

# THE MILWAUKEE

## MAGAZINE

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

MAY, 1944

**The 744th Takes Over**  
see story inside





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# Land Grants

**T**HE rapid development of railroads following the construction of the first lines early in the last century was of great importance to the young nation whose population then was located mainly on or near sea coasts, lake shores and along water courses. The railroads connected widely separated areas, united the states, and put residents of every section in touch with those of every other section.

Vast areas, theretofore unproductive, were opened for settlement; villages and towns were established along the rail lines as they were extended. The growth of agriculture and industry followed as products of forests and mines, farms and ranches were made available to manufacturers and processors and consumers everywhere.

Early in railroad history the government was impressed with the necessity for binding together all sections of the country, and providing adequate means for moving troops, supplies and mails so that its administrative activities and the growth of the nation would not be delayed and handicapped by dependence upon boats and horses and ox teams.

Therefore, the government aided in the construction of some railroads in the 1850s, '60s and '70s, by grants of land along their proposed routes, with the provision that the railroads so aided must move, at greatly reduced rates, troops and government materials and mails over the lines affected.

Although the Milwaukee Road has a few small sections of line subject to land grant rates, the impact of the land grant acts on Milwaukee revenues comes almost entirely from its agreement to equalize the land grant rates applicable to its competitors, and without which agreement the Milwaukee would be unable to participate in the traffic. In the year 1943 alone land grant deductions reduced this railroad's freight revenues \$10,500,000, and in addition a reserve of \$3,500,000 was set up to cover items in dispute.

If the land grant acts are repealed, the resulting increase in net income of the railroads will reflect but a small part of the increase in gross revenues, because the excess profits tax will return to the government a very large part of these additional revenues. In the case of the Milwaukee Road the increase in gross revenues incident to repeal will be subject to the excess profits tax of 95 per cent, with a post war credit of 10 per cent, or a net tax of 85.5 per cent. Therefore, if the freight revenues of this road were increased \$10,000,000, there would be \$8,550,000 returned to the government in taxes.

Although the net increase would be relatively small, it would be helpful and is greatly needed. We appear to be at, or near, the peak of war traffic, but even if there are further increases in gross revenues, it is becoming increasingly apparent that railroad net income is on a sharp decline. The cost of materials and supplies is rising; the wage bill is substantially higher; and the revenue bill of 1944 increases the tax burden.

No one knows how severe the postwar traffic decline will be, but all know it will be considerable. It may well be that with the increased costs the total revenues will not be sufficient even during the war to enable the railroads to give the efficient service that is essential, and it may be that it will be necessary to increase freight rates on all traffic.

If the government paid commercial rates, it is conceivable that no general increase would be required, or, if required, a smaller increase might meet the situation than would be necessary if the land grant rates were continued in effect.

The grant of lands to the railroads would have been a good bargain for the government even if no reductions from tariff rates had been made as a consideration for the grant. This is true because the building of the railroads opened up the territory for settlement and the direct result was that where there had been little market for the lands there was an active market and the government was able to sell its remaining lands at more than double the former selling price. The intangible value to the nation as a whole was of supreme importance, as it bound together far-flung territories in a way that was theretofore impossible. That was the vision of President Lincoln when he signed the Pacific Railroad laws in 1862.

The government has received by way of rate reductions a sum far in excess of the total value of the lands at the time of the grants. It may well be that within a single year during this war period the reductions will equal the total value of the lands granted to the railroads.

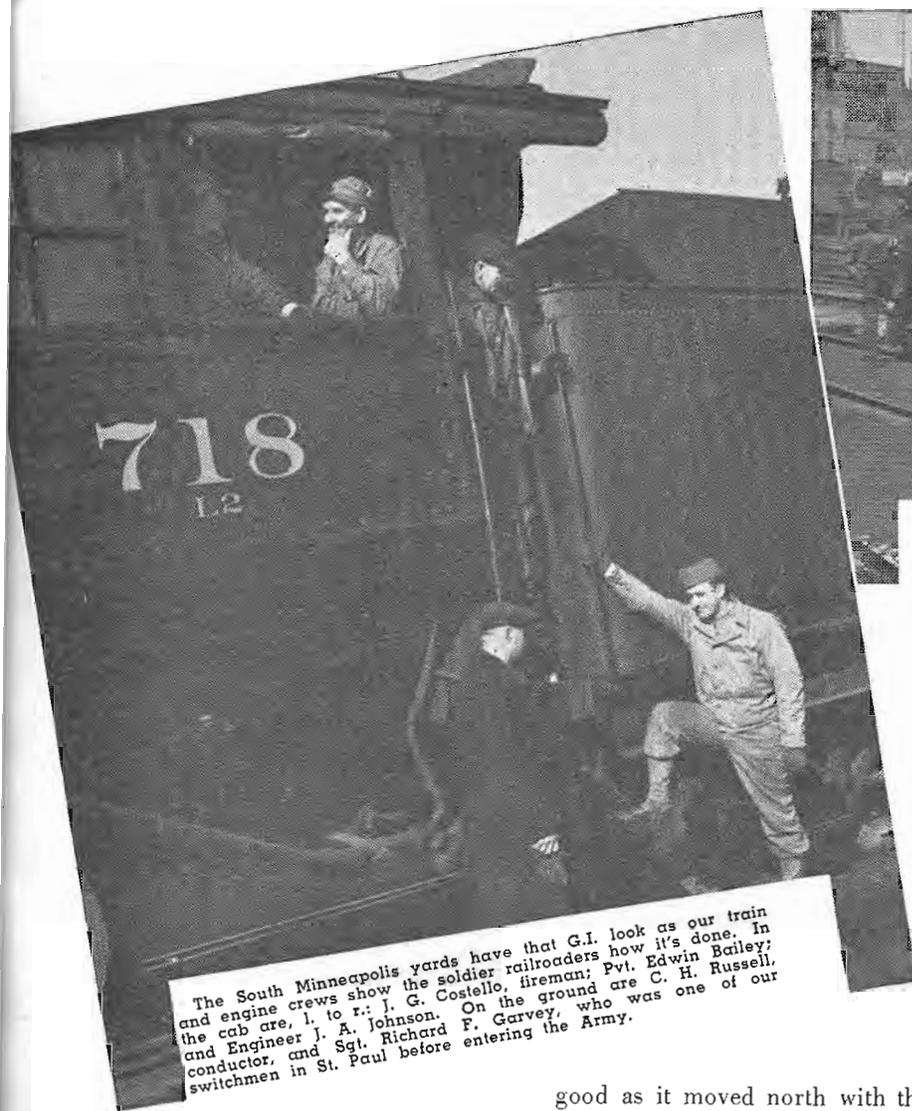
The land grant acts operate unequally and unfairly as between different railroads. Some railroads which received no land grants or grants of little value, but who are in land grant territory, must bear the burden of the reduced rates as a condition of participating in the traffic, while other roads which are not in land grant territory collect their full commercial rates.

The land grant rates discriminate as between shippers, making it difficult and frequently impossible for certain shippers to compete for government business.

The land grant rates impose an undue burden on all shippers other than the government. The whole body of rates must be so adjusted as to yield revenues which will enable the railroads to perform an efficient transportation service. When, therefore, the government, which is at all times a large shipper, and which, in periods of war, controls a substantial part of the total traffic moving by rail, receives a reduction in varying amounts up to 50 per cent, it appears that the traffic of others must be charged higher rates than would otherwise be necessary.

In recent hearings before a Congressional Committee, the Interstate Commerce Commission, the Office of Defense Transportation, the National Association of Railroad & Utility Commissioners, the National Industrial Traffic League, the National Association of Shippers Advisory Boards, the United States Chamber of Commerce, railroad labor organizations, and other groups urged that land grant deductions be ended.

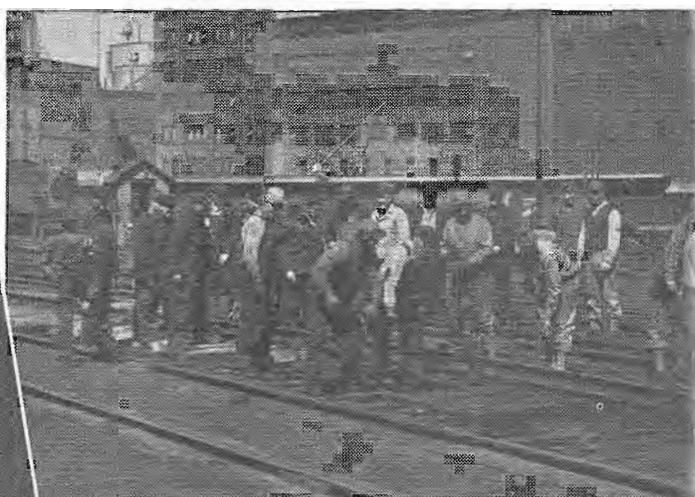




The South Minneapolis yards have that G.I. look as our train and engine crews show the soldier railroaders how it's done. In the cab are, l. to r.: J. G. Costello, fireman; Pvt. Edwin Bailey; and Engineer J. A. Johnson. On the ground are C. H. Russell, conductor, and Sgt. Richard F. Garvey, who was one of our switchmen in St. Paul before entering the Army.

Below—circle: No Army railroad could run long without its blacksmiths, and our shops in St. Paul bear out the fact. Shown, l. to r., are: Pfc. Simon I. Markovich, formerly with the Carnegie Illinois Steel Co.; Carl Lande, blacksmith; Pfc. James R. King, who worked as a blacksmith in the Navy Yard at Pearl Harbor before being called to the Army.

Below—right: L. to R.: Pfc. Julius M. Fischer, who is training as a brakeman; H. V. Duntley, switchman; and Lt. Col. R. E. Sherer, T.C., stationed at Fort Snelling.



Maintenance of way men of the 744th rehearse for combat as they help Milwaukee Road section men repair the Washington Avenue viaduct track in Minneapolis.

