusiast, show their handiwork to Sister Aquinas.

**R**OBERT CASSIDY, son of C. P. Cassidy, traveling freight agent of Minneapolis, recently won first place in the individual glider contest, held at the St. Thomas the Apostle School, Minneapolis. Approximately 75 boys took part in the competition. Robert received his instruction from Sister Aquinas, who has organized 96 aviation clubs in 26 states.

Sister Aquinas has pioneered in aviation

education. A member of the Franciscan Order since she was 16, she was the first member to ask permission to take up flying, and one of the first nuns in the country to get a pilot's license.

The aviation program is to be inaugurated in the regular curriculum at the school and studied one hour each week. There is another contest scheduled in June, and we are counting on Robert to keep that glider flying.

### South Minneapolis Shops and Coach Yard

*Oriole M. Smythe, Correspondent  
Car Department*

A message to home folks from Pvt. Elmer C. Holt, who passed through Minneapolis Feb. 13, on a troop special, advised he was fine and wished he could have talked to the folks for a few minutes. Thanks to the kindness of a Milwaukee employe riding the troop movement going west for transmitting the message.

Pvt. Arnold B. Olson, stationed with Army Flying Training Squadron, Eagle Pass, Tex., visited his parents while on furlough recently.

A speedy recovery is wished for Carman George Gruidl, who is slowly recovering from a very serious operation; also Car Helper John Holmberg who is confined at hospital due to fracture of right hip. Checker Carl Gustafson returned to work following a pneumonia illness of a month.

Clerk E. L. Brown was called to Deming, N. Mex., by death of his brother. Our sympathy is offered in his loss.

Former car helper, Andrew J. Aulburr, who retired in 1929, passed away on Mar. 4.

Congratulations to ma and pa on births—A son, William Gary, at home of William E. Peck on Mar. 2; a daughter, Darlene Ann, for James A. Dahls on Feb. 25. Mothers and babes are doing fine and proud papas only lost one day of work.

Carman Don Hollingsworth vacationed at home caring for his 3-month old baby girl—and did an excellent job—due to mother being in hospital.

### Minneapolis General Offices

*Kitty Carll, Correspondent*

Home on furlough: L. McCluskey of the baggage department, now in training at Farragut, Ida.; and Ens. Raymond Holmson, who has been in the Merchant Marine about a year. His first trips were to South America; he then transferred to tanker service going to the British Isles.

When John Bardahl comes with his paints and brushes we know that spring is not far behind. John has been painting for the Milwaukee over 50 years in the terminals and on the River Division.

Col. Hotchkiss is making arrangements for technical training of the 744th railroad operating battalion in and around the Twin Cities on the Milwaukee. The men will work with the local linemen, signalmen, telegraph operators, trackmen, switchmen, etc., to prepare the battalion for overseas service. Among the former Milwaukee men from this vicinity with Col. Hotchkiss are F. A. Ziebell, signal dept., James Shea, trainmaster, H&D Division, and Mike Martin of Minneapolis local freight.

### St. Paul Freight House

*Allen R. Rothmund, Correspondent*

Of course, Mar. 17 is a big day and for Geo. Mueller, chief yard clerk, it is plus that, for on that date, back in 1910, George started to work for the Milwaukee.

Two former freight house employes passed away recently—Bob Cree and Steve Grieman. Both were on pension.

Thanks to Lt. Roche of the Milwaukee police department for his services and his car whenever we have extra cash for the bank and whenever the weather is bad.

Neal Wilson, former brakeman, is here on furlough from the Air Corps.

As Mr. Rogers mentioned (I quote), "Minnesota was first in the bond drive."

see Mike around the freight office. He is now a member of the 744th Railway Operating Battalion and the transfer of the outfit to Fort Snelling meant coming home to Mike and he seems plenty happy about it.

**IN OUR HALL OF FAME:** Extra ration points to our own Gladys Mirocha who grabbed the Minneapolis bowling spotlight, and space in the sport sections, when she bowled 196, 201 and 215 for 612—and tops—at the Lincoln Alleys on Mar. 13.

Also to Lt. Don Rudd, son of Disposition Clerk Henry Rudd, who recently received his commission in the Army Air Forces Meteorology and was one of the eight out of 70 boys who passed difficult examinations and were chosen to attend Harvard University. Don is certainly to be congratulated on this wonderful showing.

How about sending in some news—

Getting out this column is no picnic.

If I print jokes people say they are silly.

If I don't they say I'm too serious

If I clip things from other papers they say I'm too lazy to write myself.

If I don't they say I'm too fond of my own stuff.

If I don't print contributions I don't appreciate genius.

If I do print them the column is filled with junk.

If I make a change in the other person's write-up I'm too critical.

If I don't I'm asleep.

Now like as not someone will say I swiped this from some other paper.

I DID!\*

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Now let's hope we are first to meet our quota in the Red Cross drive.

Marion Cashill, chief telephone operator and president of the Service Club, has taken on further duties. She is now chief in authority on the price and marketing of eggs. For further information call Garfield 2391.

Mrs. McAndrews (May Manley), formerly of the Minneapolis freight house, is now working in the St. Paul freight office.

Recently Joseph Kulischek accompanied his wife to the Union Station carrying her luggage, of course, and his lunch. After Mrs. Kulischek boarded the train she discovered that she had Joe's lunch and he had her luggage. Doesn't sound quite like a fair exchange.

The Rev. Mr. Hansen of Moorhead, Minn., the son of E. F. Hansen, was a recent visitor in the freight house.

## St. Paul Traffic Department

Brooksie Luth, Correspondent

Now that I've inherited a column, just what in heck do I do with it? Seems as if I just offer up a short prayer and dive in. I can't promise to out-Walter Winchell my predecessor, but with all the assistance that has been promised, most of our news should wander into the column sooner or later.

General Agent and Mrs. R. A. Burns recently traveled to Cherry Point, N. C., to visit their son, Major Robert Burns, who has been stationed at the U. S. Marine Corps air station since early in November, 1943. The major expects to return to duty in the Southwest Pacific, where he previously spent 19 months in combat duty.

Victory gardens seem to be the chief topic of conversation these days. Each gardener seems to think his garden was the best last year and will surpass all records this year. What with all the talk about "your potatoes—my tomatoes—who's going to rent the team of horses if I get the plough?" . . . it seems as though the boys are really in earnest. Well, I just love little green onions (hint, hint).

Several of our fellow workers have passed away recently. Wm. F. Davison died suddenly Mar. 2. Mr. Davison, who was 49 years old, had been employed by the Milwaukee for 29 years and was yard conductor in the St. Paul yard at the time of his death. Mr. Davison was a veteran of World War I, a member of the Disabled American Veterans, Chapter 3, and local chairman of the Footboard Lodge, No. 804, of the Brotherhood of Railway Trainmen. He was also the first chairman of the Milwaukee Railroad Service Club.

The former chief dispatcher of the River Division, Manley T. Skewes, and Wm. M. Kugler, former operator at Chestnut Street, passed away during February. We extend our deepest sympathy to the bereaved families.

From all reports, the St. Paul roundhouse seems to be doing its best to resemble a couple of beehives. Boilermakers, machinists and the entire roundhouse force all contribute to the busy-bee effect. Bill Stoffer, night roundhouse foreman, wears out a pair of shoes every two weeks walking from one end of the roundhouse to the coal shed and back while he hands out jobs to the various men, herds engines around, and answers the 'phone. Sounds like too much exercise to me. Time out while I recover from my exhaustion just thinking about it.

Back to victory gardens for a moment . . . Bill Boxeth, out at Oxboro Heath, reports that last year he grew some water-

melons so sweet that a beverage concern in Minneapolis wanted to buy the entire crop just to get the sugar out of them. S'pose?

Spring also brings thoughts of fishing, and George Allendorf should be ready. He has been spinning flies and carving artificial bait during the winter months, and he has a large supply. Poor unsuspecting fish—well, they should remember what their grandfather told 'em (he's the big one that got away). He warned 'em.

'Snuff of that. Here's a thought from Art Topfel's collection:

## WISDOM

Wise is that man, and bound to grow,  
Who knows he knows a thing or so,  
But who is not afraid to show  
The many things he doesn't know.

Well, we all know how much mail is appreciated by our service men. Are you writing regularly to someone in the service? If not, why not?

Prof.: "Young man, how many times have I told you to get to this class on time?"

Student: I don't know. I thought you were keeping score."

## South Minneapolis Locomotive and Store Depts.

Thelma Huff, Correspondent  
Office of Shop Superintendent  
South Minneapolis



With our income tax paid again, we can settle down to more or less normal living and maybe decide whether the government got the apple or the bite.

Sing it!—"From the Hills of Montezuma to the Shores of Tripoli"—for Carol Jean, daughter of Sivert Rekos, lumberman, store department, who left Minneapolis Feb. 21 for Camp LeJeune, N. C., to become a Marine. We're going to expect big things of you, Carol Jean.

