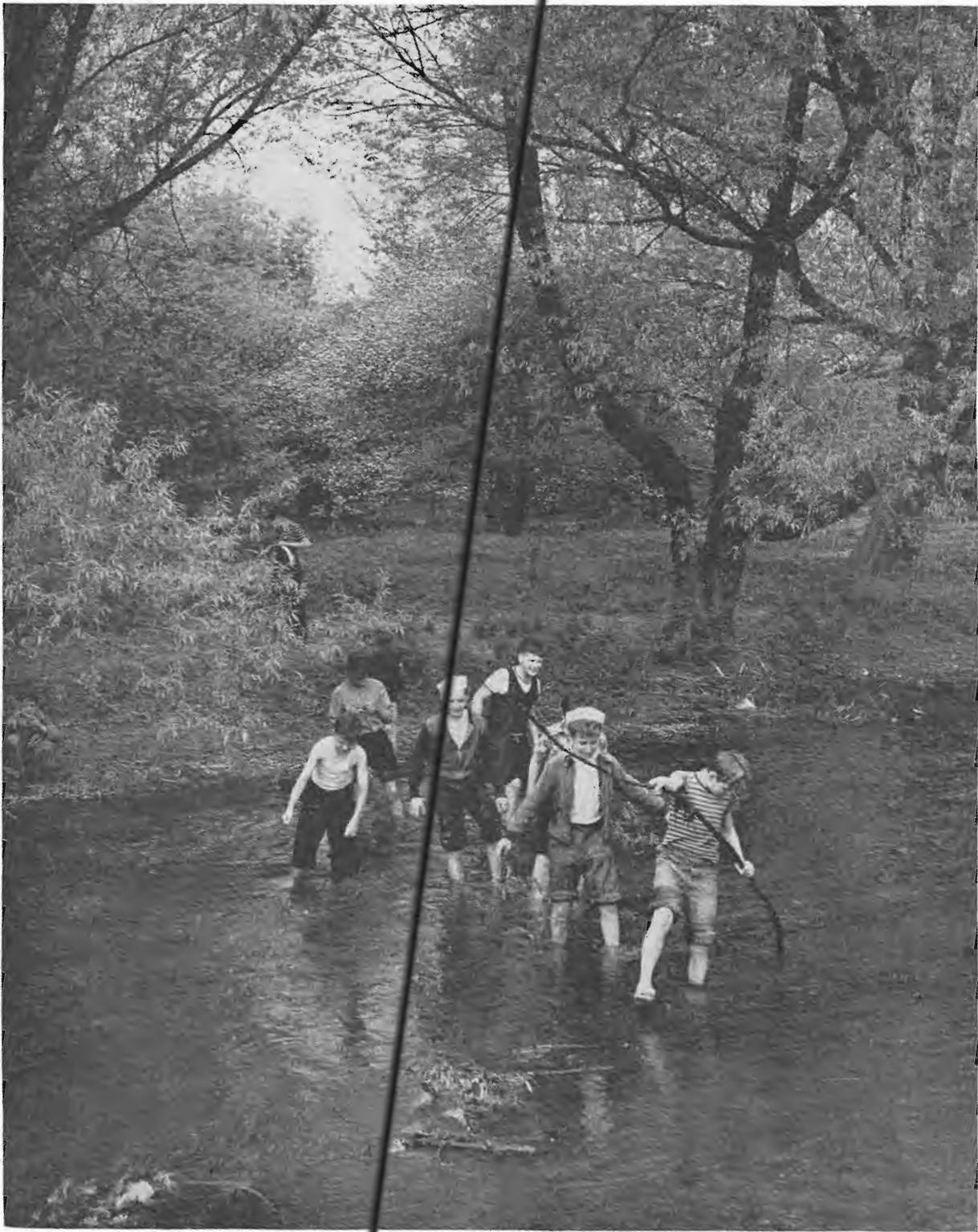


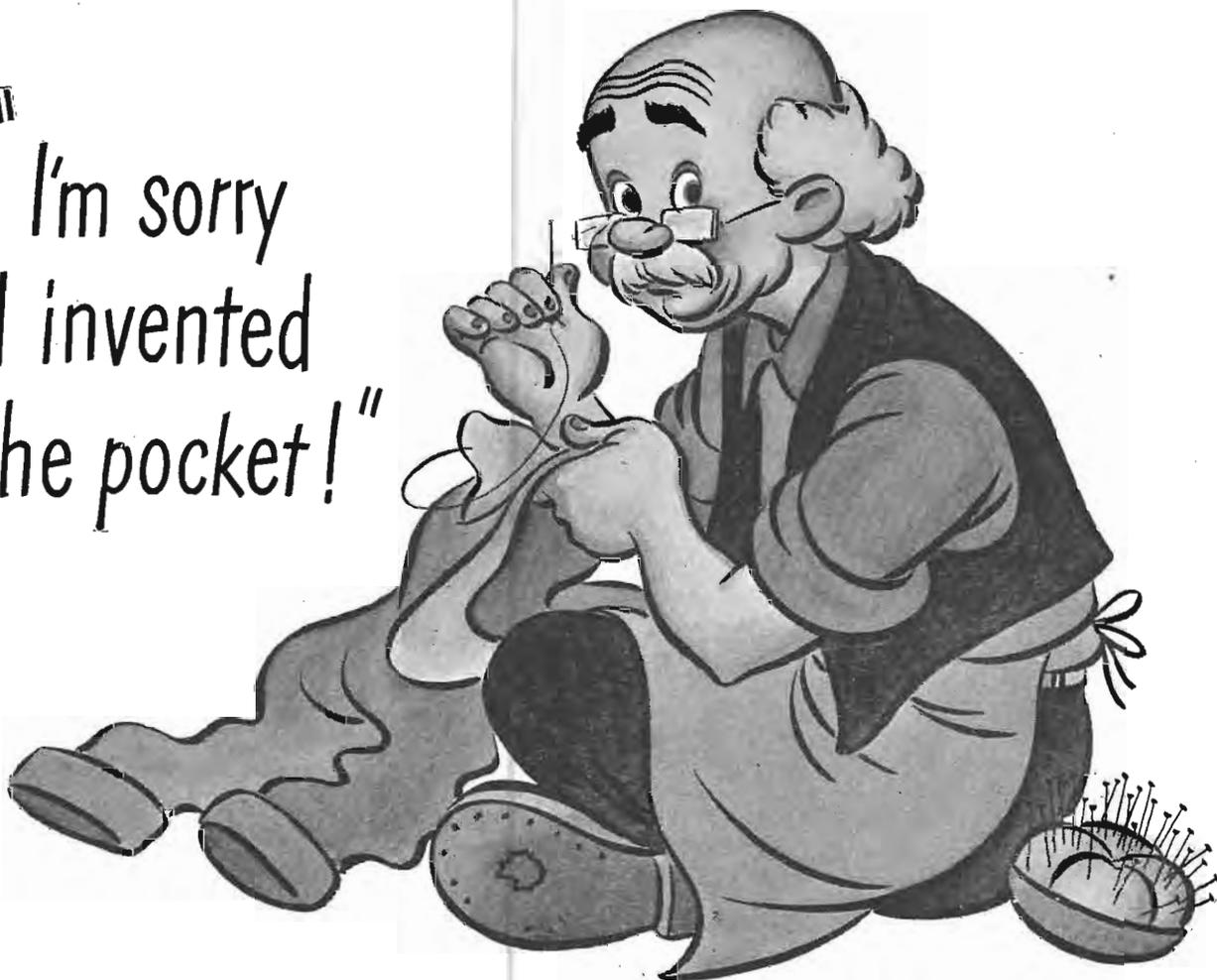
# The Milwaukee Magazine

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



August 1944

"I'm sorry  
I invented  
the pocket!"



**I**F I HAD KNOWN that some Americans would be using pockets to hold all the extra money they're making these days I never would have invented them.

POCKETS ARE GOOD places to keep hands warm.

Pockets are good places to hold keys...and loose change for car-fare and newspapers.

But pockets are no place for any kind of money except actual expense

money these days.

The place—the *only* place—for money above living expenses is in War Bonds.

Bonds buy bullets for soldiers.

Bonds buy security for your old age.

Bonds buy education for your kids.  
Bonds buy things you'll need later—that you can't buy now.

Bonds buy peace of mind—knowing that your money is in the fight.

Reach into the pocket I invented. Take out all that extra cash. Invest it in interest-bearing War Bonds.

You'll make me very happy if you do.

You'll be happy too.

**WAR BONDS to Have and to Hold**



*This is an official U. S. Treasury advertisement—prepared under auspices of Treasury Department and War Advertising Council*

# Postwar Plans

**I**NDIVIDUALLY and through the Association of American Railroads much research and development work was done during the depression years. This, plus the fine devoted work of railroad men and women, has made it possible to meet wartime demands.

The wartime job remains the number one job and that will be true until the final victory. In the meantime, without interfering in any way with that prime objective, plans are being made for the postwar period when there will be a falling off in traffic, and stiffer competition from other transportation agencies than ever before experienced.

A committee for the study of transportation was organized in 1942 by the Association of American Railroads, and this committee formed 15 sub-committees, one for each of various branches of the railroad business, to do research work covering the entire transportation field and prepare plans for further improvements in rail service when the roads are freed from wartime limitations.

These sub-committees are preparing studies with respect to engineering and mechanical research; operating methods and procedure; traffic; economic situation—postwar; taxation; public relations; air transport; motor transport; water transport; pipe line transport, and other related matters. Individual railroads also are carrying on investigations in these fields.

The Milwaukee Road has under preparation plans for the improvement of equipment and service, and of plant, roadway, buildings, machines and tools. Consideration is being given to the further utilization of Diesel locomotives for both road and yard work in the interest of more efficient and more economical service.

The continued research and planning of the Association of American Railroads and of individual lines will result in the adoption of types of equipment and service that will be helpful to the railroads in competing for postwar business.

These studies, it can be assumed, will lay out programs for stronger track with fewer curves and easier grades; for freight cars of lighter materials, with improved draft gear, brakes and trucks; for extended use of Diesel locomotives, and the use of new sources of power that may later be developed for locomotives.

Operating methods will advance with improved plants, as to both road and yard service, including the use of new communication systems and improved signals and protective devices.

In passenger service there should be an extension of the program of air conditioning, streamlining, and added conveniences, and in improved new types of sleeping cars.

Very large capital expenditures will be required to make these improvements and therefore the extent to which the railroads will be able to carry out this program will depend upon their financial situation in the postwar period.

Milwaukee Road people will be encouraged to know that everything possible is being done to safeguard the interests of the railroads and the men and women connected with them.

There is nothing more important than improved methods of operation and that is something every one of us should be thinking about. I will welcome your suggestions.



## Eugene Duval

Eugene Duval, who was the road's general agent, freight department, in Omaha prior to his retirement in 1939, died on June 27.

Mr. Duval was born at Toronto, Ont., on July 26, 1862 and began his railroad career with the Grand Trunk System in 1877, at the age of 15. He was first employed by the Milwaukee Road on Aug. 1, 1892 as a stenographer and telegrapher in the traffic department in Omaha. He held various positions in both the freight and passenger departments and in 1902 was appointed assistant general western agent at Omaha. He became general agent there in 1915 and held the position until the time of his retirement.

## Lt. Col. King Appointed to Continental Railway Staff

According to a news release received from army headquarters in the European theater of operations, Lt. Col. Fay L. King, who began his railroading career as a machinist apprentice in Savanna,



Lt. Col. Fay L. King

Ill., has been selected to direct the equipment department of the Second Military Railway Service, which will carry United States Army troops and material in the European continental operations now spreading out from Cherbourg.

Lt. Col. King, who is 49 years old, is well known on the Milwaukee Road, having risen rapidly from the rank of apprentice machinist at Savanna and Dubuque to the position of division master mechanic at LaCrosse, Wis., which position he held when called into military service in November, 1942. Having served in the first World War as a sergeant in both the Infantry and the Field Artillery, soldiering was not a new occupation when he took over the task of organizing the officer personnel of what became the 757th Engineer Railway Shop Battalion. The Milwaukee Road sponsored this battalion at the request of the War Department, and Lt. Col. King was placed in command of it.

Together with the other officers of the

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Vol. XXXII

No. 5

MARC GREEN, *editor*



A. G. DUPUIS, *manager*

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battalion, he received his basic training at Ft. Slocum, N. Y. At the completion of this training period, he and the other officers went to Camp Harahan, New Orleans, where the enlisted personnel of the battalion was organized. Later, the entire unit transferred to Camp Robinson, Little Rock, Ark., on the Missouri Pacific, where they received technical training.

Before completion of the technical training period, however, Lt. Col. King was detached from the battalion and assigned to headquarters of the Second Military Railway Service, returning to New Orleans and later going to the European theater. As director of the equipment department, he will supervise the repairing and reconditioning of cars and locomotives used in the Allied offensive.

## Col. N. A. Ryan Awarded Legion of Merit

Col. Norman A. Ryan, our former general manager Lines West, and now chief of Military Railways Division of the army in the European theater, has been awarded the Legion of Merit for "exceptionally meritorious conduct in the performance of outstanding duties," according to an army news release received on July 24.

A veteran of the Railway Transportation Corps in the last war, which he entered as a private in 1918 and left as a first lieutenant in 1919, Col. Ryan was commissioned a major in the Engineer Corps Reserve in October, 1939, shortly after his appointment as general manager Lines West of the Milwaukee Road, and has been on duty in England since June 17, 1942.

When he assumed his post in England, Col. Ryan had to prepare the setup for U. S. co-ordination with an elaborate network of British railways, and plan shops for the construction, assembly and repair of locomotives and freight cars. The Legion of Merit was awarded for his effective handling of the problems.

By the time he had his Military Railways organization at work, the Marine Operations Division of the Transportation Corps found that its schedule for the construction and conversion of barges and naval MT boats for use in the invasion had begun to lag dangerously. Stepping into a new branch of operations, he adopted the problem as his own.

He sent detachments of Transportation Corps railway shop battalions to work on the marine construction and conversion. By his planning, the marine schedule was

met while the remainder of his railway outfits maintained their steady pace far ahead of railway construction schedules.



Col. N. A. Ryan

## British Railways and Invasion

From Mar. 6, the first day fixed for the movement of troops, until the completion of the initial D-Day movement two months later, British railways ran 24,479 special troop, ammunition and stores trains. Not all of these trains were connected with D-Day itself, but of the thousands that were, 1,000 carried 230,000 soldiers across Britain, together with 12,000 tons of baggage. The stores and heavy equipment required 800 special trains and more than 30,000 freight cars. The trains carried, among other vital war traffic, some 7,000 vehicles, including tanks. Over 6,000 freight car loads of supplies and equipment were also sent by ordinary freight trains. During the three weeks before D-Day, the movement of special trains increased, and in one week all wartime records were surpassed, with the running of 3,636 special trains. The total for three weeks was 9,679 trains.

## Engine Lights

At first trains ran only in daylight hours, there being no known method of lighting the track ahead of the engine; besides, in the very early years of railroading the trains weren't in much of a hurry. The first light devised for use on a train at night was a bonfire of pine knots, placed on a load of sand on a flat car and pushed ahead of the locomotive. Large candles protected by glass covers and equipped with reflectors were also used. Whale oil lamps were used from about 1840 to 1859 when kerosene lamps were first introduced for use on engines.

THE MILWAUKEE MAGAZINE

# Lightweight Spuds Deliver a Heavyweight Punch

**S**INCE it began operation in February of this year, the Northwest Dehydrators plant, located near Lynden, Wash., has processed and shipped out over our rails a great contribution to the war effort in the form of dehydrated potatoes. The packing of these lightweight spuds, which are of first importance in the diet of our soldiers and the civilians on our ever-widening war fronts, has provided a ready market for potatoes grown in the territory around Lynden.

The streamlined, well-equipped plant has been handling from 40 to 50 tons of potatoes a day and employs 130 persons on a six-day schedule, most of them operators of small farms in the neighborhood. By working at the dehydrating plant and keeping their farms going, too, they have succeeded in carrying out the dual role of producing food and working in a war industry at the same time.

## Potatoes Graded at Plant

Field-run potatoes are hauled to the grading room, where the best are sorted out for dehydration and the others taken to the adjoining plant of the Northwest Chemurgy, a cooperative concern, to be made into starch and glucose. This process of grading the potatoes saves labor for the growers and is much more rapid.

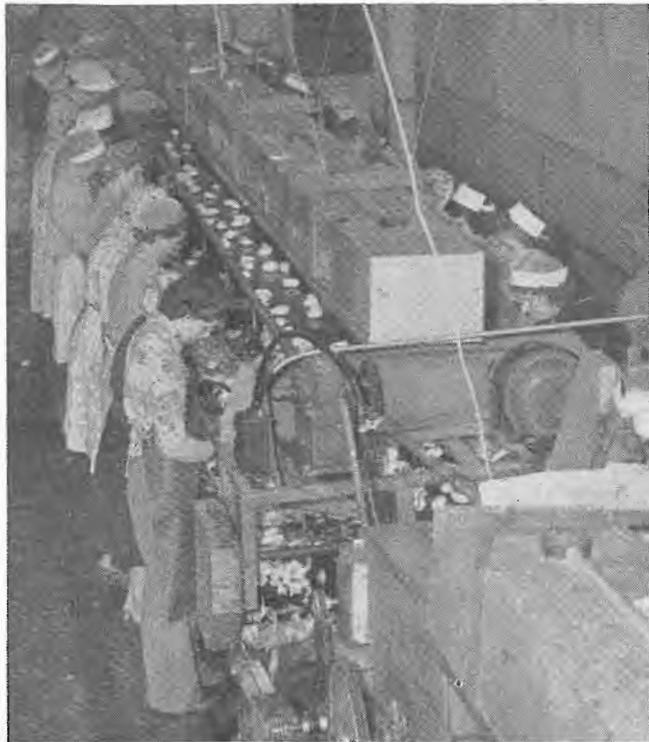
The No. 1 potatoes go into the large storage warehouse; next, they go into the automatic peelers and from there to the trimming tables,

where the eyes and other spots are removed by hand. All peelings and trimmings are carried to the plant next door to be converted into starch and glucose along with the culled whole potatoes. There is no waste.

The peeled potatoes are next sliced uniformly so they will cook evenly. Then they are blancher-cooked for 20 minutes. From the cooker they go through the ricing machine (which is declared to be one of the best in the country), and then through tunnels, where they are dried

Above. Between 600 and 650 sacks of potatoes pass down this conveyor each day at the new dehydrating plant. At the far end of the room the potatoes are dumped into a washer and peeler, from which they emerge onto a moving belt. Women stand on each side of the conveyor, cutting bruises, spots and eyes from the potatoes.

Below. A workman is shown dumping trays of dried riced potatoes onto a screen from which they go to a moving belt and are carried into a crushing machine. In the drying process about eight pounds of potatoes are used for one pound of finished product.



by blowing air heated to 150 degrees F. across them. Upon emerging, these tubers, which originally contained a high percentage of water, are dried out to about 4 per cent moisture. The drying process takes about two hours.

## Spuds Are Shipped in Cans

The finished product goes into five-gallon tins, 16 pounds in each tin; the tins are hermetically sealed against moisture and wrapped with a label, which gives the G.I. cook, or whoever, directions for the use of the lightweight spuds. He has his choice of steaming them, creaming them, whipping them, or merely adding water and getting at them in the quickest possible manner.

At present the entire output of the plant goes to the government for use by the armed forces and for lend-lease. Officials of the company, however, are already considering the postwar possibility of similarly processing berries, carrots, spinach and other foods for the general market.

A pink elephant might be called a beast of bourbon.

The inventor of the original semaphore signal, J. W. Lattig, aged 89, died recently at his daughter's home in Bethlehem, Pa. The first automatic semaphore was erected on the Central Railroad of New Jersey in 1893 at Black Dan's Cut, near Phillipsburg, N. J.





Jacking the huge steel bridge back in place was no simple task, as this picture suggests.

## Towboat Turns Tables on Hastings Swing Span

IT is not an unheard-of thing for a skipper, miscalculating speed and distance, to knock off a mast or stack on an incompletely-opened draw bridge, but the tables were turned when the steam towboat Patrick J. Hurley and our 300-foot swing span bridge at Hastings, Minn., got together shortly before midnight on June 17. Coming upstream in a bad wind storm, the boat reached the bridge before it had quite swung clear, caught it on the east end, and with freakish force very nearly dumped the huge structure into 30 feet of Mississippi River water. The blow was scarcely felt on the boat, but the pinions and gears of the bridge were ripped apart and it was left tottering on its dislocated rollers. In the middle of the night our engineers were handed a problem that was not in the book.

Leo Kasel, bridge tender, and E. J. Savoie, railroad guard, were on the bridge at the time of the accident; the latter said that at no time during his months in France in 1918 was he as badly scared as he was when the mighty push came from the heavy tow.



The road's swing span across the Mississippi River at Hastings, Minn., after it had been struck by the towboat. Although it is foreshortened in the picture, when closed the bridge connects with the track at the right and with a similar elevation on the opposite bank.

### Railroad Crews Go to Work

Two of our steel crews, two carpenter crews, and extra section men—about 50 men altogether—were soon on the job and little power boats and small tugs were busy around in the water, getting out blocking material, power pumps, and heavy timbers for blocking and shoring.

At first it was thought that the only way the bridge could be coaxed back in place was by the use of huge 1,000 ton steel barges; they were to be pulled alongside and sunk, then the water would be pumped out and as the barges rose they would lift the bridge.

But some one on the job, still unidentified, declared that the bridge could be jacked back in place, and within 95 hours the bridge was again ready to carry trains. Meanwhile, our trains operated over the Burlington rails from LaCrosse to St. Paul, up the east side of the river.

R. E. Paulson, engineering department draftsman from Chicago who specializes as a trouble shooter on such jobs, can take a great deal of credit for getting the bridge back in service in the shortest possible time. After appraising the damage at Hastings, he made a bee line for the shops in Milwaukee, gathered some engineers around him and diagrams were made in a hurry. A whole bridge center unit was to be built around a Hiawatha locomotive axle as a shaft, and with 20 men working continuously in shifts the job was finished in 29 hours and Mr. Paulson had it on a train headed for Hastings.

From that point

## Flag Raised at Minneapolis Coach Yard

The beautiful green grass plot edged with shubbery specially prepared and cared for by the employees at Minneapolis coach yard provided a fine setting for the flag raising ceremony on June 29, at which time a color guard of the 744th Railway Operating Battalion raised Old Glory to the top of the new 60 foot flag pole.

The ceremony, simple and dignified, was conducted in the presence of section men, car oilers, coach cleaners, car men, switch crews, clerks, supervisors and officers, all of whom stood with bared heads and earnest faces as the bugler sounded "to the colors" and the beautiful new flag was raised and unfurled to the summer breeze. Members of Gillick Post also took an active part in the ceremony.

Chaplain Lt. Charles D. Rice of the 744th Railway Battalion pronounced the invocation, after which a firing squad fired a three round volley, then taps was sounded.

Immediately following this part of the ceremony, Superintendent Bagnell raised the Governor of Minnesota's Safety Award Pennant for the year 1943, which was awarded to the Milwaukee Road. We believe this pennant will serve as a daily reminder to all employees working in the vicinity of the coach yard and on passing trains that safety should always be uppermost in our minds.

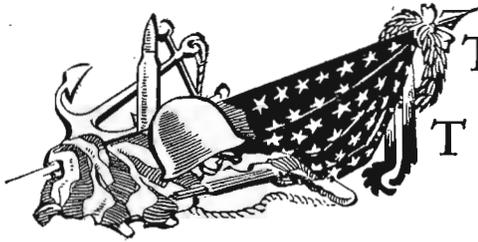
L. J. Benson of the safety department, Lt. Col. W. J. Hotchkiss and Major James D. Shea of the 744th Railway Battalion were present.

### If We Had More Fences

There is a familiar poem which tells of a town built on the side of a high cliff. So many people fell over the side of the unguarded cliff that the kind-hearted people of the community raised a fund to purchase an ambulance to keep down in the valley, so that as soon as anyone fell over the cliff, he might be picked up and rushed to the hospital. Someone remarked that it seemed like a foolish idea to spend money on an ambulance when it would be so much better to build a fence around the cliff, and thus prevent the accidents. But the simple-minded people of the village would listen to no such proposal. They preferred to save the injured rather than to prevent injuries.

How foolish, we say. Yet, we find ourselves in the same ridiculous condition in this country? There are many who advocate using all our energies to rescue the perishing, to throw out the lifeline to the dying, but who turn not their hand to eradicate the evils that cause the wreckage, to make it more difficult for men to fall over cliffs. It's a fine thing to snatch brands from the burning, but it's a finer thing to keep them from falling into the fire. If we had more fences there would be less need for ambulances.

on, the job was simple. All the men had to do was pick up the bridge, set in the new unit, shove the 300-foot mass of steel into place and call it a day.



# THEY GAVE THEIR LIVES

**T**HE time has come when this railroad's part in the war can no longer be summed up in terms of transportation performance and men gone into service. As the war rolls on, the list of our dead grows steadily and inevitably longer. Told fully, the story is touched with tragedy.

It is with little heart, but with a sense of responsibility to its readers that the Milwaukee Magazine adopts this means of paying last tribute to those former employes and sons and daughters of employes whose lives have been given in this struggle. Since the beginning of the war, the pages of the Magazine have carried, from time to time, news which struck close to the heart of many of us, but it can hardly be assumed that mention has been made of all who have died in service. Certainly there is none whose sacrifice can have been sufficiently emphasized. This department, then, represents an attempt to collect and present together whatever news comes to the Magazine regarding members of the Milwaukee Road family who will not return.

Employes learning of such news are asked to place it in the hands of their Magazine correspondent, or send it directly to the editor.

The names appearing below are the ones which came to the attention of the Magazine during the preparation of this issue.

Pfc. Robert A. Nickey of the Marine Corps, son of Palmer A. Nickey of the auditor of expenditure's office in Chicago, was killed in the battle of Tarawa Island. He was cited for his service in the Solomon Islands and received posthumously another citation and the Purple Heart Medal for his part in the Tarawa fighting. He had also received the Asiatic-Pacific Campaign Medal for service in that area.



Pfc. Robert A. Nickey

S/Sgt. Franklin Baier Jr., son of Engineer Frank Baier of the I&SM Division, has been killed in action according to word received from the German government through the Red Cross. Sgt. Baier was reported missing over southern Germany on Mar. 18 while engaging in his 14th mission as a turret gunner aboard a bomber. He entered service on Sept. 28, 1942.

Charles R. Scherbarth, seaman 1/C, son of Engineer Elmer Scherbarth of the third district of the Milwaukee Division, was killed on Sept. 11, 1943, off Salerno, Italy. He had participated in 19 sea actions, including naval engagements in connection with the invasion of Africa and Sicily, as well as Salerno;



Charles R. Scherbarth, U.S.N.

his campaign ribbon bore five gold stars. He enlisted on July 4, 1942, and was killed just nine days before his 18th birthday. A brother, Robert, enlisted in the navy on Jan. 15, 1944.

Sgt. Charles G. Panagoutsos, former check clerk and motorman in the warehouse at the Fowler Street freight office in Milwaukee, was killed on Jan. 31 when

his bomber crashed into the sea. A letter which his parents recently received from Eleanor Roosevelt told of her having visited the cemetery in Guatemala where Sgt. Panagoutsos is buried. She extended the deep sympathy of herself and the President.

Lt. James Cline, who had worked with a welding crew out of Perry, Ia., was killed in action in a bomber raid over Hanover, Germany, on May 8, according to official notification which followed the news that he was missing in action. He was the son of Engineer Bert Cline.

## Western Lines Cut Rates for Government

Western lines have agreed with various government departments on reductions on transcontinental freight rates on west bound government traffic for export, retroactive to Jan. 1, 1942, which it is estimated will result in the saving of \$72,000,000 to the government by the end of 1945. The agreement, which is to be effective for the duration of the war, was announced jointly by the War and Navy Departments, the Treasury Procurement Division, and the War Food Administration.

Revenues of the Milwaukee Road as well as the Union Pacific, Santa Fe, Great Northern and Northern Pacific, the principal transcontinental carriers, will be most affected by the agreement, but all other lines feeding traffic to them also will feel its effects.

The various government departments estimate their savings as follows: Procurement Division, Treasury Department, 28 million; Navy Department, 20 million; War Department, 16 million; and War Food Administration, eight and one-half million.

China, in her war with Japan, has lost, in killed and wounded, about as many soldiers as the total population of Texas, more than three times the population of Philadelphia.

## Admiral Young Praises Milwaukee Road Men and Women

*Every individual employe of the Milwaukee Road can take pride in the words of praise directed to him by Rear Admiral W. B. Young, U. S. N., chief of the Bureau of Supplies and Accounts, in a telegram dated July 18. Addressed to "the men and women of the Chicago, Milwaukee, St. Paul & Pacific Railroad", and received by H. A. Scandrett, it read as follows:*

"The success of the Allied landings on western Europe—in fact, the success of every campaign undertaken by American ships and men in every war theater—has depended heavily upon the efficient transportation facilities which the railroads of the United States have made available to the armed forces and to the war plants producing for them. Materials must arrive at factories and shipyards on time if production schedules are to be met. Men and equipment must arrive at embarkation docks on time if invasion schedules are to be met. It is to the lasting credit of the men and women who staff and operate our railroads that they have never failed to meet these grave responsibilities. Every one of you may be proud of your individual part in helping the navy to gain command of the seas and carry the fight relentlessly toward the inner citadels of the enemy".

# Perfect Shipping

The following letter, entered in the recent perfect shipping campaign letter-writing contest, won a \$25 War Bond for its author, L. C. McKinnon, locomotive fireman at Deer Lodge, Mont.

**A**FTER reading your offer of prizes for the best letters on how to best serve the shipper, and at the same time cut down the damage loss which has been mounting for the last several years, I will give you my ideas of what might be done to improve the situation.

Before going into the matter of getting new business, I want to say a few words about keeping the business we now have, and the business we expect to get after the war.

How are we to keep the business we now have? That question might be hard to answer if we were running a dry goods store, a fruit store, or a confectionery, because in those businesses they are confronted with cheaper goods, not in price, but in quality. They can't offer the public the same quality goods that they could offer them during the depression, when prices were low, and quality was high. For that reason alone, the public goes from one store to another, in hopes that they may find more quality for their money.