# The 744<sup>th</sup>

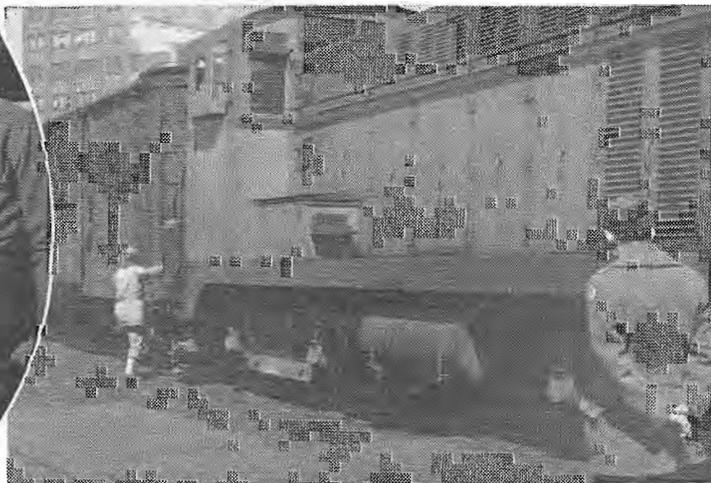
THERE has been an air of home-coming around Minneapolis and St. Paul since early March when the 744th Railway Operating Battalion, "the Milwaukee Road's own," moved into our shops and onto our rails for a period of intensive training.

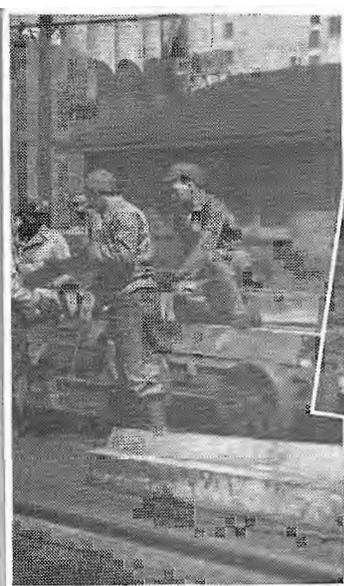
After spending the winter in Fort Sam Houston, Tex., where it was activated, the battalion's luck held

good as it moved north with the spring to its new home at Fort Snelling, a few miles out of Minneapolis.

There is a rightness about a Milwaukee Road outfit training on its own home ground that bodes ill for our enemies. Of course, being determined to contribute to the brilliant record of the Military Railway Service in this war, these boys could be expected to work hard at the business of learning the Army's brand of railroading, but being on their own home ground seems to generate a little extra enthusiasm for the task at hand.

Our premises have an unmistakable G. I. look as the boys in khaki go about their business with a lantern or a spike maul in one hand and a salute in the other, but the old Milwaukee friendliness is unchanged. It shows on the face and in the manner of every officer and enlisted man on the job, whether he learned to railroad with us or not—and many of them did not. The unit is sponsored by the Milwaukee





P. J. Madigan (extreme right), trainmaster at the St. Paul yard, "briefs" an incoming group of soldier engineers, firemen and switchmen at the change of the shift.



Pvt. Sam Zeitman, formerly a welder at the Philadelphia Navy Yard, welds a fine seam on a wrecked box car at the Minneapolis shops. At the right is Chris Hyllestad, welder. Standing in the car is Lt. Robert A. Howell, former car foreman on the Central of Georgia at Albany, Ga., who is now general car foreman of the battalion.

# Takes Over



*It's Old Home Week in the Twin Cities  
As "Our Own" Trains on Our Own Trains*

Road and largely officered by our own men, under the command of Lt. Col. W. J. Hotchkiss, former superintendent on the H&D Division, but only a small percentage of the enlisted personnel hails from our own road. However, despite the censorship hush-hush on the number of men in the battalion and the percentage that comes from the Milwaukee, it can be said that the desire of newly inducted men from our own ranks to get into the 744th has resulted in our being somewhat better

represented than any other railroad.

## Most of Men Are Former Rails

About 75 per cent of the men in the battalion as a whole, and 90 per cent of those in the operating company, were railroading on one line or another before entering the Army. Just about every railroad in the country—as well as a few ship yards, drug stores, high schools, farms and law firms—are represented. They come from all parts of the country, from all income brackets and from all walks of life, but every last one

of them is beginning to feel and act like a dyed-in-the-wool Milwaukee Road man.

Many of the men, fortunately, have little to learn, aside from the Army's strategic variations on the familiar railroading theme. Others are breaking new ground in the matter of how to lift a tie, operate a lathe, or run an engine. The supervisors agree, though, that the overall result is in the railroad's favor. The men are more of a help than a hindrance—which was to be expected, as it has been Colonel Hotchkiss' desire from the beginning to acquire as many experienced railroad men

The officers of the 744th Railway Operating Battalion are shown below. For the sake of brevity, the railroad from which each man hails is indicated only for the Milwaukee Road men, and this only by showing where he was formerly employed; it is permissible to show only a limited amount of information concerning these men.

Front row, l. to r.: Lt. Matthew P. O'Loughlen, Madison Division; 2nd Lt. Henry F. Lucas, Chicago, Ill.; WOJG Dean E. Dornberger; Lt. Forrest J. Hosler; 2nd Lt. Leo C. Curley; Lt. John W. McReynolds, Marion, Ia. Middle row: Lt. Charles D. Rice (chaplain); Lt. Daniel Gerone; Lt. Girard; Lt. Edward Gongaware, LaX&R Division; Lt. Col. W. J. Hotchkiss, Aberdeen, S. D.; Maj. James D. Shea, Aberdeen, S. D.; Capt. W. W. Hay, La Crosse, Wis.; Capt. Roscoe L. Allen;

Capt. Elbert F. Utter; Lt. Claude B. Richardson, Seattle, Wash. Back row: Lt. Ralph J. McKinney; Lt. Thor Monrad; Lt. Ferdinand A. Ziebell (Milwaukee Road man, but location not designated); Lt. Joseph P. Welch, Milwaukee Terminals; 2nd Lt. David B. Armstrong; Lt. Robert A. Howell; 2nd Lt. Cyrus S. Broadstone; 2nd Lt. E. B. Camper; 2nd Lt. Robert O. Kedney; Lt. John D. Reed, Kansas City Division; 2nd Lt. Foster J. Phillips, LaX&R Division; 2nd Lt. Wm. T. Hankins; 2nd Lt. Blanchard L. Pritchard. Not shown in the picture are Lt. Hobart M. Aggers, formerly employed in Miles City; Lt. William J. Winfree; 2nd Lt. Lambert D. Keating, formerly employed in Chicago; and 2nd Lt. John A. Smock.





This picture was taken at a recent safety meeting which the officers of the battalion and officers of the railroad held at Fort Snelling. The three soldiers in the foreground, looking at the safety glasses, are, l. to r.: Sgt. William Mayhall, Pvt. William Weisser, and M/Sgt. Jack David. In the second row are: F. M. Washburn, company safety engineer, Maj. James D. Shea, Lt. Col. W. J. Hotchkiss, G. M. Dempsey, general inspector, division of safety, and M. L. Medinger, safety engineer.

as possible. The manpower which the railroad lost to the Army is being partially repaid.

The smoothness with which the Milwaukee Road and the Army are working together can be traced to the interest our operating officers are taking in the battalion's training. Direct telephone connections have been established through the office of Superintendent Bagnell in Minneapolis, thereby making it possible for Colonel Hotchkiss and any official or supervisor anywhere on the railroad to get in touch with each other almost immediately. Groups of our

## The Cover

At the close of a long day spent in a tour of the Twin City Terminals, where the 744th is in training, these three key figures in the intensive training program pause in front of the battalion headquarters building at Fort Snelling to study a diagram showing the terminals and the converging lines of railroad where G.I. crews are rehearsing for war. D. T. Bagnell, terminal superintendent, is shown between the battalion commander, Lt. Col. W. J. Hotchkiss (right), former H&D Division, superintendent, and Maj. James D. Shea, former trainmaster at Aberdeen, S. D., who is executive officer of the battalion.

The Milwaukee Magazine expresses its appreciation to the U. S. Army Signal Corps for this picture and those on pages 4, 5 and 6.

roaders have been doing in North Africa, Iran, Alaska, and Italy, most of us know in a general way what the function of a railway operating battalion is. There is no debating the fact that a railroader is a railroader for keeps; and that a soldier in the Army of the United States is a G. I. guy right down to his thick shoe soles. and ready to offer deadly proof of the fact, but in a railway battalion the two can be found combined to perfection.

The purpose of such a unit is dual. Like all soldiers, they are fighting men, qualified in the weapons and trained in the art of warfare. But over and above that, they are capable of taking over any and every kind of railroad equipment they can lay hands on and using it to get men and materials where they are needed. As soldier-railroaders, they are an adaptable, unbeatable, incredibly-resourceful combination. Their courage has already been proved in this war and their accomplishments read like fiction.

A railway operating battalion is patterned after a division of a civilian railroad, the various companies represent-

officials have met a number of times with the battalion's staff officers to discuss operating matters, training schedules, and safety.

### Battalion Patterned After Railroad Division

ing, in a general way, the departments. One company furnishes dispatchers, telegraphers, station agents and the cooks of the unit. Another company, in charge of maintenance of way, keeps the tracks laid and repaired. Another company performs the important task of keeping all equipment in tiptop condition; they are the boys who get down under and look up. Another company composed of the train and engine crews, is responsible for moving the trains after the other companies have made things ready. These are the skills which the men of the 744th are perfecting on our trains, in our shops, and on our tracks in the Twin Cities and at outlying points along the line where actual combat conditions can be more readily simulated.

When, where, and whether these men will match their courage and skill against that of the enemy on some flaming front is any one's guess, but of this we can be certain: When the call comes, they'll do their job right; they'll do it fast, definitely, and for keeps. They'll do it Milwaukee Road style.

Fire your dollars at America's enemies. Put 10 per cent of your earnings into War Bonds every pay day.



This group of G.I. telegraphers is but one of several now in training with the 744th, learning how to "send the word over there," or somewhere. In the left background are: Lt. Col. W. J. Hotchkiss; Superintendent D. T. Bagnell of the Twin City Terminals; Lt. M. P. O'Loughlen, former train dispatcher at Madison, Wis., and now director of the telegraphy school; T/Sgt. D. E. Pratt, instructor of telegraphy. S/Sgt. Melvin A. McGoon, former agent at Weaver, Minn., and now an instructor, is shown in the immediate foreground.



MARC GREEN, *editor*

A. G. DUPUIS, *manager*

PUBLIC RELATIONS DEPARTMENT — UNION STATION, CHICAGO

Subscription rate \$1.00. Single copies 10c

## CONCERNING OUR CONDITION

Effective with this issue, and at the invitation—yea, the pointed insistence—of the War Production Board, the Milwaukee Magazine becomes a member of the Curtailed Press. And that, considered with somewhat more sober regard for its implications, means that we must print on 25 per cent less paper.