The nuptial knot, uniting Shirley Cook and William J. Kurzeka, was tied at Holy Name Church, Minneapolis on Feb. 19. Bill expects to enter military service after getting his degree in mechanical engineering at the University of Minnesota on Mar. 16. He is the son of B&B Foreman A. A. Kurzeka and is well known among the boys at Southtown, where he has worked during school vacations for the past six years.

Machinist Helper Andrew Larson, Minneapolis roundhouse, took quite a detour on his way to work Mar. 5, via the Northwestern Hospital, occasioned by an unfortunate accident at 26th Street and Minnehaha, in which his leg was broken. My dad always said: "Short visits make long friends." Here's hoping Andrew comes out of this hospital visit with a lot of long friends.

Entering Northwestern Hospital on Mar. 13 for a bit of surgery and light repairs, Assistant Roundhouse Foreman Steve De-Field expects to vacate the Milwaukee premises for four or five weeks. Don't take too much time out, Steve, as Paul Kronebusch says your tulips are coming up.

Minneapolis shop and roundhouse went all out on the penny parade which was instituted for the purpose of raising a fund to send Minnesota football and Aquatennial pictures to the boys in service. Receipts totalled \$45.00.

### Store Department Laborettes

This is not a story of Marines or Nurse Cadets,

For what we want to talk about is store-room laborettes.

Lillian Bjorkman, Gertrude Lee and Marvel Elliott,  
Emma and Elna Mostrom and then there's Lucy Witte.

Now they are very patriotic and loyal to the core,  
They're capable and datable, intelligent and more.

They have a lot of common sense and they know how to dress,  
Whether its for the ballroom or running a drill press.

Perpetual good humor is very evident,  
If they're on a ladder top or into a barrel bent.

They're not just Pollyannas but jolly thru and thru,  
For they see the need at hand and they've a job to do.

They heap gauges, chains and chalk and ratchets on the shelves,  
As well as shoes and boots and hammers and aprons by the twelves.

Then there's alcohol and whitelead and thinner and graphite,  
Surgical dressings and cotter keys, light bulbs and alemite.

They stacked the rubber hose one day with such rapidity,  
Every corner of the storeroom reeked with odoriferosity.

The Engineers of safety will consider this goods news,  
Each and every laborette is equipped with safety shoes.

One cloud obscures their happy life, such work makes dirty faces,  
So he who finds a magic cream, will be in their good graces.

Fanfare, please, for Cateress Biffle—the lady who so expertly prepares dinners replete with vitamins (in this day of food problems) as to leave dozens of Milwaukee Service Club and Women's Club Members looking as happy as clams at high tide.



These "laborettes" in the store department, Minneapolis, are, 1. to r., front row: Elna Mostrom, Lillian Bjorkman, Emma Mostrom, and Marvel Elliott. Back row: Gertrude Lee and Lucy Witte.

We regretfully report that Cpl. Kenneth M. Kalberg, Summit, S. D., nephew of Julius H. Kalberg, store department, Minneapolis, is reported missing in action in the Mediterranean area.

While comparing time with the conductor at the Montevideo depot in preparation to return to Minneapolis on 2/16, Mar. 1, Engineer Herbert Thompson died suddenly. He was buried at Farmington, Mar. 4. Mr. Thompson had been with the Milwaukee Road for something like 35 years. We were truly sorry to learn of this, as well as the death of Mrs. Sutherland, wife of Blacksmith Helper Nick Sutherland, who passed away Feb. 23.

A visitor at the office was Eugene Schneider, furloughed machinist apprentice, who gave out that he had spent eight months in convoy duty, having seen the African coast a few times and his suntan indicated he had spent some little time ashore there. Eugene's dad is Machinist John Schneider, Minneapolis Shops.

More company! Carl D. Kerner, Boilermaker 3rd Class, from Camp Bradford, Norfolk, Va., was in, too. Did you know that he has middle aisled it? He said the rain and cold down there in the swamp land is offset by the good food.

"Ghost writers" Hindert and Tangen give you the following report relative to the Milwaukee Bowling League, Minneapolis:

With the approach of the season's end, Apr. 7, Fastmail (Switchmen—Captain Bourgerie) is leading but the Arrow (Engineers—Captain Behr) is a runner up. Bill Pickler's foot work is exceptional this year when he bowls an extra game. Maybe we could describe it as a "sit down strike." Herb Siegler had a "flash in the pan" with 247 on Mar. 3, while Morgy Allen has lost his touch since Uncle Sam is looking him over carefully. Lee Nelson's "Kiss of Death" ball has no priority with the pins. Matt Neuwirth is getting more "English" in his footwork. Peterson and Heggem are donating their entrance fees to the Tribune Classic. Here's luck, boys! Since Van Hollen started aiming, his team is getting to be dangerous. We hate to tell you this but Emil Baeyen's 200 (2 games) on Mar. 3 moved his average in the wrong direction. After the showing Milwaukee made in the February issue, decided we wouldn't print scores this month. What chance have we anyway —if Reuben Gribble gave us the straight goods? He says even the pin setters are working for Walter Marshall.

St. Paul Roundhouse Clerk Emil Jelinek, now at Fort Sam Houston, Tex., with the

744th Railway Operational Battalion, finally relaxed long enough to "unbraid his toes" (to quote Emil's successor Archie Ostby) and write Shop Supt's Chief Clerk Ben Benson. He said until everybody knew what was what, they called themselves the "Lost Battalion" and stated further: "Enjoy being on the outside after spending so many years in an office."

And Kay McBride? Oh yes, as could be expected, she has

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been selected from among many of the top branch of the service and sent to Marine Corps Air Station, Cherry Point, N. C.

Writing Lars Risdahl "From Greenland's Icy Mountains," Corp. Don Crogan, store dept. employe, takes time out from cod fishing to "wonder what it would be like to talk to a girl again." In another letter to Assistant General Storekeeper J. V. Anderson, he comments: "Mail is really a big thing up here."

A letter to Shop Superintendent Gus Blyberg states that Grey Marine Diesel School in Detroit graduated William A. Zimmerman, former machinest apprentice, Minneapolis roundhouse, with a mark of 3.7 out of a possible 4.0. After more training at San Diego, Bill scored again when he took the Navy test for Motor Machinist Mate 2/c with a 3.1. He's now somewhere in the South Pacific. Thanks for the new address, Bill.

Outplying Ernie is Reynold L. Nordstrom, F 1/c, Marine, and former store department employe by writing Lorraine Kline from a foxhole, Marshall Islands, saying: "I'm in sound health and spirits and the food is good. Would like to hoist a bottle of good old Grainbelt, though. Have acquired a mustache (Clark Gable style, we hope)—also a Heinie haircut" and adds: "snappy stuff." In another letter to his boss, J.V.A.: "Call Ole on the carpet sometime and ask him who the H—he thinks he is, not answering my letters. I take a swim in the ocean nearly every day but this salt water isn't worth a tinker's dam for washing clothes."

Information has reached us via the grapevine route that former Minneapolis Shop Welder Jack R. Hallberg, aboard the Empire Builder, enroute to Athens, Ga., and a naval aviation assignment, had a half hour visit with his family and friends at St. Paul recently. We liked this too: Jack and his brothers Raymond and Allen from three of the four corners of the earth spent 8 hours together at home last November.

L&R Fireman Fred Cole V-Mails L&R Engineer H. M. Anderson from Italy (where the only camels he sees come in packages) that he likes it much better than in North Africa. He's getting the magazine but too many letters or too much news from home—*never!*

Two of our Milwaukee boys wrote recently from the New Hebrides—Gary Theis to Bill Leever, store department, sitting over there in the moonlight under cocoanut trees enjoying "big time" and wondering how long the Minnesota Theatre will stay open. Suppose someone has written you, Gary, that they now call said theatre "Radio City" and that it houses the studios of K.S.T.P. While Johnny Anderson, 3/c Radio Technician, son of Machinist Reuben S. Anderson, gets his diversion via hunting wild boars, killing and mounting them on poles and trekking miles on end to barter with the natives for tusks and what-have-you.

## MILWAUKEE SHOPS

### Car Department

Myrtle Zunker, Correspondent

During the past month, four more of our boys have gone to help their bewhiskered Uncle protect us and this country of ours. They are Joseph D'Alessio and Charles Walker from the freight shop, Edward Sisolak from the machine shop, and John Foren from the wood mill. To you boys

and to every single one of our fighting men, the employes of the car department wish "good luck and victory." We hope we'll soon be able to welcome you back to our midst.

Our justly proud fathers give us reports on the whereabouts of their sons. Charlie Kreil's son is with the Merchant Marine somewhere at sea; John Beck's son is with the Army in India; Walter Braun's son is with the Army but at present is recuperating at a hospital in Australia—says he's o. k.; Ed. Mueller's son is with the Army Aviation Engineers and is on his way to parts unknown.

We have received a letter from Stanley Gralewicz from India. He reports that his trip was fine and he is o. k. However, he says railroading G. I. and with native help is a unique experience. His brother, Lt. Siggie, paid us a visit on his recent furlough.