Now we have a railroad second to none, the Milwaukee Road. We have what it takes to give the public what it wants and



L. C. McKinnon

expects to get. We have men with brains at the head of this great road. We have men with brains in every department of this big business. Each has his part to play in finding new business and holding the customers they now have.

We have something to offer the public in the way of transportation. We can give them the same high quality of service we gave them during the depression; the quality of our product has not been cheapened because of war. Possibly we won't handle the business as fast as we could during the depression, due to the fact that war has made us call into action all of our rolling stock, from the smallest engine, to the oldest box car. With this tremendous

business on our rails, we can't expect to get freight over the road as fast as if there were but a few trains running. Even with this handicap, we can and will move the business, and serve the public.

## Ways to Keep Old Business and Add New

Here are a few ways in which we can keep the business we now have and get new business in doing it: First of all we must not think that just because there is a war going on we have the right to neglect the customer. While others neglect the public, we should make hay. We should exert every effort toward showing the public that we haven't forgotten them, and then appreciate the chance to serve. We must never feel that just because we have a lot of business now we can afford to mistreat the shipper. It is only natural for some of us to get irritated at times, and probably say things that we wouldn't say if we were not working too hard, but this is what we must overcome if we are to hold the business.

A pleasant, friendly word now and then to a shipper will bring him back time after time. Handle his goods even though it be only a knapsack, roll of bedding, or an old suit case, as if it were valuable; don't throw it over into the corner of the car and pile heavy iron goods on it, don't drag it across the floor of a dirty way car. It might be all that fellow can afford. Who knows, that same fellow who shipped those bundles today may be shipping thousands of dollars worth tomorrow.

I know a fellow who shipped a radio and a bedstead. The radio was well crated, but the legs were left bare for about six inches from the floor. The bedstead was not crated. How did those things arrive at their destination? Well, I'll tell you. The radio's legs were scarred and chipped in several places and the bedstead was marred beyond reason.

How did this happen? And did this shipper ever ship anything else? I'll answer the last question first. The shipper did ship more goods over the road, and will continue to do so, because that shipper happened to be the writer of this letter, an employe of this great road. Now how was this stuff damaged? Very simple. There happened to be some steel stuff in the way car that day, and the brakeman who worked the car was very careless about throwing it around when getting at other stuff to be unloaded at points between terminals. It didn't hurt his feelings to throw something down and have it hit the radio, the bedstead was thrown against almost everything in the car. Such treatment of shippers' goods, gives the road a black eye, and it should be discontinued.

Agents at shipping points should be warned to treat the public kindly, which shouldn't be such a great effort. Most of our agents do this but now and then some of them get irritated and talk loud to customers when they should have counted to 10. This doesn't get new business, or hold the old business.

As for the matter of getting trains over

## A Suggestion for Perfect Shipping



Thomas M. Stib, agent at Random Lake, Wis., won \$10 in War Stamps with the following suggestion which he entered in the loss prevention department's perfect shipping campaign contest.

**R**ELATIVE to our loss and damage campaign I have found it very profitable and instructive, when a question arises as to the proper method of loading a certain commodity, to seek the advice of some one who has had experience in this particular line. I have on many occasions called upon our freight inspectors, with gratifying results.

If shippers are instructed properly in the method of loading their commodity, there is little reason to experience much damage. Also, we should follow up with the inspection reports, and in this way it is possible to determine just how well the job was done.

As to less than carload freight, I have written a little poem which reads as follows:

*Guard well that precious shipment,  
Treat it as your own,  
Hurry it on it's journey  
And bring it safely home.*

the road, I think that a dispatcher should have to make student trips, just the same as the engineer, fireman, conductor, or brakeman, to learn the road. In this way many hours could be shaved off the delay sheet every day.

Another way that time and money can be saved, especially in war time, is to have a local train to do all local work, instead of stopping 5,000 ton trains everywhere along the line. This would save many dollars in repairs. Every time a train of that size is stopped, it costs many dollars in wear and tear.

God sends every bird his food but he doesn't throw it into the nest.

Seaman 1/C: "Could you marry a girl with a picture face?"

Seaman 2/C: "Sure, if she had a good frame to go with it."

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# Service Clubs

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## Seattle Club Dedicates New Freight House

WASHINGTON state's Governor Arthur B. Langlie spoke to about 500 Milwaukee Road employes and distinguished guests at their annual party and dedication of the railway's new freight house in Seattle on July 6. J. R. Ludwick, freight agent, extended a cordial welcome and introduced the master of ceremonies and chairman of the Service Club, John Andrews. J. M. Wilhelm, chief clerk in the claim department, led the group in singing, after which Mr. Andrews gave a brief explanation of the purpose of the Service Clubs and introduced Mrs. M. H. McEwen, president of the Women's Club, who gave a few fitting remarks. Other guests who were introduced included labor representatives, division officials, general officers and military men.

J. N. Davis, assistant to trustee, was introduced and spoke on the railroad's public relations plans and post war activities. He introduced distinguished guests, Col. John H. Hood, deputy commissioner at the Port of Embarkation, and Capt. E. P. Sauer, U.S.N., assistant commandant for logistics of the 13th Naval District, who related interesting personal experiences and told of the importance of the railroads from their point of view.

Governor Langlie, the chief speaker of the evening, stressed the importance of rail transportation now and in post war adjustment problems, and told what the Milwaukee Road has meant to Seattle and to the state of Washington. He also spoke very highly of the road's Service Clubs and other clubs which are banded together for the purpose of better serving the public.

Entertainment of high calibre was fur-

nished by R. L. Henderson, sleight of hand artist, and employe of the local freight department and David Kelly, former Milwaukee employe, also a sleight of hand performer. The Olympic Trio, composed of girls from the freight department, supplied music, as did Bill Lyman's Orchestra. The trio consisted of Peggy Appel, Edith Hilseth and Fay Maxwell.

Long hours of hard work were required in decorating and other preparations for this large affair and the credit for it goes to J. K. Ludwick and his committee, composed of Joe Nordquist, clerk in the local freight office, Roy Edwards, warehouse foreman, Fred Rasmussen, vice chairman of the club and chief clerk in the local

freight, Leo Kord, chief car clerk, L. W. Weigand, cashier, Stanley Holtum, chief claim clerk, W. N. Woodard, chief bill clerk and Samuel Greengard, from the assistant trustee's office. Messrs. Nordquist and Edwards worked all night before the party.

Three door prizes were awarded: first prize a \$25 War Bond going to Millie Anderson, stenographer at Tacoma. Second prize of \$10 in War Stamps to Roy Grummel, agent at Tacoma, and \$5.00 in War Stamps to Miss Ruth Fowler of the auditing department, Seattle.

The modern freight building dedicated at this gathering measures 50 ft. by 400 ft. under cover, with 8 foot platforms on two



Above. Honored guests of the Seattle Service Club on the occasion of the dedication of the new freight house were, l. to r.: Capt. E. P. Sauer, U.S.N., assistant commandant for logistics of the 13th Naval District; Hon. Arthur B. Langlie, governor of Washington; Col. John Hood, deputy commissioner at port of embarkation; and J. N. Davis, assistant to trustee of the road.

Below. Part of the crowd attending the annual party of the Seattle Service Club and dedication of the new freight house.





J. B. Dede, Lisle Young, and E. J. Hoerl (l. to r.), recently appointed regional assistants, public relations department, study a map of the system on which their respective territories are outlined. The picture was taken while they were in Chicago in early July for a conference with F. H. Johnson, public relations officer, in connection with their work in the development of the road's new public relations program which was announced by Mr. Scandrett in the July issue of the Milwaukee Magazine. Mr. Dede will maintain headquarters in Spokane, and Mr. Young in Aberdeen, S. D., while Mr. Hoerl, who has only recently returned to the public relations department, will make his office in Milwaukee.

sides of the building. The building gives a very spacious effect due to the fact that there are no upright structural supports in the interior of the building. A complete inter-office communicating service from the new building to the agent's office and accounting department more than two blocks away is a part of the equipment. This added space and modern equipment will be a welcome boon to this center of bustling war activity.

### Picnic Committee Gives Itself a Party

On the evening of June 29, the picnic committee of the J. H. Foster Service Club partook of a fine pork chop dinner with all the trimmings and the 60 committee mem-

bers found it rather difficult to leave the table.

These annual parties of the picnic committee have come to be one of the outstanding events of the many activities of the club. The committee works hard at the picnic and plays hard at the party, which usually takes place about a week later.

The club's favorite musicians, Rube Holmquist, Johnny McDonough and Les Friedel, furnished the music for the dancing and Rube favored the gang with some of their favorite songs as-only he can sing them.

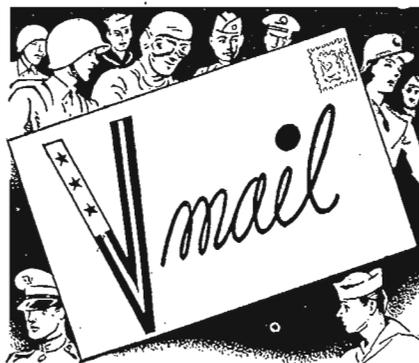
It was a most enjoyable evening and gave ample evidence of the fine spirit of good fellowship that exists among the members of the J. H. Foster Service Club.

### Marine Almost Killed Aiding Jap Child on Saipan

Playing Good Samaritan to an injured Jap child at Saipan in the Marianas almost cost the life of Corp. James E. Coyne of the Marine Corps. Corp. Coyne, whose father, J. D. Coyne, is a yardman in the Chicago Terminals, may have been thinking of his own daughter, Kathleen, 6, when he left a landing party of marines to give first aid to a weeping Jap youngster. His buddies continued inland to locate possible artillery sites and Coyne became separated from them. When night came he was alone and in the midst of a fierce Japanese counter-attack. By lying still he escaped Jap detection and managed to rejoin his unit next morning. He joined the marines in April, 1942, and has been overseas two years.

### Milwaukee Magazine a Welcome Change in India

Corp. Theo. A. Repinski, former mechanic helper in the Milwaukee shops who is now with a railway operating bat-



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

talion in India, wrote the following letter, which was received in the Milwaukee Magazine office on June 5.

"Just a few lines to thank all of you for sending me the November and De-

### Milwaukee Club Picnic Aug. 20

The Hiawatha Service Club of Milwaukee, extends a cordial invitation to all Milwaukee Road employes, their families and friends, to attend the sixth annual picnic of Milwaukee's 15 combined Service Club units, to be held Sunday, Aug. 20.

The picnic committees have selected Old Heidelberg Park as the site for this year's grand affair. The park is located on the Port Washington Road, two miles north of West Capital Drive. Street cars marked 19 or 37 will take you to Green Bay and Atkinson Aves. Then take bus marked 68, Bender Road, which will take you directly to the park.

"Friendliness is a Milwaukee Road Tradition." Let's enjoy some of that friendliness right in our own Milwaukee Road family. Let's enjoy the Hiawatha Band, the games, the fun of being together. In short, let's help in making this another successful Service Club affair.

### Land O' Lakes Service Club, Watertown, Wisconsin

Just what is it that makes family reunions so elevating? Mother and dad can't help but show their look of satisfaction and contentment as the family gathers on Thanksgiving, Christmas, or whenever. This is their own little army, bound by the mightiest of all bonds.

One gets that same feeling when attending a meeting of the Land O' Lakes Service Club. Here again is one big happy family. Everyone feels at home and is perfectly at ease. You are greeted as another soldier of their army of good will ambassadors. Much of this credit can be given to the lovely ladies of this club.

The human eye utilizes, in seeing, only about 10 per cent of the rays in sunshine, according to the Better Vision Institute.

cember, 1943 issues of the Milwaukee Magazine. It sure is swell to read of what goes on back there in God's Land, as here where we are in the jungle it's really a pleasure to read of home and friends in the few spare hours that we get while waiting to take supplies to our boys up on the line where they are giving the Nips what they asked for when they attacked Pearl Harbor. We here are fed up on cobras, tarantulas, boas, mosquitoes, Brahman cattle and water buffaloes. Good luck to you all."

### Any Gauge Will Do in Australia

Pfc. Edmund J. Mason of Corona, S. D., formerly a section man at that point, writes from New Guinea to bring his railroad friends up-to-date on the subject of railroad track gauges in Australia where he was stationed for several months:

"Here's an item I have wanted to write to you for quite some time about the different gauges of track in Australia. They have 7,355 miles of standard gauge of 4 feet 8½ inches, the same as the Milwaukee, and then they have 6,131 miles of 5 feet 3 inches, and 14,238 miles of 3 feet 6 inch gauge. There are quite a few

THE MILWAUKEE MAGAZINE

miles with a combination of 2 feet, 2 feet 6 inches, and 3 feet 6 inches. They claim it would cost \$57,000,000 (about \$182,400,000) to change them all to standard gauge. The Sisseton line is a giant by comparison with them. They only pay \$1.25 to \$1.50 a day on the railroads down there.

Pfc. Mason's father, William Mason, is a section foreman at Corona.

There was a little dope with a fat pay envelope

And she spent every cent that was in it;

And she wondered, by and by, why the prices rose so high

But she didn't blame herself for a minute.

—Berton Braley

## A Trip to Marrakech

*Lt. Comdr. Frank R. Decker of the navy, son-in-law of R. J. Marony, New York fiscal representative for the railroad, wrote the article "A Trip to Marrakech, French Morocco—April, 1944," from which these excerpts are quoted. His description of this part of North Africa is enlightening, giving as it does an interesting and lucid picture of a land now known by many of our boys in service.*

*In an introduction, Commander Decker explains that since the natives have a liking for les Americains, many affairs are organized for the benefit of American officers and men, just as in the States. The pasha of Marrakech, Commander Decker's host on this rare occasion, is one of the most powerful and wealthy Arabic leaders in all Morocco, second only to the sultan, who resides in Rabat, the capital city. Fes is the Arab religious and cultural capital of all Morocco. Although both French and Spanish Morocco are colonies, the sultan, insofar as the Arab population is concerned, reigns as an absolute monarch. The pashas are local sovereigns subject to the rule of the reigning sultan, each residing in a magnificent palace.*

THE occasion for my visit to Marrakech was the second invitation extended to Americans in this theater, French Morocco, an invitation golf tournament with lunch each of the two days served in true Arabic fashion. Prize money amounting to 28,000 francs (\$560) was donated by our host for the tournament to be played on his private 18 hole golf course situated on the palace grounds in a most magnificent setting.

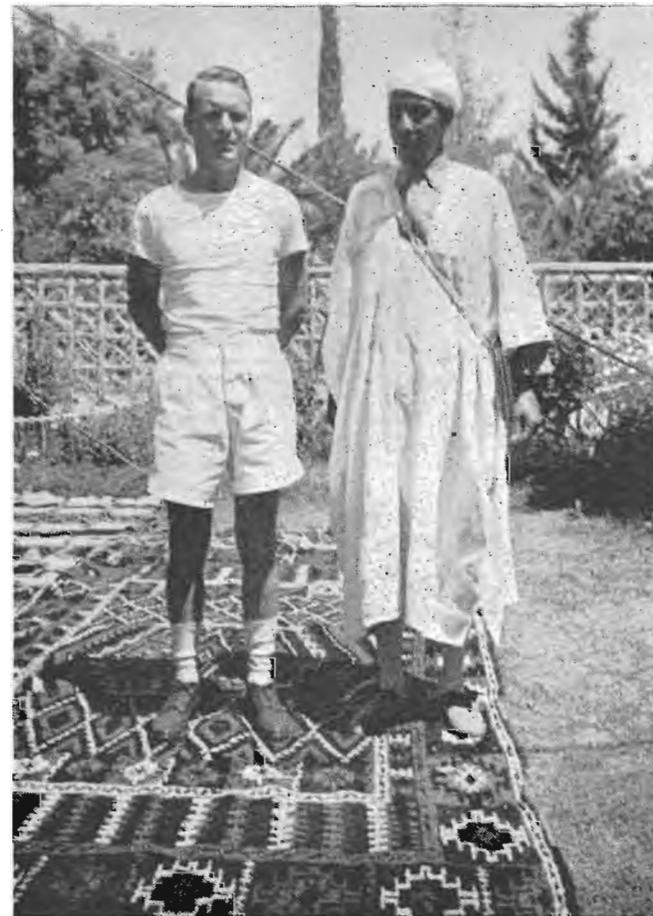
Marrakech is an ancient Arabic city which dates back centuries before the birth of Christ. The population is from 50-100,000 Arabs—they being very migratory and difficult to count. The climate all year is excellent; there is very little rainfall, and irrigation is resorted to for farming. The finest oranges, olives and dates are grown in this region. The Atlas Mountains, at a distance of about 20 miles, rise to a height of 15,000 feet, formidable indeed. They are snow covered all year and lend much beauty to a landscape that might otherwise appear drab.

The pasha owns and cultivates a considerable portion of the surrounding land. The golf course is without a doubt the finest in all Morocco, perhaps in all Africa, and in layout compares favorably with many of our finest courses. The fairways are excellent and the greens were magnificent—the largest I have ever seen, and with the most luxurious growth, well trapped and formed. Flowers grew everywhere and their fragrance seemed to permeate the atmosphere to the saturation point. The backdrop of all this was the towering snow-capped mountains.

Now for the tournament. The invitation was extended to the army here for all the golfers they could accommodate and transport to Marrakech, which invitation the army extended to three naval officers, of which I was one. In all, there were 37 who made the trip, including 10 enlisted men, of which seven were professionals in civilian life and the balance amateurs. One French professional and a few ranking French amateurs (civilians) were invited and played. Also in the play were the pasha's four grandsons.

### One "Diefa" Equals Six Meals

To accommodate us the pasha provided an elaborate setting. In front of the golf house was a large Arab tent on the lawn, in which were spread rugs and cushions



The author, Lt. Comdr. Frank R. Decker, poses with his host, the pasha of Marrakech.

for lounging about—no chairs because in Arab circles one sits on the ground, or carpet, and props oneself with a cushion. In this tent we were served lunch, or "diefa" each of the two days, seated on cushions in circles of 10 each, with a large, low, round table in the center on which the food was placed, with many Arab servants in attendance.

As a rule Arab food is not palatable to an American; first, because of the strange flavor, and secondly, because of the manner in which it is served. It is

highly seasoned and served with an overabundance of rich juices. It is served to a group in one large dish, varying in size according to the course being served, without benefit of tableware—all dig in with a right hand. In this particular case the food was deliciously prepared, although I was not too fond of one or two of the courses and ate only what I liked. To like all courses one would have to have the appetite of an elephant.

Our lunch was served in six courses, and each in itself would have been sufficient for the average American gourmet. At the outset an Arab came to each guest with what looked like a large silver tea kettle, with water, while another held under it an ornate silver pan with soap, in which to catch the water as one washed his hands. A third carried a towel for hand drying.

The first course was mutton broiled in chunks with bones and all as large as this typewriter. This we attacked with right hand, tearing off what was desired. Next was served what looked like an immense meat pie, about three feet in diameter and a foot thick—I never got to the bottom. The crust was most de-

licious, and the filling was chicken, mutton and other morsels unknown to me, steeped in rich gravy. The third was served in a huge deep dish piled high on the outside with something resembling rice, containing what I believed to be mutton in another form, and potatoes. This I hardly touched, attempting to retain some composure and strength for the golf that was to be played.

### And Still It Came

The fourth course was five small chickens, steeped in rich fat, highly seasoned, which we just tore apart. For this course it is well to choose a partner within arms reach in order to refrain from yanking the bird onto one's lap. This I enjoyed because the white meat was unlimited. This course was followed by squabs stuffed with wild

rice, served in pie fashion, covered completely with gravy, olives, lemon rind and some other things. The procedure was to dig in and fish out a delectable squab, dissect him with one hand—and some day you should try dissecting one of those hot and slippery devils with but one hand. I will say the squabs were the most delicious I have ever tasted, and were prepared in a most savory manner.

The sixth and final course was oranges native to Morocco, of the sweet and seedless variety. Following this I sprawled

## Allis-Chalmers Lauds the Railroads

In recognition of the tremendous job being done by the railroads of the country during the war emergency, Allis-Chalmers Manufacturing Company featured a tribute to the railroads on the Boston "Pops" radio broadcast Saturday night, July 15.

In a letter to W. C. Johnson, vice president of the firm, commenting on the eulogy of the railroads, H. A. Scandrett wrote, in part: "There has been lots of tough going and a good bit of it is still ahead of us, but there is every reason to keep everlastingly at it and none at all for any let-up in our efforts. As one of the two railroads which serve your Milwaukee plant, we have had much satisfaction in the friendly relations which have prevailed throughout the years and pride in your great accomplishments."

The Allis-Chalmers message, as delivered by the announcer, follows:

out on the rugs, hoping for a miraculous recovery whereby I might be able to regain my feet and summon enough strength to swing a golf club. The second day I ate more sparingly, which may or may not account for my lower scores.

The tournament proper was played the second day, at 36 holes medal play, handicap for the amateurs. My score was the lowest, net and gross for the amateurs, and I was declared the amateur champion—of what I do not know, although it is regarded as being of Morocco. But that is what they call me here, and because there was some hesitation about letting me go, leaving my work, etc., I must lay some claim to fame to justify my making the trip. Needless to say, every one in our organization was delighted that a navy man won.

The professional side of the tournament was won by the pasha's own pro—an Arab who scores well with an unorthodox swing—with 73-70. Second place was won by an American, an army enlisted man who is a professional in Dallas, Tex. Second place for amateurs was won by the pasha's grandson.

The pasha I found to be a fine and most gracious person, pleasant and reserved and intelligent. His grandsons, four of whom I met, are fine-looking young men, polite and intelligent, and were fine hosts. They carry the title of "sidi," Arabic for prince. Of the pasha I might add that he has four legal wives and 32 concubines. The grandsons do not bear any family resemblance.

Functions such as this tournament tend more than anything else to promote friendship among those with whom we are all allied.

## G. I. Father Passes Cigars

Although some 4,000 miles distant from the scene of the blessed event, Sgt. John D. Feiereisen, an ordnance maintenance mechanic with the Army Air Force in England, passed the traditional natal cigars when he received word that a daughter, Joyce, had been born to his wife in Cedar Rapids, Ia., on May 15. Sgt. Feiereisen had worked for the road in Cedar Rapids for about five years before entering the army in August, 1942, his last position with the road being that of transit clerk. He went overseas about a year after entering the service. His wife says that he had her send the cigars to him a month in advance of the happy day, just to make sure he could do the honors as soon as the news arrived.



Sgt. John D. Feiereisen, a brand new father, passes cigars to Sgt. Elmer Holtz (left) and Corp. Doyle D. Epps. The picture was made at an air field in England.

**I**RON horses roaring through the country on a giant network of rails—hauling endless chains of precious fighting freight . . . never slacking . . . never failing . . . that's America's railroads at war!

Carrying the biggest, most valuable consignments in the history of transportation, our railroads are meeting the urgent, constant needs of 32 fighting fronts.

Today, with American troops fighting throughout the world, our railroads must transport men and supplies to 17 different embarkation points on the Atlantic, Pacific and Gulf coasts.

Over 1,500,000 organized troops every month are carried by our railroads in addition to the thousands of soldiers and sailors on leave or taking furlough trips.

Every month 195,000 carloads of military and naval equipment are speeded to their destination by rail! In fact, 93 per cent of the total tonnage of the entire army and navy is carried over our railroads.

Truly, America's railroads are the backbone of a nation at war. And tonight Allis-Chalmers asks you to join us in saluting the men and women of our railroad industry for a stupendous job faithfully performed. Short of time, short of help, yet they are carrying vital materials to our war industries—they are delivering tanks, guns, ammunition when and where they are needed. With helpful efficiency they are speeding hospital trains through the night and are making the journey as easy as possible for our wounded, returning service men.

With friendly, good humored patience they are handling as best they can a volume of civilian traffic greater than anything in their history.

One of the reasons for our railroad's remarkable accomplishment is that in the years following the last war they have constantly kept improving their equipment. As

early as 1934 streamlined trains were developed, new monster locomotives were built, old cars were completely reconditioned.

To the railroads Allis-Chalmers has become an important source of machinery. In railroad shops throughout the nation Allis-Chalmers V-belt drives are being used to transmit power to machine tools and other repair equipment. Allis-Chalmers motors, pumps and welding equipment are helping to keep locomotives and coaches in working order. In the electrification of railroads, Allis-Chalmers has also played an important part—supplying a complete line of electrical equipment, from huge turbine generators to motor control for safe, efficient operation.

And in paying this tribute to America's railroad industry tonight Allis-Chalmers is expressing the heartfelt gratitude of a nation to the men and women who, through storm and flood, day in and day out, are delivering the goods that victory is made of.

## Former Employe Expresses Thanks for Magazine

The following was recently received from Capt. C. A. Moffett of the Transportation Corps, located somewhere in North Africa. Before the war he was employed in the office of T. P. Casey, district freight traffic manager, New York City.

"Just a line to let you know how much I enjoy receiving the Milwaukee Magazine. When I am through with it I pass it along to the other men, who also wish to express their thanks. Reading matter from home is always more than welcome over here.

"Railroading in this part of the world is far different from back home, but fortunately work gets done in fairly good time. We at home are so impatient to get things done quickly. Over here they take their own good time and do what they can and let the rest of the world go by. There is a lot of kidding back and forth, but generally speaking every one is serious about his work and much is therefore accomplished, regardless of handicaps unusual to the average American.

"May I express again my sincere gratitude for your splendid magazine. Keep it coming, and best of luck to your future publications."

"One good old American custom we should hate to see lost in the hustle and bustle of progress is the friendly wave of the hand to the engineer of a railroad train . . . We have noticed that trainmen always wave. It is as though a part of their code—that they are the friends of all men and willing to return a salute of friendship. Oddly, they have established a tradition which has grown bigger than the roads which employ them. Their friendly gesture turns the railroad from a complexity of stocks, bonds, directors, steel rails and rolling stock into a collection of just plain human beings who like to be greeted along the way." — Terre Haute, (Ind.) Tribune.

# The Milwaukee Railroad WOMEN'S CLUB

## Chicago-Fullerton Ave. Chapter

Clara A. Cush, Historian

The evening surgical dressing classes were resumed on May 23rd and will continue throughout the summer months. We have all heard about the large quota of dressings that is to be made; we have a proportion of this quota to meet, and now that the invasion bell has tolled we urge and extend to you a most cordial invitation to come and help us fill our order.

Red Cross report for May: Surgical dressings, attendance 80, hours 349, 2,610 dressing. Sewing, attendance eight, hours 33, five women's slips and five bed jackets. Knitting, attendance four, hours 25. Blood donations 15.

## Janesville Chapter

Mrs. J. W. Higgins, Historian

At regular June meeting held on D-Day, June 6, a luncheon was given in honor of Secretary General Miss Lindskog, 28 members attending. A delicious luncheon was served by social chairman, Mrs. George McCue, and her capable committee. Spring flowers were in profusion, adding to the pleasure of the party. One minute of silent prayer was held for the success of the invasion.

Sunshine chairman reported \$18.39 spent and 75 calls made during the month. A basket of flowers was sent by the club on the occasion of the golden wedding anniversary of Mr. and Mrs. James Gallagher. Welfare chairman reported one family contacted during May. Many members attended the funeral of Engineer George Allen on June 3. Chapter voted to again have bank night at regular monthly meetings.

## Sioux City Chapter

Lillian Rose, Historian

To Mrs. Emil Weisenberger, corresponding secretary, award of merit for the following ingenious invitations: "LETTUCE dress up for fun, put the BEANS in the pot, come in PEARS or BUNCHES, and BEET all previous records." And it really got results, too, for the "victory garden pot-luck supper" in May. Mrs. C. H. Embick and her committee artfully decorated the tables with succulent early spring vegetables. Garden seeds and plants were given as prizes. Surplus plants, for nourishment or beauty only, were exchanged. Pinnafores, slacks and overalls were very much in evidence. Mrs. A. M. Nelson was the best dressed farmerette and Gus Cline the best looking farmer.

Mrs. A. E. Elder, program chairman, introduced Miss Audrey Lee, executive secretary of the local Red Cross chapter. Miss Lee briefly outlined the rise, growth and extensive service of Red Cross activities. Sgt. and Mrs. Robert Spaulding were then introduced. Sgt. Spaulding gave a graphic account of the first contingent of army air men in the Mediterranean war theater.

Mrs. M. Gallas reported 226 voting members and 386 contributing; total, 612. Mrs. Leo Lamb, Red Cross: Surgical dressings, 69 hours; bond drive, 21½ hours; three laprobes, 90 hours; navy sewing, 5 hours; canteen, 36 hours, and Red Cross, 29 hours; total, 250½ hours. Mrs. J. T. Hansen, safety first, gave out some pamphlets from Surgeon-General Dr. Thomas Parran discussing "Sabotage of Sickness." "As a civilian your first job is to keep well."

The annual membership tea, held in the YWCA, turned out to be D-Day, which possibly was the cause of the

somewhat less than usual attendance. A very well-rounded program of singing and dancing was given by pupils of the Sioux City teachers of dramatic arts. Mrs. L. R. Robson and Mrs. John McGrane poured.

Mrs. Tomic, wife of J. Tomic, maintenance-of-way at Lake Andes, recently passed away. Mrs. Tomic had been an out-of-town member of our chapter for many years. Regularly, without solicitation, her dues arrived as soon as the membership drive opened. Too ill to send them herself this year, she had her daughter do it. This we think is a record deserving of mention. Our sympathy is extended to the family.

## Malden Chapter

Mrs. Chas. Hankins, Historian

We were fortunate in going over the top in membership in the early spring. Our social activities consist of refreshments and games after meetings. Attendance was increased by a series of three card parties for high score. High score in bridge was won by Mrs. Burns, second Mrs. Duell, low Mrs. C. Hankins. High score in pinocle was won by Mrs. Broyles, second by Mrs. Webb and low by Mrs. Mitchell. A second series of three parties has been planned by a different committee. Red Cross work is done by members working at the local Red Cross rooms.

## Spencer Chapter

Mrs. E. John Wiedemeyer, Historian

A large group of members and their families enjoyed the pot-luck supper held in the community room of the Farmers Trust and Savings Bank. The occasion was our seventh anniversary. Mrs. P. A. McCauley, president, conducted a short meeting; the remainder of the evening was spent playing cards.

Our membership committee has been very active securing many new as well as renewal memberships. We are very pleased with our membership. We have gone over the top—44 voting and 64 contributing, a grand total of 108.