The tidings, wafted our way on the wings of "Part 3133 of War Production Board Publication Limitation Order L-244 as amended . . ." arrived on Apr. 10, effective at least immediately. It all but jimmied the works.

Compliance with the order on such short notice called for quick and arbitrary action, but the trick has been turned in the present issue by reducing the weight of our paper stock and by making a slash in the number of copies printed. The latter expedient means that some groups on the railroad are receiving a slightly shrunken allotment of magazines this month, thus calling for a bit of magazine pooling. We heartily dislike having to take that way out, but our choice is limited. Names of servicemen on our mailing list will not be removed, however.

It cannot be said for sure at this time whether the 25 per cent cut will continue to be made through reduction in paper weight and circulation, or whether it will be accomplished by publishing a magazine of fewer pages. Since the latter alternative looks more like suicide, we naturally hope to avoid it and the contingent need of reducing the size of the type.

The type face employed in parts of this issue is somewhat smaller than that used in the magazine during the last few years, but the change has been made for the reason that news about, and pictures of, our boys in military service, together with the regular news of the railroad, put such terrific pressure on our limited columns that something has to give. Naturally, if our mailing list cannot be held at the point where it has now been set, the type size will have to be reduced even further and the magazine printed on fewer pages.

Feeling that the Milwaukee Magazine carries an essential message and does an essential morale-building job in an essential industry, we have made every effort to forestall curtailment of any kind, but in time of war we all must do things we dislike doing, and cease doing things we enjoy. The limitation placed on us is no more severe than that suffered by most publications.

We may grouse and grumble a little, but if unpublished Milwaukee Magazines are to be converted into cartridge and provision cartons for the boys at the front, we cannot honestly complain.

We have lost a little weight and our circulation isn't what it was. But we feel quite well, thanks.

## J. E. Finnegan

J. E. Finnegan, who retired on June 15, 1943 from the position of general agent freight department at Omaha, died Apr. 6.

Mr. Finnegan's service with the road began in 1906 when he was employed as a stenographer in the freight traffic department in Chicago. In 1910 he was promoted to city freight agent in Chicago, and in 1920 moved to Omaha as traveling freight agent. He became com-

mercial agent at that point in 1929, and on Jan. 1, 1939, was promoted to the position of general agent there.

## E. F. Vandrell Appointed Agricultural Agent

Earl F. Vandrell of Stoughton, Wis., has been appointed agricultural agent with headquarters in Chicago, to represent the road in general agricultural work in



E. F. Vandrell

communities served by us in Illinois, Indiana, Wisconsin and upper Michigan. The appointment becomes effective May 15.

A native of Green Bay, Wis., Mr. Vandrell was graduated from the University of Wisconsin, and received an advanced degree from Penn State College. He has been employed as a seed analyst and has also done experimental farm work and taught agriculture. For the past 15 years he taught and counseled out-of-school rural youths and adults in agriculture, being employed by the Stoughton School District and State Department of Vocational Education.

## Paul A. Jones

Paul A. Jones, chief freight car distributor in the transportation department, Chicago, died Mar. 15 following a brief illness. He was 61 years of age and had been in the service of the road approximately 36 years.

Mr. Jones was first employed by the company in 1906 as yard clerk.

### Notice

The Milwaukee Magazine has been asked to announce that the 15th annual reunion and get-together of the veterans of the 13th Engineers (Railway) U. S. A. of the A. E. F., will be held at the Hotel Julien, Dubuque, Ia., on June 16, 17 and 18.

and later as chief yard clerk, in the Western Avenue yard. In 1916 he left the railroad to take other employment, returning in 1919 to a position in the trainmaster's office at Galewood station, Chicago. On Apr. 28, 1919 he was transferred to the office of general superintendent of transportation, in Chicago, and from that time was continuously employed. He made many contacts throughout the railroad and was very widely known and well liked.

He is survived by his widow, Mrs. Emma A. Jones, who resides in Chicago.

In one large town somebody started the idea of sending two or three dollars worth of War Savings Stamps to friends confined in hospitals. And why not? The War Savings Stamps are appreciated years after flowers are wilted and forgotten.



## Traffic Department

Effective May 1, 1944:

J. H. Bradley is appointed general agent, Winnipeg, Man., succeeding Creston Harris, who is retiring, at his request, after many years of efficient and loyal service.

Robert Moreland is appointed traveling freight and passenger agent at Winnipeg, Man., succeeding J. H. Bradley, promoted.

George Neu is appointed traveling freight and passenger agent at Spokane, Wash.

## Mechanical Department

Effective Mar. 26, 1944:

Roy W. Stambaugh is appointed traveling engineer of the Coast Division with headquarters at Tacoma, Wash.

How much do you think people in territories occupied by Germany would put into War Bonds if they had our jobs?

# DUBUQUE & ILLINOIS DIVISION RECEIVES 1943 SAFETY AWARD

THE road's Safety Award for 1943 was presented to Superintendent W. G. Bowen of the Dubuque & Illinois Division at a banquet in the Savanna Township High School on the evening of Apr. 12. The large silver trophy, presented by H. A. Scandrett, represents a tribute from the Milwaukee Road as a whole to the employes of the D&I for having surpassed all other divisions last year in the saving of lives and the prevention of injury to employes.

With M. L. Bluhm, general solicitor, deftly toastmastering the affair, the program moved along rapidly, providing the 600 officers, supervisors and employes with entertainment, and instilling in them an even greater determination to further the cause of safety.

The banquet came as the crowning event in a day which began with a luncheon and tour of inspection at the Savanna Ordnance Depot where a number of Milwaukee Road officials were the guests of Col. M. A. Brackett. Later, a military band rendered a brief concert at the Milwaukee Road Depot in Savanna preceding the raising of the American flag and the Safety Award pennant on a pole recently erected on the station grounds. The pennant, awarded this year for the first time, will be retained by the D&I Division regardless of whether it wins first place in the accident prevention contest next year; each division winning first place in future years will be awarded a similar pennant.

The speaking program followed a plentiful and succulent dinner of roast turkey, followed by cigars and made pleasant throughout by a group of four young women entertainers who not only provided dinner music but furnished the accompaniment while the group entertained itself vocally.

As the picture of the speakers' table indicates, there were a number of guests present from outside the railroad, several of whom spoke briefly to the assemblage.

L. J. Benson, assistant to chief operating officer, in charge of the division of safety, confined his remarks to an expression of appreciation to the employes of the D&I and to a heart-warming eulogy of George Layton, long-time captain of police at Savanna. Having done his share in the cause of safety during 1943 by conducting an aggressive campaign



Brilliant sunshine contributed to the impressiveness of the flag raising ceremony on the Savanna station grounds. The big new American flag was first raised by a detachment from the Savanna Ordnance Depot, and then lowered after the Ordnance Depot Band had played the Star Spangled Banner. The safety pennant was then attached below the flag and both were raised to the top of the flagpole. Shown here, performing the latter part of the ceremony, are, l. to r.: J. J. Van Bockern, trainmaster; W. G. Bowen, superintendent; H. A. Scandrett, trustee; L. J. Benson, assistant to chief operating officer; H. Wuerth, division engineer; and L. H. Rabun, division master mechanic.

against carelessness, and by laying the elaborate plans for the banquet, Mr. Benson passed along to H. A. Scandrett, trustee, and J. T. Gillick, chief operating officer, the honor of making the principal addresses.

### **Must Understand Need for Censure, Gillick Says**

J. T. Gillick pointed out in his informal talk that his main concern with respect to safety involved some of the things we are not doing. He said he felt we could not afford to be lenient in our attitude toward safety violations, and told some humorous instances about the supervision of safety matters when they were under the jurisdiction of Martin Flanigan, whose methods of supervising safety were effective, though

certainly not gentle. Mr. Gillick said Martin felt that officers, supervisors, and employes deserving of criticism about safety violations should certainly not be too thin-skinned to stand up under criticism; that every



one concerned with the supervision of safety was working to prevent loss of life and to prevent injury, and that if severe censure because of safety rule violations would result in the saving of life or the prevention of an injury, the severity of the censure was justified.

"Repeating figures," Mr. Gillick said, "sometimes sounds like old stuff, but I hope it will always affect us as it should to hear repeated that in 1943, twenty-two of us were killed and 864 received reportable injuries, some of them later resulting in death and many others so serious that those receiving them cannot return to their normal places in life.

"Such a record put us in eleventh place with other Class I railroads; further, if all of the divisions on the railroad had done as well as you, we would still be in fourth place.

"I hope that every man here tonight will keep in mind these figures, 22 . . . 864. It would serve no purpose to point out that these deaths and injuries were generally due to acts of carelessness. However, a lot of good would come from every man in this room promising himself that on leaving here tonight he will prevent accidents to himself and preach



Above. H. A. Scandrett, trustee (left), climaxes the banquet by presenting the coveted Safety Award to W. G. Bowen, superintendent of the D&I Division. M. L. Bluhm, general solicitor, who acted as toastmaster, is at the right.

Right. J. T. Gillick, chief operating officer, explains to the 600 employes at the banquet that they cannot afford to be thin-skinned when censured for safety rule violations.

safety to others so that they too will practice as well as preach safety. If we will all do that, many more men now in our service will be here to attend other such gatherings."

#### **Scandrett Points to Need for Combating War Strain**

After humorously prefacing his remarks with an appropriate story, H. A. Scandrett said that in inspecting the property, one of the most heartening things that met his eye was a sign on the roundhouse door saying that this was the 601st day without an injury.

"Tonight," he said, "the Dubuque & Illinois Division is the real headquarters of the Milwaukee Road because in the year 1943 it had the best safety record of any of the 18 divisions. If I were a superintendent of a division on our railroad, there would be no accomplishment by the people of the division that would give me greater satisfaction than to know that that division was the safest one on the railroad. There is



nothing that would give me a warmer feeling throughout my being than to have the Milwaukee Railroad stand where it belongs—at the top of the list in the national safety contest. In 1931 and in 1933 we came close to achieving that goal, but, unfortunately, in 1942 and 1943 we slipped, and slipped badly.

"There is a feeling of stress and

### **Fire Prevention Story to Appear in June Issue**

Due to a lack of space in this issue of the Magazine, the Fire Prevention Luncheon which was held in Terre Haute, Ind., on Apr. 18, cannot be reported at this time but will be found in the June number. The party, occasioned by the Terre Haute Division having won the Fire Prevention Trophy for 1943, was colorful, well-attended and inspiring. Watch for the story in the next issue!