Frank Janicki, Ted Tanin, and Otto Marx were here on furlough, too. Frank went back to his railroad outfit at Camp Robinson; Otto to his at Camp Millard; and Ted was on his way from Camp Roberts, Calif., to Fort George G. Meade in Maryland. It was certainly nice to visit with the boys and hear about what they have been doing. Ted says he's been driving some enormous trucks and gets quite a kick out of it.

We had personal contact with the front when we were visited by Frank Biesik, who was home on a 30-day furlough. Frank is connected with the Army Air Force and took part in the invasions of Africa and Sicily, and was with the first American troops invading Italy. Needless to say, he held us spellbound. Frank had a very pleasant experience on his way home when he stopped in Africa and met two of his old railroad mates—Ray Fendryk and George Wood. Both asked him to say hello to the folks back home and to say that they are both fine. Frank said these two fellows were the first home town boys he had encountered in almost two years of military service. Since Frank's visit we have word that Ray and George have left Africa and are now in Italy.

We wish to extend our deepest sympathy to Louis Mrkvice and his wife in the loss of their son, Louis, Jr., who died somewhere in the South Pacific.

We also extend our sympathy to the families of Machinist Richard Conley and Pattern Sorter Gustave Luedcke who passed away.

John Johnson of the Carmen's Union visited the shops after being on the sick list for some time and everyone was very happy to see him back on his feet again.

George Voth of the office has been on the sick list but is recovering and feeling more like himself again.

Granting that many of our men haven't been right up to par, there are plenty who are in good shape and can afford to donate blood to the Red Cross. These servicemen of ours need that blood to save their lives. You can't very well say no when you realize how much good the plasma does. If you didn't sign up before, how about right now? It's never too late.

How long is it since you bought an extra bond or a couple dollars' worth of stamps? Every dime's worth helps.

### Store Department

Earl L. Solverson  
Correspondent

J. T. Kelly is recovering after a long siege of illness and we look forward to his early return to the office.

Art Metzen finally received a letter from "Buck" Ormson, who states that he was

very busy in the Mediterranean area. It is unusual to wait six weeks for a letter from Buck, but we can understand the circumstances.

Pete Peterson, now assigned to Peterson Field, Colorado Springs, Colo., writes that he likes his new location and assignment very much. Peterson ought to feel at home at Peterson Field.

W. C. Lummer and Art Metzen received formal announcement of the graduation of Lt. Kenneth J. Bogert as a bomber pilot.

Vernon Forbes writes that he was married on Feb. 5. He is now assigned to the Air Corps and expects to participate in overseas duty soon.

Bob Metzfeld paid a visit to the shops on Mar. 7. He is now at Camp Young, Indio, Calif. He says there are plenty of oranges but soldiers only get field rations.

Ruth Reinders, now Mrs. Howard Halaska, writes that her sergeant husband is thriving on her burnt pie crusts, etc. We, too, trust both will survive the change in cooking and army camp conditions.

Enjoyed a visit from Sgt. Daniel T. Phillippi, who just completed three years of military service with two years overseas. He served in India, Panama, Burma, etc., and was wounded and later returned to the front where he contacted malaria. He is listed as a battle casualty and expects to be assigned to duty as an instructor. He served in the signal, or communication, branch of the army.

Steve Reiter and Marion Zimmerman, both from the store department, were married on Feb. 22. Congratulations to both. George Washington's birthday will be an added occasion for them to celebrate.

Lt. Robert J. Carney, fiance of Joan Abogast of the DSK office, was killed in a plane crash on Feb. 23. They were to have been married this summer.

Cecil Lauf of the upper floor was married to Corp. Rozka. Best wishes to the newlyweds.

Ensign Joseph C. (Bud) Sheridan, former assistant supply train storekeeper, is a Naval flier and now in North Africa.

Nephews of Ed Grisius and John Wendorf of the GSK office and Section G, respectively, enjoyed an unexpected reunion. They are Sgt. Hubert J. Neitzke of Buckley Field, Colo., and Pfc. Kenneth Neitzke of Harlingen Field, Tex., who were former store department employes, and Pfc. Kenneth Williams of Amarillo Field, Tex.

Elroy Bloedorn called at the shops on Mar. 7. He is stationed at Camp Adair, Ore. He says everything is fine, but when asked if he preferred military service to railroad service he stated quite emphatically that he would much prefer the railroad service.

The store department is recruiting blood donors and expects a large number will contribute. The Red Cross drive for funds has been completed and was successful.

Store Department unit No. 11 of the Milwaukee Hiawatha Service Club will conduct its next meeting and social on Apr. 15 at the Red Arrow Club, 744 N. Broadway. Chairman Freulers and his worthy aides lose no opportunity to sign up the girls on the theory that if they attend the boys will surely attend. With a program of unusual entertainment and a greater membership they expect a full house.

Norbert Kubiak has been selected by Uncle Sam to quell the situation overseas and is scheduled to enter military service in March.



**Office of  
Mechanical  
Engineer and  
Supt. of Car Dept.**

*Harold Montgomery  
Correspondent*

It seems that all the "power teams" are being taken for a buggy ride this second half of the bowling split season. Two teams with a low average are showing the way and how! The Morning Hiawatha (Coach Yard) has won 23 while losing only seven to be way out ahead. Next come the Iron County Limited boys from Muskego Yard, who are three games behind with 20 wins and 10 losses. The two Marquette Johns—"Little John" Pluck, with 189.13, and "Big John" Rogutich, with 182.31, are top men in the league, but both are short in games, having only bowled in 24 and 36 respectively. So the real leaders (all bowling 72 games this far) are Ed Watts, 179.58; W. Koester, 179.41; C. Schwab, 179.32, and E. Blankenburg, 178. The Marquettes have top scratch scores—2,876 and 1,024, while Hiawathas have 3,125 and Pioneers 1,130 to lead (with handicaps). Individual high three games scratch sees George Schmechel, 649, out in front, while Jack Ostermich's 268 is tops for the single game. Handicap leaders are R. Pestalozzi, with 702, and E. Volkman, 281. Roll-off for season's honors takes place on Apr. 18. Don't forget to save the date—Milwaukee Road bowlers' dance, Apr. 29, Saturday.

Boo-hoo! I know this is tough to have to read, but Jackie (H. J.) has done it again! This time it was 194, 215 and 202, for 611. Jackie's teammate, "Big John" Rogutich, really blasted 'em two weeks in a row—628 and 638. John Pluck was not up to his usual staff, his "broken" leg holding his total to 595.

The primary vote for officers of the Milwaukee Road Bowling League has brought about the following selections to take their places on the election ballot: For president, H. J. (Jackie) Montgomery, C. Schwab and G. Fiebrink; for vice-president, John Morrissey, Walt Marshall and Ray Cary; for secretary-treasurer, Art Schultz and George Jung.

Clyde Emerson has been added to the mechanical department as a special draftsman and is under the watchful eye of "Salty" Broeksma. Clyde has been connected with the mailing department of superintendent car department office, and is the son of C. L. Emerson, former master mechanic at Western Avenue (now retired). Welcome, Clyde old boy!

George Murphy of Magnus Metal Co. sends his best wishes for a successful bowling party-dance and will try to be on hand to congratulate the 1944 league champions on Apr. 29. He is also trying to arrange a match game with the North Western R. R. team.

Pvt. Harvey Zunker, our big bowler man from the test department, was home for the week-end and says "hello" to all those he did not get to see. Harvey is located at Camp Callan, Calif. Drop him a line whenever you can—we'll supply his address if you don't have it.

Teddy Tanin, the robust former Marquette bowler from the freight shop, stopped in to see his former buddies while home on furlough. He was impressed by the show of power put on for his benefit. He looks a shade thinner but a lot tougher.

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Nice to have had you among us again, Theodore.

Ralph Haslam has finally placed his feet below a desk in the SCD office. Ralph has taken over new duties in Jack Bremser's billing department. Ralph formerly held a position at Davies Yard and coach yard and at the car department blacksmith's office. Now he can plug (and does) for the Marquette team.

### I&SM DIVISION

East End



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

Take a trip to the North woods to hunt deer? Why? Asks Engineer Harry Copley. With gasoline and shell rationing, there just isn't any need for making an extensive trip. On the morning of Feb. 25, as Engineer Copley and Fireman Vernon Thomas were coming along on train 105 west of Perkins a buck and three doe deer sauntered across the track and before the boys could pull the trigger (or set the brake) the engine struck one of the deer. When I asked what night I should come up for a venison steak, they replied that they were a little behind schedule and didn't have time to stop. So, if there is an open season this year, perhaps it might be a good idea to ride 105's engine. A tip to the nimrods: Harry says he has seen seven or eight of them the past few years west of Rushford.

Recent appointments: O. C. Groves was senior bidder for Roswell station; Doris Ondrick, a newcomer to the I&SM Division, has been appointed baggage clerk at Austin, and Ken Carson, from Fairmont, was senior bidder for assistant baggage clerk's position at Austin.

### Dots and Dashes

Glad to note that B. C. Bernatz is back on his run as train baggageman between Minneapolis and Calmar, after a seige of illness.