Our June meeting was held at the Floyd Merchant home, this being our last meeting until October. A letter of thanks from the Red Cross acknowledging the \$5 sent to them was read. Mrs. Carl French reported Good Cheer as follows: four families reached, seven phone calls, two cards, one plant, and two sprays. Mrs. Bill Rohde reported she gave a pint of blood to the Blood Bank while in California. Six hundred hours were spent doing war work. The Club made a motion to present a gift to Kelly Vanderlaen who is in the armed services and has received many honors and medals for his skill and bravery in the war zone. Penny march amounted to 75c. Lunch was served by the committee.

## Avery Chapter

Mrs. E. F. Husaboe, Historian

Avery Chapter did not hold its meeting in June out of respect for our president, whose daughter, Helen, passed away June 5 at Missoula. She is survived by her parents, Mr. and Mrs. R. E. Townsend, a sister and a brother. Helen had just finished her first year of high school. She was an "A" student and accomplished in music. Funeral services were in Spokane. The community will miss the sunny smile of this young girl.

We also extend our sympathy to Mrs. A. S. Harrigan, whose husband passed away June 20. Two sons and two daughters also survive him. Mr. Harrigan, who was an esteemed operator for The Milwaukee Road for many years, had been in poor health for over three years. He was buried at St. Maries. We wish at this time to thank the ladies of the Mil-

waukee Club at St. Maries for their kindness to Mrs. Harrigan and to the people who attended the services from Avery.

## Chicago-Union Station Chapter

Mrs. H. A. Wicke, Historian

Union Station is back again, after several months' absence from these pages, with a few of the highlights of its activities during the past few months. Our program chairman has given us a variety of entertainment. One of the most interesting of these events was our visit to the WGN radio studio on Wednesday evening, April 12, to hear the "First Nighter" program. Before going to the studio we had our dinner at Harvey's Restaurant in the Union Station. Forty members and guests attended.

The June meeting was also an enjoyable one. On Saturday afternoon, June 10, we were the guests of Mrs. Paul Buettell for luncheon in her beautiful new home in Lincolnwood Towers. Twenty members and several guests came by auto and train to enjoy an afternoon in this beautiful home surrounded by trees, beautiful lawns and flowers. After luncheon cards were played and a business meeting held. Members voted to use \$300 for the purchase of war savings bonds, series "E," increasing the total amount we now hold to \$600.

Mrs. George Dempsey, our junior past president and the present welfare chairman, is doing a splendid job with the welfare work. Congratulations to the membership chairman and her committee on the results of the membership drive. The total known membership at present is 1,142 which puts us "over the top" and qualifies us for the prizes offered. Many thanks are due to the department heads, their assistants, and to the employees in the Union Station and the Chicago terminals for aiding us in this drive; for without their help we could never have reached this new high in membership.

Our club room in the Union Station has undergone a siege of housecleaning. Mr. Cooper of the engineering department had the walls redecorated and our house chairman took care of the furnishings. Club meetings have been suspended until October, but members are urged to assist with the Red Cross work, either at the club rooms of the Fullerton Avenue Chapter during the day or evening on Tuesdays or at the Red Cross rooms, 160 N. Wabash Ave.

## Alberton Chapter

Melissa Boyd, Historian

Members of Alberton Chapter gave a community party honoring two boys who have returned home on furlough after an absence of two years. Pfc. John Milligan has been stationed in the Aleutians. S/Sgt. Charles (Bud) Bacon saw service in Africa and later in England. He received the Purple Heart, Silver Star and DFC medals. John and Bud both gave interesting talks on their travels and experiences. F. A. Chadwick presented each boy with a gift from the community. Cards were played, later movies were shown by Walter Miller and Donald Hyde. A delicious lunch was served at the close of the evening.

## New Lisbon Chapter

Mrs. George Oakes, Historian

On Tuesday evening, May 9, meeting was called to order at the home of Mrs. J. Krotzman after 41 members had enjoyed a 6:30 pot-luck supper. Reports by the secretary and treasurer were read and approved. There were 28 personal and phone calls made, 14 cards sent and four families reached. The ways and means profit was \$3.91. We now have 71 voting and 60 contributing members. Correspondence was read in regard to

# Report of Membership as of Dec. 31, 1943

Chapter	Voting —Membership— Gain over		Contributing —Membership— Gain over		Total —Membership— Gain over	
	Dec. 31 1943	Dec. 31 1942	Dec. 31 1943	Dec. 31 1942	Dec. 31 1943	Dec. 31 1942
Aberdeen, S. D. ....	446	30	657	58	1,103	88
Alberton, Mont. ....	41	9	33	..	74	6
Austin, Minn. ....	124	1	181	..	305	..
Avery, Ida. ....	51	..	73	..	124	..
Beloit, Wis. ....	96	2	136	2	232	4
Bensenville, Ill. ....	77	..	90	..	167	..
Black Hills ....	93	3	124	2	217	5
Butte, Mont. ....	43	..	39	..	82	..
Channing, Mich. ....	29	..	22	..	51	..
Chgo.—Fullerton Ave. ....	379	..	510	..	889	..
Chicago—Union Station ...	158	..	313	..	471	..
Council Bluffs, Ia. ....	36	3	62	19	98	22
Davenport, Ia. ....	74	4	154	4	228	8
Deer Lodge, Mont. ....	76	..	43	..	124	..
Des Moines, Ia. ....	37	..	42	..	79	..
Dubuque, Ia. ....	82	..	103	..	185	..
Great Falls, Mont. ....	18	7	42	12	61	19
Green Bay, Wis. ....	152	..	219	..	371	..
Harlowton, Mont. ....	103	43	49	33	152	76
Iron Mountain, Mich. ....	49	3	60	10	109	13
Janesville, Wis. ....	169	2	220	32	389	34
Kansas City, Mo. ....	102	17	147	..	249	9
La Crosse, Wis. ....	164	9	229	1	393	10
Lewistown, Mont. ....	65	..	116	..	181	..
Madison, S. D. ....	74	2	94	1	168	3
Madison, Wis. ....	115	21	114	48	229	69
Malden, Wash. ....	37	1	34	4	71	5
Marion, Ia. ....	150	25	103	..	253	9
Marmarth, N. D. ....	35	3	45	1	80	4
Marquette, Ia. ....	98	8	80	59	178	67
Mason City, Ia. ....	166	..	185	..	351	..
Merrill, Wis. ....	32	4	22	2	54	6
Milbank, S. D. ....	51	1	96	6	147	7
Miles City, Mont. ....	193	..	201	..	394	..
Milwaukee, Wis. ....	258	..	834	214	1,092	208
Minneapolis, Minn. ....	134	3	740	..	874	..
Mitchell, S. D. ....	114	1	89	..	203	..
Mobridge, S. D. ....	172	48	125	43	297	91
Montevideo, Minn. ....	98	1	183	20	286	21
New Lisbon, Wis. ....	70	4	58	1	128	5
Othello, Wash. ....	43	3	89	2	132	5
Ottumwa, Ia. ....	226	10	367	34	593	44
Perry, Ia. ....	163	5	183	21	346	26
Portage, Wis. ....	95	..	59	..	154	..
St. Bernice, Ind. ....	108	21	109	44	217	65
St. Maries, Ida. ....	31	16	13	..	44	5
St. Paul, Minn. ....	103	1	296	1	399	2
Sanborn, Ia. ....	75	8	70	7	145	15
Savanna, Ill. ....	150	..	300	..	450	..
Seattle, Wash. ....	78	5	141	..	219	3
Sioux City, Ia. ....	222	18	361	15	583	33
Sioux Falls, S. D. ....	51	3	113	..	164	1
Spencer, Ia. ....	21	..	28	..	49	..
Spokane, Wash. ....	81	..	125	12	216	4
Tacoma, Wash. ....	104	..	195	..	299	..
Terre Haute, Ind. ....	125	..	183	..	308	..
Three Forks, Mont. ....	56	9	55	..	111	4
Tomah, Wis. ....	206	8	224	5	430	13
Wausau, Wis. ....	74	2	92	24	166	26
Wisconsin Rapids, Wis. ...	20	..	23	2	43	1
Total Membership .....	6,503		9,704		16,207	

Respectfully submitted,  
GENERAL GOVERNING BOARD.

going "over the top" in our membership drive. Our prizes amount to \$30. We voted to remember our widows and widowers with a plant on Decoration Day, and each high school graduate whose parents are club members with a dollar. Mrs. Wm. Becker, who is moving to Eau Claire, was presented a small gift. After adjournment bingo and cards were played.

## Mobridge Chapter

Mrs. W. B. McCoy, Historian

All good things come to an end as do our club meetings for the summer. We opened this last meet of the season with the obligation, pledge to our flag, and the appropriate and timely old song "Keep the Home Fires Burning."

Mrs. V. Cotton (Rosie the Riveter) who has pronounced her new pedigree, presided June 19 at our club rooms. When carpenter work began on the Milwaukee station proper Mrs. Cotton began her career as Rosie. She hauled Canteen supplies out of the depot with the wheel barrow. In this fashion they were transported to the club rooms until arrangements for further Canteen service could be made. Hence, new ideas and discussions were held on Canteen work.

A note of thanks from Mrs. Pearl Soike of Aberdeen for her kindly reception at our May meeting was read. Keith Byington sent a letter of thanks for the toilet set he received. He is a prisoner of war in Germany. His letter was cheerful. The only request he made was for a pipe and extra trousers of his if his mother could find any at home. Report was made on two music awards that were issued for \$5.00 each. One went to Nancy Gay Clark and one to Howard Preston.

Marianna Nord entertained us with two lovely piano selections. The child's graceful and nimble fingers were interesting to watch and showed both capability and devotion to her music. At the close of the meeting lunch consisting of sandwiches and coffee was served by Mrs. R. Grange, Mrs. J. Keller, and Mrs. L. Lyons.

## St. Maries Chapter

Elizabeth Stromberg, Historian

Our meetings are held in club rooms the third Monday of each month. Business first, then a no host lunch and social time. We have collected books, cards and games for the new Rest Camp for returned soldiers, which is located twelve miles from us on Lake Chatcolet. Have

completed 50 utility kits for Red Cross, six wool baby blankets, ten wool coats and six pair of shoes—sent to Russia.

Our picnic was held at Rocky Point on Lake Chatcolet, Sunday, July 3; lunch was served at noon. Next regular meeting will be held at club house Sept. 13.

Mrs. N. Stromberg, mother of Nels Stromberg, passed away at her home in Spokane. We extend our sympathy to the family.

## Othello Chapter

Mrs. Charles Phillips, Historian

Members of our club presented outgoing president Mrs. Brown with a lovely bedspread in appreciation of her faithful work as president.

At the June business meeting it was decided the club would adjourn for the summer, but our social chairman Mrs. Frances Harlan will sponsor the monthly card parties for the summer, proceeds to go to the Red Cross. Mrs. Earl Berkey, president of Spokane Chapter, was our guest for the evening. Reports indicated several families were reached through Good Cheer with cards and flowers.

A party was given at the club rooms in honor of Mr. and Mrs. Schwanke on the night of June 12. The evening was spent in playing cards, and refreshments of sandwiches, salad, pie and coffee were served to a nice crowd. War Bonds were given Mr. and Mrs. Schwanke, with good wishes for their happiness in their new home at Tacoma. C. L. Davidson and wife were present and were presented to the people at this time.

## St. Bernice Chapter

Mrs. O. M. Kuhns, Historian

Our chapter served a fried chicken dinner to members and their families, with the retired railroad men and their wives as invited guests, on the evening of June 21. Guests were seated at a special table decorated with flowers and candles. Clarence Van Osdale acted as Master of Ceremonies. A program of music, solos, and readings, with group singing, was enjoyed by the 65 or more persons present. East Division Safety Engineer Otto Stainer gave an interesting talk on Safety First. Mes. McGinnis, Ritter, Reed, Galthor, Bodle, McDonald, Jordan, and Sheets were on the table committee.

Business meeting was opened by president Mrs. McGinnis, with all repeating the club creed. Minutes were read and treasurer's report given. Reports from other committees, Welfare \$19.96, Good Cheer, four personal calls, eight telephone calls, two cards sent, and dinners served at two bereaved homes. Red Cross, \$10 to War Fund drive, sewing 42 hours, knitting 79 hours. The chapter is buying a \$100 war bond. Penny collection \$1.97.

## Wisconsin Rapids Chapter

Mrs. Howard C. Gibbs, Historian

On Tuesday evening, May 16, Mrs. Clarence Brave opened her home to the members of our chapter for the last meeting before the summer recess. Our president, Mrs. William Sullivan, called the meeting to order after which minutes were read by Mrs. Carl Akey, treasurer, acting in behalf of Mrs. Ed Walsh, secretary, who was not present. Minutes were approved and accepted as read. Mrs. Carl Akey, treasurer, then gave her report. Membership chairman reported ten voting members, ten contributing members had paid dues up to the present time. Good cheer chairman reported two plants sent, two personal calls and six telephone calls made.

At a previous meeting it was decided to send members' sons in service a box of candy, gum, etc., and Mrs. Clarence Brave, who was appointed to handle same, reported nine boxes sent, and it was indeed gratifying to note the enthusiasm with which the boxes were received. Penny march netted 31 cents. Balance on hand in good cheer fund, \$6.50. There being no further business to transact, the meeting was closed after which refreshments were served by our hostess.

# Report of Activities Covering Period Jan. 1 to Dec. 31, 1943 Inclusive

Chapter	Amount Expended	Welfare, Good Cheer and War Work					Number of Messages Sent	Amount Cleared on Ways and Means	Amount Invested in War Bonds	Balance in Treasury on Dec. 31, 1943
		Estimated Value of Donations Requiring no Expenditure	Families Reached Through Good Cheer Aid	Families Reached Through Good Cheer	Number of Calls Made	Number of Messages Sent				
General Governing Board.....	\$ 167.54						\$ 5,966.00	\$ 7,000.00	\$18,813.52	
Aberdeen, S. D. ....	367.77	\$ 65.00	10	913	773	504	246.84	407.00	737.08	
Alberton, Mont. ....	95.21			31	9	20	54.32		68.47	
Austin, Minn. ....	48.38	147.50	4	204	355	74	40.20	74.00	209.51	
Avery, Ida. ....	65.52			45	57	25	48.75		65.23	
Beloit, Wis. ....	163.11	17.10	6	70	334	98	43.73		250.52	
Bensenville, Ill. ....	29.55		2	51	351	148	89.04	74.00	131.48	
Bensenville (Library) .....	194.86						202.38			
Black Hills (Rapid City) ....	101.34	103.50	2	51	532	22	37.40		148.46	
Butte, Mont. ....	50.73		4	10	144	10	5.00		54.52	
Channing, Mich. ....	5.40	10.50	12	30	17	44	45.00	37.00	18.23	
Chicago Fullerton Ave. ....	727.60		33	129	118	108	12.58	373.00	446.57	
Chicago Fullerton Ave. (Library) .....	199.60						208.25			
Chicago Union Station .....	44.07	7.50	7	21	20	8		300.00	439.78	
Chicago Union Sta. (Library) .....	124.83						24.07			
Council Bluffs, Ia. ....	67.52		1	41	36	22	46.80		32.50	
Davenport, Ia. ....	137.43	5.00	2	61	43	6	114.58	74.00	163.94	
Deer Lodge, Mont. ....	14.70	48.00		87	92	33		92.50	.94	
Des Moines, Ia. ....	73.08	1.00		31	75	12	45.00		126.72	
Dubuque, Ia. ....	88.81	100.00	2	125	74	116	25.96		112.15	
Great Falls, Mont. ....	38.50	7.50	3	3	19	6	53.56	37.00	26.31	
Green Bay, Wis. ....	120.45		2	106	81	36	108.69	222.00	190.34	
Harlowton, Mont. ....	40.14			69	70	33	92.33		150.89	
Iron Mountain, Mich. ....	77.19	25.00	1	9	29	15	65.22	74.00	18.29	
Janesville, Wis. ....	314.24	46.25	14	207	447	122	492.56	74.00	276.61	
Kansas City, Mo. ....	209.41		2	268	310	95	116.41	148.00	237.14	
La Crosse, Wis. ....	103.37		2	243	139	105	67.18	37.00	107.10	
Lewistown, Mont. ....	65.84	20.30		19	175	10		55.50	37.00	
Madison, S. D. ....	80.45	1.67		85	124	31	64.84	74.00	75.48	
Madison, Wis. ....	109.42		2	161	68	109	290.06	148.00	485.68	
Malden, Wash. ....	11.29			47	23	34	35.48		62.34	
Marion, Ia. ....	39.18	3.00	4	79	53	35	31.15	74.00	126.47	
Marmarth, N. D. ....	82.80		1	2	100	47	30.00	18.50	11.21	
Marquette, Ia. ....	44.26			21	16	22	25.12	37.50	69.45	
Mason City, Ia. ....	197.18			36	33	91	30.65	100.00	182.85	
Merrill, Wis. ....	32.17			3	18	7	37.77	18.75	104.84	
Milbank, S. D. ....	24.30	6.25		12	66	42	93.58	55.50	97.30	
Miles City, Mont. ....	415.11	212.00	46	385	2,836	512	318.28		4.87	
Milwaukee, Wis. ....	243.87	2.38	11	53	124	144	475.28	906.50	189.51	
Minneapolis, Minn. ....	169.43	11.00	17	189	119	92	29.89	148.00	345.59	
Mitchell, S. D. ....	86.73	92.20	13	363	909	122	48.13	74.00	135.95	
Mobridge, S. D. ....	54.83	12.08	2	270	216	88	136.24	111.00	197.02	
Montevideo, Minn. ....	82.69	10.85	4	115	104	29	127.54	203.50	113.78	
New Lisbon, Wis. ....	257.86	44.77		293	255	212	53.16	37.00	54.61	
Othello, Wash. ....	45.62	10.00	2	27	42	39	56.75	100.00	90.43	
Ottumwa, Ia. ....	135.10	36.50	5	301	573	125	212.35	296.00	480.98	
Perry, Ia. ....	16.31	16.00	3	43	29	64	35.00		258.81	
Portage, Wis. ....	121.70		7	66	96	13	157.69	148.00	145.93	
St. Bernice, Ind. ....	33.30		7	20	42	22	248.57		337.70	
St. Maries, Ida. ....	58.66	5.75	3	9	19	20	47.00		23.85	
St. Paul, Minn. ....	126.92		21	80	375	73	63.73		372.10	
Sanborn, Ia. ....	75.75		1	148	246	28	20.00		47.48	
Savanna, Ill. ....	188.42		3	356	204	103	190.09	200.00	262.48	
Seattle, Wash. ....	61.57		7	71	60	31	45.80	74.00	99.84	
Sioux City, Ia. ....	170.05	60	4	360	244	152	90.40	148.00	183.88	
Sioux Falls, S. D. ....	108.17		3	8	4	15	70.56	37.00	42.02	
Sparta Unit-Tomah Chapter..								18.50		
Spencer, Ia. ....	21.01	2.00		72	10	77	13.63	18.50	7.80	
Spokane, Wash. ....	33.46	19.05		145	252	164	60.95	74.00	225.25	
Tacoma, Wash. ....	336.89		8	28	78	73	608.05	148.00	454.68	
Terre Haute, Ind. ....	264.84		12	22	29	24	144.75	337.00	116.18	
Three Forks, Mont. ....	14.54			7	14	40	20.00	55.50	81.62	
Tomah, Wis. ....	180.85	8.75	9	314	219	147	183.59	74.00	194.94	
Wausau, Wis. ....	133.59	5.00		58	20	10	123.35		161.91	
Wisconsin Rapids, Wis. ....	32.50			16	12	10			84.23	
<b>TOTAL</b> .....	<b>\$7,827.01</b>	<b>\$1,104.00</b>	<b>304</b>	<b>7,089</b>	<b>11,932</b>	<b>4,519</b>	<b>\$12,571.35</b>	<b>\$12,832.25</b>	<b>\$28,792.36</b>	

Respectfully submitted, General Governing Board

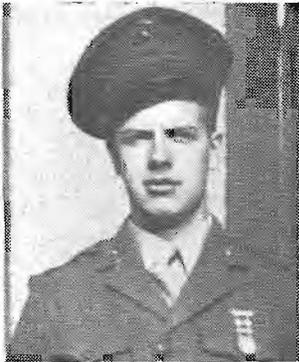


# FRONT AND CENTER



**Pvt. Robert Boettcher**

Pvt. Robert Boettcher of the Marines is the son of Al Boettcher, an air brakeman in the passenger car department at the Milwaukee shops. Pvt. Boettcher is attending code school in San Diego.



**Pvt. Vernon W. Cooley**

Pvt. Vernon W. Cooley, with a Marine Corps signal battalion in San Diego, was formerly a pipefitter helper in the Minneapolis shops.



**Lt. Lowell W. Brundage**



**Corp. Gerald L. Brundage**

W. W. Brundage, chief revising clerk in the Seattle office of the division freight and passenger agent, has two sons in the army. 1st Lt. Lowell W. Brundage, 23, a Thunderbolt fighter plane pilot in England, had more than 70 combat sorties to his credit in April and undoubtedly has many more now. He has the Air Medal and the coveted Distinguished Flying Cross. He is a combat element leader in a fighter group. He was employed by the road as a clerk in the freight office at St. Maries, Idaho before entering the army. The other son, Corp. Gerald L. Brundage, 21, employed as a clerk in the Seattle freight office before the war, is now with a Marine Corps aviation engineer battalion on Guadalcanal; his unit has been cited for the perfect mapping of that island.



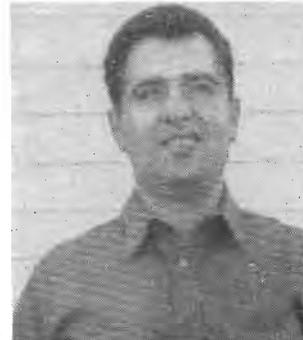
**S/Sgt. John G. Evans**

S/Sgt. John G. Evans, with a combat battalion at Camp Roberts, is the son of Machinist A. E. Evans, employed in the Minneapolis shops.



**Kenneth C. Donnenwirth, U.S.N.**

Kenneth C. Donnenwirth, seaman 2/C, is a signalman serving aboard ship in the Pacific. Before entering the Navy, he was station clerk at Faith, S. D.; his father, C. I. Donnenwirth, is agent at Faith.



**Pvt. Joe Ruscio**

Pvt. Joe Ruscio, son of John Ruscio, section foreman at Falcon, Idaho, is with the Army in England or France.



**Frank E. Holter, U.S.N.**

Frank E. Holter, seaman 1/C, stationed at Purcell, Oklahoma, is the son of Machinist Everett Holter, employed in the Miles City roundhouse.



**2nd Lt. Albert Darsey**

2nd Lt. Albert Darsey, former store department employe in Harlowton, Mont., is now at Palm Beach, Fla., having graduated from the Air School in Victorville, Calif., recently. His father is a brakeman working out of Harlowton.



**Pfc. Ronald Luce, Jr.**

Pfc. Ronald Luce, Jr., was employed as messenger at the Minneapolis local freight station before enlisting in the Marine Corps. He is the son of Ronald Luce, Sr., who is employed in the ticket office in Minneapolis passenger station. Ronald is now stationed somewhere in the Southwest Pacific.



**Pvt. Harold J. Hughes**

Pvt. Harold J. Hughes, former section laborer at Clinton, Ia., is training with a field artillery battalion at Camp Breckinridge, Ky. His father is Section Foreman E. O. Hughes of Clinton.



**Sgt. Arthur C. Nelson**

Sgt. Arthur C. Nelson, son of Carl A. Nelson, carman at Great Falls, Mont., is with the Army Signal Corps in the South Pacific.



William D. Meuer, father Lt. Francis J. Meuer Corp. William Meuer T/Sgt. Sylvester Meuer  
 William D. Meuer, baggage agent at Madison, Wis., has three sons in military service. Lt. Francis J. Meuer is a Marine fighter pilot. Corp. William Meuer, formerly employed as ticket clerk at Madison, Wis., is now stationed in New Guinea. T/Sgt. Sylvester Meuer is in Italy.



Pvt. Arnold F. Grobe  
 Pvt. Arnold F. Grobe, former Chicago Terminal fireman, is now in England with a railway operating battalion.



2nd Lt. Albert J. Alsdorf Corp. Julius R. Alsdorf  
 2nd Lt. Albert J. Alsdorf and Corp. Julius R. Alsdorf are sons of Fred Alsdorf, boilermaker at the roundhouse, west yard, Ottumwa, Ia. Lt. Alsdorf, a bombardier, has been awarded the Purple Heart for injuries received in an airplane crash due to enemy action in Italy on Apr. 13. Corp. Alsdorf, a radioman in the Army Air Force, was recently sent overseas.



Flight Officer Donald Wangness  
 Flight Officer Donald Wangness, stationed at Kingman, Ariz., is the son of C. D. Wangness, ticket clerk at Mitchell, S. D. and correspondent for the Milwaukee Magazine.



Lt. Gordon W. Spear  
 Lt. Gordon W. Spear, a pilot in the Naval Air Corps, has spent 11 months in the South Pacific. He is the son of Conductor Frank W. Spear of Miles City, Mont.



James E. Borrer, U.S.N.  
 James E. Borrer, former sleeping and parlor car conductor, entered the Navy in February, 1942. Being a graduate mechanical engineer from the University of Minnesota, he served as an instructor in San Diego, Calif., for a while and is now taking a course in communications at Harvard University, Cambridge, Mass.



Pfc. Henry J. Berry  
 Pfc. Henry J. Berry, former stenographer-clerk in the office of F. H. Allard, assistant to chief operating officer, Chicago, is with the field artillery somewhere near Rome. He entered service in April, 1943, fought in North Africa and later in the battle of Cassino and the Anzio beachhead. He is a brother of Art Berry, secretary to E. B. Finegan, chief traffic officer, Chicago.



Lt. (j.g.) C. F. Barrett  
 Lt. (j.g.) C. F. Barrett, son of C. E. Barrett, general car foreman at the South Minneapolis shops, was graduated in dentistry from Iowa University on Apr. 23, 1944, and commissioned immediately. He has been assigned to Farragut Naval Training Station, Farragut, Idaho. Lt. Barrett worked for the road as a helper in Davenport, Ia., at one time.



Ens. Melvin V. Davenport  
 Ens. Melvin V. Davenport, former instrument man in the engineering department at Mason City, Ia., is now attending school at Tiburon, Calif., learning the construction, installation and maintenance of net type harbor defense.





L. to R.: Pvt. Cletus Belisle, T/Sgt. Edward Belisle (father), and Corp. Robert Belisle.

Conductor Edward Belisle has two sons in the Army and himself retains the title of technical sergeant, having served until July, 1943, with an army unit in Alaska and the Aleutian Islands; he is also a veteran of the first World War. Pvt. Cletus Belisle took an army engineering course and is now stationed at Camp Siebert, Ala. Corp. Robert Belisle enlisted in the Marine Corps in January, 1940, served nine months in Iceland and was in the Pacific theater from October, 1942 until July, 1943. He contracted malaria while fighting on Guadalcanal and is now in the San Diego Naval Hospital.



Aviation Cadet Kenneth E. Brees

Aviation Cadet Kenneth E. Brees, former relief agent at Sewal, Ia., and son-in-law of S. E. Moore, who is agent there now, is taking his basic flying training at Cal-Aero Academy, Ontario, Calif.



Keith Trout, U.S.N.

Keith Trout, formerly employed as a laborer in the Miles City roundhouse, is now a yeoman 3/C, serving somewhere in the South Pacific.



Genell L. Carter, U.S.N.

Genell Lorraine Carter, gunnery specialist 3/C of the Naval Air Corps, is now located at Naval Air Gunners School in Hollywood, Fla. Her father is Leonard Carter, train dispatcher at Beloit, Wis.



2nd Lt. Kathleen Sheedy

2nd Lt. Kathleen Sheedy, daughter of Switchman Leo Sheedy of Savanna, Ill., is with the Army Nurse Corps in England or France.



Pfc. Elmer W. Holte



Pvt. Ralph J. Holte

Pvt. Ralph J. Holte and Pfc. Elmer W. Holte, former helpers in the Minneapolis shops, are sons of Thorvold Holte, a carman there. Ralph is stationed at the Aberdeen Proving Grounds, having returned to the States from the South Pacific following action in three major battles in New Guinea. Elmer is in Australia with an engineers outfit, having arrived just about the time Ralph reached San Francisco on his way back from the battle front.

Horse sense is that sense which keeps a horse from betting on the human race.

Money is worthless in occupied countries. Don't let your indifference and neglect make your money valueless. Buy more War Bonds.



L. to R.: Corp. Paul Jones, Lt. Roy Jones, T/5 Robert Jones, and Roy Jones (father) with Lt. Roy Jones' son. Roy Jones, agent at Wessington Springs, S. D., has three sons in the Army—Corp. Paul Jones, Lt. Roy Jones, and T/5 Robert Jones, all in active combat duty overseas. Paul and Roy enlisted together but were separated at Fort Snelling, Minn.; they recently met again in Italy, Paul being in the Field Artillery and Roy an artillery liaison pilot. They had the above picture taken together in Italy to show the folks. Robert is with an aviation topographic outfit in England or France.



Sgt. Robert L. Capps



Vernon R. Capps, U.S.N.



Everett P. Capps, U.S.N.



Kenneth D. Capps, U.S.N.



Jack Capps

C. J. Capps, agent at Farson, Ia., has four sons in the service of their country, and another who was recently given a medical discharge. Sgt. Robert L. Capps is stationed at San Luis Obispo, Calif. Vernon R. Capps, seaman 2/C, is serving aboard a sub chaser in the Pacific. Everett P. Capps, aviation machinist's mate 2/C, is stationed at Pearl Harbor. Kenneth D. Capps, yeo-

man 1/C, was in the Pearl Harbor attack and the Midway and Solomon Islands battles; at present he is stationed at Bremerton, Wash. Jack Capps enlisted in the Marines in January, 1943, and was discharged in March of that year due to sickness; he is doing war work in San Francisco at present. Mr. Capps has a daughter and another son in war work.

# enter the GREEN THUMB CONTEST

\$2,000 Prize Contest for Victory Gardeners Opened

**J**UST how green is your thumb—how well are the things you planted in your vegetable garden growing? Do you have the magic touch?