The speakers' table at the Safety Award Banquet. L. to R., are: F. H. Allard, assistant to chief operating officer; J. W. Severs, assistant to trustee and assistant comptroller; J. Strub, chief of police, Dubuque, Ia.; D. C. Curtis, chief purchasing officer; Hon. R. B. Law, mayor of Savannah, Ill.; J. T. Gillick, chief operating officer; L. J. Benson, assistant to chief operating officer; M. L. Bluhm, general solicitor; H. A. Scandrett, trustee; Col. M. A. Brackett, O.D., commanding Savannah Ordnance Depot; W. G. Bowen, superintendent of the D&I Division; L. K. Sorensen, general assistant to chief operating officer; W. H. Penfield, chief engineer; J. E. Bjorkholm, superintendent motive power.





L. J. Benson, assistant to chief operating officer, in charge of the safety division, expresses his appreciation to the employees of the D&I Division for their efforts in the cause of safety.

strain not only on the railroad but in other activities of life as a result of the war, and when people are undergoing strain, it is easy for their attention to be diverted from their jobs; and when their attention is diverted from their jobs, an accident is very likely to happen. There are over 5,000 of our employes in the armed services, and I suppose there is hardly a family on the railroad that has not one or two or three or more boys in the armed forces. We cannot afford to let this strain and stress and worry divert our attention from our jobs. Your boys are not doing that. They've got their eyes and their thoughts on their jobs every day and night. If you are careless and lying in bed as the result of an injury, you are not doing

a damned thing for the boys over there. I can't do this safety job, Mr. Gillick can't do it, and Mr. Benson can't do it. I think Mr. Benson is working harder and more intelligently than any other man on any other railroad in this kind of work. The only way we can get on top of this is for everybody to be thinking about it and doing something about it and doing it all together."

Mr. Scandrett lauded the job the railroads are doing in war time. He said that when the war



This quartet of talented entertainers contributed greatly toward making the banquet the very enjoyable affair that it was.

### Standing of Divisions in Safety Contest Entire Year 1943

Rank	Division	Reportable Casualties		I. C. C. Casualty Rate
		Killed	Injured	
1	Dubuque & Illinois	—	25	5.97
2	Milwaukee	—	22	6.20
3	Iowa & Southern Minn.	2	14	6.28
4	Iowa	—	31	6.36
5	Idaho	—	16	7.62
6	Twin City Terminal	—	49	8.35
7	Iowa & Dakota	1	35	7.92
8	Coast	1	40	8.45
9	Hastings & Dakota	—	31	8.75
10	Trans-Missouri	1	31	8.76
11	LaCrosse & River	2	56	9.00
12	Madison	—	18	9.36
13	Kansas City	1	26	9.55
14	Terre Haute	—	38	9.82
15	Rocky Mountain	2	39	10.44
16	Superior	—	22	11.57
17	Chicago Terminals	5	126	15.44
18	Milwaukee Terminals	3	193	18.38
	Others (Incl. Police, General Office and S & D C)	4	52	5.04
	<b>TOTAL SYSTEM</b>	<b>22</b>	<b>864</b>	<b>9.75</b>

Milwaukee Road. As Mr. Benson pointed out, if you win it again this year, it becomes the permanent property of the division. I tender my heartiest congratulations to you and, through you, to every man and woman on your division. You have indicated to me that you are going to win it in 1944. Seventeen other superintendents say you haven't a chance. Far be it from me to get mixed up in that controversy. Best of luck to you and all of the other 17 superintendents, and may you all have better records than you had this past year."

Mr. Bowen replied, "I am sure that the other 17 superintendents are going to have their hands full if they overtake us and win this cup next year."

## Quick Thinking Averts a Serious Accident

It is difficult to tell a man how to prevent an accident. All too frequently the lesson can be learned only as the moral to a sad story involving the loss of life. But an incident which occurred recently teaches an even more significant lesson, as it demonstrates not what was done wrong, but what was done right. The men whose quick thinking changed the set-up for a bad wreck into a lesson in safety practice have been highly commended.

It happened about 4 o'clock on the morning of Mar. 7. No. 72, a meat train, derailed three cars of meat about one mile west of Cheney, a station west of Portage, Wis., due to a broken journal on one of the cars. The second section of No. 15 had left Portage westbound, and there was

no opportunity to notify its crew of the possibility of one of the derailed cars fouling the westbound track. It was, therefore, plainly up to the men on the head end of No. 72 to do something about it and do it in a hurry, as No. 2/15 was approaching not more than a half mile away.

This is what they did:

When Engineer Rice on No. 72 lost his air by the train parting, he called to Fireman L. L. Chappell and Brakeman W. E. LaFleur to protect No. 2/15, knowing that the westbound track might be blocked. Both Chappell and LaFleur grabbed for a fusee, as Engineer Rice cut out the headlight on his engine to enable the crew on No. 2/15 to see the fusee. LaFleur lit one and threw it onto the

westbound track, but wet snow smothered it and prevented its flaring up immediately. Working like lightning, he lit the second one and waved it from the cab of No. 72's engine, which was still moving.

Fortunately, when the derailment occurred, the cab signal on No. 2/15 was caused to flicker and then give a red signal, due to a pair of wheels of a derailed car having been thrown across the westbound track. Instead of merely wondering what caused it, Engineer P. H. Voss on No. 2/15 immediately applied the brakes to reduce speed. Fireman E. J. Hamele on No. 2/15, who was maintaining a proper lookout, immediately noticed the fusee stop sign from the engine cab of No. 72 and yelled to Voss who made an emergency application of air.

A derailed car which came to rest about 500 feet east of Cheney, with the body off the trucks, was too close for No. 2/15 to avoid hitting it altogether, but the prompt action taken by every man involved prevented injury to anyone, despite the fact that the left cylinder and the left side of the cab on No. 2/15's engine were torn off. The train came to a full stop before reaching the pair of wheels that remained across the westbound main at the point of derailment.

### Man

*Man is still the world's most miraculous mechanism. In 70 years of life, a human being eats 1,400 times his body weight, over 100 tons of food, and he spends five full years putting food into his mouth. If his weight is average, every day of his life his heart beats 103,680 times, he breathes 23,040 times, he inhales 438 cubic feet of air, gives off 85 degrees F. of heat and moves 750 major muscles; his nails grow 0.000046 inches, his hair 0.01714 inches—and he utters 4,800 words. The average person blinks 25 times a minute and scientists say each blink takes one-fifth of a second. Thus, if he averaged 40 miles an hour on a 10 hour motoring trip, he would drive more than 25 miles with his eyes shut. The body can take a lot of punishment and still keep on functioning. Man can get along fairly well, apparently, without his gall bladder, spleen and appendix. He can dispense with one kidney, two quarts of blood, half his brain and all his teeth and still live. And when he dies, he does not die all at once. The brain survives 10 minutes; eyes, 30 minutes; ears, one hour; blood molecules, 18 hours; bones, 3 days; and skin, 5 days.*

A woman, launching her first ship, was a little nervous. She turned to the shipyard manager, standing beside her, and asked: "How hard do I have to hit it to knock it into the water?"

## History of Hiawatha Band Presented to H. A. Scandrett

An attractively illustrated booklet entitled *The History of Your Milwaukee Road Hiawatha Service Club Band*, was presented to H. A. Scandrett in honor of his birthday on Apr. 8 by a committee representing the band.

Hand lettered by Eugene W. Weber, director of the band, the volume sets forth directly and concisely the history of the Chicago, Milwaukee and St. Paul Railway Employee's Band, organized in 1918, and the events which have marked the inception and growth in prestige of the present band. Featured treatment is accorded

a number of individuals who have been instrumental in the organization's rapid development. The presentation concludes appropriately with the band's honor roll, listing the names of 22 former employe musicians who have gone into military service from the ranks of the railroad and the band.

The booklet provides a neat summing up of the activities of an organization which has done much to carry the name of the Milwaukee Road before the public and to provide entertainment for employe and non-railroad groups.



Shown at the presentation of the *History* are, l. to r.: Martin Jos. Biller (front), general chairman of the Milwaukee Hiawatha Service Club; Joseph Mazanec, secretary-treasurer of the Band Unit of the Service Club; H. A. Scandrett; Miss Abbie Wendell, majorette; Archie W. Graf, chairman of the Band Unit.

# FRONT AND CENTER



**Pvt. Deane Gigous**

Pvt. Deane Gigous, formerly employed as a locomotive fireman in the Milwaukee Terminals, is in training at Camp Cushing, Ft. Sam Houston, San Antonio, Tex.



**Maj. Paul G. Hollister**

Maj. Paul G. Hollister, former cashier at Harlowton, Mont., entered officer's training school in October, 1940, and has advanced rapidly since. He was awarded the Silver Star for gallantry in action with an anti-tank outfit during the Sannanda campaign in the jungles of New Guinea. He is now stationed somewhere in Australia.



**Wallace A. Darling, Jr., U.S.N.**

Wallace A. Darling, Jr., storekeeper 3/C in the Navy, is the son of W. A. Darling, a yardman employed at Bartlett, Ill. He is somewhere at sea.



**Lt. Richard L. Crawford**

1st Lt. Richard L. Crawford, formerly a dining car waiter, working out of Chicago, left for somewhere in the South Pacific in January of this year. His father, C. J. Crawford, is also a waiter on our dining cars.



**2nd Lt. John L. Maher**

2nd Lt. John L. Maher, who was employed as a commercial rate clerk in St. Paul at the time of his enlistment in August, 1942, has recently completed a flying course in the Panama area and has been assigned to a fighter squadron to take part in the defense of vital Panama Canal installations.



**Joseph C. Calligan, U.S.N.**

Joseph C. Calligan, former switchman in the Sioux Falls yard, is now a shipfitter 2/C in the Navy. He is a son of veteran Conductor Tim Calligan and a son-in-law of veteran Conductor Tom Crellin.



**Charles J. Gormally, Jr., U.S.N.**

Charles J. Gormally, Jr., seaman 3/c, is the son of C. J. Gormally, a boilermaker helper at the Sioux City roundhouse. At present he is stationed at Farragut, Idaho.



**Pfc. Karl L. Zweiger**

Pfc. Karl L. Zweiger, formerly employed on the section at Ripon, Wis., and son of Section Foreman Herman E. Zweiger of Ripon, is now stationed somewhere in India.