Sorry to hear that D. K. "Tang" Kneeskern, assistant ticket clerk at Austin, who just recently returned with his family from a visit to son Kenneth in the Navy at San Diego, is on the sick list with eye trouble. We hope he will be back with us soon.

Engineer Bill Brooks, who has been receiving treatment at Wesley Memorial Hospital, Chicago, following injuries sustained in an accident Nov. 29, is on the mend and we hope to see him back at work in the near future.

As this goes to press, we just received word from Buck Bloomfield that he had paid Floyd J. Sanders a visit at Wesley Memorial Hospital and that "Sandy" was getting along as well as could be expected, from injuries sustained in an accident at Decorah, Dec. 18, but it would probably be some time yet before he returned to his east end freight job.

Another of our group we will welcome back into the fold is Engineer Geo. Jensen, who is recuperating from an operation which he underwent at Rochester on Feb. 25.

Lt. Col. W. J. Hotchkiss and his railroad battalion arrive at Ft. Snelling about the middle of March to receive training in their final phases of railroading (not that W. J. H. needed any more practice, but, no doubt, some of the newer recruits do), and it is expected some of the members of the Railroad Battalion will work with our bridge crews on the Mankato and Zumbro Falls line, while some of his operators, dispatchers, and towermen will also receive training on the division. A hearty welcome, soldiers, you couldn't have picked a friendlier gang than the boys on the I&SM with whom to complete your training.

Sgt. Don Beckel of the Marine Raiders and W. H. "Bud" Tritchler, Shipfitter 1st Class of the Navy, came home for a 30-day furlough and a well-earned vacation after having spent the past two years in the south Pacific. Having these two boys from the same area get together in the office at the same time was really a treat. To hear them talk of Bougainville and Guadalcanal in the same manner that we would mention south main street was time well spent. Don said he never cared much for dehydrated eggs, so it didn't make him too angry when the Jap Zero tossed the small bombs on the mess tables set up in front of the area, and blew the eggs to smithereens, so long as the men weren't seated yet anyway. Bud was sporting a very nice bracelet with his initials on the outside and serial number inside, which he had fashioned from a piece of spring steel; also a Navy ring made from a steel nut (not the tree variety).

You, no doubt, read with great interest, as I did, the account concerning Sgt. Kenneth Class, in the March issue of the Magazine. A few days after the above issue was received, retired Engineer Fred Peck called and stated that Kenneth Class is a nephew of Mrs. Peck, and that his mother had worked in our local telephone office at Austin. He further stated that Kenneth had received a two-page write-up in Yank Magazine in London on Nov. 14, and that his heroic deeds had been dramatized over the radio. Mr. Peck advised that Sgt. Class was returning from his 11th bombing mission over occupied France when the unfortunate accident occurred, but what amazed me more than anything was to discover that the bomb which Sgt. Class lifted out of the plane and dropped into the Channel weighed more than Sgt. Class himself. May your wish come true, Sgt. Class, and here's hoping that some day soon you will be the No. 1 drummer of the world.

Lt. Jeanne McGovern of the WAC spent a short time with her parents Mr. and Mrs. L. L. McGovern, while on leave during March from Ft. Oglethorpe, Ga.

Trainmaster George Savidis enjoyed a short visit from his brother "Chuck" enroute to New York to attend Midship-

man's School, following completion of the V-12 training program. The reason which made the visit doubly enjoyable, we think, was the fact that George was moving to another apartment during the time Chuck was here.

Pvt. R. E. "Bob" Corkill was as good as his word and arrived for that promised visit from Clovis, New Mex., on Mar. 7. Bob says he likes the outfit he is with, but would really appreciate being transferred to the 744th Ry. Opr. Bn. so he could be with the Milwaukee boys.

Word from Lt. Col. Hotchkiss informs us that he already has succeeded in getting Francis Bradash and S. O. Jones, operators, and Noel T. Dingman, brakeman, assigned to the 744th.



### Madison Area

*Jim Gregerson  
Correspondent  
Warehouse Foreman  
Madison, S. D.*

Joe Lawler, switchman, made a trip to Madison, Wis., to see his son Dan, who is in the armed forces and soon to be moved to another camp.

J. T. Kaisersatt, engineer, and Milt Adkins, conductor, are the proud grandparents of a daughter born to Mr. and Mrs. Chas. Kaisersatt. It was unfortunate that the father was shaken up quite badly in an automobile accident when only two miles from Madison while on his way to see his wife and daughter.

Ben Bast, warehouse foreman, took a three weeks' vacation during February. Your correspondent went out on the dock to take Ben's job and Miss Luella Bauman took over the bill clerk's desk.

Albert Nelson received the appointment as dispatcher at Madison and started work Mar. 1. We hope Al will be able to give us those split second train arrival predictions Bob Mathis used to put out.

The service club held a meeting Mar. 7. Lisle Young, public relations representative, and Mike Washburn, safety-first supervisor, were present. Following the meeting a Dutch lunch was served.

### First District

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



M. T. Skewes, retired train rules examiner, passed away at his home on Feb. 19 following a brief illness. Our sympathy is extended to the bereaved family. Mr. Skewes had recently retired after a long and colorful career with the Milwaukee Road. C. S. Pack, train dispatcher at Mason City, has been appointed as Mr. Skewes' successor.

Our sympathies are also extended to Mr. and Mrs. Hartley Raich, whose daughter, Shirley, passed away on Feb. 16 at Faribault. Shirley had entered the armed forces as a WAVE and shortly thereafter took sick and was returned home.

Cigars are in order at Faribault and Northfield. A girl was born Mar. 4 to Mr. and Mrs. Wilmer Kanzenbach, section laborer at Faribault, and a boy was born Mar. 13 to Mr. and Mrs. G. W. Clark, telegrapher at Northfield. Mothers, babes and fathers are all doing nicely.

I recently received a letter from Marine Pvt. Grant (Buck) Jensen, former section laborer, Faribault, who is somewhere in the

South Pacific. Buck says he's getting along fine and wishes to be remembered to his friends. He also says that he greatly enjoys reading our column in the Magazine which reaches him in his faraway post. We have quite a number of I&SM boys in service now, all of whom enjoy the Milwaukee Magazine and, especially, news of their home division. So let's keep the column newsy for their sake.

Thanks to Dispatcher Seeman and Operator Freeman for news of another of our boys over there. Jack Malek writes from England that he's ready to come home to the good old USA. Says there's no place over there that can take its place. Jack also says that English brew is too bitter and the money is a Chinese puzzle. He says that the sentiment of all our men is to get the mess over with and get back home. Well, Jack, you and the boys don't hope for that any more than we all at home do.

Marine Pvt. Blanche McDermott, daughter of Engineer R. V. McDermott, Farmington, and sister of Telegrapher R. G. McDermott, Rosemount, was home on furlough from her post in Washington, D. C., for a few days the end of February.

Stella Weichselbaum of Farmington is now working as rate clerk at Faribault freight house. Welcome, Stella.

### KANSAS CITY DIVISION

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

Because of the honesty of a Milwaukee machinist Feb. 19 was a very lucky day for Manford Smith of Ottumwa. On that day he had pocketed his savings of 10 years and started for an Ottumwa bank, intending to buy a \$500 war bond and deposit the balance; however, on arrival at the bank, he reached in his pocket for the money and found he had none. He decided to advertise in the "lost and found" column of the Courier. When he arrived at the Courier business office his money was turned over to him intact, as Fred Alsdorf, who had picked up the billfold as he was walking along one of the streets in the business section of the city, had turned it in at the Courier—the billfold contained \$1880.

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Agent J. D. McCarthy, Haskins, has bid in the job as agent at Dawn, Mo. He will take over his new duties as soon as his brother recovers from an illness. While his brother is hospitalized, JDM is in Sturges looking after the farm. F. B. Sutton, who has been working second trick at Seymour Tower, has been assigned as agent at Haskins.

Agent W. G. Davis, Newtown, has been off because of ill health since last January, and his position has been filled by D. A. Browning.

A son, Richard Eugene, was born on Feb. 9 to Mr. and Mrs. Richard Eckroat, Ottumwa. The father, a former brakeman, is seaman 2/c attending Brooks Service School, at Great Lakes, Ill. On Feb. 26 a son was born to Mr. and Mrs. Harold Ulin of Sigourney at the St. Joseph hospital in Ottumwa. Donald Raymond, Jr., arrived on Mar. 6, son of Pvt. and Mrs. Donald Harness. Pvt. Harness is stationed at Camp Jesse Turner, Van Buren, Ark., and just recently returned there from a 14-day furlough spent in Ottumwa with his wife and his parents, Mr. and Mrs. J. L. Harness.

Since Feb. 5 Jimmie has been a steady boarder at the Merwin Taylor home and little Muriel Jean is very happy to have a baby brother.