Of course, every one who ever brought a vegetable sprout into the world and nursed and hoed and watered it into maturity knows that the callouses on the hands are a better index to the possible success of the project than is the mythical green thumb, but regardless of the methods used by various gardeners to produce results, the important thing is that they do produce. After all, that heaping dish of boiled, fried or scalloped results is the thing that counts.

It is more important than ever this year that the amateur agrarians of the country not slacken their efforts now that dry weather and pests are getting in their most telling blows against the nation's potential food supply. The urgency of the situation is attested to by the fact that the National Victory Garden Institute has opened the so-called "Green Thumb Contest" for amateur gardeners throughout the country and is offering a total of \$2,000 in prizes.

In the adult division of the contest a \$1,000 War Bond is offered to the national grand prize winner. Also, there will be state contests with a special trophy award for the prize winner in each state participating. In addition, there will be a national Green Thumb blue ribbon award for local competitors, to go to each first prize winner in community garden contests.

In the children's 3-V Green Thumb Contest, stressing the importance of "vegetables for vitamins and vitality," a \$500 War Bond is to be awarded to the national winners in both the elementary and high school divisions. An interesting additional prize in the children's group will be the original Walt Disney drawing in color which is reproduced on this page. Boys and girls in elementary and high schools are eligible in this group, and it is not necessary for the contestant to have a garden of his own.

Working in a family garden makes one eligible.

As in the adult division, a special state trophy for the winner in each state contest will be awarded to school children. In addition, local committees, organizations and business firms are expected to offer prizes.

Contestants will be required to enter a completed Green Thumb record book with the local victory garden chairman or contest sponsor not later than Oct. 1. This record book is available to all victory gardeners entering the contest and can be obtained from local and state victory garden chairmen or committees. It provides a means of keeping a record of *what, when and how much* is planted and harvested.

The Green Thumb Contest has received the official approval of the United States



Department of Agriculture and a number of other governmental and independent agencies. It will take into consideration neatness and originality, planting arrangement, choice of crops and average yields, quantity and quality and use made of crops.

Considering that this contest is expected to be locally sponsored in most towns and communities throughout the Milwaukee road system, the railroad will not attempt to act as a sponsor, lest its efforts merely complicate matters for employes who might want to enter the competition in their own towns, for instance. However, any one who desires to enter but cannot obtain locally all the information desired, should write the road's agricultural and mineral development department in Chicago.

Beware so long as you live, of judging people by appearances.—La Fontaine.

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



2nd Lt. Henry F. Lucas

2nd Lt. Henry F. Lucas, former engineering accountant in the engineering department general office in Chicago, is with the Milwaukee Road's 744th Railway Operating Battalion at Fort Snelling, Minn.



Ens. R. L. Milligan

Ens. R. L. Milligan of the Naval Air Corps returned to the States recently after serving in the South Pacific. He is the son of Conductor C. A. Milligan of Sioux City, Ia.



Sgt. Merlin C. Winter, Jr.

Sgt. Merlin C. Winter, Jr., with the Marines on New Caledonia Island, is the son of Merlin C. Winter, Sr., a switchman in the Mitchell, S. D., yards.



Lt. Maurice R. Brown

1st Lt. Maurice R. Brown, son of Claude M. Brown, passenger and freight agent at Miles City, Mont., is a Liberator bomber pilot in the Gulf Coast Command.

INFORMATION TALES TIDINGS BULLETINS CHATTER VERSE VIEWS HUMOR  
 EXPERIENCES REPORTS HAPPENINGS NEWS ANECDOTES GREETINGS BROADCASTS CH. STORIES

# About People of the Railroad

## SUPERIOR DIVISION

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



Thomas P. Adams, retired engineer, passed away in Georgia, July 2.

James C. Zorn has recently qualified as a train dispatcher. Jimmie is the youngest man to be qualified as such, as far as is known. He started his career learning telegraphy at Elkhart Lake, Wis., from H. O. Grade, who was agent at that point at that time and finished as a dispatcher under the tutelage of Train Dispatcher E. A. Grade. Jimmie hired out as an operator a little over two years ago at the age of 13.

Agent J. J. Clark at Ontonagon, Mich., who also manages the theatre in that city, put on a bond premier show in connection with the fifth war loan drive on June 26 and sold 585 bonds with a total value of \$34,400.00. This is an excellent record and Agent Clark is to be congratulated. Conductor J. J. Otto bought six war bonds for his six grandchildren during the fifth war bond drive.

Switchman Leo Burns, recently received a letter from former employe, Leo DeByl, who is in England. He writes that he is working hard and long hours but is putting on weight. He also states very interesting things about railroads in England and says he enjoys reading the news in the Milwaukee Magazine.

Marvel Hanson, former telegrapher, was home on furlough at Coleman, Wis. He is in the Signal Corps. Also home on furlough were William J. Hetherington, Jr., who is in the Radio Division of the Air Corps; and Carl Nelson, former switchman, who is at present stationed at Camp Hood, Tex.

## IOWA DIVISION

### East End and Branch Lines

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

Corp. Virgil B. Dvorak, formerly of the freight office force, Cedar Rapids, Ia., spent an emergency furlough at home getting acquainted with his new daughter, Victoria Ann. Virgil recently graduated from the Air Corps Radio School at Sioux Falls, S. D., and is attending gunnery school before being assigned to a squadron as radio operator and gunner.

Fenton O. McGrew is the new assistant chief carpenter at Marion, Ia., transferring from Mitchell, S. D.

As of July 10, V. F. Rathje of Milwaukee, Wis., replaces M. H. Schmidt as supervisor of telegraphs and signals. Mr. Schmidt was transferred to Chicago Terminals in the same capacity.

W. Hodgson, formerly of Anamosa, Ia., is the operator in "MA" office, relieving W. Merritt, who is doing the relief work in the dispatcher's office at Perry.

We have had considerable water out in Iowa, and as is often the case, there is humor even in calamity. Recently when the flash floods hit Oxford Junction, Ia., retired Section Foreman Mike Souhrada caught an 11-lb. fish in his garden!

Conductor Fay Marsh received letters from both sons in the service, one from France, the other from somewhere in the Pacific.

Conductor Walt Maher is the new benedict among us, having married Miss Hanson, daughter of retired B&B Foreman P. Hanson.

A genius is a man who can do almost anything except earn a living for himself.

## Iowa Middle and West

Pfc. James Nunn won a marksman's badge at Scott Field, Ill., where he is attending a radio school.

Lt. William Templeton, who is an instructor in single engine aircraft, has been transferred from Winfield, Kan., to Houston, Tex.

Seaman Harold Noack of the transportation department, U. S. Coast Guard, Norfolk, Va.; and Sgt. John Phleger of the Armored Transport Corps, Fort Benning, Ga., were home on furlough recently.



Mrs. Merle Callahan Woodford, daughter of Engineer Walter Callahan of Perry, Ia., is the first girl from the Milwaukee Road family to be graduated from the new Wesley Memorial Hospital in Chicago, with which the railroad is affiliated. The graduation took place on June 14, and she is now assigned to the army hospital at Louisville, Ky., as an army nurse. Her husband, formerly employed in our Clinton, Ia., office, is with the Army Air Corps in Texas.

Flight Officer Edward Fitzgerald completed training in Nebraska and visited at Perry enroute east. His brother, Barton, petty officer in the navy, was home at the same time. Barton has just completed a course in aerial photography.

Naval Air Cadet Donald Chase was home from Columbus, Ga., for a visit before going to Atlanta, Ga., for advanced training.

Sgt. Mickey Moolick was home after three years' service in the South Pacific. Cadet Nurse Patricia Glenn was home from Mercy Hospital at Burlington, Ia.

Duane Byrd of the Naval Air Corps came home from Corpus Christi for a visit. Royce Airhart, a pressure chamber technician in the Army Air Corps, has been transferred from Texas to the air field at Muroc, Calif.

Earl Green P.O. 1/c, and Pvt. Robert Nead were home from Illinois. Earl is at Peoria and Robert at Scott Field.

Oliver Need finished the training at Curtis Field and has been transferred to Lubbock Field, Tex. Sgt. John Rolleston was home from Camp Roberts and Sgt. Glenn Guinn was home from Moody Field, Ga.

Seaman Sammy Legvold was transferred from Farragut, Ida., to Norman, Okla., taking training as an aviation machinist's mate. Kenneth LaBorde who is with the air force in England, has been promoted to the rank of sergeant.



When Vernon Lent, a farmer northeast of Marion, Ia., found recently that he was unable to get his oats shocked because of a shortage of labor, a remark to Section Foreman F. H. Sieck turned the trick. Mr. Sieck, with his force and Signal Maintainer O. W. McBride, did the job in one evening after the regular day's work. McBride (left foreground) and Sieck are shown as they demonstrated that they knew how to hand-tie the binder's mistakes. Others who helped were Perry Williams, Charles Calbalka, Paul Bartlett, Carl Wells, William Smith, Louis Merritt, and William Failor. (Photo courtesy the Marion Sentinel.)

Clyde Birmingham, attending gunner's mate school at Farragut, is now a seaman 1st class.

On July 4 twin daughters were born to Brakeman and Mrs. Clarence Hunt, and a few days later twin daughters were born to Conductor and Mrs. Homer Johnson's daughter and son-in-law. A son was born to Yard Clerk Frank Wicheal and wife during June. A daughter was born to Mr. and Mrs. Edward Stoner.

V. F. Rathje and wife are new residents of Perry. They moved from Milwaukee when Mr. Rathje was appointed signal supervisor on the Iowa division.

Train Dispatcher C. D. Emerson who has been working in the Perry office has been transferred to Dubuque to a regular position. V. W. Merritt is doing the extra work at Perry.

Engineer E. J. Collins and wife went to Butler, Pa., in July to attend the wedding of their son, Sgt. Jack Collins, and Anna Young of Butler.

Deaths in the Milwaukee family during the last month included that of retired Switchman D. M. Flynn, and Mrs. Edna Posten, widow of a former Perry train dispatcher.

### Council Bluffs Terminal

Lillian Kinder, Correspondent  
Car Foreman's Office

John Barclay, who for many years was employed as car inspector at Council Bluffs, died June 14 at a local hospital after an illness of about two months. Mr. Barclay, who retired in 1937, had endeared himself to a host of friends and will be missed by all of us.

### Omaha

Storekeeper 2/C Bob Schonberg, son of Carl Schonberg, surprised his father by coming home sooner than expected. The quick trip was made possible by a little lift (5500 miles) from the Army Air Force. Bob says this kind of weather (100° in the shade) is just swell! After spending 18 months in the Aleutians, maybe this heat does feel rather good. Personally, it's—well, it's just too hot.

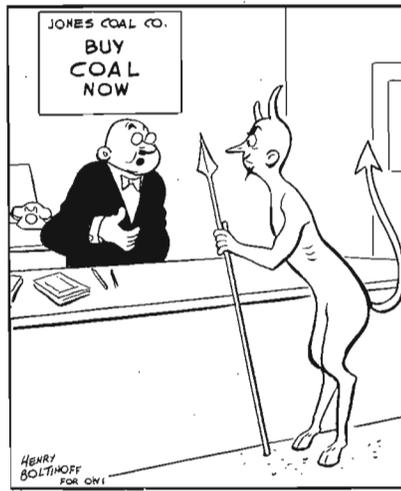
Switchman Val Hilburn, has received word that his son, Verlin, serving with the navy, was wounded during the European invasion.

For several days after a recent washout on the Union Pacific line, the local coach yard of the Chicago Northwestern was virtually transformed into a coach-hotel for 2600 stranded passengers. The Salvation Army, Red Cross, and many women's clubs aided in feeding and caring for these people. It was a tremendous task and many thanks are due these organizations.

It's amazing how brawny some of the men around the "Rip" track can appear during working hours, but my! Just let them step into a foamy sweetheart pink mid-riff creation like the one Woody Southard tripped the light fantastic in the other night at the Minstrel Show, and watch the hidden femininity talent come out—woo, woo. I'm more than sorry that I was unable to obtain a picture of our five Milwaukee chorus girls, T. P. Schmidt, Henry Christensen, Frank Fairchild, Woody and Jerry Scott from the freight house; they made such a charming appearance.

Chester Adams, of the locomotive department, was recently presented with a new son.

Recently I sent a package to my brother in England and packed the contents with some old local newspapers. I believe he received as much enjoyment from the papers as he did the chocolates, for these papers were read from front to back and even the ads were thoroughly read. This should be some incentive for all of us to write more letters to the boys. Seems any news, no matter how dull it may be to us, is literally devoured by those who are far from the old hometown, so—let's get busy on a letter today. Don't wait for an answer—keep writing!



"SURE, I'M IN FAVOR OF YOUR BUYING IT NOW, BUT I WANT TO KNOW IF IT'S FOR AN ESSENTIAL USE."

## LACROSSE & RIVER DIVISION

### Wisconsin Valley

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

A daughter arrived at the home of Brakeman John E. Dexter, Jr., on July 4, and a son arrived at the home of Fireman Theodore Slomske on June 16.

Engineer Jay Campbell has moved his family to New Lisbon, where he will have charge of the yard engine. Engineer Frank Nyholm has moved his family from Merrill to Wausau.

Boilermaker Lloyd Miller has gone to Schenectady, N. Y., to work as a boiler inspector for the American Locomotive Works.

Roger Kershaw has been appointed night roundhouse foreman, filling the vacancy caused by Asa Foster having been appointed night roundhouse foreman at La Crosse.

Mr. and Mrs. Fred Lehrbas held open house Sunday, June 13, following a family dinner in observance of their golden wedding anniversary. Their two daughters, Mrs. Roy Harcourt, Portland, Ore., and Mrs. Donald Corey, Detroit, Mich., and five of their six grandchildren, and other relatives were present to celebrate the event with them. Conductor Lehrbas retired in the spring of 1937.



**KEEP ELECTRIC CORDS  
in SAFE CONDITION**

NATIONAL SAFETY COUNCIL

## D & I DIVISION

### First District

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

Congratulations are extended to Mr. and Mrs. Lloyd Hirsch (engineering department), Savanna, on the arrival of a daughter, Julia Katherine, born on June 8.

Col. Fay L. King, formerly of Savanna, was named as a member of the staff to serve under Brig. Gen. Clarence L. Burpee, commander of the Second Military Railway service, in charge of continental railway operation, spreading from Cherbourg, France. Col. King will be director of the equipment department.

The transfer of the southern district storekeeper headquarters to Chicago, effective July 1, provided an opportunity for the officers of the division to have one of their famous get-together parties, complimenting L. V. Schwartz and W. McGowan. The stag party was held in the Radke Hotel with a fried catfish dinner served to about 75 guests. Mr. Schwartz and Mr. McGowan were each presented with a gift and the best wishes of their co-workers.

At this time we welcome Division Storekeeper and Mrs. L. G. Cronin and family back to the Dubuque and Illinois Division.

1st Lt. Robert F. Kehoe, son of Switchman and Mrs. Hugh Kehoe, Savanna, was a student officer in the 25th class of aviation cadets to graduate from the advanced twin-engine Columbus Army Flying School near Columbus, Miss., in June and received the silver wings of a flying officer and transferred in rank at graduation to the army air forces. Before entering pilot training, Lt. Kehoe was engaged in ground work for one year in the Hawaiian Islands, entering pilot training in September, 1943, and was a student officer while attending flying school at Americus, Ga., and Greenwood, Miss., before reporting to the Columbus Air Base for final stage of flight training on Mar. 26.

Pvt. W. Kampas, wounded in action in India, was transferred to Coral Gables Hospital in Miami, Fla., thence to Shick Hospital in Clinton, Ia., where he will be near his parents, Mr. and Mrs. Sam Kampas, Savanna.

Sgt. Mason Gunn, who has been stationed at Fort Read, Trinidad, for the past 30 months spent a 21-day furlough with his parents, Fireman and Mrs. Glen Gunn, Savanna.

Milton Kelsey, Navy, left early in July for his boot training at Farragut, Ida. Milton is the oldest son of Roadmaster and Mrs. N. F. Kelsey, Savanna. Another son, Robert, Coast Guard P O 2/C arrived home the early part of July for a 5-day leave with his parents. Bob has been on a destroyer escort and had been in North Africa for the past 10 months.

Miss Mary Jane Thayer, daughter of Chief Dispatcher and Mrs. H. J. Thayer, Savanna, became the bride of Capt. Jack D. Motlow Jr., of the Savanna Ordnance Depot on May 22. Mary Jane had been secretary to Col. Max A. Brackett, commanding officer of the Savanna Ordnance Depot, for two years. Capt. Motlow is assigned to the Savanna Section Ordnance School, and the young couple are residing in Savanna for the present.

The many friends of Jerry Carey, switchtender in Savanna yard for the past 20 years, were shocked to hear of his passing away on June 12. He had been ill since May 31 and death was due to a cerebral hemorrhage.

Another sudden death among our yard switchmen at Savanna was that of Clifford Harrison, whose death occurred on July 2, at his home in Lanark. Mr. Harrison had been employed as a switchman in Savanna yard since 1920.

(Continued on page 25)

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

Divisions	Pass. Tips	Frt. Tips	No. of Tips		Divisions	Pass. Tips	Frt. Tips	No. of Tips	
			Per 100	Employes				Per 100	Employes
Seattle General	16	4	10.7		Trans-Missouri Div.	13	..	1.2	
Iowa & S. Minn.	30	61	9.8		Idaho Division	6	..	1.1	
Chicago Terminals	9	182	6.6		Twin City Terminals	22	..	0.9	
Dubuque & Illinois	50	12	3.8		Terre Haute Div.	2	7	0.8	
Hastings & Dakota	41	1	3.3		Kansas City Div.	5	2	0.8	
Madison Division	25	..	3.1		La Crosse & River	14	3	0.7	
Chicago General	54	12	2.7		Coast Division	8	1	0.6	
Milwaukee Division	27	2	2.1		Iowa Division	9	1	0.5	
Rocky Mountain	18	2	2.0		Milwaukee Terminals	17	1	0.4	
Iowa & Dakota	25	1	1.5		Miscellaneous	1	1	0.1	
Superior Division	7	1	1.2						
<b>TOTALS</b>						<b>399</b>	<b>294</b>	<b>2.1</b>	

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
<b>Chicago General Offices</b>					<b>Chicago Terminals Division</b>				
Barnett, H.W.	Head Clerk	Chicago, Ill.	2	7	Bishop, W.	Asst. Agent	Galewood, Ill.		2
Bloom, Edw. G.	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1		Boeck, H. F.	Chief Clerk	Galewood, Ill.		7
Broberg, Mildred	Comptroller's Office	Chicago, Ill.	1		Borman, H. A.	Rate Clerk	Galewood, Ill.		6
Brown, J. L.	Gen. Supt. Trnsp.	Chicago, Ill.	3	1	Borman, T. M.	Ret. Yrd. Cond.	Chicago, Ill.	6	
Bundy, R. G.	Tax Agent	Chicago, Ill.	1		Brown, H.	Rate Clerk	Galewood, Ill.		2
Carter, J. I.	Transp. Dept.	Chicago, Ill.	1		Brunner, Irma	Stenographer	Chicago, Ill.	1	
Chamberlain, Mrs. R.	Wife of Treating Plant Insp.	Chicago, Ill.	1	1	Cameron, Don V.	Chief Clerk	Chicago, Ill.	1	
Culver, C. L.	Spec. Tax. Agt.	Chicago, Ill.	1		Chalifoux, R.	Rate Clerk	Galewood, Ill.		2
Doland, W. R.	Dist. Adjuster	Chicago, Ill.	1		Connery, John	Clerk	Galewood, Ill.		1
Downing, C. P.	Asst. to C. O. O.	Chicago, Ill.	1		Connally, J. J.	Rate Clerk	Galewood, Ill.		3
Eldridge, E.	Freight Clerk	Chicago, Ill.	1	1	Dyba, T.	Clerk	Galewood, Ill.		3
Fletcher, H. D.	Paymaster	Chicago, Ill.	2		Ensor, A.	Rate Clerk	Galewood, Ill.		3
Graves, Vila M.	Asst. Secretary	Chicago, Ill.	1	2	Ewing, John J.	Clerk	Galewood, Ill.		3
Guintner, Helen	Real Est. Dept.	Chicago, Ill.	1		Hampton, G. J.	Agent	Franklin Park, Ill.		1
Hehl, Albert	Supt. Bldg. Office	Chicago, Ill.	1		Hanson, H.	Route Clerk	Galewood, Ill.		5
Helwig, W. F.	Frt. Aud. Off.	Chicago, Ill.	2		Kucera, M.	Car Order Clerk	Chicago, Ill.		6
Isaacs, Nathan	Chf. Clk. to GAFD	Chicago, Ill.	1		LeMire, G. E.	Rate Clerk	Galewood, Ill.		94
James, Harry	Chf. Opr. Off. Off.	Chicago, Ill.	1		Miller, E. A.	Chf. W. B. Clerk	Chicago, Ill.		3
Klotz, E. M.	Mail, Expr. Bag & Milk	Chicago, Ill.	1		Miller, John H.	C/L Notice Clerk	Chicago, Ill.		2
Kocher, R. H.	Mail, Expr. Bag & Milk	Chicago, Ill.	2		Oeftering, J. J.	Rate Clerk	Galewood, Ill.		23
Loderhose, G. W.	Frt. Claim Agt.	Chicago, Ill.	2		Plaster, Hattie	Clerk	Chicago, Ill.		1
Mioton, R. J.	Bkpr. Aud. Inv. & Jt. Fac. Act. Off.	Chicago, Ill.	1		Pobloske, B. G.	Asst. Agent	Galewood, Ill.		2
Murrin, J.	Frt. Aud. Office	Chicago, Ill.	1		Reimann, B.	Rate Clerk	Galewood, Ill.		3
Nehf, W. W.	Frt. Traffic	Chicago, Ill.	3		Schumacher, R. D.	Clerk	Galewood, Ill.		1
Nelson, Alice E.	RI. Est. Dept.	Chicago, Ill.	1		Sittler, P. E.	Trainmaster	Chicago, Ill.	1	
Nolan, J. J.	Car Dist.	Chicago, Ill.	4		Thirsk, Olive	Stenographer	Chicago, Ill.		1
Olson, Roy M.	Chf. Clk. to AFTM	Chicago, Ill.	1		Willison, H.	Asst. Chief Clk.	Galewood, Ill.		5
Pace, J. E.	Asst. Buyer	Chicago, Ill.	1		Woldt, Chas.	Foreman	Chicago, Ill.		3
Pociask, R.	Mail, Expr. Bag & Milk	Chicago, Ill.	2					9	182
Rennebaum, E. A.	Gen. Frt. Traffic	Chicago, Ill.	1		<b>Dubuque and Illinois Division</b>				
Scotfield, E. J.	Dist. Adjuster	Milwaukee, Wis.	5		Blosch, Fred	Cutter	Dubuque, Ia.	1	
Shemroske, J. E.	Comptrl. Office	Chicago, Ill.	1		Claussen, W. H.	Agent	Canton, Minn.	4	
Soske, William	Eng. Acctnt. Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1		Davidshofer, J.	Laborer	Dubuque, Ia.	2	
Stahl, C. F.	Frt. Aud. Office	Chicago, Ill.	1		Dubmeyer, A.	Cutter	Dubuque, Ia.		4
Thelander, L. R.	Asst. Staty. Buyer	Chicago, Ill.	1		Hall, Lorine	Expense Clerk	Savanna, Ill.	1	
Tonies, Curtis	Office of C. O. O.	Chicago, Ill.	1		Hoyer, Joseph	Lead Carman	Savanna, Ill.	2	
Travers, F. T.	Tax Dept.	Chicago, Ill.	1		Ickes, J. F.	Chief Clerk	Dubuque, Ia.	1	
Van Schoyck, A.	Gen. Transp. Dept.	Chicago, Ill.	1		Kelly, James	Cutter	Dubuque, Ia.	2	
Welch, J. B.	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1		Kurt, Francis	Clerk	Dubuque, Ia.		7
Weslover, D. S.	R. S. & C. P.	Chicago, Ill.	1		Long, William E.	Ret. Machinist	Savanna, Ill.	1	
			54	12	Maus, T.	Helper	Dubuque, Ia.	1	
<b>Coast Division</b>					Miller, Lucille	Clerk	Dubuque, Ia.	1	
Cobley, W. H.	Agent	Lynden, Wash.	2		Mulder, Grace	Store Dept.	Savanna, Ill.	6	
Crawford, Elizabeth	Stenographer	Tacoma, Wash.	1		Schuster, L. A.	Equip. Maintainer	Dubuque, Ia.	1	
DeGuire, C. E.	Clerk	Tacoma, Wash.	1		Stafford, W. A.	Clk., DF&PA Off.	Dubuque, Ia.	2	
Goldsbrough, A.	Clerk	Tacoma, Wash.	1	1	Thompson, L. E.	Chauffeur	Dubuque, Ia.	1	
Hutchinson, Mrs. W. A.	Wife of Sec. Foreman	Eatonville, Wash.	1		Tschirgi, O. E.	Rndhse. Laborer	Dubuque, Ia.	1	1
Rasmussen, F. W.	Chief Clerk	Seattle, Wash.	1		Tuttle, Norvalee	Store Dept.	Savanna, Ill.	3	
Rusch, H.	Stenographer	Tacoma, Wash.	1		Willmers, Raymond	Cutter	Dubuque, Ia.	1	
White, Edw. L.	Ret. Porter	Tacoma, Wash.	1		Withhart, F. M.	Baggage man	Savanna, Ill.	6	
			8	1				50	12