**Lt. C. W. Stockwell, Jr. Pfc. J. A. Stockwell Corp. G. F. Stockwell**

C. W. Stockwell, demurrage clerk employed at Western Avenue, Chicago, has three sons in the armed forces. 1st Lt. Charles W. Stockwell, Jr., is somewhere overseas with a medical branch of the Air Corps. Pfc. James A. Stockwell is with a marine amphibious corps now somewhere in the South Pacific. Corp. George F. Stockwell is a dental technician connected with the station hospital at Camp Forrest, Tenn.



**Pvt. Raymond R. Fuller**

Pvt. Raymond R. Fuller, former track laborer at Bath and Groton, S. D., is with an anti-aircraft outfit on the west coast. He is the son of William A. Fuller, a retired section laborer at Groton, S. D., and is the brother of William T. Fuller, roadmaster at Glencoe, Minn., and Dwight A. Fuller, section foreman at Bath, S. D.



**Sgt. Edward J. Pecenka**

Sgt. Edward J. Pecenka, who, prior to entering the Army, was a section laborer at Lesterville, S. D., has a brother who is a section foreman at Stickney, S. D. Sgt. Pecenka is now somewhere overseas with an engineering outfit.

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**Pvt. Betty Drakman**

Betty Drakman, daughter of Nels Roth, chauffeur in the store department, Minneapolis, is taking Air Vac training at Fort Des Moines, Ia. Her husband is an air cadet in training in California.



**George E. Garin, U.S.N.**

George E. Garin, motor machinist's mate 2/c, is now stationed at a diesel base somewhere in the South Pacific. He is a former fireman on the LaX&R Division at the Minneapolis shops. He is the son of George S. Garin, a machinist at the South Minneapolis roundhouse.



**Pvt. Lewis Garrison**

Edward Garrison, yard conductor in the St. Paul yard, has two sons in the Army Air Forces. Pvt. Lewis Garrison is in a repair squadron, whereabouts uncertain; T/Sgt. Calvin Garrison, formerly with the 8th Air Corps in England, was reported missing over France on Feb. 25, but is now known to be a prisoner of war in Germany.



**T/Sgt. Calvin Garrison**



**Corp. Clifford E. Cummings**

Corp. Clifford E. Cummings, son of E. E. Cummings, who is employed in the car department at Davis Jct., Ill., as an equipment maintainer, has been stationed somewhere in Australia with an aerial photo engineering unit for more than a year. Prior to entering service, Corp. Cummings was employed on the section at Davis Jct.



**Kenneth G. Laufle, U.S.N., and father, Gus Laufle**

Kenneth G. Laufle, seaman 2/c, son of Switchman Gus Laufle of Austin, Minn., is now in training in the Hospital Corps School, Farragut, Idaho.



**Aviation Cadet Cullen R. Thompson**

Aviation Cadet Cullen R. Thompson, formerly employed as a clerk at Faith, S. D., was sent to Knox College in Galesburg, Ill., last December, but by the time this is read he may have been transferred to San Antonio, Tex., for advanced flight training.



**Corp. William M. Street**

Corp. William M. Street, with the infantry at Camp Carson, Colo., was employed as a B&B carpenter on the Iowa Division before entering the service.



**Kenneth Heslip, U.S.C.G.**

Kenneth Heslip, seaman 1/C in the Coast Guard, is the son of H. J. Heslip, conductor on the I&SM Division. He is stationed at Gearhart, Ore., at present.



**Pfc. Howard R. Wagner**

Howard R. Wagner, a private first class in the Marine Corps prior to his recent medical discharge because of malaria, is the son of Robert Wagner, a yard conductor in St. Paul yard. He got in a number of good, solid punches before being discharged, however, having been in the fighting at Pearl Harbor, Midway, Tulage and Guadalcanal.



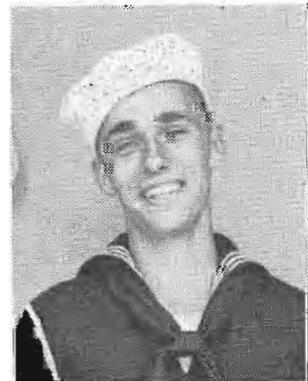
**John H. Nee, U.S.M.M.**

John Henry "Red" Nee, who is serving with the merchant marine, is the son of Harry J. Nee, claim clerk in Minneapolis.



**Nick Bihun, Jr., U.S.N.**

Nick Bihun, Jr., of the Navy, former electrician helper and son of Nick Bihun, Sr., a painter in the Western Avenue coach yard, Chicago, is now stationed at Farragut, Idaho.



**Robert Bloyer, U.S.N.**

Robert Bloyer, seaman 1/C, son of Engineer Joe Bloyer of the LaX&R Division, is with the gun crew of a vessel somewhere in the South Pacific. He is 18 years old.

John and George, small sons of a Baptist minister, after listening to one of their father's sermons, decided that they must baptize their family of cats. The kittens made no objections. One by one, they were put in a big tub of water. But when it came to the mother cat, she rebelled—and fought—and scratched—until at last John remarked, "Just sprinkle her, George, and let her go to hell!"



**Sgt. E. R. Overman**

Sgt. E. R. Overman, son of Foreman Lafe Overman of Delhi, Ia., is with a railway operating battalion. Before entering the service he worked on the section at Delhi.



**Lt. Joseph F. Fiala**

Lt. Joseph F. Fiala, former machinist in the roundhouse in Mason City, Ia., is now with the Railway Transportation Corps at Camp Robinson, Little Rock, Ark.



**Lt. Mildred R. Sutter**

Lt. Mildred R. Sutter, a nurse with the Army Air Corps, is the daughter of Engineer William H. Sutter of Milwaukee, Wis. Lt. Sutter is stationed at Reno, Nev.



**John Flanigan, U.S.N.**

John Flanigan, motor machinist's mate 3/C, former boilermaker apprentice at the shops in Milwaukee, is in active duty with the Navy somewhere at sea. His father, Del Flanigan, is employed in the district storekeeper's office in Milwaukee.



**Aviation Cadet W. O. Jensen**

Aviation Cadet W. O. Jensen, former Kansas City Division fireman, and son of James Jensen, Kansas City Division engineer, is stationed at Bolington Field, Texas, at present.



**Corp. George Adamovich**

Corp. George Adamovich, who was employed as a section man in the Milwaukee Terminals before entering the Army, is now stationed at Ogden, Utah.



**Pvt. J. M. O'Callaghan**

Pvt. J. M. O'Callaghan, former LaX&R Division brakeman, is now somewhere in India. His father, Desmond P. O'Callaghan, is assistant mail foreman in the freight house, St. Paul.



**John T. Hagen, U.S.N.**

John T. Hagen, soundman 3/C in the Navy, is the son of Walter Hagen, clerk in the engineering department, Minneapolis.



**Pfc. Peter H. Medina**

Pfc. Peter H. Medina, former section man at Davis Jct., Ill., and son of Mateo Medina, who is also employed as a section man at that point, is now stationed overseas with an artillery unit.



**William Dinoffria, U.S.N.**

William Dinoffria seaman 2/c, formerly employed in the car accountant's office, Chicago, is now in training at the Hospital Corps School, Great Lakes Naval Training Station.



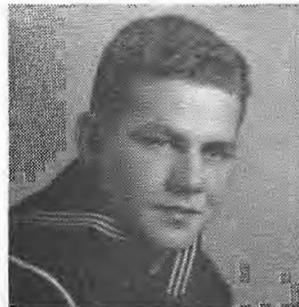
**Air Cadet Merrill V. Riccius**

Air Cadet Merrill V. Riccius, son of the late H. E. Riccius, shop superintendent at Minneapolis, is taking officer's training at Iowa State College, Iowa City, Ia.



**Jewell M. Campbell, U.S.N.**

Jewell M. Campbell, former reclaim clerk in the local freight office, Seattle, is now a Seabee stationed at Camp Parks, California.



**Thomas R. Prindeville, U.S.N.**



Thomas R. Prindeville, son of Conductor W. H. Prindeville of Kirkland, Ill., is a gunner's mate 1/C at present somewhere in the South Pacific; he has been in the Navy since Aug. 10, 1940. Conductor Prindeville, who is on the Chicago-Elgin suburban run, has been a conductor for 42 years.

Sgt. John G. Bacha, stationed at Hunter Field, Ga., has been in the Army since June 12, 1941. He was a carman helper at South Minneapolis shops for about five years before entering the service. His father also worked there for many years as a carman.



**Sgt. John G. Bacha**

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Removal of war paint from almost all of its aircraft has been ordered by the Army Air Forces. Upon recommendations of combat commanders, camouflage will be retained only where tactical considerations require it in combat zones. All others will roll off the assembly lines a metal color. The AAF estimates that removal of camouflage will yield a slight increase in top speed and that there will be a weight reduction in fighter types of approximately 15 to 20 pounds and in heavy bombardment types of from 70 to 80 pounds.



**Corp. William H. Schwab**  
Corp. William H. Schwab, son of William Schwab, yard conductor in St. Paul, is in the Signal Corps at Monroe, N. C.



**William G. Graham, U.S.N.**  
William G. Graham, seaman 2/C, son of Yard Conductor B. Graham employed in the St. Paul yards, is stationed at Bremerton, Wash.



**Corp. Larry M. Barr**  
Corp. Larry M. Barr is the son of Mrs. Floyd G. Barr, agent at Colman, S. D. He is stationed in Yukon Territory.



**Sgt. Benjamin Fogal**  
Section Foreman Joe Fogal of Waldorf, Minn., has two sons serving somewhere overseas with the Army. Both Sgt. Benjamin Fogal and Pvt. Francis Fogal were formerly employed on the section at Waldorf. Francis has been overseas about two years and Benjamin more than a year.



**Pfc. Kenneth K. Rutherford**  
Pfc. Kenneth K. Rutherford, formerly of the auditor of passenger and station accounts office, Chicago, has been seeing action with the marines somewhere in the South Pacific.



**Earl W. Leaf, U.S.N.**  
Earl W. Leaf, yeoman 3/C, son of A. E. Leaf, perishable freight inspector at St. Paul, was employed at the St. Paul local office as clerk and messenger before entering military service. He is in New Britain.



**Pvt. Francis Fogal**



**Sgt. Charles J. Thompson**  
Sgt. Charles J. Thompson, former fireman on the I&SM Division, is now working as an engineer with the Persian Gulf Service Command in Iran.



**Corp. Herbert L. Bowser and wife**  
Corp. Herbert L. Bowser, former maintenance of way employe at Rondout, Ill., is now in India with the Army Medical Corps. The young lady with him is his wife.