Death claimed two of the younger members of the Milwaukee family—Pvt. James H. Reed, 18, died on Feb. 10 in the Lawson General hospital at Atlanta, Ga., following injuries received earlier in the week when he and three companions were walking from the camp entrance and an on-

coming automobile struck Pvt. Reed, causing head injuries and a broken leg. He was inducted at Des Moines on Aug. 6, 1943, and took his basic training at Camp Berkeley, Tex. In October, 1943, he was transferred to Atlanta. Military burial was in Ottumwa Cemetery on Feb. 17, and the pallbearers were members of the Iowa State Guard, in which he served for eight months before entering federal service. His father, Lt. John D. Reed, is with a railway battalion at Ft. Sam Houston, Tex., and his one brother, Staff Sgt. John D. Reed, Jr. is with the Army Air Force in North Africa.

2nd Lt. Robert T. Botorff of Ottumwa was officially reported missing in action over Germany, in a telegram to his family from the War Department. He had attended gunnery school at Kingman, Ariz., and took additional crew and squadron training in Washington and Oregon, and at Grand Island, Neb., before flying to the European theatre in November. He made his first mission as a bombardier on Jan. 4 and was on his 11th mission when his bomber was reported hit by enemy shells. He was married to Miss June Calhoun of Ottumwa last June 15.

At the age of 86 death claimed Manford H. Tullis, native of Ottumwa community, who spent more than half a century in the grocery business. His store was built from lumber from the city's first car barn, used to house horse drawn streetcars. He also drove the first pay wagon used to carry wages to men building the Kansas City-Ottumwa line of the Milwaukee Railroad. One son, Ray, is employed as a brakeman on the Kansas City Division.

Our Milwaukee Service Club Bowling Team stepped up into first place in the Men's Recreation League when they took three games from their opponents on Mar. 8. They have real competition this year with the U. S. Naval Air Station Team in their league. We are confident, however, that the Milwaukee team will be champions in 1944, as they were last year.

Recent changes in the signal and telegraph department brings R. C. Dueland from Milwaukee to the Kansas City Division as supervisor of telegraph and signals, headquarters in Ottumwa; and Glen Williams is newly assigned as signal maintainer vice W. A. Murphy, who has returned to Davenport after a brief stay in Ottumwa.

Miss Dorothy Reed of Ottumwa and Pvt. Gary Ebbert were married at the First Methodist Church on Feb. 16. Pvt. Ebbert is the son of Machinist C. F. Ebbert, West Yard, and he was employed as a brakeman on this division before entering the army. His best man was Pvt. Donald Harness and both are stationed at Camp Jesse Turner, Van Buren, Ark.

Announcement was made of the marriage of Miss Aline Davis of Neosho, Mo., and Pfc. Hugh T. Smith, on Feb. 17. Pvt. Smith is stationed with the Military Police Corps at Camp Crowder, Mo., and is the son of Brakeman H. B. Smith of Ottumwa.

Miss Marjory Baker of Ottumwa and Merton B. Purvis of Davenport were married Mar. 26. Marjory has been stenographer to Chief Dispatcher L. H. Wilson, Ottumwa, for a year. Mr. Purvis received his B. S. degree in mechanical engineering at Iowa State the latter part of March.

On Feb. 25 Mrs. J. G. Upp returned from a trip east, taken to visit her son, Ensign Robert Upp, U. S. N. R., stationed at Philadelphia navy yard.

The safe arrival of Lt. Col. Robert H. Nevins in England is reported. His brother,

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First Sgt. Geo. Nevins, is also in England, and another brother, S/Sgt. Donald L. Nevins, is serving in the Aleutians. They are all former Ottumwans and Lt. Col. Robt. H. Nevins was employed as a fireman on the Kansas City Division.

Others to arrive safely in England are Don and Beryl Kosman, both employed as fireman and enlisting in a railway battalion together and served together in Texas at Ft. Sam Houston. The day before leaving for England they were both promoted to the rank of corporal.

Brakeman C. G. Albertson, now a baker first class in the Seabees, returned to Camp Peary, Va., after spending a furlough with his wife in Ottumwa in late February.

Thomas V. McGraw, son of Conductor McGraw, has been appointed a naval aviation cadet and was transferred to the Naval Air Station at Pensacola, Fla., for intermediate flight training. Upon completion of his intensive course, he will be commissioned an ensign in the Naval Reserve and receive his wings.

Former Fireman James B. Ware was named honor man of his company on completing recruit training at the Farragut, Idaho naval station. He was graduated as a fireman second class.

Sgt. James W. Wooley, Jr. left Ottumwa on Feb. 16 for Hammersfield, Calif. His mother accompanied him as far as Kansas City. He is in the Army Air Corps and had been stationed at Sheppard Field, Tex.

Word has been received by Mr. and Mrs. C. Davis that their son S/Sgt. John C. Davis, Jr., radio operator gunner on a Flying Fortress has been in England since early January.

Miss Violet Ayers, recently promoted to the rank of corporal by the Marine Corps Women's reserve, has returned to her station at Quantico, Va., after spending a 15-day furlough with her parents Mr. and Mrs. Howard Ayers, Ottumwa.

Brakeman James H. Burns received word that his son, James E. Burns was recently promoted to the rank of Pfc. He is in the armored division of the tank corps and is stationed at Ft. Knox, Ky. While he was home on furlough at Christmas time, he was married to Jean Miller, who is employed as a draftsman at the Dain Mfg. Co., in Ottumwa.

Former Apprentice Machinist Daniel A. Corrigan, recently promoted to rank of corporal, has arrived in England.

Miss Frances Yahn of Sigourney has joined the WAVES. She is the daughter of Mr. and Mrs. Henry Yahn of Hayesville and her brother, Pvt. Henry E. Yahn, was employed in the section crew at Hayesville prior to entering the Army.

Sgt. Harold Knight spent a 10-day furlough with his parents, Agent L. W. Knight and Mrs. Knight, at Sigourney. He is stationed at Ft. Knox, Ky.

Not having seen his brother for five

years, Locomotive Engineer Arthur Carson left on Mar. 2 for Camp Chaffee, Ark., to visit Sgt. Walter Carson, just returned from two years' service in the Aleutian Islands. Two other brothers are in service in the Southwest Pacific area in the Marines; one, Sgt. C. E. Carson, was formerly a conductor at Savanna, Ill.

We hear from Dwight G. Gustaveson, somewhere in India, that he is living in tents and bamboo huts and his company is constructing narrow gauge railroads.

## CHICAGO GENERAL OFFICES

### Passenger Traffic Department

*E. R. Will, Correspondent*



It is our understanding that several organizations are investigating the congestion in the halls every Saturday afternoon about 12:55 P. M. when two mystery men are

seen pushing an office device up and down the halls and down and up the elevators. We do not know whether the agents of the aforementioned organization are air raid or fire wardens or pickets from the movers union local 13 B.V.D. For their benefit, the gentlemen involved are Messrs. Schirp and Van Buren and can best be identified by their Mutt and Jeff proportions and ever-present, yea, ever pleasant smiles.

A/S Ray Peters, better remembered as the little messenger in the office of Mr. Jos. Caldwell, entered the Navy last month and wrote his bosom buddy George Gloss that he was at Farragut, Ida. He advised George that he never was one to complain about work but the going was plenty tough.

The donation of blood at various times apparently hasn't affected the bowling prowess of Charlie Rank. His latest league venture netted him 601 and he followed this up by showing his wife, who was boss in a Husband and Wife tourney, with a fine 556 (note to Mrs. Rank, you know me). Charlie's former associate in the advertising department, now chief clerk to the G.P.A., one Otto Bokelman, brought home a startling 644 series a few weeks ago. This was for three games. The following week he struggled through to a 450 total in a tournament. Yes, also for three games. We don't know if the first or second score was rolled at the Roselle picnic grounds.

We hardly think there is any one in the building with a few years service who hasn't heard the cheerful "Hi ya, Chief," greeting of Danny Budd of the office of the chief traffic officers. He invariably pokes his head into 702 to greet little Alice Nolan and sometimes brings along cookies. It

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is impossible that anyone in the building knows more people than Alice, sometimes known as "little dynamite." What a fan club. Anyone interested in joining should contact the secretary of the "Alice Nolan for President" club, namely, Bernice Luckman, also of the rate department. The latter, incidentally, was thrilled at a recent article in a newspaper disclosing the whereabouts of her Marine brother in New Britain who is getting his share of Japs. Bernice is also a cousin of Sid Luckman, the famous Chicago Bear? The same.

We have no written proof of this but we bet that Pvt. Bill Peterson is the proudest soldier in far off England. The occasion would be the promotion of his father, Walter Peterson, to the position of assistant to the passenger traffic manager.

Mrs. Marie Frandsen was both thrilled and worried when she received word that her bombardier husband, based in England, went on his first mission over the continent on Mar. 7. Mrs. Frandsen is the attractive, recently-hired steno in the rate department. She wishes to inform you readers that yours truly should cease wearing the same white shirt on Monday as he does on Sunday night dates, particularly when the collar has several red stains. (So I wouldn't print it, Marie). Of course, everyone is aware of the laundry difficulties.

### Car Accountant's Office

Harry M. Trickett  
Correspondent

Pfc. Stanley Scott writes from England that he is enjoying army life over there and appreciates the Victory Club "Topics."