**If you know of anyone who has not yet sent in traffic tips, you can help a lot by getting him started.**

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
<b>Hastings and Dakota Division</b>					<b>La Crosse and River Division</b>				
Aggen, Marjorie	Clerk-Steno.	Aberdeen, S.D.	15		Blanchfield, E.C.	Cashier	Merrill, Wis.	1	
Barnes, L.W.	Trav. Engineer	Minneapolis, Minn.	1		Fisk, Carl R.	Chf. Clerk, Shops	Tomah, Wis.	2	
Drum, R.A.	Conductor	Aberdeen, S.D.	2		Frazier, I.L.	Rate Clerk	Merrill, Wis.	1	
Dunn, H.J.	Supvr. Tel. & Sig.	Minneapolis, Minn.	1		Frye, M.J.	Chief Clerk	Merrill, Wis.	1	
Flor, J.H.	B.H.	Aberdeen, S.D.	1	1	Karow, C.A.	Cashier	Winona, Minn.	2	
Fuller, Rosa	Stenographer	Aberdeen, S.D.	2		Karow, Mrs. D.C.	Exp. Clerk	Winona, Minn.	2	
Haldeman, Jane	Stenographer	Aberdeen, S.D.	2		Owecke, Harry A.	Rate Clerk	Winona, Minn.	2	
Kaufmann, M.L.	Secy. to Solicitr.	Aberdeen, S.D.	2		Ruder, G.	Warehouse Frmn.	Merrill, Wis.		1
Lilly, Elaine	Rndhse. Clerk	Aberdeen, S.D.	2		Ruder, William	Yard Clerk	Merrill, Wis.		1
Menzia, Anton	Lumberman	Aberdeen, S.D.	2		Schaad, Gregory	Trucker	Merrill, Wis.		1
Mitchell, J.M.	Asst. Engineer	Aberdeen, S.D.	4		Singer, J.W.	Operator	Merrill, Wis.	1	
Moriarty, W.J.	Chief Clerk	Aberdeen, S.D.	3		Wheeler, Morton J.	Bill Clerk	Winona, Minn.	2	
Murphy, W.H.	Chf. Clk. to DMM	Aberdeen, S.D.	1					14	3
Radabaugh, Mrs. W.A.	Wife of RHF	Aberdeen, S.D.	1						
Seiler, J.J.	Chief Clerk	Aberdeen, S.D.	1						
Sonnenfeld, M.J.	Police Dept.	Aberdeen, S.D.	1						
			41	1					
<b>Idaho Division</b>					<b>Madison Division</b>				
Cantrell, C.H.	Engineering	Spokane, Wash.	2		Blethen, W.W.	Stenographer	Madison, Wis.	3	
Hays, P.L.	Ret. Chf. Dsptchr.	Spokane, Wash.	1		Coleman, James F.	Ret. Clerk	Madison, Wis.	7	
McAneer, Virginia	Operating	Spokane, Wash.	1		Eller, B.L.	Agent	Palmyra, Wis.	1	
O'Reilly, W.T.	Operating	Spokane, Wash.	1		Marsh, V.A.	Conductor	Mineral Point, Wis.	14	
Stoll, E.J.	Engineering	Spokane, Wash.	1					25	0
			6	0					
<b>Iowa Division</b>					<b>Milwaukee Division</b>				
Cooper, W.E.	Rndhse. Frmn.	Cedar Rapids, Ia.	1		Beecher, A.P.	Engineer	Beaver Dam, Wis.	2	
Dvorak, B.P.	1st Operator	Cedar Rapids, Ia.	1		Bramer, John	Conductor	Horicon, Wis.	1	
Eckman, Ruby	Clerk	Perry, Ia.	1		Fiebelkorn, W.C.	Chief Clerk	Beaver Dam, Wis.	1	
Fraser, W.C.	Law Dept.	Omaha, Neb.	1		Harper, Vernon	Sec. Laborer	Horicon, Wis.	1	
Hoes, Frank R.	Mech. Dept.	Perry, Ia.	1		Kuhn, H.G.	Clerk	Beaver Dam, Wis.	2	
Neff, W.E.	Ret. Carpenter	Marion, Ia.	1		Lentz, D.	Trackman	Horicon, Wis.	1	
Wain, R.A.	Sig. Maintainer	Paralta, Ia.	3		Meyer, I.C.	Agent	Beaver Dam, Wis.	2	
Zeiser, F.A.	Agent	Portsmouth, Ia.	1	1	Monogue, E.	Conductor	Horicon, Wis.	1	
			9	1	Mueller, A.A.	Operator	Beaver Dam, Wis.	5	
					Noel, M.E.	Roadmaster	Horicon, Wis.	1	
					Olson, A.H.	Roadmaster	Horicon, Wis.	3	
					Quandt, H.L.	Ret. Agent	Iron Ridge, Wis.	1	
					Sellaff, B.C.	Agent	Omro, Wis.		1
					Wickler, C.F.	Agent	Delavan, Wis.		1
								27	2
<b>Iowa and Dakota Division</b>					<b>Milwaukee Terminals and Shops</b>				
Bankson, J.R.	Yardmaster	Sioux Falls, S.D.	1		Beck, John C.	Inspector Wgh.	Milwaukee, Wis.	2	
Beebe, E.A.	Maint. of Way	Mitchell, S.D.	1		Belond, H.	AAR Inspector	Milwaukee, Wis.	1	
Brown, James W.	Gen. Agt. URT Co.	Mason City, Ia.	1		Cluberton, E.	Car Dept.	Milwaukee, Wis.	1	
Cline, Mrs. P.M.	Wife of Tkt. Clk.	Sioux City, Ia.	1		Gill, Armella A.	Bill Clerk	Milwaukee, Wis.	1	
Edwards, Mrs. Roger	Wife of Sec. Foreman	Parker, S.D.	1		Kabacinski, C.	Load Inspector	Milwaukee, Wis.		1
Entwistle, John	Car Inspector	Mitchell, S.D.	1		Keller, E.A.	Station	Milwaukee, Wis.	1	
Flynn, Helen H.	General Clerk	Sioux City, Ia.	1		Kulk, A.J.	Store Dept.	Milwaukee, Wis.	1	
Glander, A.M.	Chief Carpenter	Mason City, Ia.	1		Kutter, W.M.J.	Sect. Stockman	Milwaukee, Wis.	1	
Gourley, Clifton	Steno-Clerk	Mason City, Ia.	2		McLarnon, E.P.	Frnt. Serv. Insp.	Milwaukee, Wis.	1	
Hatzenbuehler, Ed.	Machinist	Mitchell, S.D.	2		Myers, Jacob C.	Ret. Carman Help.	Milwaukee, Wis.	1	
Kalayjian, D.S.	Co. Physician	Parker, S.D.	1		Nevitt, H.R.	Signalman	Milwaukee, Wis.	2	
Long, L.L.	Agent	Parker, S.D.	1		O'Neil, Leah	Stenographer	Milwaukee, Wis.	1	
Mitchell, Guy	Carman	Sioux City, Ia.	1		Radway, A.E.	Machinist	Milwaukee, Wis.	1	
Nelson, H.	Sec. Foreman	Platte, S.D.	1		Spends, J.V.	Station	Milwaukee, Wis.	1	
Parker, A.W.	Rndhse. Foreman	Mitchell, S.D.	3		Zunker, Myrtle	Stenographer	Milwaukee, Wis.	2	
Paullin, C.L.	Painter	Mitchell, S.D.	1					17	1
Paullin, F.E.	Clerk	Mitchell, S.D.	1						
Peterson, Harry	Engineer	Sioux City, Ia.	1	1					
Spencer, A.J.	Switchman	Sioux Falls, S.D.	1						
Woodhouse, W.H.	Baggage man	Mason City, Ia.	2						
			25	1					
<b>Iowa and Southern Minnesota Division</b>					<b>Rocky Mountain Division</b>				
Capon, C.A.	Div. Strkpr.	Austin, Minn.	1		Cloke, Stanley	Stenographer	Butte, Mont.	2	
Dosey, E.H.	Cashier	Blooming Prairie, Minn.		55	DeChant, H.J.	Asst. Wire Chief	Butte, Mont.	1	
Hayes, Albert	Operator	Albert Lea, Minn.	5		Haanes, Ole	Roadmaster	Lewistown, Mont.	1	
Hoffman, Mrs. R.H.	Wife of Chf. Carp. Clk.	Austin, Minn.	1		Johnson, H.C.	Chf. Clk. to Agt.	Butte, Mont.	1	
Holm, Wm. S.	Yard Off. Clk.	Austin, Minn.	1		Jurgensen, George	Overhead Mnts.	Butte, Mont.	1	
Johnson, Chas.	Agent-Operator	Sherburn, Minn.	8		Kohlhase, Mrs. A.C.	Wife of Supt.	Butte, Mont.	3	
Jorgensen, Erle	Clk. Disp. Office	Austin, Minn.	1		Koube, Rex	Dispatcher	Lewistown, Mont.	1	
King, B.A.	Local Strkpr.	Austin, Minn.	1		McElwain, L.C.	Sta. Engineer	Deer Lodge, Mont.	1	
Mattice, A.J.	Conductor	Austin, Minn.	1		Mentzels, John P.	Sec. Foreman	Drummond, Mont.	2	
Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	1		Nummerdor, C.A.	Asst. Supt.	Lewistown, Mont.	1	
Peterson, R.A.	Agent-Operator	Winnepago, Minn.	1	4	Reuther, Ann	Rate Clerk	Lewistown, Mont.	1	
Post, E.O.	B. & E. Foreman	Austin, Minn.	1		Ring, W.E.	Div. Engineer	Butte, Mont.		2
Schulze, R.W.	Operator	Pipestone, Minn.	3		Rodgers, B.	Cashier	Butte, Mont.	2	
Tuftee, O.B.	Clerk	Albert Lea, Minn.		1	Thompson, W.J.	Operator	Lewistown, Mont.	1	2
Werth, O.H.	Sec. Foreman	Zumbrota, Minn.		1				18	2
Whalan, Mrs. J.C.	Wife of Agent	Fulda, Minn.	1						
Wopat, E.L.	Agent	Vienna, S.D.	2						
Wopat, Mrs. E.L.	Wife of Agent	Vienna, S.D.	3						
			30	61					
<b>Kansas City Division</b>					<b>Seattle General Offices</b>				
Atkin, F.W.	Rate Clerk	Kansas City, Mo.	2		Andrews, John H.	Frnt. Clm. Dept.	Seattle, Wash.		1
Carbee, L.R.	Telegrapher	Washington, Ia.		1	Boydston, M.L.	Tax Agent	Seattle, Wash.	1	
Cherwinkler, Fay	Sec. Foreman	Haskins, Ia.		1	Douglas, E.L.	Asst. to Gen. Mgr.	Seattle, Wash.		3
Crane, Beulah	Tracing Clerk	Kansas City, Mo.	1			Milw. Land Co.	Seattle, Wash.	1	
Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	1		Greengard, S.	Exec. & Law Dept.	Seattle, Wash.	3	
Nystrom, A.V.	Car Dept.	Kansas City, Mo.	1		Hickey, Margaret	Stenographer	Seattle, Wash.	3	
			5	2	Kennedy, E.D.	Chf. Clk. to Gen. Mgr.	Seattle, Wash.	1	
					MacLennan, C.D.	Trav. Adjuster	Seattle, Wash.	2	
					Oliver, F.H.	Asst. to Trustee Off.	Seattle, Wash.	1	
					Reynolds, Frank	Telegrapher	Seattle, Wash.	1	
					Rode, W.H.	Supt. of Transp. Off.	Seattle, Wash.	1	
					Sanders, R.C.	Gen. Frnt. Agent	Seattle, Wash.	1	
					Sievers, H.D.	Chief Clerk	Seattle, Wash.	1	
					Strassman, J.N.	Auditor	Seattle, Wash.		3
			5	2				16	4

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frts.				Pass.	Frts.
<b>Superior Division</b>					La Rue, G.E.	Asst. Engineer	Miles City, Mont.	1	
Hermansen, Ethyl	Operator	Plymouth, Wis.		1	Revlng, O.O.	Brakeman	Miles City, Mont.	1	
Kramer, W.F.	Div. Chief Clk.	Green Bay, Wis.	1		Norton, William	Switchman	Miles City, Mont.	3	
LaVeau, F.J.	Agent	Republic, Mich.	2		Nugent, T.	Warehouse Formn.	Miles City, Mont.	2	
Schampers, A.O.	Coach Cleaner	Green Bay, Wis.	1					13	0
Shivy, J.	Sec. Foreman	Randville, Mich.	2						
Steen, G.	Carman	Green Bay, Wis.	1						
			7	1	<b>Twin City Terminals Division</b>				
<b>Terre Haute Division</b>					Bowler, T.P.	Em. Foreman	Minneapolis, Minn.	3	
Colwell, T.I.	Clerk	Terre Haute, Ind.	1		Brown, E.L.	Clerk	Minneapolis, Minn.	1	
Cornell, A.B.	Oxweld Cutter	Terre Haute, Ind.	1		Hanson, Carl	Carman	Minneapolis, Minn.	2	
Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		7	Heggem, C.	Store Dept.	Minneapolis, Minn.	3	
			2	7	Henderson, N.A.	Welder	Minneapolis, Minn.	2	
<b>Trans-Missouri Division</b>					Lag Reid, M.	C.Y. Foreman	Minneapolis, Minn.	1	
Campbell, D.B.	Clerk	Miles City, Mont.	3		Maybee, Clarence	Storehelper	Minneapolis, Minn.	2	
Jensen, R.H.	Chf. Clk. to Supt.	Miles City, Mont.	1		Olson, Earl	Pipe fitter	Minneapolis, Minn.	1	
Lancaster, Mrs. W.H.	Mech. Dept.	Miles City, Mont.	1		Peterson, Axel	Sect. Stockman	Minneapolis, Minn.	3	
Larimer, Mrs.	Widow of Chf. Carp.	Miles City, Mont.	1		Schramek, J.J.	Loco. Dept.	Minneapolis, Minn.	1	
					Sjoquist, Mrs. F.	Wife of Welder	Minneapolis, Minn.	2	
					Tunell, Charles	Machinist	Minneapolis, Minn.	1	
								22	0
<b>Off Line Offices and Miscellaneous Group</b>					Dillon, Gertrude	Fin. & Transfer	New York, N.Y.		1
					Welch, J.	Asst. Treas.-Secy.	New York, N.Y.	1	
								1	1

# RETIREMENTS

*The following Employees' Applications for Retirement Were Recorded in June, 1944.*

## CHICAGO TERMINAL

Allen, Henry C. . . . . Boilermaker & Welder . . . . . Bensenville, Ill.  
Hale, Edwin G. . . . . Live Stock Agent . . . . . Chicago, Ill.  
Pawlak, Wojciek J. . . . . Car Cleaner . . . . . Chicago, Ill.  
Wisotcky, John . . . . . Carman . . . . . Chicago, Ill.

## COAST DIVISION

Gair, Alexander W. . . . . Conductor . . . . . Tacoma, Wash.

## DUBUQUE & ILLINOIS DIVISION

Blythe, Troy H. . . . . Section Foreman . . . . . Nahant, Iowa  
Coomber, LeRoy . . . . . Brakeman . . . . . Bensenville, Ill.  
Mika, Charles F. . . . . Boilerwasher . . . . . Savanna, Ill.  
Robers, John C. . . . . Asst. Roundh. Fore. . . . . Savanna, Ill.

## HASTINGS & DAKOTA DIVISION

Miller, Phillip . . . . . Brakeman . . . . . Montevideo, Minn.  
Thomas, Frank . . . . . Section Laborer . . . . . Milbank, S. D.

## IDAHO DIVISION

Pease, Claude M. . . . . Agent & Telegrapher . . . . . Malden, Wash.  
Wood, Pryor D. . . . . B&B Carpenter . . . . . Malden, Wash.

## IOWA DIVISION

Dubbs, Wm. C. . . . . Brakeman . . . . . Marion, Iowa  
March, Earnest M. . . . . Switchman . . . . . Cedar Rapids, Iowa  
Wanning, Joseph W. . . . . Loco. Engineer . . . . . Council Bluffs, Iowa

## KANSAS CITY DIVISION

McGowan, Thos. J. . . . . Trucker . . . . . Kansas City, Mo.

## LA CROSSE & RIVER DIVISION

Liske, August . . . . . Loco. Engineer . . . . . Milwaukee, Wis.  
Trader, Herman C. . . . . Check Clerk . . . . . LaCrosse, Wis.  
Whitrock, Karl A. . . . . Section Foreman . . . . . Rudolph, Wis.

## MADISON DIVISION

Pelock, James C. . . . . Bridge Tender . . . . . Madison, Wis.  
Wright, Arthur S. . . . . Loco. Engineer . . . . . Janesville, Wis.

## MILWAUKEE DIVISION

Stehling, Mich. J. . . . . Loco. Engineer . . . . . Milwaukee, Wis.

## MILWAUKEE TERMINAL

Austen, Paul F. . . . . Cabinet Maker . . . . . Milwaukee, Wis.  
Axtell, John W. . . . . Yard Conductor . . . . . Milwaukee, Wis.  
Ciechanowski, I. J. . . . . Laborer, Foundry . . . . . Milwaukee, Wis.  
Drinka, Paul G. . . . . Carman . . . . . Milwaukee, Wis.  
Knapp, John O. . . . . Steamfitter . . . . . Milwaukee, Wis.  
Ramig, Henry J. . . . . Section Laborer . . . . . Milwaukee, Wis.  
Williams, Robert E. . . . . Operator . . . . . Milwaukee, Wis.

## ROCKY MOUNTAIN DIVISION

Burkhardt, Roman J. . . . . Stower . . . . . Harlowton, Mont.  
McAvoy, Frank P. . . . . Loco. Engineer . . . . . Deer Lodge, Mont.

## SEATTLE GENERAL OFFICES

Baker, Charles P. . . . . Lumber & Tie Insp. . . . . Seattle, Wash.

## SUPERIOR DIVISION

O'Neil, Michael . . . . . Loco. Engineer . . . . . Green Bay, Wis.  
Terrien, Alfred J. . . . . Checker . . . . . Green Bay, Wis.

## TERRE HAUTE DIVISION

Freeman, Samuel F. . . . . Conductor . . . . . Terre Haute, Ind.

## TRANS-MISSOURI DIVISION

Farley, Peter J. . . . . Loco. Engineer . . . . . Miles City, Mont.  
Morris, William J. . . . . Loco. Engineer . . . . . Mobridge, S. D.

## TWIN CITY TERMINALS

Lindquist, A. G. . . . . Carman . . . . . Minneapolis, Minn.

He was only 18 years old, and he was taking the mental exam for the army. When they asked him the question, "What is the term of the President of the United States?" he answered, "Life."

Parson: "Rastus, that's a mighty fine crop you have there."

Rastus: "Yassuh, Parson."

Parson: "You must thank the Almighty for that."

Rastus: "Pahson, did you see de kind of crop dat grew on his groun' when de Almighty was farmin' it all by hisself?"

A wise husband will buy his wife

such fine china she won't trust him to wash the dishes.

Mrs. Jones: "How's your son getting along in the army, Mrs. Smith?"

Mrs. Smith: "What do you think? They've promoted Herbert for hitting a sergeant. They've made him a court martial."

A Tennessee hillbilly had been calling on his girl for almost a year, when pappy finally cornered him one night and asked:

"You been seeing Nelly for nigh onto a year. What are your intentions—honorable or dishonorable?"

The hillbilly's eyes sparkled: "You mean I got a choice?"

A newspaper that makes a practice of answering inquiries from readers received this one:

"Please tell me what is the matter with my chickens. They go to roost apparently well. The next morning we find one or more on their backs on the floor, stiff, with combs white and their feet in the air."

It was the editor's busy day, so this is what the reader received: "Dear Sir: Your chickens are dead."

"I wish to marry your daughter, sir."

"Do you drink, young man?"

"Thanks, but let's get this other matter settled first."

(Continued from page 21)

## MILWAUKEE DIVISION

### "C & M"

Wiley Moffatt  
Correspondent  
Superintendent's Office  
Milwaukee, Wis.



Division news this month features almost exclusively the boys in service. Among callers the past few days was Flight Officer Norman Soergal with the interesting news that the appearance of his picture in the Magazine a few months ago resulted in his receipt of fan mail from a feminine employe (and evidently admirer) in Miles City. Try as we might, no more details were forthcoming.

Pvt. John Duckhorn, fireman, was also a caller while home on furlough from his outfit in Mississippi.

News from other boys in service comes from Gordon Tranter, now at Camp Claiborne, the Army's railroad training center, where conditions, so far as railroad is concerned, are very rugged. For example, they had only about 12 miles of track to operate over on the day he wrote, the swamp having enveloped considerable portions during the night. Army railroading, according to Gordon, is a series of paradoxes — experienced locomotive engineers working in track gangs; Gordon, a brakeman, classified as a lineman, and he has never been up on a pole. As one of the fellows wrote, there are two ways to do everything in the Army—the right way and the G.I. way. Gordon also mentions having seen J. A. Christopher, formerly a brakeman, while in camp at New Orleans.

Fireman Harry Cummisford, now stationed on a destroyer in escort service between this country and Europe and Africa, was in New York for a few days and received a welcome visit from his wife and his mother.

Gene and Chuck Knoebel are getting their basic training at Fort Benning, Ga.; James Komberec is at Camp Plauche, New Orleans; Fireman K. C. Kelly was inducted during June but no information is available as to his present location.

Train Dispatcher C. E. Shaft is getting air mail in seven days from his son, Robert, who is with the Army Air Corps in New Guinea.

Sympathy of employes and friends is extended to the family of Engineer C. E. Christoph, who passed away June 26; and to Engineer W. A. Alexander, whose wife passed away July 1.

Side Wire Operator E. J. Charon is breaking in as dispatcher so he can furnish relief for summer vacations. Who relieves the relief?

Brakeman Gilbert Fisher proudly announces the arrival of a son, born July 15.

Dan Cupid has finally brought Engineer L. A. Spotts down to earth, and wedding bells will ring in August.

### Depot Dabs—

Hail and farewell: Hail to Beverly Klatte, Ivy Vanderboom, Betty McConahay and D. E. Stevens, all in the signal department. Beverly, whose mother is a depot switchboard operator, and Ivy are walloping typewriters. Betty is working in the blue print room while husband Bob is in the Army, and Don comes to the signal department from the engineering department as special engineer. Farewell to Dorothy Benna and Florence Schleif—our memories of them will always be pleasant.

If anyone has to be sold on the advantages of being a Wave, PO 3/C Betty Ross is the one to convince her. Betty came home on furlough looking like a million bucks and very, very enthusiastic about everything in the Wave program. She has been assigned to Quonset Point,

R. I., and her job is to operate a Link trainer for embryo Navy fliers.

Chief Clerk J. H. Chambers proudly announces the promotion to captain of his son, James W., who is in the Army Medical Corps, and is now somewhere in Europe.

A face long familiar to everyone has been removed by the death of Louis Alsheuser. He had been ill only a short time. "Louie, the Barber," as everybody knew him, had a shop in the depot from the time it was built in 1886.

S 1/C E. W. Bartlett writes from somewhere in England (later known to be London) that everything is copasetik with him; that he works from 9 to 6, eats and sleeps out the same as a civilian; the food is good; his pay stretches from payday to payday (a successful feat these days); and that he is having a good time with so many interesting places to see and visit and interesting and pleasant people to associate with. Hope none of that has been changed by the Nazi use of robot bombs.

A very welcome visitor was Lt. Glenn E. Ellstrom, who stopped off between trains on his way to the Pacific Coast to join the fleet. Glenn once worked in the Milwaukee division office and later with the signal department before getting his navy wings. He is now "somewhere on the Pacific."

With all this news of the boys and girls in service who are doing everything they can to end the war and bring peace to the world once more, are YOU satisfied you are doing everything you possibly can to help them?

### "Old Line"

Hazel Whitty,  
Correspondent  
Ticket Clerk  
Horicon, Wis.



Gerald W. McEvoy, of Oshkosh has been called into the service.

At Park Ridge, Ill., May 31, occurred the death of a fine old former employe, August Wierstle. Mr. Wierstle served the road about 20 years as section foreman at Germantown, retiring when the section was eliminated in 1928. He was born on Sept. 13, 1858.

Roadmaster Olson's style was very much cramped in last month's magazine when through error it was reported he moved into a mere 8 room house. The house he now rents consists of 18 rooms besides extras, including a very fine poker room.

Former cinder-pit man, Rheinland Schultz, Horicon, is at present confined to Pine Lawn Sanitarium, Jefferson, Wis. Don't forget all those calls Butch used to make on the sick folks years ago.

Engineer Beecher of the Horicon switch has received word that his son, 1st Sgt. Harold L. Beecher, who already has received the purple heart, again has been wounded and hospitalized in England.

Good news for the depleted trainmen force on the Old Line: Harry Jeske has received honorable discharge from the Navy

and expects to be back at work in Oshkosh shortly.

Henry Kloeden, engineman of the Old Line, was found dead in bed by his wife July 1, at Milwaukee, Wis. He had not worked for several days and had retired the evening before after making some kindling wood and when called in the morning, his lifeless body was found. He was born in Mayville, Wis., Mar. 9, 1894, and after leaving school went to work for the Milwaukee Road as fireman in August, 1912. He was promoted to engineer in 1923. They resided at Mayville until about seven years ago when they moved to Milwaukee. His wife, one son Charles, two sisters, and two brothers survive.

Postal inspectors and railroad detectives are checking the theft of two mail bags from the Milwaukee Road depot at Fox Lake, Wis. The two bags, one containing mail from the Oshkosh-Milwaukee run and the other from Beaver Dam had been left in the baggage room by the driver of the Waupun Dray line which handles this work for the Yellow Truck line between Horicon and Portage. Both bags had been opened and the first class mail sorted out, the rest left scattered over the floor. There is no clue to the robbers or to their motive.

Leo M. Steinke, 74, a retired railroad tower man, died at his home in Fond du Lac, Wis., on June 30, after a long illness. He was born Apr. 6, 1870, and had previously farmed near Berlin, Wis., before entering the service of the Milwaukee Road for a period of 38 years. He retired in 1940. Surviving are one daughter, four sons and one sister. Mrs. Steinke passed away in 1941.

Conductor Zuest on trains Milwaukee to Berlin has been on the sick list but at this writing is reported better and thinking of returning to his job.

### Second District

F. J. Love, Correspondent  
Beloit, Wis.

Thomas J. Ingram, engineer, Ladd, Ill., passed away suddenly at his home on June 20. Mr. Ingram came to this division from the old Mineral Point division in 1906 and has made his home at Ladd ever since. Mr. Ingram retired in January, 1943.

F. E. Fox has left his first trick position at Kittredge and has taken over second trick job at Davis Jct.

We have just learned of the retirement in June of Conductor Joseph Starr. Joe has been up and down this Southwestern



This is, perhaps, the only caboose in the country carrying a service star. It was put there by Conductor G. A. Volkman (right) in honor of a former member of his crew, Gene Knoebel, who is now in the army. Mr. Volkman says the star creates considerable comment, from both rails and outsiders who want to know all about it. Shown with him is Ben Moore, brakeman.

Division a great many years and his distinctive and colorful personality will be greatly missed by his host of friends.

Russell Hoogland, brakeman from this division and son of Conductor Chris Hoogland, has been promoted to signalman 2/C.

Section Foreman Roy Powers, Rockford, Ill., has received the Carnegie Medal. In June, 1943, he saved an elderly lady from being struck and run over by a CBQ passenger train by jumping in front of the train and pulling her to one side. He just failed to clear the locomotive and they were both struck. Mr. Powers had his leg broken in several places and is still in the Swedish American Hospital at Rockford.

Mr. and Mrs. R. R. Cochran, Rockton, Ill., announce the arrival of a baby boy on July 5. Bob says mother and son are both doing fine.

Alex Helms, retired engineer, passed away at his home in Rockford, Ill., July 1. Mr. Helms came to work for the Milwaukee Road in 1887 and retired Nov. 1, 1939, after 52 years of loyal service. He was 80 years old at the time of his death. His son, Joseph Helms, is a conductor on the Southwestern. Our sympathy to his wife and family.

## TRANS-MISSOURI DIVISION

### West End

*Pearl Huff, Correspondent  
Miles City, Mont.*

R. T. Wilson, who has been in charge of the telegraph school at Miles City, is confined in the Holy Rosary Hospital here for treatment.

Mr. and Mrs. Chas. Hawkins of Miles City visited with their son, Ensign Marvin Hawkins, and family in Chicago, in July. He was recently transferred from his base at Jacksonville, Fla., to Houston, Kan., for further training.

W. J. Doherty, former wire chief at Miles City, passed away at the Holy Rosary Hospital here June 19 following a lingering illness. Mr. Doherty came to Miles City in 1912 as wire chief for this railroad, and remained in that position until 1938 when he retired from active service.

S/Sgt. Hershell J. Riebe, son of Machinist Leonard Riebe of Miles City, who has been with a bomber squadron in the South Pacific for two and one half years, has received a commendation from his commanding officer, Col. Robert F. Burnham of the Air Corps. S/Sgt. Riebe has been in action over Wake Island, Rabaul, Truk, and many other islands in that theatre of war.

Pvt. Raymond Noctor spent a brief furlough recently with his parents, Mr. and Mrs. James Noctor of Miles City. He is with the field artillery at Fort Leonard Wood, Mo.

Several new stenographers and clerks have joined our ranks at Miles City in the past few weeks. They are Miss Eileen Wohlgemot, who is working in the car department; Miss Dorothy Kolka in the engineering department; Mrs. Bernice Ingersoll in mechanical department; Mrs. Esther Pratt and Miss Delores Helm in the superintendent's office.

### East End

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

Car Foreman A. W. Arvidson's youngest son Wallace, who signed up the V-12 A in the Air Corps, was called to report at St. Ambrose College at Davenport, Ia.

Operator J. E. Robertson died as a result of an accident on June 5 when returning from his farm west of town. He reached in the trunk compartment of his car for some tools—while doing so, the trunk door dropped on his head, injuring him so severely that he passed away



Lt. James B. Caldwell, who has been missing in action over Austria since Apr. 2, during which time his parents have received no further word. His father, J. L. Caldwell, was yardmaster at Moberidge, S. D., prior to retirement. A navigator attached to an American medium bomber force in Italy since December, 1943, Lt. Caldwell had a very close call a few weeks before the mission over Austria; that time his plane was shot down by anti-aircraft fire and he was forced to bail out into the ocean about a mile offshore. His life belt failed to inflate, but he was rescued after a short while.

that night. He had been in our service for 37 years, having served as night wire chief for the last 30 years and at one time he was a member of the State Legislature.

A crew of carpenters from La Crosse is remodeling our depot, and when it is all completed our freight office will be moved over there.

This has been a bad summer for storms. The last tornado west of here blew the roof off the depots at Lemmon, Hettinger, and Haynes, also damaging other property. Another storm near Watauga, S. D., struck our east bound wayfreight No. 98 picking up eight empty freight cars and wrecking them—luckily none of the crew was injured.

Ed Sandals, another of our veteran conductors, made his last run on June 16 and has retired from active service, after serving the Milwaukee railway for 42 years. He began his railway career as a brakeman at Des Moines, Ia., in 1902, was promoted to conductor in 1907 and transferred to the Trans Missouri Division. He will continue to make his home at Moberidge.

We extend congratulations to Corp. Robert Lindsay, son of Baggage man Mark Lindsay, on his marriage on June 3, to Miss Joan Borah, daughter of Carman F. Magera. Corp. Lindsay is stationed at Fort Benning, Ga., and Mrs. Lindsay is a junior cadet nurse at the Holy Rosary Hospital at Miles City, where she will finish her training.

Pvt. Helen Rognelson, a member of the WACs and stationed at Fort Des Moines, Ia., spent her first furlough here with friends, going from here to New York to visit her son Wade. She is the widow of our former storekeeper, Adolph Rognelson.

A certain Chinese mandarin, who delighted in covering his richly dressed person with precious stones, was one day accosted in the streets by a priest of the sect of Fohi, who, bowing very low, thanked him for his jewels. "What does the man mean?" cried the mandarin. "I never gave thee any of my jewels."

"No," replied the other, but you let me look at them, and that is all the use you can make of them yourself; so there is no difference between us, except that you have the trouble of watching them, and that is an employment I do not want."

## I & S M DIVISION

### East End

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

WAVE Patty Lieb visited the office for a few minutes July 12, enroute to her new duties at Wold Chamberlain Field, Minneapolis. Pat looked mighty "nifty" in her summer uniform and says she likes the work very much.

Chief Clerk McGovern reports that daughter Jeanne states she had a visit with Col. Ryan in London. Our Milwaukee family really gets around, doesn't it?

Received a nice long letter dated 6/21/44, from Sgt. Ralph McCoy, who is serving with a railway battalion in India, and the following excerpt from his letter will give you a pretty good idea of what our boys are up against:

"I came to this place Mar. 14 and have been here ever since as general yardmaster, besides lots of other duties. I am the only American here on the railway. I have an Indian yardmaster, one yard foreman (whom they call a gunner), one points man and one wagon porter on each crew, besides the Indian engine crew. I had a bad time with the engine crews at first, as they had ruled the roost so long here they would only pull so many wagons at a time, and move only so fast, but when they found out that I would take the engine away from them, and also knew when she was bad order or not, they changed their mind. I waited an hour and 30 minutes one night for an engine, and when I sent a man to get him he told the messenger when he got his tea and rest he would be more than glad to please the sahib yardmaster. That didn't set so good with me, so I went up and took the engine, switched the train, and placed the wagons for unloading. The engineer came sneaking up and wanted his engine, but I just told him to 'beat it' and I would have an American engineer on it by the next train, and didn't want to see him. The others heard about this, and figured I would get all Americans up here, so they got hold of the engineer and made him come to me and pray for my good health and long life and promise me he would sin no more, and I have had very little trouble with them since, altho I had to prove to them that an engine wouldn't blow up with a half a glass of water . . . They are a good deal like children in some respects, and then again they use some of our tricks, but being wise to most of our tricks I am able to cope with most of their troubles.

"We move the supplies and have surely done a good job of it. We cut the running time about less than half, and don't have the wagons lying around waiting for loading or unloading like they did when we first came here.

"I get the Milwaukee Magazine now, and enjoy reading about the home division. Greet all the boys for me."

Mac.

#### Recent Appointments:

E. Kooiman, agent, Roswell, S. D. K. C. Sexter, second operator Owatonna. Mrs. H. O. Olson, agent, Brownsdale, while hubby relieves at Rose Creek so M. J. Kingsboro could take his vacation. J. W. Malone, permanent agent at Hayward, Minn. C. W. Stephenson, former agent, Hayward, bid in second operator position at Albert Lea. C. W. McMichael, senior bidder for Vienna, S. D., vice E. L. Wopat who has gone to Chandler to take over the agency there vacated by M. E. Larimer, retired. Melvina H. Grasse, senior bidder for Erwin station, and Orie C. Groves goes to Fedora. V. H. Peterson, clerk, Pipestone, has made a date as operator.

The best safety device known is a careful workman.

## CHICAGO TERMINALS

### Galewood Freight Station

*Herman F. Boeck, Correspondent  
Freight Office*

Galewood office has been equipped with new fluorescent lighting, and it certainly is a wonderful improvement over our former lighting system.