**James W. Irwin, U.S.N.**  
James W. Irwin, formerly employed in the yard office in Des Moines, Ia., is now in training at the Great Lakes Naval Training Station.



**Sgt. Robert Damm**  
Sgt. Robert Damm of the Marines is a judo instructor at the Navy Pier, Chicago. For several years before entering the service he was employed as a clerk in the freight auditor's office, Chicago, and was a star in the athletic events engaged in by the employes of that office.



**Lt. John Rothmund**  
Lt. John Rothmund, now stationed at Columbia, S. C., with the Air Corps, is the son of Allen C. Rothmund, cashier in the St. Paul freight office and correspondent for The Milwaukee Magazine.



**2nd Lt. John V. Anderson**  
2nd Lt. John V. Anderson, Jr., son of Assistant General Storekeeper J. V. Anderson of Minneapolis, is now stationed in Alaska with an engineering outfit.

**Lady of the House:** "I forgot to ask you if you had any religious views."

**New Maid:** "No, I haven't ma'am, but I've got some dandy snapshots of Niagara Falls and the Great Lakes."



Jockey-hockey, a home-made game calling for professional skill, provided diversion and plenty of laughs at the Ottumwa Club's St. Patrick Party.



Some danced, others merely batted the wind at the Ottumwa party, but everyone had fun.



And card games broke out all over the place.

☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆

# Service Clubs

☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆

## ACTIVITIES IN GENERAL

*By J. E. Dede  
Public Relations Representative  
Marion, Ia.*

### Ottumwa Club Gives a Party

The Ottumwa Service Club sponsored a St. Patrick Party in the U. S. O. club rooms in Ottumwa for the service men and women on Mar. 17. The club rooms were gaily decorated in green and white tapers, the walls being decorated with green clover and green paper pipes.

Music for dancing was provided by Dick Mowery's Orchestra and during the dance intermission a short vaudeville act was given with H. G. Pedrick as master of ceremonies, assisted by Jack Seaton at the piano. Those taking part in the act were Miss Coleen Cox as Sadie Hawkins, Lois Boice and Jack Seaton, tap dancers, and a short skit with Miss Lee Allen, Chas. Eckrate and D. Acringdale taking the leading part. Following the entertainment a lunch was served.

In charge of the arrangements for this party were Mrs. D. E. Chambers as chairman, assisted by Mr. and Mrs. R. G. Scott and Mr. and Mrs. E. D. Kennedy and Miss K. M. Gohmann.

This club held its regular March meeting in the K. of C. hall in Ottumwa on Mar. 29, with 130 members and six visitors present. In addition to giving parties and other activities for the service men and women, the group is active in all civic affairs of Ottumwa; among other things, it has charge of the Red Cross collection. At this meeting it was made known that the various organizations of Ottumwa were to sponsor a party for service men and women in the City Coliseum in the near future. The club voted to donate \$10 as its part in the party.

### Chippewa Area Club

The March meeting of the Chippewa Club was held in Iron Mountain, Mich., on Mar. 22. Presiding at the meeting was Chairman H. O. Grade, who in part spoke of the purpose of the Service Club and its expected effect in the postwar period.

The membership of this club is small but it is a club whose meetings every one would enjoy attending. Their discussions of railroad affairs are interesting.

Cards provided diversion after the meeting.

### Madison (Wis.) Club

The Madison Service Club met on Mar. 7, with Chairman Harvey Roever presiding. The Club had as its guest Mr. Schumann, a representative of the Blue Cross Hospitalization Insurance Plan. Plans were made at this meeting to join with other organizations of Madison in forming a postwar program, and other activities were planned. Trainmaster Relihan received the War Bond given away at this meeting. After the meeting, refreshments were served.



Baby Joe Konkright, banjo soloist, did his stuff at the Miles City Appreciation Party.

## SERVICE CLUB SIDE-LIGHTS

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

### Miles City Appreciation Party

With the thought that hired help is at a premium, Ira Rodgers, chairman of the Miles City Service Club, hit upon the old saying, "Ask a busy person to take on a job if you want to get it done," and asked D. C. O'Brien to act as chairman of the entertainment and arrangement committee for the Appreciation Party held on Apr. 17.

The group at Miles City is well deserving of a party in appreciation of its loyalty to the Milwaukee Road. Mr. O'Brien enlisted the assistance of E. W. Gilmer, Sam Leo, Herb Lathrop, Dick Jensen, Mrs. Dick Jensen, George LaRue, Chas. Donnerwirth, Parke Burns, Arnold Running, A. W. Wickersham, Rau Dorland, Jim Towlerton, O. H. Bethke, a large committee in print, but not too many hands when it comes to feeding and entertaining over 400 people, which was the number in attendance at this very successful affair.

The railroad training these men have received has made them conscious of the importance of perfect timing and team work, for everything worked out on perfect schedule. During the serving of a very delicious dinner, Carl Krutt and his band entertained with appropriate music. With one exception, this band is made up of Milwaukee Road men; it consists of Carl Krutt, machinist's helper; Earl Farr, dispatcher; Frank Robinson, machinist; Guy Hotaling, retired machinist; Guy Comstock, machinist; Floyd "Pop" Konkright, store department helper; Very Kransky, helper in shops; Jack Fulks, machinist; Mrs. Frank Robinson and Bill Harrison.

After the dinner an address of welcome was given by Supt. A. W. Herwin, and a talk by C. S. Winship, D. F. & P. A. of Miles City. The purpose of the party was explained and a brief

review was given concerning the work being done in line with the war effort on the part of the Milwaukee Road, and how we as railroaders can aid in building for the future.

Ira Rodgers, chairman of the club and master of ceremonies, then introduced the entertainers in a very pleasing manner. Two accordion numbers were played by Mrs. Frank Robinson; a number of selections were played on the marimba by Miss Sally Marie Falkner; three readings by Mrs. Glenn Denton; two soprano solos by Mrs. John Gray, Jr.; cornet trio renditions by Paul Lewis, Kenneth Fulks and Glenn Pritchard, under the direction of Miss Claribel McDonald of the music department of the high school; and Hill Billy band selections rendered by Pop Konkright, Mrs. Konkright, their sons Raymond, Robert and Baby Joe, and Guy Hotaling. The importance of saving money today and avoiding inflation was depicted in a film shown by H. J. McMahon, safety engineer.

The spacious and beautiful Elks Hall was then cleared of tables and the 400 present enjoyed dancing for the remainder of the evening.

### Sioux Falls Club Entertains

Each year the Service Club at Sioux Falls entertains the shipping clerks of their city. This year C. S. Kemp, chairman of the club, appointed Fred Meyers, Ed Hollenworth and N. D. Kelly as the committee to do the job. They decided that with April designated as the perfect shipping month, an educational program on the subject of perfect shipping would be appropriate. W. L. Ennis was con-



Miss Sally Marie Falkner entertained on her marimba at the Miles City Appreciation Party.

tacted for pictures and R. E. Melzer, freight service inspector from Chicago, was chosen to show a picture on perfect shipping, which contrasts the proper and improper way of handling all merchandise in loading and unloading. L. A. Mostrum, freight service inspector from Sioux Falls, also talked on perfect shipping. Frank Washburn, safety engineer, showed pictures also along an educational line. Both pictures were well received. J. D. Wohlenberg, master of ceremonies, called on J. T. Hansen, assistant superintendent of the I&D Division, who responded with further remarks on the care with which commodities must be handled, especially in these times.

After appropriate entertainment, the shipping clerks were presented with Milwaukee playing cards, with which they were very pleased. Very worthwhile door prizes, two \$25 War Bonds were presented to the winners, I. N. Wilcox, section laborer, and Mary Songstad, daughter of a Sioux Falls carman.

After partaking of a fine lunch, many played cards while others visited and exchanged stories.



It was K.P. duty for Ira Rodgers and D. C. O'Brien just before the Miles City party got under way.

### J. H. Foster Club Plans Picnic

By F. P. Rogers

The J. H. Foster Service Club is turning its thoughts and attention to the big annual picnic which has been scheduled for Sunday, June 18, at Costello's Grove, Cedar Ave. and 90th St., Minneapolis.

These annual picnics, sponsored by the Service Club, have grown to be one of the real big events and all employes and their families look forward to them. Chairman Manion says the picnic this year will be bigger and better than ever and the club members are already making plans for the gala event, details of which will be announced at a later date.

You can't talk about troop movements because they are military secrets; but it is no secret—and you can tell the world—that for complete protection at low cost, you can't beat the hospitalization and surgical benefit plan sponsored by the J. H. Foster Service Club; and if you have not already taken advantage of it, you owe it to yourself and your family to do so without further delay. Be prepared.

# Protect That Check!

A RECENT newspaper story told of two children, not in their teens, who had stolen government dependency checks from mailboxes and attempted to cash them. While deliberate theft on the part of children is unusual in a case of this type, it is an example of the growing postal thefts which are menacing the country.

Each day wives and mothers of servicemen report the loss of dependency checks and the delay in the reissue of checks often results in undue hardship. According to the United States Secret Service, a division of the treasury department, staggering losses are suffered annually through check forgeries. These can be cut down substantially and perhaps eliminated by the exercise of a few simple safeguards.

The volume of government checks issued as dependency payments to the families of men in the armed forces and for social security benefits is rising rapidly. The Secret Service has launched a "know your endorser" campaign to protect the public and the government and asks the cooperation of all in carrying it out. During the fiscal year ending July 1, 1943, the government issued more than 160,000,000 checks. This year many more than that number will be issued. The Secret Service is charged with the protection of these checks. It is estimated that the annual loss to the public due to the misuse and theft of commercial checks ranges from \$50,000,000 to \$300,000,000.

No foolproof system has been devised to protect the sender or recipient of a check. Every precaution possible is taken by postal authorities to deliver checks to the rightful person. However, every mailed check is a challenge to the thief and forger. Anyone who has lost a check through theft knows what a long drawn out process restitution is. The loss of a government check requires investigation which stretches over months before a duplicate is issued.

Carelessness and ignorance are the cause of most losses. Knowledge of a few simple rules will make the thief's work more difficult. There are approximately 5,000 Milwaukee Road employes in the armed forces. Many of these have dependents receiving allowances from the government. These and all employes are asked to stem the flow of thefts by taking these precautions:

1. Put a lock on your mail box and be sure that your name is printed clearly on the box.
2. Be at home or have a member of the family home when the check is due to be delivered.
3. Endorse check in the presence of the one who is to cash it. Always cash it at the same place.
4. Notify the post office promptly when you change your address.
5. PROTECT THAT CHECK. If it is stolen, it may be months before it may be replaced.