Andrew Pokrzewinski, S 2/c, U. S. Coast Guard, is now stationed at Baltimore, Md. Andy advised he is busy now with guard duty.

Wm. Dinoffria, S 2/c, U. S. Navy, visited us on Feb. 24 and looked very becoming in a Navy uniform. He has completed boot training and was assigned as Naval Marine Hospital Corpsman.

Advice was received on Mar. 9 that Sgt. Kennv Giblin had arrived somewhere in the Southwest Pacific.

John Bove stated on Feb. 20 that something new had been added and he didn't refer to cigarettes, but to the arrival of his daughter (Mary Felicia) on Feb. 25. John's office friends presented him with a cash gift for the baby.

Edgar Dunning, after returning to work from an extended furlough, suffered a relapse and was removed to the Illinois Masonic Hospital for treatment.

Jean Roark is a very happy girl these days as on Feb. 28 she displayed a diamond ring on the appropriate finger.

In the Booster Club drawing on February 29, Clyde Osborn received a \$25 War Bond.

We are pleased to see Rose Parker back on the job after her furlough.

Bernice Roman, formerly of our office, has enlisted in the WAITS and expects to complete her training by Apr. 29 and be sent to Miami Beach, Fla.

On Mar. 15, Ruth Schultz was presented with various farewell gifts as she enlisted in the Nurses Cadet Corps, and will receive her training at the Henrotin Hospital.

Frances Moss and Loretta Sprenger have submitted to surgery and are now convalescing at home.

Marie Simpson and Marian Scharlow are both on furlough.

A recent newspaper account mentioned that Sgt. Harry Reinhart was promoted to master sergeant in the S. W. Pacific, and that he had seen action on New Georgia and Guadalcanal and is now on Bougainville.

### Auditor of Expenditure's Office

Bernie Williams, Correspondence

Mrs. Nora Harcher of the timekeeping bureau passed away on Feb. 22 at the age of 46. Mrs. Harcher had been with the road since 1922 and will certainly be missed. We offer our sincere condolence to Mr. Harcher and relatives.

For the brighter side of life we had a marriage in the office family. Marine veteran Dick Heckl took upon himself a partner for life. For a time it looked like the bride would be left at the church. Traveling from his marine base in the East, the groom was grounded in New York and his train to Chicago arrived too late for the wedding. "Better late than never," our Guadalcanal groom and his gal friend tied the knot the next day. Congratulations and many happy anniversaries, Mr. and Mrs. Heckl!

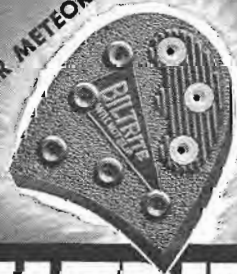
A second wedding is also on the records. Noel Bauler, a former employe, and Dorothy Peters of Mr. Murray's office were pronounced man and wife recently. Something new in honeymoons was brought up—a hillbilly honeymoon in Arkansas, which is also a part of the U.S.!

Medically discharged from military service, Steve Chorba of Mr. Murray's office is back on the job and, although the Army lost a good man, we're happy to have him back with us.

Then there's the trip Hans Jess was to take to Iowa City, the site of his alma mater, S.U.I. It seems Mr. Jess planned to witness the "hot" Hawkeye basketball team in action. The day of his journey was at hand; Hans was enthusiastic and even had his best go-to-meeting clothes with him. The morning newspaper saved him a round trip which would have been in vain. It revealed Iowa had played the game the

SUPER CHIEF  
BROADWAY  
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AMERICA'S  
BEST KNOWN  
RAILROAD  
NAMES**



**BILTRITE  
Rubber Heels**

WILL NOT SLIP • WEAR LONGER  
★ At Leading Shoe Rebuilders Everywhere ★



**To Milwaukee Patrons**  
While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co.  
THREE FORKS, MONT.

night before. A shiny new 1944 calendar adorns the wall nearby as Hans waits his next trip.

We hope that by the time you read this issue Assistant Auditor of Expenditure F. F. Grabenstein will be back with us. Fred has been laid up for some time now and only recently got outside for the first time since his illness. All of his friends at Fullerton Avenue and over the system wish him the quickest of recoveries.

Everyone knows that our servicemen say the things they want most, outside of coming home and live pin-up girls, are letters and more letters. How'ya doing on that subject? As Kate Smith says, write or you're wrong.

Those new Red Cross blood donor rolls should have every space filled, but there's an awful lot of empty lines on them. How about it—give out with that pint of blood now—you can get a new one. Just ask the guy or girl who's dood it.

### Purchasing Department

Josephine O'Hara  
Correspondent



The healthy tan acquired by Pvt. Michael Matara at Miami Beach, Fla., uplifted our spirits and gave us reassurance that the sun does shine somewhere in February.

Our visit with Mike was very enjoyable, for the reactions of a new soldier are always of interest.

Mike is now a member of the Air Force Service & Supply Command School and has five months of special training to undergo. His transfer from Miami Beach and new address should soon be known.

F 3/c Bob Nordin brought sunshine with a smile on his visit to the office. He is the purchasing department's exceptional service man, being the one and only Navy man. After his leave, he again returned to Pacific Beach, Wash., where he has been stationed for the last several months.

Again, the Navy is the exception, for our one and only girl in service, Jayne Schultz, paid us a visit in uniform. Jayne is now a Storekeeper 3/c and, after her ten-day leave, will be stationed in Washington, D. C. She looks very smart in her WAVE uniform and wears it well.

Pfc. Don Russo wrote us from Camp White, Ore., that he spent one week out in the field with 8" of snow. His leisure moments he spends in ice-skating, so we may expect to see a hardy looking Don on his next furlough.

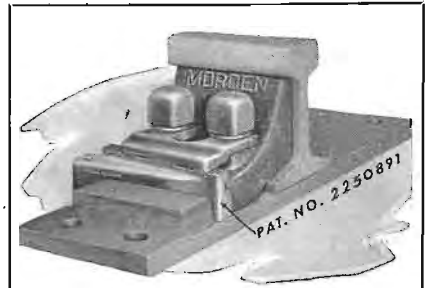
Quite in contrast to Don's life in the Army, we find Pvt. Bob Reiter having difficulty in adjusting himself to the time-honored British custom of drinking tea in the afternoon. It is a novelty for him.

Bob has also been seeing a few historical sights in England as he has visited Shakespeare's birthplace, Stratford-on-Avon, and the city of Birmingham, a British steel center.

Norma Van Delinder recently learned that her husband, Scott, stationed overseas, celebrated the Christmas holiday this year on the 23rd of February. On that day he received 10 packages and 20 letters—all Christmas greetings. Better late than never, Scott!

Leonard Thelander may be quoted as saying that a poor excuse is not always better than none at all. It so happened that on one evening during the five o'clock rush hour, one of the elevators in our building accidentally stopped and minutes elapsed before it went into operation again. These lost minutes resulted in Leonard missing his usual train home, and when he arrived there late for dinner on a following train, he related the story of the "stuck" elevator to his wife, who now credits him with a novel excuse as well as the poorest one she has ever heard.

Joe Pace has been adding a patriotic touch in climaxing his telephone conversations with "Bye, 'bye—buy bonds!"



### MORDEN SECURITY ADJUSTABLE RAIL BRACE

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

#### WE MANUFACTURE

Frogs — Switches — Crossings — Guard Rails — Gage Rods — Rail Braces — Compromise Joints — Balkwill Crossings — Articulated Crossings — Samson Switches — Belt Switches and Security Track Designs.

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PASSENGER, FREIGHT  
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

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GENERAL MOTORS CORPORATION

LA GRANGE, ILLINOIS, U. S. A.



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is a

## WARM MORNING COAL HEATER

For Sale by Leading Coal Merchants  
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Retail Stores Everywhere

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**Pipe lines are down to stay when treated with NO-OX-ID**

A combination of NO-OX-ID and NO-OX-ID-ized Wrappers renders pipe impervious to corrosive action of every kind. This combination provides four way protection . . . resists soil stress, repels bacterial attack, prevents moisture penetration, and stops underfilm corrosion. Original application lasts for the life of the line.

**DEARBORN CHEMICAL COMPANY**  
310 S. Michigan Ave. 205 E. 42nd St.



It requires little skill to find fault. It is much easier to wreck than to build.

The family was seated at the table with a man who was a business acquaintance of the father, when the five-year-old blurted out: "Isn't this roast beef?"

"Yes," said the mother, noting his surprised look. "What of it?"

"Well, daddy said this morning that he was going to bring a big fish home for dinner."

**Freight Auditor's Office**

*J. A. Strohmeyer*  
Correspondent



Pauline Fischer reports letter from Sgt. Warren Burg, stating he and Tim O'Meara met back on the battle line in Italy on Feb. 21. Tim is in combat service, and Warren in accounting. They've both had unusual and interesting experiences, and enjoyed their visit.

Grace Swanson, switching and tracing bureau, who underwent an emergency surgical operation at Edgewater Hospital on Jan. 30, and is now convalescing at home, is expected back to work soon.