We wish to extend our sympathy to Mr. and Mrs. Dominick Zappia in the death of their first-born child.

Mrs. E. J. Woods, ticket stamper, is now on the sick list and we hope for her speedy recovery.

Thomas McGrath, rate clerk, was recently discharged from the navy and is to have an operation at Hines Hospital before he returns to work.

John McGrath, former messenger here, was recently discharged from the army account of being under age. He was re-inducted on July 14!

We were recently visited by the following clerks who are now in military service: Anthony Romano, Louis J. Ippolito, and Roland Keefer.

At the present writing we have 125 men in Galewood freight house and office in the armed forces. We hope these boys will drop us a line and let us know of any changes in their address, so that they will be sure of receiving our Milwaukee Magazine.

### Bensenville

*Howard Lawrence, Correspondent  
Assistant Superintendent's Office*

This correspondent is holding pension checks for former Engineer Harvey Craigmile and former Switchman James J. McCarthy. It is hoped that through the medium of this notice delivery of these checks can be made.

Jim Burke, retired train director with more than 53 years of service to his credit, dropped into the office the other day looking fit as a fiddle and rarin' to go. In case anyone wants to drop him a line his address is 320 Spruce Street, Dixon, Ill., where, he says, the welcome mat is always out.

Word reaches us from Star Lake, Minn., that Snuffy's Fish Market is doing a land-office business, particularly with the Isaac Walton League members from around Bensenville who journeyed up there this summer to give battle to the fish. Snuffy takes his fish market right out in the lake so there is no excuse for any of the boys coming back without the limit, although up to the present time there are a lot of unfilled promises from the boys who were going to express some nice ones back to us.

Mrs. Signe Breckenreid has taken the pension. "Ma," as she was known to hundreds of Milwaukee Railroad employes all over the system, was in charge of the restaurant at Mannheim for many years. Generous to a fault, she was never known to turn anyone away who was hungry regardless of his financial condition.

The restaurant has been taken over by Mrs. Doyle, formerly of Chicago, who is being ably assisted by Mrs. Al Leeper of Mannheim, and Otto.

### Western Avenue

*T. A. Finan  
Correspondent  
Care of Yardmaster*

C. A. Clark, electrician foreman in the coach yard, was honored with a party and presented with a war bond upon his return to his old position in Milwaukee.

F. J. Ricci, formerly of the store department and winner of the Purple Heart, has been reported missing in Italy.

T. Maslon of the commissary is confined to the hospital after two major operations.

Wm. Jensen, formerly of the store de-

partment, now in the Navy, was a visitor during the month.

Our congratulations to Carman Helper Walter May, who was married on July 8.

We are hoping for the speedy recovery of Electrician Helper George Gurney, who is confined to the hospital.

C. Manzelmann and M. Dummler have been appointed as lead electricians at the coach yard.

Congratulations to John J. Doherty who has been appointed A. C. and electrician foreman in the coach yard.

M. Pederson has been appointed second shift foreman in the coach yard.

Our sympathy to J. Plaszewski in the recent death of his wife.

We were very sorry to hear of the recent deaths of Engineers Seymour Bowman and Thomas Knox. Our sympathy to Mrs. Bowman and Mrs. Knox.

Sgt. Hartzell Smith of the Marine Corps paid us a nice visit before leaving for "somewhere in the Pacific." He was a former machinist helper at Western Avenue roundhouse and son of Machinist Jesse Smith.

Lt. Nick Klein is somewhere in England. Sgt. Jack Reegan is in New Britain Island, and Lt. Martin Reegan is somewhere in England. These two boys are sons of Martin Reegan, caller at Western Avenue.

## The 744th

*T/5 Joe W. Kizzia, Correspondent*

The training of the 744th on the Milwaukee is and has been a complete success. The daily association with the skilled employes of the road is very pleasant and the men of the battalion are certainly benefiting by it. Officers and enlisted men alike are thankful for the efforts that have been made by everyone from trackmen to the top officials to insure final success in training. The tireless work of the entire personnel of the Minneapolis and St. Paul yards, shops, and stations, as well as that of the adjoining divisions, has all contributed its part. We of the 744th believe that when our time comes to join in the battles that will spell final defeat to the enemy we will prove worthy of the trust placed in our hands.

One of the high spots of the entire month of July was the big party given jointly by the shop crews of Minneapolis and St. Paul and Company B of the 744th. On the night of the 15th the crowd gathered early at the Junior Pioneer Association Building in St. Paul. Downstairs the bartenders passed out mugs and pitchers of beer and the steady hum of voices drowned the noise of potato chips. Upstairs a military dance band played while others tripped the light fantastic. Capt. Allen, Company B commander, and the other company officers were present to join in the fun. So were many of the other officers of the battalion, including Major and Mrs. Shea. All the boys of the

company join in grateful acknowledgment to the many Milwaukee employes who made the party possible.

On July 4 Fort Snelling held open house. All the families and friends of men now stationed at the fort were invited out to see the sights and join in commemoration of the day. The barracks of Company A of the battalion were open for inspection and a steady stream of visitors filed through the building to see how a real G.I. home looks. Also open for inspection were the field ranges and other facilities of Lt. Lucas' mess section. After a crowded day of sight-seeing the visitors moved to the parade grounds to watch the retreat parade that marks the end of the day. The many people who visited us that day were pleased with what they saw and were given a real insight on how the typical G.I. lives.

Lt. Richardson, battalion adjutant, recently enjoyed a seven day leave in South Dakota and Montana and returned bronzed from long days in the summer sun on his father's ranch.

Sgt. William Bannon and Sgt. Hal I. Smith both formerly of Company C and civil life railroaders, have departed for Transportation Corps Officer Candidate School.

Our special thanks go to such staunch railroaders and backers of the battalion as Roy Smith of Austin. An Engineer on the I&SM, Mr. Smith has shown a great interest in helping the men who work with him in their training. His comments and suggestions are typical of those that have all helped make the 744th a great outfit.

Corp. Ardys Jennison, battalion headquarters' be-dimpled clerk and ex-Des Moines Union Station spark plug, presents a sort of final scene to this month's column as he sits by the window in the waning sunlight, puffing his pipe and penning his daily letter to "Dear Bea" (his wife).

## TERRE HAUTE DIVISION

### Faithorn District

*Berniece Sparks, Correspondent  
Faithorn, Ill.*

Mrs. Geraldine Craven has recovered from her recent illness and is back on the job again as clerk at the Manhattan Station.

Engineer Walter Blaker tells us that his son, Raymond W. Blaker, Y2/C, is now helping to transport Navy men to different states of the Union. Raymond is stationed at Great Lakes.

Pvt. E. A. McCanna, son of Clerk McCanna of Chicago Heights, has been in a hospital in the South recovering from malaria fever.

Engineer Keeler's son, Laverne, who has been with the Seabees in the Southwest Pacific for the past two years, has returned to overseas duty after being



G.I. trackmen of the 744th Railway Operating Battalion, training in the Twin City Terminals, prepare for the laying of rail at our St. Paul roundhouse lead track.

home for a few weeks with his parents. Agent Lewis of Chicago Heights has two sons in the service. 1st Lt. William Lewis, who is a radio intelligence man, and Donald, a pre-flight air cadet of navigation, stationed at San Antonio, Tex.

For meritorious achievement in sustained aerial activity against the enemy, T/Sgt. George M. Robson, son of Yardmaster Robson, has been awarded the air medal, according to an announcement from the 15th Army Air Force in Italy.

### Terre Haute District

*William Nadzeika, Correspondent*

Eugene Johnson, son of Roadmaster Johnson, is home on furlough after completing 25 bombing missions, 5 of which were over Berlin. He was awarded the distinguished flying medal with three oak leaf clusters.

Jim Anderson, operator, now in the service, spent a furlough recently with his family.

Operator Hyslop at Bedford, Ind., who has been seriously ill for the past month, is improving nicely.

S. D. Pearce, operator at Delmar, Ill., recently received word from his son, who is a prisoner of war in Germany. He had previously been reported as missing in action.

### Terre Haute Freight Office

H. A. Brown, chief clerk, reports his son, Lt. James, is home on a furlough after 20 months service in the Aelutians. His son, Robert, is serving with the Air Forces in the South Pacific.

### West Clinton

LeRoy Foltz, car department employe, was hit by a truck on his way home from work one night recently.

C. H. Doane has taken the extra yardmaster job.

Brakeman Elwood Endicott and wife are the parents of a baby daughter.

Mrs. Raymond Snodgrass has taken a position as clerk at the roundhouse.

Harry Scott and Bill Vork were home recently on furlough.

## ROCKY MOUNTAIN DIVISION

### Main Line

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

A pullman passenger from No. 15 standing on the station platform recently wondered audibly . . . "where are all those feathers coming from . . ." As a born and bred in the bone westerner I resent that . . . why, what would our old pioneers have done without cottonwood trees . . . they are surely "going to town" this summer, too, looks like a snow storm all over the town, as well as other towns . . . Well, a tree is a tree out this way . . . Cotton or feathers, call it what you will.

The death of James Hadfield occurred in Deer Lodge, July 3. Mr. Hadfield retired from service sometime ago. He had been machinist in the shops at Deer Lodge for many years. A brother in Minneapolis survives.

Corp. Dick Lefever, son of Engineer Lefever, has been returned to the United States from Africa where he has been for many months. Dick is in the hospital for treatment of an injury to his back which was sustained in action some time ago. He expects to visit here after his return from the coast.

On June 9 a rock slide stopped second 16 near Grace. Most of the slide consisted of huge rocks, and all hands turned out to shove said slide back where it belonged and not in front of the engine . . . and did they turn out! The rocks were removed and the train proceeded with so much less delay than could ever have been expected, that Supt. Kohlhasse

has written a letter of congratulation and thanks for the effective efforts of those who so willingly helped to keep the wheels turning. Our employes on this train were Conductor Heier, Engineer Davis, Fireman Bryant, Brakeman Breeding, Baggage man Nicholas H. Lucas, and the express messenger who got off his car and worked with these men . . . also the military police, two of whom ride these trains each trip.

Congratulations are extended to Engineers Hansen, Adams, Coombs, McKinnon, Wilcox, and Brock on their promotion.

Agent Mellon, or at least he was agent at Deer Lodge for a good many years, is back from Farragut for a short visit. Mr. Mellon is a veteran of World War No. 1 . . . and now is right in the middle of this one, in the store department of the Navy.

Second trick operator, Doc Byrne, at Deer Lodge is back on the job again after a long sick leave . . . glad to see him back.

Mrs. Jost, wife of our acting agent here, and herself agent at Highwood, is on a two weeks vacation. Come to think of it, she would have been away sooner, but she had to do the washing. Yes'm. Well, rather, she had to do the washing over



It was distrust at first sight, as far as Butch (the dog) was concerned. Having wandered in out of nowhere about four months earlier and appointed himself mascot of A. A. Brockman's welding crew on the Rocky Mountain Division, Butch resented it when the fawn, later to be dubbed Snoopie, bounced out of the brush one day and became Mascot No. 2. Snoopie had to be given away about two months later, however, having become in the meantime an over-affectionate nuisance of a rather unhandy size. Besides, the men had to think of Butch's health. He had turned sort of green and wasn't at all well.

again, you might say . . . I understand Joe was up home, which is Highwood, and Florence, who is Mrs. Joe, took the car and the kids and went from there to parts unknown (to Joe) or a couple of days so Joe did the washing. Oh, my, yes, started at 4:00 P. M. and finished at 10:00 P. M., and when Florence came home . . . she took one look, and she said . . . "Oh, Joe, how could you" . . . and more, yes, plenty more. Joe came back here and has not even mentioned going to Highwood since . . . he says . . . "All I did was wash the clothes, and I guess from what she said I didn't sort them first. I just washed them as they came, sheets, hose, overalls, sweaters, what have you . . . but Florence didn't seem to like it . . . or something . . ."

Wish to correct a misprint in the July number of the Milwaukee Magazine . . . Engineer McAvoy, who has retired, came to work on the Milwaukee in 1907 instead of 1927 as the news item stated. Of course, all our Rocky Mountain folks know this and each and every one of them called me or wrote me about it, so if I made the mistake it was because I hit the wrong number on the typewriter, and I most certainly knew much better than to think Mr. McAvoy started his service date in 1927.

Pvt. George Dunkley, nephew of Engineer Thomas Lefever, has been reported missing in action in French territory. This young man was the son of Mr. Lefever's sister and is well known here.

A daughter was born to Brakeman and Mrs. Hopper of this division in Bozeman

July 1 . . . their second child. Congratulations.

Bob Bennett son of Engineer Bennett, was home on a furlough from Navy training. He looked as if it had not hurt him much. Gene Lane, brother of Conductor Earl Lane, was home for a short visit also. Both are Three Forks boys and both telegraph operators.

A wedding of interest to our division was that of Lt. A. E. McDonald, son of Conductor McDonald, and Miss Dorothy Luther of Trident, Mont., at Columbus, S. C., on June 14. Our best wishes to this young couple.

## MADISON DIVISION

*W. W. Bliethen, Correspondent  
Superintendent's Office  
Madison, Wis.*

On June 18 Miss Lois Randall, clerk in ticket office at Madison, was married to Pfc. John J. Fields, of Truax Field, Madison.

Bob Tipple, formerly employed as telegrapher at MX Tower, Madison, is home on a 30-day furlough, after serving a year in the British West Indies. Sgt. Bob looks fine and has enjoyed his work.

Capt. and Mrs. Fred W. Legois, of Seattle, Wash., were recent visitors in Madison. Fred has been stationed with the United States Port Agency in Seattle for the past two years. At the time they were home, their son Frederick, an air cadet, was also home on furlough.

Announcement is made of the marriage of Engineer Fred M. Bird and Mrs. Ella M. Luedke, Stoughton, which occurred on June 3.

Night Yardmaster William Corcoran had the misfortune of injuring his knee while playing playground ball and is confined to the hospital.

Friends of Train Dispatcher Charlie Agner will be pleased to learn that he is getting along nicely after his recent operation.

The offices at Madison are having their faces lifted by a new coat of paint. Everything looks spick and span both inside and out.

Esther Burke is back working in the freight office at Madison after an absence of several years.

## I & D DIVISION

### Sioux Falls Line

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

Sgt. Don Overcash, son of Switchman Clark Overcash, spent a furlough at home the latter part of May.

Retired Conductor Albert D. Smith, Madison, died June 27 at the age of 73 after nearly two years of illness. He had served the railroad 51 years and at the time of his retirement held the Sioux Falls-Bristol line run.

Frank J. Newell, asst. public relations officer, Chicago, was guest speaker at the Rotary meeting in Sioux Falls, July 13. All foreign line agents in the city were invited as guests to this meeting.

Former interchange clerk, Pfc. George Krueger, said in a recent letter that he is ready to resume his former position at any time. George is in the infantry somewhere in Normandy.

Pvt. Dick Larson has been a visitor. At present he is stationed at Camp De Ridder, La. Dick worked in the coach yard before entering the service.

Alvin Foster, former switchman, paid us a visit. He is stationed at Great Lakes, Ill.

Word has been received from Luvern McDonell, former passenger brakeman, that he is stationed with a railroad battalion in a camp near New Orleans.

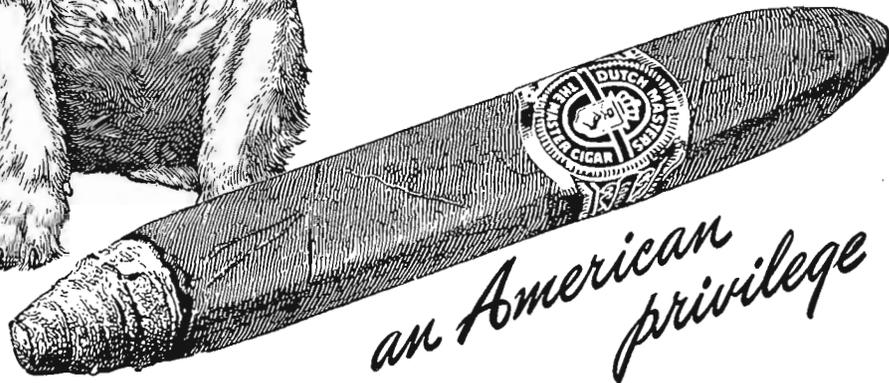
The Sioux Falls Service Club has re-





## “LET’S BE FRIENDS”

When you offer a man a Dutch Masters, it's just like saying, "Let's be friends." For when two smokers share the treasured company of truly great cigars, a single match can light a life-long friendship.



*an American privilege*

# DUTCH MASTERS CIGARS

cessed for the summer months, according to Chairman Kemp. The next meeting will be the second Wednesday in September.

A new honor roll of those in the service purchased jointly by the Women's Club and Service Club is now on display in the waiting room of the Sioux Falls passenger station.

### Marquette-Sanborn

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

Roy P. Harmon, retired passenger conductor, died June 30 at Mercy Hospital, Mason City. We extend sincere sympathy to Mrs. Harmon.

Dell C. Brainard, passenger flagman, retired from service during the month of June after 48 years of faithful service.

C. Robert Peterson, general clerk in the superintendent's office, Mason City, was married June 10 to Miss Esther Asbee of Clear Lake.

J. P. Collins, Spencer, and J. W. Scobee, Canton, operators, have been granted leave of absence from their respective duties.

Teacher: "John, give a sentence using the word 'triangle.'"

John: "If the fish don't bite on grasshoppers, triangle worms."

Minister: "Richard, what does your father say before each meal?"

Richard: "Go easy on the butter, kids."

### Sanborn-Rapid City

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

A baby girl arrived at the home of Ambrose Mackey of the car department on July 11.

Lt. Robert Courey, son of Charles Courey, of the roundhouse, is spending his furlough with his parents. Bob has completed 28 foreign missions and states that he is very grateful to be back in the U.S.A. and receive a well-earned rest. One of his experiences was that of being struck by enemy gunfire while flying over Germany but he managed to land his ship and save the crew.

Retired Roadmaster Phil McMahon passed away recently after several weeks of illness. Mac served as roadmaster for the west end and was always ready to assist with anything that came his way.

A baby daughter was born recently to the George Costello family of the local roundhouse.

This community was shocked by the sudden death of Conductor James Smith, who passed away while on his run at Murdo.

Passenger Brakeman James Cechman completed his last run July 1 and, with his wife, moved to LuVerne, Minn., where they will make their future home.

Cashier Otto Secory of the freight office took the oath of being true to the fairer sex and, after a short honeymoon, threw a Dutch lunch to the members of the



freight house gang at Hitchcock Park. Agent Peterson was master of ceremonies and Moe Shevlin took care of the refreshments.

Word from former Brakeman Corp. W. A. Severson finds him in foreign duty in a railroad battalion. He wants to be remembered to all his friends.

### MILWAUKEE TERMINALS

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

*Richard J. Steuer, Correspondent*

Eddie Hoerl, that genial, personable fellow who handled the chief clerk position at Chestnut Street the past few years, has again returned to the public relations department. Although no definite word has been forthcoming as to what his duties will be and in what territory he will operate, it is a sure bet that Eddie will again be the favorite organizer and pepper-upper of old. The best wishes of all the gang are herewith extended, and don't forget to drop in once in a while.

The chief clerk position has been filled by the appointment of Henry Hoeft, who was the night chief clerk at Fowler Street for a number of years. Mr. Hoeft, it appears, has found himself in his new role of responsibility, and is "catching on" to the many duties at the HEART of the Beer Line—Chestnut Street.

Since this column last went to press,

Fred Butz, retired weighmaster, spent a few days in the hospital while the medics performed a minor operation. Needless to say, Fred's good health and good humor stood him in good stead, both with his speedy recovery, and with the nurses, who, we'll wager, are still enjoying the humorous anecdotes of their star patient.

While Gordon Rossbach has been taking care of the yard clerk duties, Bill Kaegler, Frank Lahm, and Hugo Gastel spent a well-earned period of relaxation—Bill, around town and in Chicago, Frank, out Pittsburgh way, and Hugo out in the open country with his Boy Scout Troop. Gordon hails from the Fowler Street staff, and certainly must have had his eyes opened when he saw the enormous amount of carload business handled in this district.

Jim Madushaw has taken an indefinite leave of absence due to poor health. We hope the rest will be just what the doctor ordered, and that we will see him at his desk soon. The vacancy has not been filled at this writing.

Sympathy of the Milwaukee Terminal is extended to H. C. Ruck, agent, West Allis, whose wife passed away July 10.

### Fowler St. Station

*Dorothy Bertha, Correspondent*

A speedy recovery to Corp. Fred J. Stelzel, former yard clerk at Fowler St., who was wounded in the European invasion. Fred was with a glider battalion and spent some time in a hospital in France. He has been moved to England for a rest.



I had a call the other day from Corp. James Murphy as he was passing through on his way to Tampa, Fla., He is with the Third Air Force. Corp. Murphy was a biller at Fowler St., and also worked in the traffic department.

Steve Stetz was in on a 15-day furlough recently. He is stationed at Camp Bowie, Tex., and is a draftsman in the Signal Corps.

Our former correspondent, Nola Pantazopoulos, has announced the birth of a baby boy. Congratulations, Nola. When Junior is a few months older, we'll expect you back with us.

We are very glad to see Elmer Sullivan and James Kindellan back fully recovered from their recent operations.

We are sorry to add Gertrude Rossbach to the sick list. Miss Rossbach, who fell and broke her arm, will not be with us for several weeks.

Did anyone wonder why the flag was half mast at the Airline yard last week? We are extending our sympathy to the trainmen, whose pet crow, Moe, was decapitated by a train. Moe had received the finest care any crow could when he suddenly got tired of it all and flew to the track in the path of an oncoming train.

Charles Roesseger, extra messenger, isn't worrying about the poor transportation facilities these days. He arrived in Terre Haute, Ind., for a visit with his grandparents, after a three day bicycle tour. We think that that is mighty good pedaling.

Fond farewells to our assistant agent, Ira Wallace, who has been transferred to Chicago to fulfill his duties as merchandise agent under Mr. Harstad. Mr. Wallace has done a fine job here in our warehouse, and we wish him luck in his new position.

There isn't anyone here who isn't going to miss Edward Bates. Mr. Bates retired July 31, after 47 years of service with the Road in Green Bay and Milwaukee. He started as a cashier in Milwaukee in 1908, was chief night clerk from 1909 to 1911 and has been on the rate desk. He retired as chief rate clerk.

Roy Schmitz announced the birth of a baby girl, July 10.

Henry Hoelt, night chief clerk at Fowler St. is now chief clerk at Chestnut St. Al Jesko has taken over his job here.

### Muskego Yard

*Grace Johnson  
Correspondent*

The most interesting and stimulating thing in the Milwaukee Terminals this month is the way the fellows have been responding to the "V" War Loan Drive. The spirit of response to this call has been fine. Comparing this "V" Drive with previous ones, the results have surpassed the others by far. To date at Muskego Yard office we have had 18 cash sales of bonds (and sizeable ones too) and 55 increased payroll deductions, and they are still coming in. Fine work, fellows, and keep 'em coming. The "V" Drive is not over until "V" day arrives and our boys return to their homes. Now if we can all get together on this blood donor business, we will really be doing something. If every man and woman in our organization who is between the ages of 21 and 60 and is physically capable of donating will do so, we can truly feel that we are "backing the attack" and doing our absolute utmost to win the war. Wish you fellows would talk to the three boys from Reed St. who are six-timers, and the one seven-timer, and decide to join their ranks.

Not to be outdone in expressions of patriotism for our country by the Air Line, the Menominee Belt have a flag-raising ceremony set for the near future. The Globe Steel Tube Co. have furnished the pole as I understand it, and the fellows are buying the flag. If you have not received your engraved invitation to this event it will be forthcoming because Ben O'Connor has a personal secretary who is very efficient in such



matters (can't find out whether it is a male or female). He tells me that a golden-voiced tenor by the name of Mr. Fuller (fuller tone I 'spect) is to do the honors of singing "America the Beautiful" for the program. What's wrong with getting Charley Tennant to warble?

The Kenneth Scotts have a new baby, probably about a month new by this time as Ken took me to task for not having it announced in the last issue. Frank William Scott is the young man's name.

Read this quietly and to yourself, please: "There is now a Mrs. George P. Mesenbourg." but don't say I told you. George is shy you know, but at least he is not shy one wife now.

There has been a scarcity of "service-men visitors" the past month but we know that Lester Nolte was here and that he and Gene Have made a "round the town" program of the city of Milwaukee. Whether Les was fit for fightin' when they got through is not known.

Received a V-mail from Corp. Kolasinski (Mike Switch) who is pretty good at keeping us informed as to the kind of railroading that goes on throughout the world. He is now in England, his V-mail letter was written a day or two before the invasion and his next letter will no doubt come from France. He writes that the railroads in England are certainly not like good old America. The cars have spoke iron wheels and are coupled with chains, there are no hand rails and no place to stand. The hand brake is a lever on the side of a "wagon" as they call freight cars and you have to run along with the cars to stop them. They use a pole to switch cars with. Mike says there is only one man to a train crew and he really works for his money. The engines don't have tenders and they carry about four tons of coal just where we have our gangways. No seats in the engine so no percentage in being a fireman.

Bill Stark's boy Ray is now in France. He is quite a tennis champ and played in the Red Cross Tennis Tournament in England. By breaking two tennis racquets in the matches he lost the championship.

### MILWAUKEE SHOPS

#### Store Department

*Earl L. Solferson  
Correspondent*

All store department employes who knew John J. Czeck will regret his loss. He was born on May 30, 1872, began his service with the Milwaukee Road on Mar. 14, 1891, retired on Aug. 31, 1937, and died on July 12. His last position was that of stockman on the upper floor of the main storeroom.

**Section I.** Ceal Roszko has returned from a visit with her soldier husband.

Dora Reed and husband returned from a trip to Kansas City, visiting one of their sons in service.

Herman Schulerberg has taken over the counter job.

Eddie Fishback, the bond salesman, returned to his desk after having collected all the cash and signed up many employes, with the aid of Harry Hopper.

**Section C.** John Ryan is the new clerk replacing Eddie Volhman. Adam Sneiker made quite a hit at the last Service Club party. John Waldman, Jr., is all smiles these days as his ration board OK'd a certificate for a new tire. John resides in Menominee Falls. The W. J. Kutters recently celebrated their 15th wedding anniversary with baked ham and all the trimmings. Thomas Devereaux and wife recently celebrated their golden wedding anniversary.

**Section G.** Rudolph Freuler toiled 25 years for the Milwaukee Road on July 30. Jerry Meyer was married on June 24 and already has acquired quadruplets—four goldfish.

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COMPANY**

Coal Miners and Shippers  
TERRE HAUTE, INDIANA

**Garage.** Pvt. Frank Brewa, at Fort McClellan, Ala., likes the camp and all the facilities there. Vernon Kulk, garage clerk, has been nicknamed "Eleanor" as he's always gone again.

**Miscellaneous.** S/Sgt. John Lipinski was wounded while participating in the invasion in France and is confined to a hospital in England. A letter to one of the boys indicates that John is anxious to get back into action to repay the injury with interest. His co-workers are glad to hear that his injury is not too serious. R. T. Ormson, M&MM, 1/C, is confined to a base hospital in Italy with yellow jaundice. Ormson has been in the Mediterranean area since the Casablanca invasion and has seen a great deal of action. S/Sgt. Peterson is somewhere in Italy and has 16 missions without a mishap credited to him and his crew. Keep up the good work, Pete.

Make a date to attend The Milwaukee Hiawatha Service Club picnic on Aug. 20 at Old Heidelberg Park on the Port Washington Road.

Let's all assist the Victory Club Committee by making a generous contribution so that they can continue sending gifts, briefs, and cards to those in service. Only a few weeks and Christmas packages must be mailed. With over 900 employes in service from the Milwaukee Terminals, it will require at least \$1.00 from each of us for the gift and the postage. The postage alone is a large item on overseas packages.

**Signal Store.** Howard Lyons returned to work after a two month's absence. Tommy Dwyer, check clerk, drove a tractor for a few days. Frank Tomaschko was on duty in the signal store for about a month. Ruth Koester, Vivian Amick and Anna Cloud regret seeing him leave. Do you sing too, Frankie? Clarence Matuka, the new bridegroom, returned from his honeymoon at Wisconsin Dells. Donald Oremus has been nicknamed "Muscles" because of the bulging biceps he has developed.

"For a physique like Charles Atlas—  
Load rail joints at the signal store!"

Pvt. Gordon F. Petermann was released from the hospital at Scott Field and paid a visit to the shops on July 5. He looks greatly improved and enjoyed a flight to Puerto Rico and elsewhere.

Pvt. John Kempinger called at the shops on June 26. He is stationed in California.

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

Harold Montgomery  
Correspondent

Henry Kundert made a special trip to Minneapolis early in July to let that big gentleman with the long whiskers give him the once over. He is now keeping our Hank in suspense by not making a report for a couple of weeks as to the outcome of the physical examination.

Ray Jay Petrie is our only entrant (thus far) in the lawn bowling competition. Ray just loves to get out there and win. His rival bowlers are a little old but after all Pete isn't a youngster anymore. They say one can't indulge in this game of bowl until the ripe age of 50 has been reached. Many prominent city officials relax at these games and, of course, our Ray relaxes with them.

Allen Hanson stopped in while on furlough from Camp Pickett, Va. It appears Allen has been doing very nicely from all medals he is wearing. The medals are for rifle, machine gun and bayonet handling while at camp.

Robert Engelke was laid up a few days during July. It so happened Bob was working on his barn out New Butler way and the sun got the better of him. He



appears to be on his way back to where he was—in the plnk.

Charles Klug stopped in to wish all his friends "adios" as he is retiring after 42 years of service with the Milwaukee Road, most of which were spent in the car department blacksmith shop.

James (2nd Looey Jimmie) Horton—pilot on B-17 down Mexico way, stopped in to see Dad Lisle D. during his furlough. Lisle is 6 ft. even and James is 2 inches taller. Two other sons, Lisle Jr. and Donald, also in the service, are taller than their Pa, Lisle being tallest at 6 feet 3 inches while Don goes 6 feet 2½ inches.

After riding trains here and there on test runs, Joe Drinka has finally decided to take his vacation (like a mailman does). Yes, Joe is going to ride a train just for fun to see how it feels to enjoy a ride without working during the run. He's heard it's a lot of restful fun so he's going to find out for himself.