Those who cash checks have to take as many precautions as the recipient. They are warned to take these steps to protect themselves and the public.

1. Insist upon proper identification. Be sure that the person presenting the check is the rightful owner.
2. Be sure that the check is endorsed in your presence. If it is endorsed when presented, insist upon another endorsement in your presence.
3. Don't hesitate to ask questions about any check. Thieves and forgers are not particular. You MUST be.
4. Before cashing any check ask yourself this question: If this check is returned because of a forged signature, can I find the person who gave it to me and recover my loss?
5. KNOW YOUR ENDORSER. A forged check means loss to you, not the owner.

The government issues more than 6,000,000 checks a month to the dependents of servicemen. The thief who steals one does not care if a soldier's wife and family go without food or clothing. He has no compunction and should be given no quarter. Through cooperation of the public all checks will be delivered safely. Kill the market for forged checks: Protect that check and know your endorser!

## North Africa in the Spring

Maj. A. L. Sedgwick, who was the road's assistant to real estate agent, Seattle, before being sent to North Africa with the Transportation Corps more than a year ago, gets out a sort of bulletin or news letter semi-occasionally to his friends. One of these landed in the Magazine office recently and is being quoted in part:

"North Africa is most beautiful and pleasant in the spring. The days are bright and warm, the nights are cool and brilliant with stars. The fields and orchards are a riot of color. Vines and fruit trees are in full blossom, while great expanses of hillside are painted in solid colors, both vivid and pastel shades of pink, red, blue, purple, yellow and orange flowers. These huge splashes of single colors

can be seen for miles. Lilacs, mimosa, wisteria and jacaranda also contribute their color and perfume.

"The country is alive with creeping, crawling, walking and flying things. Small turtles move sedately across the road and lizards dart across with incredible speed. Butterflies are everywhere and each bush and tree has its quota of twittering or singing birds. On our last drive we surprised a pack of jackals as we rounded a sharp bend in the road and then startled a bushy-tailed fox and watched him race across an open field to the cover of some distant brush. In the mountains we stopped to lunch in a quiet spot and saw a great eagle come to rest on a stone wall and then soar away when he discovered his kingdom had been invaded.

"The people are most interesting. From one end of town to the other, the center of 'Main Street' (usually *Rue de Paris* of *Marechal Foch* or *Joffre*) is the favorite meeting place. Here the children bounce their balls, kick the can (often barefooted—ouch!) or play hop scotch in the chalked squares. Here courtly old Frenchmen lift their hats to each other in dignified greeting, other Frenchmen and women double kiss and shake hands, Arabs of high degree, marked by their turbans of gold or purple cloth and silk and wool white djellabas shake hands and then kiss their own fingers. All these groups stand and gossip and make trades, and, not being in the least traffic conscious, must be approached under full control. They yield passage but move back to their positions as naturally as the waters of a lake close behind a slow moving ship.

"On market day, which is weekly in all towns of any importance, the main street and square are almost solid with men and boys sitting, squatting or standing around piles of rugs, straw mats, skins, baskets of fruit or produce or a few goats, sheep or chickens. The bargaining is leisurely; time is not of the essence. The women are not in evidence here. Groups of twenty or more may be seen by the roadside, out on the edge of town waiting to trudge patiently behind their menfolk and carry home his purchases.

"So much for North Africa in the spring."



Corp. James E. Moran, son of Conductor E. J. Moran of the Milwaukee Division, is a marine aviation photographer in the South Pacific.

# The Milwaukee Railroad WOMEN'S CLUB

## Marion Chapter

Mrs. Richard Bristol, Historian

Marion Chapter was entertained at its February meeting at a Mexican luncheon. Covers were laid for 31 at tables centered with potted cacti. Mrs. L. R. Boettcher, Mrs. Robt. Low, Mrs. Archie Conklin, and Mrs. O. O. Kieckhafer, dressed in Mexican costumes, served the luncheon. Mrs. Elmer Fisher, president, announced her committees for the year. Material was passed out to be prepared for use of the veterans at Schick Hospital in making articles. Our general secretary, Miss Etta Lindskog, was a guest and urged our chapter to do all that it could for the war effort. Doris Eckhart entertained with songs and readings.

A family supper was enjoyed at our March meeting, at which \$10 was donated to the Red Cross. Following the business session bridge was played. On March 26 our chapter had the pleasure of acting as hostess at the Cedar Rapids USO.

## Tacoma Chapter

Mrs. C. A. Norwood, Historian

Tacoma Chapter met in its club rooms, Mar. 27, with a large crowd present, Mrs. Speck presiding. The club motto was repeated and the salute to the flag given. Mrs. W. G. Fitzgerald, good cheer chairman, reported five men in the hospital, all doing nicely. The club bought \$5.00 worth of white cane tags and several dollars worth were also sold among those present. We now have three \$100 war bonds and sold \$3,275 worth of bonds in the Fourth war loan drive.

The club meets the second Tuesday each month to do Red Cross work under the leadership of Mrs. Harvey. Regular meeting day is the last Monday of each month when we usually have about 100 at the lunch, which is served at noon preceding the meeting.

## Austin Chapter

Mrs. Geo. Oakes, Historian

Austin Chapter held its annual St. Patrick's pot luck supper for all members at the March meeting and it proved a real "get together." The ten large tables were festive with green tapers and napkins. During the business meeting, presided over by Mrs. E. J. Full, it was voted to give \$10 to the Red Cross. Mrs. McGovern, as good cheer chairman, reported 40 families reached by telephone, personal calls or cards. Our guests of the evening were Lyle Young, Public Relations representative of Aberdeen, and Mr. J. B. Dede of Cedar Rapids. Both spoke entertainingly of work accomplished by other clubs. The remainder of the evening was spent with bingo and cards.

## Montevideo Chapter

Mrs. John J. Schmutzler, Historian

Meeting of our chapter was held on Mar. 3. Reports from various chairmen were heard. Good Cheer two bouquets, three cards, one call made; Red Cross reported, 67 hours of work, at which time it was decided to make a quilt, the proceeds to be given to the Red Cross; Ways and Means reported \$10 cleared on a card party. Attendance prize was won by

## Summary of Women's Club Activities

Covering Year Jan. 1 to Dec. 31, 1943, inclusive.

Membership on Dec. 31, 1943—Voting, 6,522; Contributing, 9,719; Total, 16,241
Expended for welfare, good cheer, and war work...\$7,827.01
Estimated value of donations of clothing and other articles not requiring expenditure from club funds...\$1,104.00
Number of families given aid...304
Number of families reached through good cheer...7,089
Number of welfare and good cheer calls made...11,932
Number of good cheer and sympathy messages sent...4,519
Cleared on money-making activities...\$12,571.35
Number of books in circulating libraries on Dec. 31, 1943...4,656
Number of books loaned to members during year...8,228
Amount earned on library book rentals...\$531.45. Expended for new books...\$518.29
Amount invested in War Bonds by the general governing board and local chapters up to Dec. 31, 1943...\$12,425.25
Balance in general governing board and local chapter treasuries on Dec. 31, 1943...\$28,792.36

Mrs. Burdick. Refreshments were served by Mrs. Burdick and Mrs. Madden.

Our April meeting date coming on Good Friday, March 31 was chosen for it. Good Cheer reported three bouquets, three personal and five phone calls; Red Cross 119 hours of work. The quilt which we made sold for \$32, proceeds being given to the Red Cross. Much credit is due our Red Cross Chairman Mrs. May for her time and work. Mrs. Loftdahl presented two teen age girls in a duet and another young lady in a reading. All were very much enjoyed. Attendance prize was won by Mrs. Larson. Mrs. Geo. May and Mrs. Jack Winters served refreshments.

## Black Hills Chapter

Mrs. Harris C. Dillabough, Historian

On March 27 the Black Hills Chapter and the Service Club enjoyed a pot luck supper in the club rooms. The highlights of the evening were interesting talks on Victory gardening by Kirk Mears, county agricultural agent, and Edward Olson, garden specialist. The business part of the meeting then followed, with the president appointing Mrs. Harris Dillabough as historian succeeding Mrs. F. H. Joynt who is making her home in Mason City for the present, her husband having been promoted to the position of Auditor.

## Avery Chapter

Mrs. E. F. Husaboe, Historian

Our club sponsored a pinochle party in the club room, Feb. 26. After the serving of a lunch by the committee, Mrs. Chas. Fields played many old and new songs and everyone joined in singing them. This party was so enjoyed by everyone that we gave another Mar. 18.

Our Mar. 1 meeting was well attended. Treasurer reported \$136.95 in the treasury. Mrs. King, Red Cross chairman, reported that the Junior Red Cross had done splendid work in collecting crossword puzzles, playing cards, and smoking trays to be donated to our Soldier and Sailor Hospitals. A donation of \$25 was made to the Red Cross drive. We have many new members this year. Following the meeting lunch was served by Mrs. Wm. Kohler and Ruth Lindon. Pinochle was played. Gifts were brought by each member for Mrs. A. S. Harrigan, who

with Mr. Harrigan, has moved to Superior, Mont. The club wishes them the best of luck in their new home.

## Milbank Chapter

Mrs. Gerald Gardner, Historian

Due to repairs being made on our club house we met Feb. 23 at the home of our president, Mrs. Daisy Mayer, who presided. Mrs. Geo. Phelan led us in song, accompanied at the piano by Mrs. Ernest Hanson. We were notified that Red Cross kit bags were ready to be filled by club donations, so we voted \$5 for the present. Members may contribute \$1 or more, and it will also be credited to our chapter.

Mrs. Matt received \$1 bank note award. Bingo was played. A beautiful white blanket was presented as a cradle gift to our guest of honor, Mrs. Wm. Huben. Roll call showed 27 members present; 47½ hours Red Cross work reported, one card and six calls, flowers one. A delicious lunch was served by Mrs. Mayer, Mrs. Cawthorne and Mrs. Hunegar.

## Sparta Unit—Tomah Chapter

Mrs. Wm. Hovey, Chairman

March meeting was held at the home of Mrs. Ray Gamble, with Mrs. Albert Bergman assisting hostess; February meeting at home of Mrs. Jess Cross, Mrs. Amelia Duvie assisting hostess, and January meeting at home of Mrs. Peter Hensgen, Mrs. Carl Hanson assisting.