Amelia Kurtz, who has worked in local accounts bureau for 16 years, has been transferred to switching bureau.

Walter Fendt, switching bureau, is proudly exhibiting drawing made by

Walter, Jr., 12 years of age, pupil at Normal Park School, where he has been honored for his excellent art work. His drawings are to be used in publicizing the War Savings Bond and Stamp drive.

Roy Kling is getting along nicely at home now after an emergency appendectomy at Swedish Covenant Hospital Feb. 28. He says he'll be back to work soon.

Walt. Sefton, on pension, has returned to Alexian Brothers Hospital, and expects to be there a long time. He asks for visitors.

Clare Murphy, retired, has been taken to Hines Hospital again. Same nervous ailment he has had for a number of years.

Sam Spense, formerly of review bureau, writes from Long Beach, Cal., that he is regaining good health.

Ed Wayrowski and Geo. Markel, both of review bureau, are boasting about having attained the status of full-fledged Milwaukee Road Veterans.

Donors to the Red Cross Blood Bank: Of the 37 freight auditor office employes who have made their contributions, Art Lindmark heads the list with six red stars after his name.

Jeanne Gallagher, local and interline balance bureau, is wearing a beautiful diamond engagement ring she received from Gene Minogue on Jan. 26.

Shirley Boylan, accounting machine room, was married on Feb. 26 to Pvt. Wm. Wells of Dubuque, Ia., at the U. S. Army chapel, Jefferson Barracks, Mo. Shirley is again working at her regular job. We extend congratulations and good wishes.

Florence Kazmareck, accounting machine room, was married to Sgt. Edgar Tomlinson, whose home is in Kansas City, Mo., on Feb. 16, at Holy Innocents Church, Chicago. Those who attended tell of her

**MAGNUS METAL CORPORATION**

*Journal Bearings and  
Bronze Engine Castings*

NEW YORK

:-:

:-:

CHICAGO

being a very beautiful bride. We all extend our best wishes.

Jennie Schute is back to work, now in William Nickel's statistical bureau, after being away for two years. She resigned at that time to be married, after being employed here for about 10 years.

Beginning at the beginning, waybill filing bureau, where so many have made their start, are Mary Fleming, Dorothy Larson, Katherine Atchison and Shirley Zundel.

H. Bruce, accounting machine room, who was reported in the February issue as having left for the Army, has returned to his old job.

Ken Reinert, who worked here some months and who was called to the Army on Feb. 15, is the son of Otto Reinert, special accounting. We sent him away happy and thanking us for a cash gift from fellow employees.

Flight Officer Jerry Dapper, ex-machine room employe, was married Mar. 4 at St. Juliana's Church, Park Ridge, Ill., to Beatrice Woerner. Jerry is now a full-fledged second lieutenant, a navigator, graduating Feb. 26 at Selman Field, La. He expects to be stationed on the west coast for some months before entering combat service.

Dan Roe writes he's OK in the land of the kings. Geo. Reck, S 2/c, is enjoying the hot sun on an island in the Pacific after a long cruise on one of the Navy's battle wagons.

John Schetz, formerly of accounting machine room, is busy these days accumulating knowledge at Aeronautical University, trying to pierce the mystery of what makes an airplane fly.

Pvt. Paul Kerst of the medics, Camp Reynolds, Pa., is still making hurried trips to see Martha Steiner, or maybe it's just that he forgets something when on a week-end trip and hurries back the next week to get it.

Sgt. John Sebastian is in England. Ruth Norman, S2/c, has been transferred to Washington, D. C. "V" letter from Roy Schattnik, New Caledonia, tells about the hot summertime there—beautiful flowers, flamboyant trees in bloom. The natives, both men and women, weave the beautiful red flowers of that tree into wreaths to wear on their heads.

Andy Duffy wrote to Fred Miller from Ireland; states he's OK and would be pleased to receive letters from old friends. Larry Plucinski wrote to his friend, Tim Woods, from Camp Marines, Wash., that he's well again and is anxious to hear from buddies here. Herschel Vallandingham is now a S2/c stationed at Great Lakes. Expects to enter storekeepers' service school. Would like to receive letters. Al McSween, San Diego, Calif., wrote to William Steckman that he has become one tough hombre—a routin', tootin', shootin' Marine. He met Eddie Marx, former clerk here, on rifle range. He's fine. They both send regards to a long list of friends and say it's for everybody, and wish to hear from them. Otto Hartung has been transferred to Camp Kearns, Nev., and expects to enter combat duty soon. Pfc. Ed Mueller enjoys Army Air Corps classes at Ontario, Calif., but hopes to get into action soon. Service men visitors: Tom Kissane, Army Medical Corps, Camp Ellis, Ill.; Ken Ebert, Heavy Mobile Artillery, Camp Maxey, Tex.

Cpl. Vern Lindahl, Camp Wheeler, Ga.; Cpl. Chas. Strissel, Camp McCain, Miss.

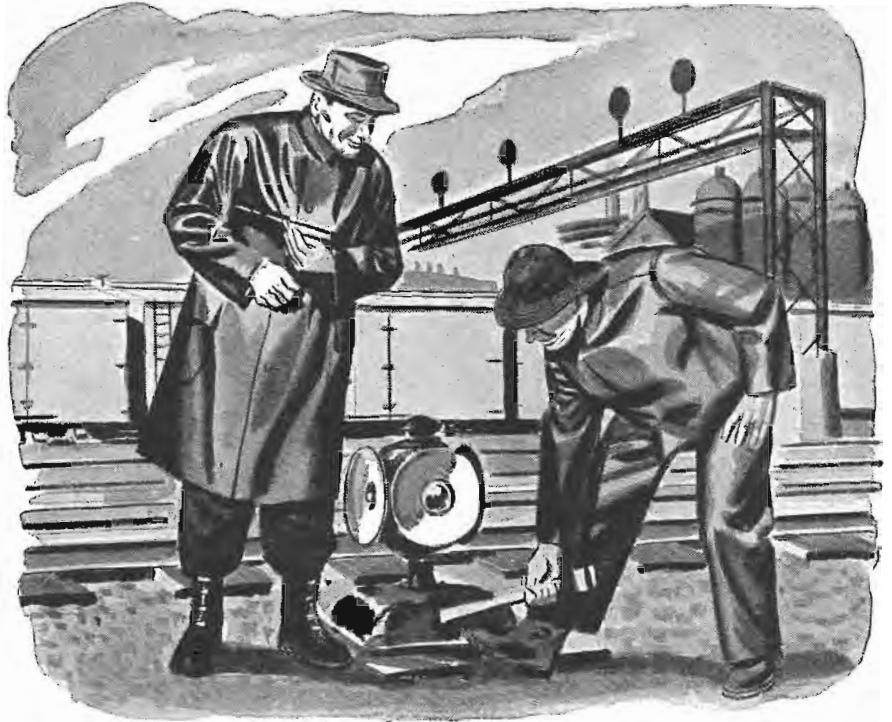
Husband: "Let's have some real fun this evening, dear."

Wife: "That's a fine idea. But please leave the hall light on if you get home before I do."

April, 1944

# the best

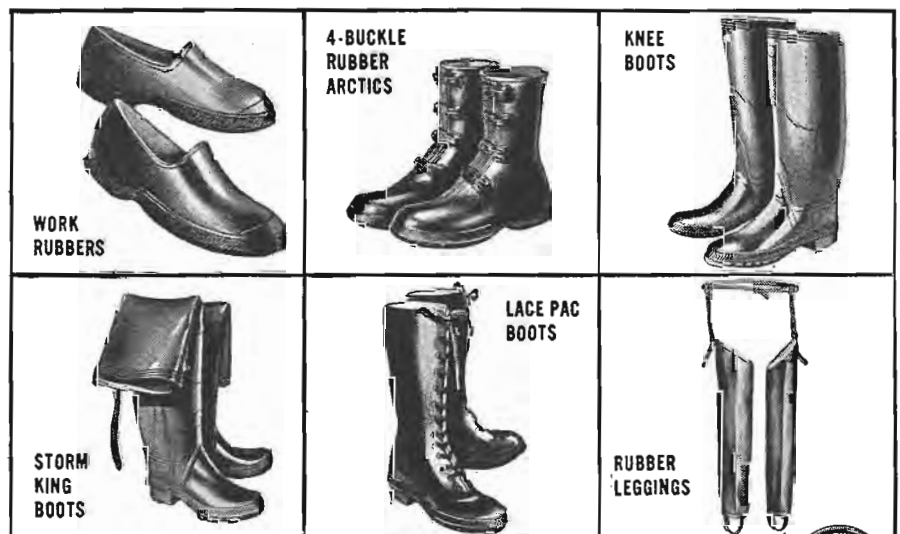
## -WITH A WORLD AT WAR



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.



Makers of "U.S." ROYAL FOOTWEAR and AMMOCURE RAYNSTERS (Rain Clothing)



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### Freight Traffic Dept.