Bowling captains for the 1944-45 season of the Milwaukee Road Bowling League are asked to get the dope on their roster by keeping in touch with their men and replace any called to service since the last season ended. Meeting of Captains, Aug. 1 at Pabst Brewery Bottle House.

Another Chandler has stepped in to take the place of Harold W., our former boiler draftsman now an assistant boiler inspector working in the east. Son William is now connected with Harvey Klind's upholstering department during the summer vacation. Bill goes to Solomon Juneau High School where he is a sophomore and plays baritone in the band.

A former E.C.D. clerk sends his best regards to his old friends in that office—Frank Beck, the lad who used to take orders from Frank Skola, and is now claim agent for the Yellow Cab Company in Milwaukee. He is the brother of Johnny Beck of the freight shop.

The new office boy and sorter in the S.C.D. office is Burton R. Stark, son of Herb Stark of accounting department at Milwaukee freight shop. Burton is the brother of Willard H. Stark of freight shop office and is uncle to Willard's youngest born recently.

Bobby Klatté just came in from Colorado on furlough. Bobby is the son of Hermie W. Klatté of S.C.D. He looks fine and trim and sports a little "cookie duster" under his nose. Yes, Herman started his vacation to be with son again and pal around. Terre Haute was one of the stopping places.

Mary Milbrath leaves the company's employ to be with her hubby who just has been transferred far away from Milwaukee. Mary has been stenographer for Harry A. Sjogren and Joe Haas. All were glad to have had you with us and are sorry to see you go.

M. J. Biller reminds all to put away that extra gas coupon for the big Milwaukee Hiawatha Service Club Picnic at Heidelberg Park, Aug. 20. There will be \$300.00 in cash prizes given away—if you hold the lucky numbers.

The operating department will take on the mechanical department (for sure this time) in a 7-inning ball game at the picnic Aug. 20 at Heidelberg Park. The mechanical department will be represented by quite a squad of "All Star Usterwuzzes." Players who will see action in this enormous affair: H. Grothe, L. Lentz, G. Greeman, Al Hoppe, Al Groth, Harry Sjogren, Steve Filut, Jerry Rosar, Vernon Green, H. Klatté, H. Klind, G. Fiebrink, G. Bilty, J. Jennings, G. Reichart, J. Poenisch, A. Buetow, A. Guschl, R. Harrington, H. Melzer, H. Viergutz, Ed Heidel, J. V. Miller, Art Hempel, J. Glaub and C. Wellnitz. Most of these boys will be all in after one or two innings—thus the long list for replacements. Pictures of the game will be taken along with loud speaker account of game. The band also will play between innings.

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out of you?



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### Davies Yard

J. J. Steele, Correspondent



Frank Cervero, who retired a few years ago, has returned to the Davies Yard to give his old gang a helping hand. Bob Stark was recently promoted to assistant chief inspector, and Gene Wecezek and Siegfried Thomas-ser have been promoted to inspectors.

Al Reich has a new student in the person of Ferdinand Bukkert. Al has taken Ferdinand under his wing and is teaching him the intricate art of cooking.

At this writing Charley Zimmerman is at Soldier's Home, Wood, Wis., awaiting a major operation. Mrs. Augie Beier has been seriously ill, but we are happy to report that she is well on the road to recovery.

After 40 years of service with the Milwaukee Road Charley Kennedy, now retired, has entered the field of politics. Charlie feels that in war time when man power is so important in governmental management he can lend a helping hand by running for assemblyman in the 15th District.

Two young ladies were walking down Fifth Avenue. Suddenly one cut loose with a piercing shriek. "Look," she cried in amazement.

"What is so terrible?" asked her friend. "They are only midgets."

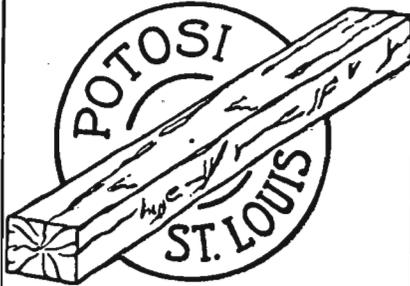
"Thank goodness," said the other girl, greatly relieved. "I thought for a minute they were rationing men."

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## COAST DIVISION



### Seattle Terminals

Lois C. Meyers  
Correspondent  
Stacey Street Yard Office

Everyone is apparently either living very quietly in their gardens during their hours off work, or rushing to the beaches after work, because news seems to be very scarce this month.

In Mr. McMahan's office there is a new face as Miss Margaret McNeeley, formerly of the local freight office, is moving down here to join the yard forces as secretary to the assistant superintendent. We are very happy to welcome you into the yard family, Margaret, and I sincerely hope you enjoy your work there as much as I did.

Next month all of you Milwaukee Magazine readers will be hearing from Mrs. Melba Batson, stenographer in the car department, as she will take over the duties as correspondent for the Magazine. Yours truly moves to our downtown offices in the White Building. Writing the news for the yard has been fun and I want to thank you readers for your contributions of comments, criticism, and news. I'm very grateful to all of you.

### Seattle General Offices

J. M. Wilhelm  
Correspondent, General  
Claim Department

### Rails in the Armed Forces

We were wondering what had become of those two youthful but efficient messenger boys in the Seattle Relay Office, who entered the service about 18 months ago and on inquiry find that James E. (Jimmy) Peterson, HA1/C, U.S.N., is now stationed in the New Hebrides Islands. He was quite a hand at chemistry and its mysteries in school and likes his present vocation very much. He writes that the scenery down there is very beautiful and wishes he had a color camera and film enough to bring back home those scenes he has enjoyed. He gets all the ripe bananas and papayas he can eat, furnished by the friendly natives.

Pvt. Robert Simms, his buddy, is stationed in an army camp in New Guinea handling some of the necessary voluminous clerical work in this man's Army. Blond Bob, who was always on the heavy side (used to weigh over 200 lbs.), has been trimmed down to a neat 150 lbs. now.

Jim Rupert, Y2/C, U. S. N. R., who was distribution clerk in the general freight office, paid the boys a visit the other day. Jim is stationed in a Naval Recruiting Station in San Francisco and says: "There's nothing finer than the Navy."

Lt. George Johnson, former car distributor clerk in the transportation department, Seattle, returned home for a brief visit early in July. This was a momentous occasion for George, for on July 6 in the chapel of the Mercer Island Episcopal Church he became the proud husband of Miss Dorothy Bogart of Minneapolis.

### On the Home Front

It was surely a happy day July 10 when N. A. Meyer showed up at the office full of vitamins, etc., and rarin' to go. We all are very glad to see you back, Mr., and hope we won't have to put in any more articles like that of last month.

Tax Commissioner Jim Cumming wouldn't talk, but I talked to the Mrs.

and confirmed the report that J. R. Jr. and his Mrs. were presented with a boy on June 21, to be known henceforth as Lawrence Kirk Cumming.

This is to announce that Assistant General Manager H. E. Arnold and his staff are now occupying Room 6661 in the Stuart Building. Harry now feels like a real executive and now has elbow room to combat with the problems of the day. He explained the situation for the move by stating that due to L. A. (Lou) Borden's activities and "circumference" that there was no longer room for the two of them in the old office; however, they can now enjoy a good argument to their heart's content. Al Britzius was on the road today, but Miss Anna Goldie and Miss Mary Lou Knotske were quite thrilled with their new surroundings.

Bill Sarakanoff, one of the Seattle general office's most eligible bachelors, sure set the girls to thinking in the transportation and general manager's departments on July 7. Bill brought down one of the biggest and best angel food cakes they had ever tasted. Yes, Bill designed, dedicated, and dood-it himself and after treating both the aforementioned departments, such comments as "Delicious", "Wonderful!", "Such fine texture, what-a-man," were floating about the air. This cake was at least eight inches high had a white 7-minute marshmallow frosting and a chocolate center, and so big that Bill had to make a special box out of his laundry shirt cardboard for it. He passed up three busses coming to work in order to get one empty enough that would allow him to transport it safely to the office—in fact, his right arm was so tired holding the cake extended that he couldn't write for half an hour.

John Andrews, chairman of the Puget Sound Service Club, has been complimented very highly on the splendid outcome of the Service Club's annual party at the new Seattle freight house last July 6. He deserves a lot of credit for the amount of effort he put into this party.

We wish to extend our deepest sympathy to J. F. Bahl in the death of his son, Albert, on July 12. Mr. Bahl was credit manager for Sears, Roebuck & Co. in Los Angeles, Calif. He was born in Chicago, came to Seattle with his parents in 1910 and was a graduate of Broadway High School. He later attended the University of Washington and for the past 10 years had lived in Los Angeles. Surviving are his widow, May, Los Angeles; his parents, two brothers, William M. of Los Angeles, and George E. Bahl, United States Navy, stationed at Pasco; and a sister, Miss Laura Bahl, Seattle.

### Tacoma

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



Ed Dahl, a switchman at the Tacoma yard, injured his foot June 21 and was hospitalized for a while but he has now returned to his home.

Ernest Dahlquist, stenographer to Superintendent Wylie, had the misfortune to fall out of a cherry tree recently and as a result will be in the hospital for six to eight weeks.

Ashford Station on the Tacoma Eastern has been closed since June 15; J. G. Davidson, the agent, has been transferred to Elbe, and E. L. Pravitz of Elbe has gone to the second trick at Morton.

J. E. Brady, roundhouse foreman at Tacoma, had the misfortune to break his arm as the result of a fall recently, but he kept right on working. Bob Schwanke, assistant roundhouse foreman at Othello, came over for a few days to help out.

Several persons have joined the Milwaukee family under the paternal care of Agent Ray Grummel, at the yard and at the local office. At the local office Effie Moe, Manda Schrock, Gertrude Creviston

and Ada Schwanke went on the list as expense or general clerks. Cyril Nelson, just discharged from the Marines after two years of tough warfare fighting Japs and malaria at Buna, also signed up as general clerk. It took all of Mr. Grummel's persuasive tact to elicit the fact that Nelson, among other medals, held the Purple Heart but then Nelson had talked himself into a job and bids fair to make an A-1 railroad man. Welcome to the force!

Mrs. Violet Tollefson is now on Miss Phelps' job until Mrs. Carrotte gets back about the middle of July after about 90 days' absence from the office.

Wayne R. Brown, son of May Brown of the chief dispatcher's office, graduated from the Blackland Army Airfield at Waco, Tex.

James Corbett, son of J. W. Corbett, relief chief train dispatcher, has won his wings at the Pensacola, Fla., aviation school.

Conductor W. H. Bowers and wife went east to see their boy, Kennie, who is in the Navy and was in just to see his parents.

Miriam Seese is a new member of the local office force, having been assigned the messenger job on bulletin; and C. P. Shaffer was assigned a yard checker's job.

Miss Jeanne Olinger, stenographer at the car department is displaying a beautiful engagement ring, a gift from Ted Raess, technical engineer attached to the Navy at the Todd Shipyard here. The wedding will take place on Sept. 9.

As we walked through the yard this morning, we noticed a beautiful pigeon, quite tame and not a bit shy. When we came back that way, Gus Rozinski, one of our carmen, hailed us and asked whether we had seen the pigeon. On our replying in the affirmative, he informed us that he had picked the pigeon up in the yard and had taken it home, clipping its wings and intending to domesticate it. But the pigeon thought differently, for a day or so later it showed up at the yard, having in some mysterious fashion followed Mr. Rozinski from his home to the yard, about four miles. Mr. Rozinski is very proud of his new pet and has cautioned everybody to be careful of it.

Richard Wende, age 66, retired electrification foreman on the Coast Division, passed away July 11, at Tacoma, following a long illness. "Dick," as he was known to all the Milwaukee employes and his friends, was a native of Monroe, Mich., and resided in Chicago and Deer Lodge, Mont., before coming to the coast 25 years ago. He was a foreman during the construction of the electrified portion of the line in Montana, and when the Coast Division was electrified he transferred here. Dick probably had more friends on the railroad than any other one employe. He was a diamond in the rough, and never failed to respond when called upon in time of need. A few years back, when his health was good he responded many times in giving his blood to his fellow employes who were in need of transfusions. His jovial disposition and keen wit made for him many friends, and his passing leaves us all very sad. In addition to his wife, Edna, he is survived by three children: Commander Charles T. Wende of the U. S. Navy; Mrs. Violet Hale of San Diego; and Mrs. Gladys Flack of Maxton, N. C. Dick was a member of many of the Masonic orders and the Spanish American War Veterans.

**Wife (after receiving skunk fur coat from her husband):** "I don't see how such a nice coat can come from such a foul-smelling beast."

**Husband:** "I don't mind not being thanked, but I do ask for a little respect."

**Hairdresser:** "Shall I give you a shampoo, Madam?"

**Wealthy Lady:** "I can afford the best; you'll give me a genuine poo or nothing at all!"

August, 1944

## CHICAGO GENERAL OFFICES

### Passenger Traffic Department

E. R. Will, Correspondent



Your scribe has been very fortunate in the 13 deadlines that have been met, not to have been compelled to report any casualties among the servicemen now on furlough from the passenger department. We of the department are now more aware of the horrors of this world turmoil since word was received from the War Department that Pvt. William Peterson (shown in the accompanying photo) was reported seriously wounded in action. He had been in England a few months prior to D-Day. He is the son of Walter Peterson, who in March of this year was made assistant to the passenger traffic manager. Mr. Peterson has not received any additional information but the prayers and the hopes of all of us are raised that Bill will recover completely and quickly. "Pete," as he was better known to us, has spent most of



Pvt. William Peterson

his service with the road as a clerk in the office of the passenger traffic manager, but before induction was in the reservation bureau under Walter Keller.

Harry Sengstacken, assistant passenger traffic manager, was both surprised and pleased to receive a visit from S/Sgt. Bill MarDong, son of H. K. MarDong, the road's Chinese passenger agent at Seattle. When introducing the young man to the various employes, Mr. Sengstacken informed us that he was in action for 22 months in New Caledonia and Guadalcanal with the transportation branch of the army and has returned to the states for officer's training. Bill, for certain, is 100 per cent American but he must be proud, and justly so, of the eventful struggle his ancestral country is waging against the Japanese.

The following dispatch has been received from an anonymous source: Lawrence W. O'Sullivan was assigned acting chief rate clerk, effective July 12, when A. W. Dreutz went vacationing for two weeks. The strain of the ordeal apparently overcame this gentleman, and he took a nap aboard No. 45 on his way home to Grayland. The conductor awakened the ruddy complexioned Irishman in time for him to get off at Morton Grove, four stops beyond. At the door his Panama hat of ancient vintage blew into a farmer's field and so it lay with the rest of the hay. The loss of the hat is of no importance according to Mrs. O'Sullivan, for she told Larry he looks better without it.

Jingle! Jingle! It is no longer "Master Chermak is a Sergeant Mister"; it is now "Mister Chermak is a Master Sergeant." The promotion occurred recently and Bob has full charge of the H. Q. section of his battalion at Camp Gordon, Gawgah!

Some years ago, not too many and not

**RAILROAD MEN  
GIVE 'EM THE  
Right  
of  
Way**

**BILTRITE**  
WILL NOT SLIP  
*Rubber*  
**Heels and Soles**  
At Leading Shoe Rebuilders Everywhere

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"The Pick of the Fields Coals"

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to absorb horizontal shocks

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to absorb vertical shocks

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Game, Fruits and Vegetables

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CHICAGO, ILLINOIS

too few, a young man, Gilbert Henkens by name, met a Miss Della Mae Reis. After some persuasion, the lady became his wife and their happy home was blessed with three fine sons. Years passed and on Dec. 7, 1941, Tojo sent his legions against Pearl Harbor. The older boy, Gilbert Henkens, Jr., underage, requested his father's permission to join up. This was received and fate carried him in behalf of his Uncle Sam to the state of Washington, where he met and wedded Miss Della Mae Reis, no relation to his mother. That is really making that old tune "I want a Girl Just Like the Girl That Married Dear Old Dad" a reality. Chip off the old block.

### Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent



After long waiting and anticipation Carl Jensen finally arrived in Chicago. He stopped in to say "Hello" and we all enjoyed a chat with him. He was very busy answering questions about his decorations—of which he had several.

Letters from Hans Klemmer and Jimmy McCaully inform us that they are in France. Jimmy says it is hard to speak to the people there as his French is very limited.

Jack Brandenburger and Warren Pester paid us a "howdy" while they were on leave. Both looked fine and it was good to see them.

Alexander Helms, father of Anné Doran of the typing bureau and retired engineer with 62 years of service, passed away on July 1.

Herman Simonsen while thumbing thru the magazine on his store rack made a discovery. In the Amazing Story Magazine he found a story "The Overlord of Venus" straight from the pen of Lt. Wm. L. Hamling and following the story a resume of Bill's life. Nice going, fella!

Blumberg's Chorus has several new faces and from the way the gang stares they look good. Welcome, gals!

Gus Rhode returned to work after a siege of illness—says he lost a little weight around the neck.

One of our newcomers, Pauline Humric-house, had her appendix removed—but now is coming along nicely. Hope to have her back in the typing bureau soon.

An orchid for Kriss Steggers for her splendid work at the St. Francis Hospital in Evanston as nurse's aide.



### Freight Auditor's Office

J. A. Strohmeyer  
Correspondent

On July 13, the freight auditor's office team played a bang-up softball game with various other employees of the different offices in the

Fullerton Avenue building. Final score was 29 to 5 in favor of the freight auditor's office boys. The star of the game was Duke Kane who drove out a triple, three doubles, and a single. He also scored five times and drove in seven runs.

In new jobs: Lucy Bauermeister and Jane Mezak, 16,00 Bureau, A. Hershey, revising, and O. Thal, accounting machine room, all now in tracing bureau.

Larry Lustig, formerly employed in rate bureau, paid us a brief visit June 17, while enroute to his new position, administration assistant, technician, War Department Signal Corps, Philadelphia, Pa.

Al Dinoffria, paid a brief visit to his son serving in the navy, while he was in New York.

June LaRue, of the interline bureau, had a wonderful but amazing birthday celebration on June 24. She was amazed

by the gifts, the cards, the telephone calls, and most of all she was surprised by the "Singing" telegram. The interline never forgets.

Alice Teed brought little blonde Junior, her son, to see us July 17. He is now able to walk about and do a lot of talking.

Pfc. Ken Reinert paid us a visit June 27. He reported he was being transferred to Camp Beale, near Sacramento, Cal. Pfc. Ed Bradtke, a visitor June 21, was enroute from Keesler Field, Miss., to a new camp in Maine.

On the evening of July 17, our girls softball team played the strong Stewart-Warner girls at Weber Field, "Y" Industrial League, which ended in a 13-13 tie, in the eighth inning, Mary Klein's double bringing in the tying run. The girls battled hard in the rain and under the arc lights to win. Our team also finished second in their bracket in the Herald-American League, which will entitle them to participate in the elimination playoffs. Their first game will be against the Chicago Bell Telephone Company's team, who were last year's champions. Watch bulletin boards for time and place.

### Purchasing Department

Josephine O'Hara,  
Correspondent



The trail of vacationers in the purchasing department has been covered by Bertha Sexton who finds herself moving from one desk to another during these summer days. Bertha calls herself a "utility" clerk, and a good one she is, too, as she adeptly carries on the work of those who are enjoying well-earned vacations.

Elmer Eldridge merits recognition for service rendered beyond call of duty. He is becoming a first-class freight handler at our Galewood freight house where he spends his Sundays directing the traffic of freight-laden trucks and dollies.

Another member of our personnel has a specialty, and it is quite in keeping with the season. Carl Skjoldager purchases ice for the railroad and one day last week he devoted all of his time to buying ice. The telephone operator was kept so busy placing calls for Carl's ice business that she called him in mid-morning of the following day to see if he was at work. A part of the morning had slipped by without Carl being on the telephone purchasing more ice.

The Lathrop farm home in Dundee, Ill., was the scene of a picnic held for the purchasing department. Jean, our gracious hostess, made us feel very much at home with her hospitality. Many good things to eat invited us to a large picnic table in the Lathrop front yard. A corn-cob fire was used for roasting the hot dogs and everyone enjoyed the fun of trying his hand at the pastime. Morgan Pritchard, our transportation charge, smiled his satisfaction with the good time had by all, and we have already accepted another invitation for a picnic again in the not-too-distant future.

We are all happy to hear that Leona Johnjack will soon be with us again. Leona has been absent from our midst for several weeks due to illness.

Letters from the men in service have been few since the last issue, but Pfc. Don Russo, now stationed at Camp Callan, Calif., did write us and say that California has yet to equal Chicago and Illinois in his estimation.

Our ever-loyal Pvt. Bob Reiter has also written us from England where he is a mobile soldier. Bob moves around so fast over there that people could say it appeared that he didn't pay his room rent. In his last letter, Bob hopes that we won't forget him in our prayers. For obvious reasons, Bob, we assure you of our prayers.

Jayne Schultz, SK3/c, paid a brief visit to the office during her six-day leave. We

found Jayne's visit much too short and we hope that next time it can be longer.

D. C. Curtis, chief purchasing officer, had a very special smile for everyone on June 26. His good cheer found its way to one and all of us and we returned with our smiles many happy returns of the day.

July 4 was a special day for Ray Radicke, too, and our greetings to him on that day were special as well as patriotic.

### Car Accountant's Office

Harry M. Trickett  
Correspondent



Margaret McCarthy gave us the surprise of the month on June 30 when she announced her marriage of May 27 to Andy Gallagher of the auditor of overcharge claims office. On July 8 her many friends in the office presented her with several gifts.

Another surprise came when Veryl Berg announced her marriage of June 12 to Sgt. Michael Zavoosky at Atlantic City, N. J.

During the past month of June many desks have been decorated for various girls. On June 23 we bestowed gifts on Helen (Wickman) Burdsall, who was married on July 2, and will reside in Roselle, Ill.

After serving for 25 months in the South Pacific, Sgts. Harry J. Reinhart and Carl Jensen arrived home July 9. They spent most of the following day visiting the office and after a nine-day leave, will go to Officer's Training School.

A recent letter from Stanley Scott tells of his participation with the first landing of troops on French soil, for which his unit has received a citation. He appreciates receiving the Victory Topics and stated it is like talking to home folks.

Pfc. Warren Gearhart advised on July 12 of his landing overseas. He inquires about Scott and Nowakowski, who were last reported in England. He has a hunch where they are, but has no desire to play hunches as they cost him last month's pay in a card game. His new address can be obtained from your correspondent.

Pearl (DeLaBarre) Sacks, now on leave from our Seattle office, was a recent visitor with her baby boy, who was born on Feb. 1.

At the present writing Shirley Hegsted is on sick leave, and Clara Wood has been ill at home since July 10.

Grace Enders is still confined at St. Elizabeth's Hospital, and Rose Parker was admitted to the West Suburban Hospital on July 8.

Marion (Lynch) Cone retired on July 18 and plans to spend the summer with Frances Swanson at the Eleanor Club at Lake Geneva, Wis.

### Auditor of Expenditure's Office

Bernie Williams, Correspondent



Serviceman news includes our farewell to Hillard Wachowski, of the bill and voucher bureau. "Hill" is off for Army Air Corps training at Knox College, Galesburg. Appreciation ran riot when he received his going-away gift. Where effort and perseverance are concerned, Hillard is ace-high, and we know he'll make the army a good man.

Florida-bound this month is ex-typist Gladys Ring and her kid sister, Frances. Gladys has an engagement with Corp. John Bonetti, furloughed bill and voucher bureau member, somewhere down there among the orange blossoms.

Among the happier people at Fullerton Avenue these days, you can check off Mr. and Mrs. Gordon Mead. Proud parents of a little 7-pound hunk of man, Viola and

Gordie declare offspring No. 1, Charles, has announced everything looks okay to him and he plans on staying awhile.

The above, of course, entitles "Hank" Russell, AFE bureau head, to automatic membership of the Grandfathers Club. So far, grandpop hasn't popped any buttons off of his vest, but that'll no doubt come later.

Leaving our midst this month was Ronald G. Evenson, of the B&V bureau. Ronnie accepted a position with the U. S. Government in Washington, D. C., and is on furlough from railroad service. We're sure the new "G" man will make good.

V-Mail from Pvt. Larry Botzon in France discloses that Larry is helping out with the payrolls and "watching" the fireworks at night. Every night is the Fourth of July over there, but they aren't kidding.

Margaret Wendt of the computing bureau is back with us, after successfully combating serious illness and an operation. Keep up the good health, Margaret!

Bill Stegman's coaching ability is again involved as the girls' softball team performs their diamond duties at Weber Park. They're a fine representative for the Milwaukee Road but could use a little support in the bleachers . . . how about it, fans?

Eddie Leibrock writes from New Guinea that the boys in his outfit would like to make a plea for a radio . . . new one, old one, small one, big one . . . with a radio to keep up with some of the events going on at home, life wouldn't be so bad. If any of you have a radio that's just not being used right now, and would like to loan it to Eddie, that would be "something for the boys."

### Auditor of Overcharge Claims Office

Marie Hotton, Correspondent



Is our face red! Last month's list of June graduates omitted the name of Eugene Krupka Jr., and Gene Sr. wants this error rectified immediately, lest the general public receive the impression that "the kid is a dope just like his old man,"

—Gene's words, not ours. Yes, he not only managed to graduate, but is already in training at Shepard Field, Tex., as a cadet in the Air Force. Kenneth Anderson, the younger son of Carl Anderson, received his diploma too, from Roosevelt High School, and expects to go into service soon just like his brother Randall, a hardy veteran of two years aboard one of our large battle wagons in the Pacific.

Here's something of special interest. No mention has been made of 1st Lt. Alvin E. Hills, since he ferried planes to South America. Now, however, he's getting more attention as a pilot of one of those B-29's, which have been making things so uncomfortable for the Japs in the vicinity of Tokyo. No official information can be released concerning the activities of Al and his chums, but Mr. and Mrs. Hills do say it's all right to mention that their missions have met with "great success."

When Mr. and Mrs. Pete Walton left for Omaha on June 23 to visit Sgt. Bob Walton at Fort Crook, it promised to be just the ordinary weekend trip. Before they returned, Pete not only hit a jackpot, but Mrs. Walton and he carried off first prize in the old-fashioned waltz contest at the non-commissioned officers club. They topped it off by attending an exhibition of B-29 flight trials, and altogether, had a very pleasant holiday.

Via V-mail comes an encouraging report from Merrill "Swede" Lundgren, an MP somewhere in France. According to his statement, the morale of our Nazi prisoners is reaching a low ebb and among those who have been captured are a sur-

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Minneapolis

prising number of old men and young boys, in addition to the assorted nationalities who have been drafted to fight for Hitler's cause. With this sort of opposition Swede ends his letter on a cheerful note, hoping, he says, to be home by the end of Summer.

Bettisue Tovey, the "Maid of the Ozarks," breaks into print once more with the announcement that she has changed her name to Mrs. William Iglay of Chicago. The ceremony was performed in the Methodist Church at Dolton, Ill., and Bettisue was a lovely bride in white jersey with a finger tip veil, and carried a bouquet of white carnations. After a brief honeymoon, the groom, who is a Navy man, proceeded to his post in California, and Bettisue returned to Mountain View, to lend a hand during the rush season in the poultry business.

Two of our more popular young people, Margaret McCarthy and Andrew V. Gallagher, long prominent in social work for Milwaukee service men, decided on their own solution to the housing shortage and were married on May 27. The Little French Church of Notre Dame was the

scene of the fatal plunge and the bride wore a light wool suit in the shade of violet so universally becoming to red heads and carried orchids. In case anyone could possibly be interested in what was worn by the groom, it was his new navy blue suit. The Gallaghers want their friends to know that the love nest is located at 840 Austin Blvd., second floor, ring twice, and wipe your feet.

On June 29, Jerry Ginaire, bureau head of our rate department for 44 years, retired after 55 consecutive years of service with the Milwaukee Road. This must surely establish a record of some sort. For Jerry was known to folks up and down the line, ever since he began his railroad career as a telegrapher at Burlington, on July 23, 1889. Jerry came to Chicago in 1902 and occupied the position of bureau head ever since, celebrating his golden jubilee in July, 1939, an account of which appeared in the September issue of the Milwaukee Magazine. For years a familiar figure at Fullerton Avenue, Jerry was noted also for his sartorial elegance, a reputation which triumphed even over the "blizzard buster" which he sported every Winter to brave the icy blasts of Glenview. His many friends presented him with a handsome armchair to observe the occasion, and Jerry hopes that you'll drop in to see him enjoying it, the next time that you're out Glenview way—you just can't miss his house on Waukegan Road, right next door to the "Rustic Man."

The following day, Frank Howard, who had been a Milwaukee employe since 1924, also retired after many years of service as railroad man. A native of Janesville, Wis., Mr. Howard originally worked for the Northern Pacific at St. Paul and is also a veteran of the Alton and the Burlington railroads. The purse which was presented to him for a remembrance by his co-workers in the accounting department was acknowledged by Mr. Howard with a fine letter of appreciation. Mr. Howard expects to employ his leisure in the study of economics, a subject which has been his hobby for many years and he leaves with all our best wishes.

Library Notes—Well, Mrs. Latham and Inspector Primrose have done it again, that is, solved a few more hair-raising murders, this time in wartime Washington, and Leslie Ford explains everything in "All For the Love of a Lady." Another nice chilling tale for easy consumption on a hot night is Agatha Christie's "Toward Zero," a title which is just about the ultimate in creeps. The perennial favorite, Zane Grey, has again delighted his fans with a best seller, "Wilderness Trek," and the Women's Club Library has purchased "Leave Her to Heaven," a new portrait in the series of disagreeable women by Ben Ames Williams. Our favorite is "Time For Each Other" by Margaret Lee Runbeck, continuing the tale of "Our Miss Boo," and which, despite its saccharine title, is a "different" war story. An enthusiastic member of Mr. "Beams" Taylor's silent radio audience, Miss Boo, among her other pursuits, devotedly grows her hair for the government and is an advocate of a Utopian condition with a child in every house. So are we, provided they can be produced along the lines of the most charming eight year old lady in fiction.

A boy applied for a job in a butcher shop.

"How much will you give me?" he asked.

"Three dollars a week; but what can you do to make yourself useful around a butcher shop?"

"Anything."

"Well, be specific. Can you dress a chicken?"

"Not on three dollars a week," said the boy.