Wesley S. McKee  
Correspondent

It is with extreme regret that we announce that Miss Mary Dugger, stenographer in the division department, passed away on Mar. 5 after a lingering illness.

T/Sgt. Ray Tansey and Mrs. Tansey were recent visitors to the office. Ray thought that after his furlough ended he might take one of Uncle Sam's escorted cruises.

Pfc. Russ Mau was in the day after the Tanseys left. Looks fit as a fiddle.

Well, St. Patrick's day has come and gone, but shure and 'twill linger long in the memory of our dear William Tobias Ryan. Some folks wait 'til Christmas or birthdays to give presents, but not so with Willie's friends. On this sacred day "Snapper" received more gifts than other "turks" get in a lifetime. Included were cravats, genuine stemware, silver ornaments and other bric-a-brac. Willie, through the medium of this column, wants to thank the donors.

A picture of a handsome Irishman was also unveiled on that day. Some aviator was supposed to have snapped it while on reconnaissance over Eire. Maurice Leen, long a patron of the arts and who was one of the last to see the picture, offered a reward (very nominal) in an effort to locate the artist.

This may be April Fool's Day to most people but it's Valentine's Day to Sir Snipe Hanson. It's also Porky Sampson's and Jim Madden's birthday.

Flo DiBos has left us. She married Dick Turner in Florida and will remain with him. Best wishes.

Ed (Bucky) Hora has answered the call to arms. He left for service on Mar. 15. No permanent address at this writing.

Irma Lang was an overnight guest recently at the Great Lakes Naval Training Station. First civilian to be so honored. The baseball coach was looking for prospects and wanted to look her over.

For the first time in the memory of man, unannounced visitors were received by the tariff mailing bureau.



### Office of Auditor of Passenger and Station Accounts

Bill Tidd  
Correspondent

I am sure everyone will be glad and a bit surprised to know that Charlie Baker and Gunnar Drangsholt met in a German prison camp. Jo Baker received a letter from Charlie in which he told her of the meeting and also that he was well and had not been wounded. Small world, after all!

Chuck Essig and Rudy Rinka stopped in to say hello. Chuck is in the Army Air Corps, Rudy in the Navy Air Corps. Dick Finlay wrote to tell us he is now stationed on New Guinea. Larry Mulholland was promoted to first lieutenant and it now overseas. Lt. Bill Hamling retired on account of injuries sustained during maneuvers.

Buzz Martin left us to take up studies in the Navy V-6 program. Lots of luck, Buzz!

Art Ferando received a broken arm and elbow while on maneuvers and would like a line or two from the gang at the office.

We are very much concerned over the news that Genevieve Swing has been stricken with an eye condition which at present is quite serious and necessitated her going to the Mayo Clinic.

The interline bureau was glad to welcome Jim Hazelton back at the helm after an absence of five months. Hervey Chessman is still among the missing—Best wishes for a speedy recovery.

Orchids to Sarah Pate of the central typing bureau who is doing her part by contributing three nights a week as nurse's aid and giving so substantially to the Red Cross—and to Betty Montgomery, six times a blood donor.

## IOWA DIVISION

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

### Iowa Middle and West

Edward Fitzgerald, son of Switchman E. R. Fitzgerald, graduated from the Black Air Field at Waco, Tex., Mar. 12 and got his wings. His rating was that of flight officer.

The annual bowling tournament held in Perry on "Pop Foster Day," which is Feb. 22, resulted in victory for the Marion team. They won from the Perry ladies' team and the Perry shop team. The event is one which always attracts a big crowd.

The G.I.A. to the B. of L. E. at Perry dedicated a service flag with special services. At the time of the dedication there were 24 sons and daughters of members represented.

A daughter, born to Mr. and Mrs. Carl McLuen of Storm Lake, is a new grand-

daughter for Engineer and Mrs. Carl McLeun.

George Nunn, brother of Engineer Lloyd Nunn and Conductor Lee Lones' wife, died at the Veterans' Hospital in Des Moines Mar. 11. His father was J. M. Nunn, roadmaster on the Des Moines Division for many years.

Mr. and Mrs. J. C. McCann moved from Aberdeen to Perry the first of March. Mr. McCann takes the job of traveling auditor on the Iowa Division made vacant by the retirement of J. B. Wallis.

Friends of Mrs. Earl Webb of Des Moines, whose husband, the claim adjuster, died suddenly a few weeks ago, will be sorry to learn that she has been advised that her son, Fred, a bombardier, has been missing in action in Africa since Jan. 25. Mrs. Webb's son-in-law was killed in a plane crash soon after getting his wings and his commission about a year ago.

Glenn Hughes is the new agent at Churdan following the death of E. V. Bartle; and Don Calhoun has his first regular assignment now as agent at Adaza.

Mrs. Ida Taylor, mother of Fireman Dale Taylor, passed away at the family home Feb. 16. Her husband was an employe of the company for many years before his death in 1927.

Mrs. O. V. Robinson, wife of a West Division engineer, died Feb. 15 after an extended illness.

Friends on the Iowa Division were sorry to learn of the death of retired Conductor John Coakley which occurred at Excelsior Springs the fore part of March.

Seaman W. T. Long, a Perry fireman, was home from Camp Shoemaker, Calif., in March for a week's visit with his family.

Rolland Audas, who has been in the Coast Guard for some time, was home for a visit with his family in March. He also visited his father, Machinist Luther Audas, in Chicago.

Keith Stapleton, who is taking an Army engineering course at Manhattan, Kans., was home in March for a weekend visit with his parents, Engineer and Mrs. Frank Stapleton.

Ronald Halloway Snipe, born Mar. 7 to Mr. and Mrs. Roger Snipe in Oakland, Calif., is the first grandson in the family of Engineer J. Snipe.

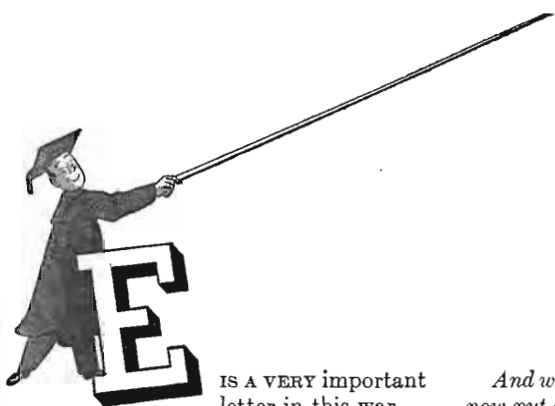
Mrs. Everett Buckley, clerk at the Perry freight office, had charge of the Red Cross contributions from Milwaukee employes and issued membership cards for \$720.00 during the March drive. Many of the Milwaukee folks paid the local solicitors, so their contributions were nearly one-fifth of the Perry quota.



JUST A REMINDER!

# Some ABC stuff

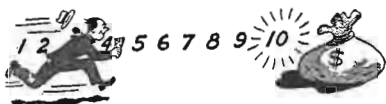
## about E



IS A VERY important letter in this war.

It's the name of the War Bonds you buy—"War Savings Bond Series E."

As you know, a Series E Bond will work for you for ten full years, piling up interest all that time, till finally you'll get four dollars back for every three you put up. Pretty nice.



The first job of the money you put into "E" is, of course, to help finance the war. But it also gives you a wonderful way to save money.

*And when the war is over, that money you now put away can do another job, can help America swing over from war to peace.*



There'll come a day when you'll bless these Bonds—when they may help you over a tough spot.

*That's why you should make up your mind to hang on to every Bond you buy.* You can, of course, cash in your Bonds any time after you've held them for 60 days. You get all your money back, and, after one year, all your money plus interest.

But when you cash in a Bond, you end its life before its full job is done. You don't give it its chance to help you and



the country in the years that lie ahead. You kill off its \$4-for-every-\$3 earning power.

All of which it's good to remember when you might be tempted to cash in some of your War Bonds. They are yours, to do what you want with.



But . . . it's ABC sense that . . .

*They'll do the best job for you and for America if you let them reach the full flower of maturity!*

# WAR BONDS to Have and to Hold

# PIPE APPEAL\*

**WATCH IT WORK!**

*He*—What's the big occasion, my love?

*She*—**YOU**, darling!



R. J. Reynolds Tobacco Company, Winston-Salem, N. C.

WHEN you see a woman retire... from the pipe she used to admire... get busy, brother... get Prince Albert in your bowl. Watch P. A.'s PIPE APPEAL—its *so-soothing* aroma—change hisses to kisses—fretting to petting. And see how P. A. peps up your personal pipe-joy. It's prize tobacco—no-bite treated—richer-tasting, yet SO MILD. Crimp cut... draws easy, packs right. World's largest seller—first puff tells you why.

**50** pipefuls of fragrant tobacco in every handy pocket package of Prince Albert

**70** fine roll-your-own cigarettes in every handy pocket package of Prince Albert

TURN TO  
TONGUE-EASE—  
P.A.'S MILDERS.  
RICH TASTE THAT'S  
MELLOW

\*  
**PRINCE ALBERT**  
THE NATIONAL JOY SMOKE