## TWIN CITY TERMINAL

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

Many things happen to brighten our days but none more welcome than to see Kay McBride float into the office all decked out in a white dress, uniform of the "lady" Marines, shiny gold buttons, green cap resting on her curly head at a jaunty angle and the green bag slung under her left arm, the whole picture looking for all the world just like a magazine cover girl.

Kay was home on her first leave since going into the Marines and bubbling over with enthusiasm about her new vocation. The public relations department of the Marines is overlooking a good bet if it does not grab this young lady and assign her to the staff because she has the "know how" and "can do" in selling the Marines.

Glad to see you, Kay, and hope you will drop in again when around these parts. The gang at Minneapolis all extend their best wishes for your continued success.

## South Minneapolis Shops and Coach Yard

Oriole M. Smythe, Correspondent  
Car Department

Most recent inductees into the army: George H. Myren, carman from Minneapolis light repair yard on July 5 and Winfield T. Martin, electrician helper from Minneapolis coach yard on July 12; also Arthur V. Abrahamson coach cleaner on July 12.

Former Correspondent Katherine McBride, (on furlough from Marine Corps, New River, N. C.) was observed passing through South Minneapolis shops yard, to visit store department employes.

Congratulations to Paul V. Jacobson and happiness to the bride, (Rosemary Carol Hazel) married at Minneapolis, June 8. Paul is an honorably discharged gunner of the Air Corps, having served in North Africa.

Carman Elof Wendell, Minneapolis coach yard, reports a message from his son, Lt. Clifford Wendell, German prisoner of war, that he is in good health and requested Chesterfield cigarettes.

John Hnida recently returned from visiting his son, a patient at Army Hospital, Clinton, Ia., because of wounds sustained in the battle in Italy and reports he hopes the boy will be about soon.

## St. Paul Freight House

Alien R. Rothmund, Correspondent

In a letter received by A. L. Morgan, conductor, from Col. N. A. Ryan, he states that the new type of bombing furnished by the Germans does not interest them during their sleeping period and neither does it change their usual daily routine.

Yard Clerk Neal Ryan is still absent from work due to a heart attack he suffered some weeks ago.

S. N. Adams of the cashier's office is in charge of arrangements for the transportation of the St. Paul group of Spanish American War Veterans to their national encampment to be held in Cleveland first part of August.

During the July 4 holiday rush I saw a lady carrying a large chair thru the Union Station. She was, no doubt, assuring herself of a seat for the journey.

Joe Kulischek, our per diem clerk, has a nephew and brother overseas. When he writes to them he uses carbon paper, sending the original to one and the copy to the other.

The husband of one of our former employes discovered a strong box buried in his back yard, when he opened it, lo and behold it contained milk chips. Not even beer chips.

Over and over again we hear all the

THE MILWAUKEE MAGAZINE

FOR VICTORY  
FOR FREEDOM

BUY WAR BONDS



FIRST WISCONSIN  
NATIONAL BANK  
OF MILWAUKEE

## Elizabeth O'Brien Passes 35th Service Year

By F. P. Rogers

**"T**HERE are no friends like the old friends,

Who knew us in our morning days,

No greeting like their welcome,

No homage like their praise."

Those lines from Tennyson just about expressed the emotions of Elizabeth V. O'Brien, chief telephone operator at Minneapolis, when she sauntered into Archie Alexander's office one day recently and was greeted by just about all of the old timers around the passenger station.

The occasion was the completion of Miss O'Brien's 35th year of service in the telegraph department, and a few of her many friends decided that this event must not pass unmarked and gathered in Mr. Alexander's office to greet her when she reported for work. The welcome and greeting were very spontaneous, to say the least.

The gang presented Miss O'Brien with flowers and candy, and letters and telegrams were received from Messrs. Harstad, Porter and Bagnell. In the ordinary course of events, no one has ever known Miss O'Brien to be caught without a witty, quick comeback, but on this occasion words seemed to fail her. However, the beaming smile she bestowed on each friend who called to congratulate her, and the snappy sparkle in her eyes expressed



Elizabeth O'Brien received many congratulatory messages and letters on her 35th anniversary with the road.

more eloquently than words just how she felt about the fine demonstration of good will and friendship.

The thirty-five years just completed by Miss O'Brien have been filled with fine service and loyalty and she commences the 36th year with the very best wishes for her future happiness and good health from her wide circle of friends and business associates.



A few of the old timers who greeted Miss O'Brien on her 35th anniversary. L. to R., first row: W. C. Stackpole, Miss O'Brien and D. T. Bagnell. Second row: E. J. Rummel, Kitty Carll, G. W. Pasko and A. F. Alexander. Third row: C. F. Prescott, L. C. Stockbridge, F. P. Rogers, C. B. Rogers, and J. J. Oslie.

good points in connection with our Hiawatha trains—the smooth riding, the absence of jerks when starting and stopping, the beauty, speed, meals, and what not. Well, we all know that, but we really like to hear it over and over again and does our chest expand when we hear the folks talk about our trains. A St. Paul traveling man told me more than the above, he said, "and, in addition, I must say that the courtesy extended passengers on board the Hiawatha's is something worthwhile talking about."

Just as thousands of other parents are doing, I bade farewell to my son, Lt. John A. Rothmund, who left for overseas duty recently.

I read a nice letter the other day from Earl Leaf, a clerk from this office, now stationed overseas.

If you gamble with safety, the odds are against you.

A large concern received the following letter:

Dear Sir: "Though I have taken six cans of your corn syrup, my feet are no better than when I started."

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## St. Paul Traffic Department

Brooksi Luth, Correspondent

I've always thought that Milwaukee people were "purty" swell, but now I am convinced that they are better than that. On my recent trip to Kansas City, I couldn't have asked for nicer brakemen and conductors, and the agent at Savanna was especially helpful. They didn't know that I'd tell on 'em in my column if they weren't nice to me—so I guess they are all just naturally like that. They certainly made my trip pleasant.

J. J. Oslie, assistant general passenger agent, is away for a rest, which we hope has him feeling much better—and soon.

Stewart Olson, city passenger agent, recently received a letter from Sgt. Leon Stelling, formerly a stenographer in the passenger department. Leon is stationed in Alaska, with a railway operating battalion, and although he likes Alaska quite well, he'll be glad to get home on a furlough that he expects sometime in the early fall.

City Freight Agent Frank Arndt, who broke his leg a couple of months ago, is back among us. It's nice having him back, and we hope he can soon discard the crutches on which he zips around—'course he hopes so, too.

Kinda looks like this is poetry corner, but City Ticket Agent Eddie Wilber recently showed me the following poem which he read in the "Ticket Agent," written by "Sour Bill," and the boys here swear every word of it is true. From what I've seen and heard, I believe 'em.



## Ticket Agent's Lament

People come in with a tear-stained face,  
They beg and plead for a little space,  
In front of my desk they violently pace,  
And indignantly blow their top.  
They cuss and rave and tear their hair,  
And fuss and fume and yell and swear,  
I think they're bound to pop.

They tell me about their aches and pains,  
How their bones hurt whenever it rains,  
And ask me, do I have no brains,  
Cannot I see they're sick?  
Their doctor has ordered them Florida way.

The must leave town, right fast today;  
At least that's what they always say,  
They must get started quick.

They tell about the freight they ship,  
How important it is that they make this trip,  
And tell me to button my sassy lip,  
And give them a little attention.  
They want a bedroom because they're tired,  
And if I don't get it, they'll have me fired,  
'Cause they knew my boss before I was hired,  
And I'll never draw my pension.

So I get them a bed on a nice, fast train,  
And the sun doth shine right through the rain;

I toiled to get it, but not in vain:  
I'm happy, I know no sorrow.  
But in one hour—Whatta you know?  
They call me, saying they cannot go,  
Their poodle dog has broken his toe,  
But they want the same bed tomorrow!

## Minneapolis Local Freight and Traffic Dept.

Kay Jiran, Correspondent

Veteran railroaders were saddened by the death of John Dougherty who is well remembered as assistant to the superintendent of police at Minneapolis. Mr. Dougherty worked for the Milwaukee Road for 63 years and all of his service was performed in this territory. He passed away at his home in Minneapolis on June 17. He is survived by his son, Edward Dougherty, round-house foreman at Mason City and a daughter, Sister Claude, O. St. J.

Jim Taylor of the superintendent's office has accepted a position in the general manager's office in Chicago. Joe Messicci has taken over Jim's former job and Henry Anderson is a new member of the staff in the superintendent's office.

Mrs. Irene Burchard's lovely home on Twin Lakes was the scene of the Milwaukee Division RBWA annual picnic. There was plenty of good food and lots of fun.

Pat Flaherty recently purchased the house he's been living in for 15 years and spent his vacation giving it a new coat of paint.

**New Faces:** Welcome to Irene Burchard, CoRene Anderson, Mae Brand and Robert Munton, new employes in the local freight department.



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**Our Fighting Men:** Congratulations to Mike Martin on his recent promotion to corporal in the 744th Railway Operating Battalion.

Best of luck to Dick Dahl, one of our messengers, who just left for army service, and to Jim Stamos, also a messenger, who is lined up for navy duty.

T/5 Douglas Sutton writes that he is now in England. Says he really had a fine trip over and is enjoying seeing the sights in London.

Douglas Bernhardt, former messenger now in the Coast Guard, writes that he is back in the States for the first time in many months. Doug has made five trips on convoy duty and seemed a bit disappointed that he just missed the "D" Day excitement by three days. He says it was some satisfaction to have taken some of the ships over to the battle. (It certainly should be!) He hopes to pay us a visit before long.

Robert E. Felber, son of our Agent at St. Louis Park, J. A. Felber, received further honor this month when he was promoted to major at the Army Air Forces Liberator Station in England. The promotion was announced by Col. John H. Gibson, Liberator Group Commander, and the first news of it came to Major Felber's parents through a news release sent out from the AAF station. Among the attacks on enemy targets that Major Felber has taken part in are those on such well known enemy strongholds as Kiel, Munster, Bremen, Wilhelmshaven and the Ploesti Oil Refineries. As a result of his splendid record on these raids, he has received the Distinguished Flying Cross, the Air Medal, and three oak leaf clusters.

S/Sgt. Vernal Boline, following completion of 33 missions as a tail gunner on a flying fortress in the European theatre, has been awarded the Distinguished Service Medal. He was previously awarded the Air Medal and four Oak Leaf Clusters. Vernal was formerly employed in Minneapolis freight house.

Emmett Keenan, S3/C, was home on leave after seeing the world in Uncle Sam's Navy. Emmett said he really means that he has seen the world and no doubt he will have many thrilling tales to tell—post war, of course!

The following sentence from a letter received from A/S Gilbert M. Peterson says more than volumes:

"The training we are getting is rough and rugged, everyone's nerves are on edge, and thoughtfulness from the outside means a lot."

Let's all remember that.

### Minneapolis General Offices

*Kitty Carl, Correspondent*

Miss Joan LeBoutillier has joined the staff in the engineering department, being the first draftsman employed in that department in Minneapolis.

Patrons of the switchboard were a little startled to hear a masculine voice answer "Milwaukee." A few of Col. Hotch-

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MOTOR TRUCKS,  
TRACTORS AND  
TRAILERS

RECEIVING  
and  
FORWARDING  
POOL CAR  
DISTRIBUTORS

ESTABLISHED 1880

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

kiss' boys of the 744th Battalion have been sitting in at the board as part of their technical training.

We welcome Auggie Johnson, our efficient and pleasing gateman, back on the job. Auggie has been off duty for a month account of sickness.

James Taylor of the car supervisor office, left us for Chicago. He will be secretary to Mr. Sorensen. Congratulations, Jim, but we shall miss you around the depot. Walter Anderson takes over Jim's duties.

### South Minneapolis Locomotive and Store Depts.

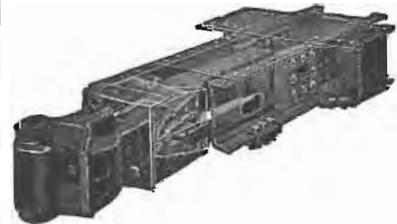
*Thelma Huff, Correspondent  
Office of Shop Superintendent  
South Minneapolis*

Whoops, my dears! Has Southtown been buzzing with activity, what with flag raisings at the coach yard, farewell parties for the 744th and, yes, even the gals at 28th Street flaunting their unbridled appetites at the R.E. W.A. picnic supper held at the beautiful home of Irene Burchard, Twin Lakes. And some of us saw for the first time a real retreat parade at Fort Snelling on July 4 with the 744th Battalion marching in review. And, oh, yes! getting back to the flag raising at the coach yard, it would have done your heart good to have seen the smiles of satisfaction that went round when they raised the "Governor's Safety Award" pennant beneath the American flag.

After all, a bag is a bag, and if Ray McNerny can handle a golf bag at the Minikahda Club, he can easily manage the mail bags for the store department at Southtown. And, so, we again spread the



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the station.

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**THREE FORKS, MONT.**

Welcome mat. Nice having you around, Ray, and hope you stay with us until you and your twin brother go back to Cretin High this fall for your senior year.

Nope! You're wrong, it was not the 74th catching up on rifle practice in the roundhouse on June 26. The rat-a-tat-tat was the buttons off "Grandpa" Al Neese's shirt hitting the roundhouse wall when he heard of the arrival of Rilla Mariene Welsh.

And while we're on the subject of "chest thrower outers," Norris Groth didn't do so bad when the stork special stopped around with son Jackie on June 20.

Former Shop Superintendent Lamberg was hospitalized for more than two weeks last month but we're glad to report he is getting along nicely and is home again.

You've all heard of typographical errors—well, here's a telephonic one: Someone mistakenly connected with the shop superintendent's extension the other day was told: "If you'll hold the operator, I'll have the line transfer your call."

When it comes to popularity on dad's day we have to hand it to A. A. Kurzejka, B&B foreman at South Minneapolis. While he has but four children in his family he received a great number of dad's day greeting cards and letters from young men in the armed services formerly employed in the B&B department and others in this immediate neighborhood. He received cards from the South and West Pacific, Australia, Africa, and England. These are the appreciations of the newsy letters and bulletins he writes and mails to them as from Pops Kurzejka.

Richard F. Johnson, B&B man and son

of Foreman Gus A. Johnson, left Minneapolis on June 21 for training at Farragut, Ida.

While enroute home from the Aleutians for a 21-day furlough after an absence of more than a year, Lt. John Anderson, son of Assistant General Storekeeper J. V. Anderson, was married at Fort Lawton, near Seattle, on June 20. The couple expect to be stationed at Ft. Leonard Wood for a time.

Following his 16 months service in the Southwest Pacific, former B&B Carpenter Herb L. Van Deuren, now C. M. 3/C, spent 30 days in Minneapolis. On completing his boot training at Camp Allen and Norfolk, Va., in December, 1942, with the U. S. Naval Construction Seabees, Herb was attached to the First Marine Amphibious Corps, New Caledonia. Although attached to a construction battalion, he took part in fighting engagements at New Caledonia, Guadalcanal, Vella LaVelle and Bougainville.

After four-and-a-half years, Gordon Holstein, son of Dave Holsten, B&B carpenter, furloughs also. Gordon was at Pearl Harbor on December 7, 1941, and is now connected with the Air Corps—Ferry Command. He tells us they spent 10 months on an island down there in the South Pacific which was only 2 miles wide and 3 miles long, on which there was one cocconut tree. On another island, something went wrong with the water distilling apparatus and for a short time all they had to drink was cocconut milk. The natives on that part of the globe eat raw fish—and they took quite a fancy to the white undershirts the navy boys wear.

Brown as a berry and happy as a lark, Commander Katherine McBride comes home for a 15-day furlough, making the first lap of her journey—Cherry Point to Cincinnati—by plane. Kay is working hard and doing a really worthwhile job down there and has the distinction of being the only member of the Women's Reserve on the permanent personnel. We sat at her feet in story-book excitement as she told her experiences in her delightful and inimitable manner. With reference to her summer uniform which she wore so admirably Kay said: "This is what we call: 'keeping-the feminine touch.'" We didn't think she had it to lose, but she says she is 15 pounds lighter, and looked 100%.

Says Harold Becker while spending 30 days in Minneapolis after an absence of 13 months in the South Pacific: "I am sure glad to be home." He's been in the navy since April, 1941. We asked him if he would like to stake out a claim on one of those islands and his answer was: "Just give me the good old United States—one of these Minnesota lakes—and a pair of greasy overalls."

Av./C Merrill V. Riccius was home for six days. He has finished at Iowa City and the next step is "Primary Training" at Norman, Okla. Understand that's where Herbert Dreitzler, S 2/C, machinist helper, Minneapolis roundhouse, is also training.

And, former South Minneapolis yard clerk, son of P. J. Scanlon, first trick operator at Southtown, namely: Lt. James A. Scanlon arrived home on leave. During the 29 months service in the South Pa-

cific, he was connected with a defense battalion of an amphibious force. He is now an instructor at Camp LeJeune, New River, N. C.

And still another visitor was John E. M. Anderson, R. M. 3/C son of Machinist Reuben Anderson. Johnny said he was on Espiritu Santo Island in the South Pacific for 19 months and here's something I'll bet you didn't know: Johnny also said: "The natives on that island are descendants of people who came there from South Africa before the time of Christ. They made their way from island to island, some of them being as much as 400 miles apart, in outrigger type boats which they built."

We hear that Johnny Naughton, M. M. 2/C (machinist, Minneapolis shop) is now running a milling machine nights at a destroyer base, San Diego, Calif. He wrote that there are so many service men there that they can hardly walk on the streets.

Corp. William Tabor writes Joe Tangen on May 16 from Iran that he's hauling supplies to Russia.

From Italy to his shopmate, Bill Anderson, Pvt. Bill Sirotiak writes that he's playing in a softball league and extends sympathy to the boys over here for having only two gallons of gas per week, as well as "having itchy fingers to hold the good old rod and reel" and incidentally, hoping things get better over here.

We get the news via Bill Leevers from Ft. Sumner that Stanley Blackburn now has his silver bar. He is a squadron commander and writes: "Though it keeps me quite busy, I haven't had to fly quite so much."

"We have bicycles to go back and forth to the airplanes," says Berman H. Fairbanks to J. V. Anderson, from England, and adds: "If I don't stop falling off, I am going to end up a sick boy. Tell that Englishman you have working there I don't like these pounds and pence they have for money."

S 1 Sgt. Sheldon A. Stafford really gives in his letter to W. T. Leevers: "Just think I've got one more mission to put in and I'll be through with my first four. The closer one gets, the more he sweats, even in the nose of the ship where the temperature is 40 degrees centigrade. Course the sun through the plexiglass keeps a fellow nice and warm, but everyone really sweats out their last few missions. I've seen boys go down on their last mission. Its hellish enough to see them go down, let alone on their last mission! I've been flying as bombardier and that gives and adds new excitement. I've now flown as tail gunner, right and left waist gunner, ball turret gunner, engineer and top turret gunner and now bombardier. Quite a variety—what?"

"I feel funny, Doctor. What shall I do?"

"Go on the stage."

Mess Sergeant: "You're not eating your fish. What's wrong with it?"

Soldier: "Long time no sea."

The man who is always boasting about his family tree is generally the sap.

## KANSAS CITY DIVISION

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

The retirement of W. L. Ireland was effective June 30, after 41 years of service. On Sept. 5, 1903 he was appointed agent at Rubio, Ia., and at the time of his retirement was agent at Hayesville. For the present he and his wife and son will continue their residence in Farson, Ia., but are planning to move to Cedar Rapids in the near future to make their home. Operator R. E. Wilson of Braymer succeeds Mr. Ireland.

Retired Engineer Wm. Rawlings, now a resident of Los Angeles, is very seriously ill. Mrs. A. B. Harker left Ottumwa late in June for Los Angeles to stay with Mr. and Mrs. Rawlings for a while.

Retired Conductor George Parker suffered a stroke recently at his home at 1332 Corona Ave., Colorado Springs, Colo.

Death claimed Albert Wilson, retired B&B carpenter on June 14. Because of his physical condition he had not performed actual service since June 22, 1930. He is survived by his wife, who lives in their home in Chillicothe, Mo.

On July 1, Clarence R. Burk died at his home in Moravia, Ia. At the time he retired, on July 16, 1937, he was crossing flagman at Washington, Ia. His widow survives him.

George L. Gallaher, for many years agent at Williamsburg, Ia., died at his home in Harlingen, Tex., on July 11. He retired on July 1, 1941 and made his residence in Harlingen. He had been an employe of the company practically 48 years at the time he retired.

Thurlan Taylor of the Merchant Marine, on a month's leave, was in Ottumwa for the 4th of July holiday visiting with his brother Merwen and family; another

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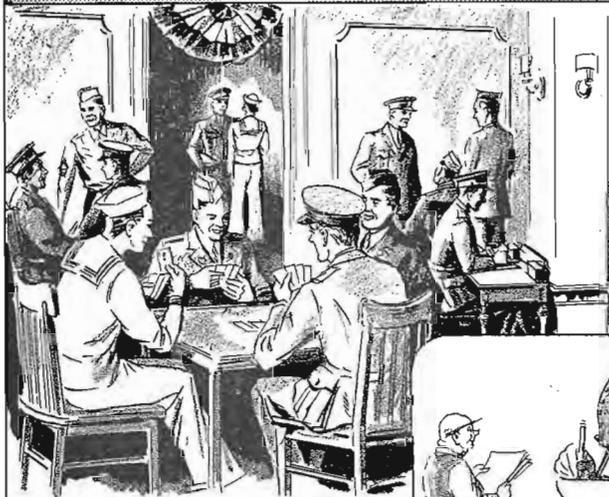
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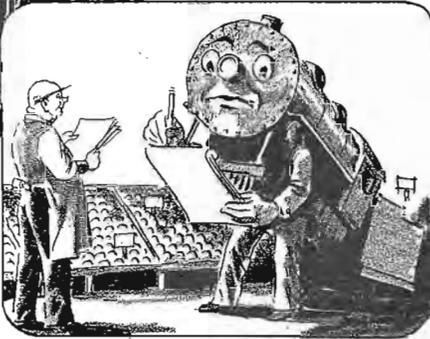
## WALTER BLEDSOE & COMPANY

# Rail oddities

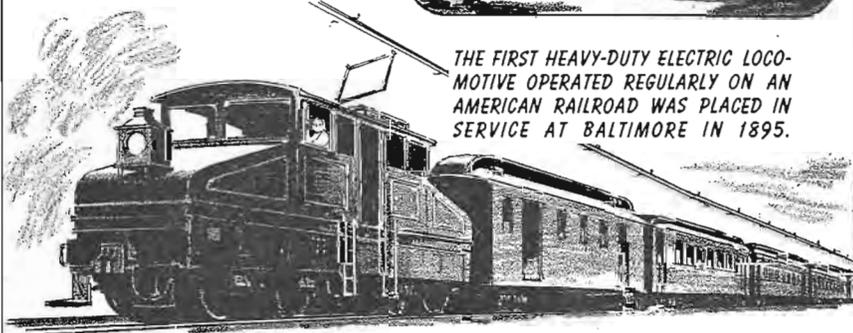


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THE FIRST HEAVY-DUTY ELECTRIC LOCOMOTIVE OPERATED REGULARLY ON AN AMERICAN RAILROAD WAS PLACED IN SERVICE AT BALTIMORE IN 1895.



ASSOCIATION OF AMERICAN RAILROADS [35]

brother, Clifford, and their sister, Muriel of Cedar Rapids joined the group in Ottumwa for the holiday.

The position of day ticket clerk, Sherman Street Station, has been assigned to Norma Sowder, daughter of Chief Clerk, J. W. Sowder, Max Schorr, who held the position before, has been appointed chief clerk to Agent E. D. Kennedy, Ottumwa.

Roadmaster W. A. Moberly returned from a month's leave of absence on July 1. He was relieved by Section Foreman James Ferrell of Ottumwa. M. G. Haugenberry resigned from the position of clerk to Roadmaster Moberly and Miss Geneva Walker of Chillicothe has succeeded him.

A recent addition to the personnel of our engineering department is Frank D. Lau, who a short time ago returned from 23 months in England, where he was a captain in the Army Engineer Corps. He served three years and seven months with the army ground forces before being given inactive status on May 27 of this year. He left the service with the commendation of Brig. Gen. Madison Pearson, commanding general of Ft. Dix, N. J., who said "This officer, like many of his fellow officers, responded to the patriotic call for men at a time when our country found its darkest days. The valuable experience he brought with him into the service contributed to the rapid organization and training of our present day fighting forces." He and his wife and son are making their home in Ottumwa.

Mr. and Mrs. Walter Bowden have a new daughter, Katherine Elaine, born on

June 16. Mrs. Bowden is the daughter of Lt. John D. Reed Sr. Another daughter of Lt. Reed, Alicia, enlisted in the WACs and has been temporarily stationed at Camp Dodge, Des Moines. On July 1 a memorial service was held in the First Baptist Church, Ottumwa, for S/Sgt. John D. Reed Jr., of the Army Air Force, who was killed in action over Austria during April of this year.

On June 30, while on vacation, Jay T. Farrell, OS&D clerk, freight house, Ottumwa, was married to Mrs. Isal M. Logan.

On June 18 D. E. Chambers and wife left for Spokane, due to the serious illness of the father of Mr. Chambers, from there they went to Boulder, Colo., having purchased a cabin in the mountains nearby. Due to ill health, Mrs. Chambers will remain in Colorado for several months. Their daughter, Kathy B. Benningfield SK 2/C, and her husband, Gordon L. Benningfield, SK 1/C, who are stationed at Abbott Hall, Chicago, midshipman school of Northwestern University, spent the weekend of July 9 at the Chambers' home in Ottumwa, during which time many friends called to congratulate the young couple and to make the acquaintance of the recent bridegroom.

Margaret Hammond, daughter of E. R. Hammond, Ottumwa, was married on June 27 to S/Sgt. Donlan B. Rudd in Dover, Del., where Sgt. Rudd is stationed at the army air field. Mrs. Hammond accompanied her daughter east for the wedding. Her father has been chief clerk to

freight agent at Ottumwa for many years.

Mr. and Mrs. D. V. Gibson of Laredo announced the marriage of their daughter, Mary Elizabeth and Floyd Knight on June 24. They will make their home in Ottumwa.

Mr. and Mrs. Wm. Hodges of Ottumwa, recently announced the marriage of their daughter, Betty, and Robert O. Walter, seaman 1/C on June 25 at Detroit. Following a short honeymoon spent at Lake Barnes they returned to Ottumwa to reside while he is stationed at the U. S. Naval Air Station.

A son was born to Lt. and Mrs. Harold E. Peters on June 30 at Dodge City, Kan. Mrs. Peters is the former Betty Gibbons of Ottumwa and Mr. Peters is the son of Engineer E. F. Peters and is in the Army Air Corps.

Mr. and Mrs. Oscar Sward received word that the Purple Heart medal has been awarded posthumously to their son, Pvt. George S. Sward of the army engineers. He was reported missing since November, 1943 and his death officially reported early this spring. His father is section foreman at Linby, Ia.

Under the supervision of Lt. Rex B. Rasmus, son of Engineer I. H. Rasmus, is the training aids branch of the army at Ft. Meade, Md. Training aids is the division of military activity which can produce almost any type of colorful sign desired. The shop was opened last September and has produced quantities of WAC recruiting posters, etc.

Engineer Wm. F. Bottenfield, wife and daughter, Imogene, were in Douglas, Ariz., on June 27, where their son, James was awarded his wings. He has since been transferred to Las Vegas, Nev.

Don Treanor, stepson of Fireman Lloyd Franklin, is taking his boot training at the Great Lakes Naval Station; also, Wm. E. Davis of the west yard mechanical department, is receiving his boot training at the same station. He is the son of Jim Davis. Other employes to enter the army recently are Firemen Gilbert E. Harding, Cecil M. Hughes, Paul V. Orona, Alva H. Meeker, Brakeman Frank S. Ball and Section Laborer Thomas Brandon of Liberty. Those enlisting in the navy are Robert Langston, section laborer from Liberty, Mo., and Brakeman Vincent E. Bergman of Ottumwa.

A letter from Sgt. C. F. Zimmerman, formerly telegrapher at Sewal, advises that he is in India and the only Milwaukee man in the railway battalion. The Milwaukee Magazine has been reaching him, he says.

Pvt. C. R. Gamble, formerly a freight house employe in Kansas City, writes that he is somewhere in the Southwest Pacific, has been overseas for five months and is a clerk in the messenger center of the Army Airways Communications System.

Pfc. Donald Harness, former brakeman, has arrived safely in England with a railroad battalion. Donald L. Davis, A.S., of Blakesburg, former section laborer, has finished his boot training at Farragut, Ida., and is in a Navy Officers Training School at Bowling Green, Ohio.

Conductor M. L. McNerney has received a copy of a citation, in the form of a radiogram, from the President to the India-China Wing Air Transport Command Station No. 2 of the army, of which their son, Cpl. H. M. McNerney is a member. The President cited the entire Wing for exceptionally outstanding performance in the face of almost insurmountable odds in moving vast quantities of vital military supplies by air into China, over the most dangerous single stretch of air lane in the entire world.

Clarence G. Albertson, baker 1/C, stationed at Camp Peary, Va., recently spent a leave with his wife in Ottumwa.

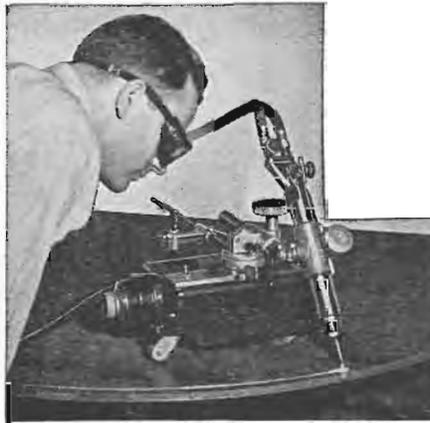
Corp. Melvin Forbes, son of Isaac Forbes, and a former section laborer at west yards, a member of a heavy bomber unit in Italy, has been awarded the Good Conduct medal for his "fidelity through faithful and exact performance of duty."



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3. Cut irregular outlines to a limited degree by manual operation of torch adjusting arm. Do a clean, fast, accurate job.

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That's how the American system worked yesterday—and will work tomorrow. Men with ideas build railroads, or automobiles,

or radios, or tractors. They tap new resources, found new marts—and constantly open new opportunities for others.

It has proved a good system. Let's not tamper with it—except as we must, temporarily, in achieving Victory—lest we *win the war and lose our liberty*.

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