Reports given for year 1943 indicated 34 contributing and 26 voting members, dues \$34.50, cleared on ways and means \$25.25, total \$59.75, turned over to Tomah chapter, 55 cards, two plants and one bouquet of flowers sent, three meals served at time of death, 50 phone calls, ten small tokens to our veterans and widows, cigars and candy to our contributing members at Christmas time. Also ten bonds and \$150 in war stamps sold, one \$25 bond purchased for our club, \$1 donated to Red Cross, and 200 sewing hours, \$1 donated to the Salvation Army, 50 dozen cookies and 350 bouquets of flowers to the USO, 10 bouquets of flowers and magazines to Camp McCoy Hospital, \$2 to March of Dimes. It was voted to simplify our lunches for 1944.

At our February meeting members had

the pleasure of making their own valentines, prizes being awarded for the best valentines made. Patches are being collected and lap robes will be made for Camp McCoy Hospital. A hand braided rug was donated by Mrs. Amelia Duvie, which was awarded and proceeds placed in our special fund.

### St. Bernice Chapter

Mrs. O. M. Kuhns, Historian

Members of St. Bernice Chapter and their families enjoyed a not luck dinner preceding February meeting. Business opened with President Mrs. Reed McGinnis in charge. Minutes were read and approved. Reports given were 10 cards, three personal and eight telephone calls and one dinner served in a bereaved home. Membership reported 31 voting and 16 contributing. The following members gave blood at the last county call for plasma: Mmes. Herchel Doan, Cyrus Bodle, Clarence Vansdale and Reed McGinnis.

Last year's officers were re-elected for this year: President, Mrs. Reed McGinnis; 1st Vice Pres., Mrs. Theodore Hehman; 2nd Vice Pres., Mrs. Donald Baine; treasurer, Mrs. Burlin Ray; Rec. Sec., Mrs. Orville Binner; Corr. Sec., Mrs. Charles Draper; Historian, Mrs. O. M. Kuhns. The following committees have been appointed: Welfare, Mrs. Wallace Jordan, Mrs. Melvin Phillips, Mrs. Charles McCauley; Good Cheer, Mrs. Stanley Reed; Membership, Mrs. Theodore Hehman and Mrs. Donald Baine; Ways and Means, Mrs. Ben Gaither, Mrs. Harold Skelton and Mrs. Jesse Dunn; Social, Mrs. Cyrus Bodle, Mrs. Ben Connor and Mrs. Ben Reed; Publicity, Mrs. Stanley Reed; Safety, Mrs. Stanley Reed; Auditing, Mrs. Hubbard Inman, Mrs. Wallace Jordan and Mrs. Ora Reed. The evening was spent playing bingo.

On Tuesday, Feb. 29, the Women's Club sponsored a covered dish dinner honoring Engineer Jesse Dunn, who on that day retired, after serving the company for 41 years. About 85 were present and a very nice party was enjoyed.

### Deer Lodge Chapter

Bessie Healey, Historian

A delightful St. Patrick's day party was held Friday, March 17, at the club rooms. A 1:30 o'clock luncheon was served by the committee. A tribute in song was paid to one of our members, Mrs. Jas. Dennis, who had a birthday that day. Keno was played and enjoyed following the business meeting. Mrs. Kidd, accompanied by Mrs. Ted Rule, sang a group of Irish songs for the service men and women who were served at the canteen.

### Mobridge Chapter

Mrs. W. B. McCoy, Historian

Came the Spring with all its splendor, All its flowers and all its blossoms, All its flowers, and leaves, and grasses. Since Leap Year has something to do with boosting the advent of Spring up one day, our meeting in March hailed the first day of Spring on the twentieth. It was a grand standing opening, for we had so few chairs. Most of them were being used for the basketball banquet. However, we were glad to oblige a good cause. The same goes for dishes. But we made out and found that coffee tastes just as good out of a sugar or creamer as from a cup. The subject of Victory Gardens was dwelled on for a bit. Most of our members are gardeners of great repute, so the topic was not gone into very deeply. Canteen work will go on as usual. Mrs. P. S. Erickson won the bank night drawing. Meeting was climaxed with delicious cake and coffee served by Mrs. A. F. Manley and Mrs. Carl Baxter.

### Minneapolis Chapter

Mrs. J. J. Mintz, Historian

A delicious roast beef dinner preceded our February meeting. Mrs. M. Brown and Mrs. G. Rodeen, assisted by the committee, served. Table decorations were carried out in the patriotic theme in honor of George Washington's birthday. Delivery service being curtailed we fully appreciated the efforts Mr. Manion, Service Club President, made on our behalf in delivering our groceries. Community singing followed the dinner, directed by Mrs. F. McKeever, and accompanied by Mrs. J. Haffner at the piano.

Committee reports were: Red Cross, 118 hours surgical dressings and 30 hours home nursing; Good Cheer, eight cards, four sympathy calls and seven phone calls; Ways and Means, dinner receipts, \$58.80, and 88 tickets sold. Mrs. S. Philpot gave a few good hints on safety. The meeting being over, we were entertained by J. H. Auld, who played four numbers on a set of bells. An interesting speech was delivered by Dr. Betty, who works with the Veteran's Rehabilitation Organization. A collection of \$24.20 was taken and presented for this worthy cause. Dancing followed.

At meeting Mar. 16 reports were: Mrs. H. Hewing, Good Cheer, five cards sent, two phone calls and one sympathy card; Mrs. G. Tallmadge, Red Cross, 109½ hours surgical dressings and four hours sewing. The Grey Ladies also donated 32 hours of home nursing for which we were grateful. Mrs. R. Spaulding, treasurer, reported balance of \$334.74, also \$7 cleared on the roast beef dinner. Mrs. S. F. Philpot gave a short talk on prevention of eye injuries, and what steps to take in case of such injuries. Her main theme was, "An ounce of prevention is worth a pound of cure." After the meeting we served coffee and doughnuts and were joined by the Service Club. Our social evening ended with dancing.

### Kansas City Chapter

Mrs. Henry V. Banta, Historian

On Feb. 22 the home of Mrs. Paul Afeld was a very pretty setting for a party and handkerchief shower given by members for Mrs. J. E. Hills, who was moving to Minneapolis. Best wishes from us all go with Mr. and Mrs. Hills. The afternoon was spent in visiting and games. Mrs. F. W. Baker gave some very interesting readings.

March meeting was called for 11 o'clock. Mrs. W. A. Kinder was elected to fill Mrs. Hills' office of Second Vice-President. Mrs. Kinder reported Red Cross work 170 hours and five lap robes finished. A delicious lunch was served by Mrs. Kinder and her committee. The afternoon was taken over by the ways and means committee. Mrs. Martha Logan, home economist and lecturer from Swift and Co. was presented. Several meals were demonstrated and prizes given. 32 ladies attended, and \$8 was cleared.

### Sioux City Chapter

Mrs. Ben Rose, Historian

February board meeting was held the 21st with Mrs. Geo. Gaskill, Mrs. B. M. Gallas assisting. Mrs. T. G. Snyder, Ways and Means, submitted several schemes for replenishing the exchequer, which were discussed and presented to the general meeting which followed the monthly pot-luck dinner the 24th. The club voted to award a ham, also to purchase wool yarn for a shawl, which Mrs. Gaskill will knit. As Mrs. J. T. Hansen, Safety First, described, Judith Hansen and Jackie Lamb demonstrated the proper way to fix cans for the tin collection, how to care for sharp knives and showed several instances wherein correct methods of handling tools in the kitchen would lessen the appalling accidents on the home front.

Mrs. Leo Lamb, Red Cross, reported, Bond and Red Cross Drive, 144 hours; Grey Ladies, 16 hours; USO, 84 hours; Surgical Dressings, 80 hours; knitting, 30 hours; Navy lap robes (4), 149 hours; total 503 hours. Club voted \$5 for local Red Cross drive. Accomplishments of other chapters were read from the Women's Club pages of February magazine, revealing some interesting comparisons with our own chapter's activities. Mr. Scandrett's offer of gardening-along-the-right-of-way was also read. Those of our membership who do not have an available back yard, welcome this opportunity, as the land is the rich loam of the Missouri river banks. Cards were the later diversion.

### Miles City Chapter

Ruth Rehm, Historian

"Time Marches On" and so does the Miles City Milwaukee R. R. Women's Club. The high-light of the past two months has been the achievement in civic and war work. Forty-six members including five Nurse's Aides, have put in more than 750 hours on Red Cross work, while a number worked in canteen service during the flood. 154 telephone calls and 203 personal calls have been made by our Sunshine Committee as well as 90 cards sent out. 72 families were reached and six families were helped. Nine of our ladies worked on the War and Sale, selling \$556 worth of bonds and stamps at our booth.

At March meeting Mrs. Moss, Safety First Chairman, gave a splendid talk on "Do you know what?" She brought out that the casualties on the home front were so much greater than on the battle front. Our White Elephant Auction Sale netted us \$18.25 for welfare work. Dainty refreshments were served from an attractive St. Patrick's table by Mmes. Frank Spear, Swan Nelson, Arley Wickersham and A. S. Caudel.

At our April meeting a lovely Spring program of music and readings was given, followed by a dainty Easter lunch served by Mrs. G. W. Bradley and Mrs. Louis Rask. Mrs. Ludwig Oberhofer, dressed in her gypsy costume, delighted the group as well as increased the treasury by telling fortunes during the social hour.

### Milwaukee Chapter

Mrs. John Ehlert, Historian

Meeting was held Mar. 20. After pledging allegiance to the Flag, business session opened with our club motto, after which reports were read. Recording Secretary announced she had succeeded in securing the Aireo Room at the Eagles Club for our fall dance, Sept. 23.

Our blood plasma donation for March was \$4.72. Reports, four blood donors and one welfare case, total members 176, sunshine collection \$3.71, six phone calls, seven cards, five new members, and a big birthday and card party for April: \$68 was cleared on our monthly dinner party Mar. 30. Red Cross reported, surgical dressings 2,360, surgical workers 78, hours 418, 16 squares donated, many articles made, amounting to 649 hours; grand total, 1,067 hours.

Last and best of all was a surprise visit from Miss Etta Lindskog, secretary general. She praised our work and asked for ideas to help chapters in their work for the soldiers and the Red Cross. IF YOU CAN'T GIVE YOUR BLOOD THEN PLUG.

### La Crosse Chapter

Mrs. C. J. Wethe, Historian

Twenty-seven members attended the March meeting. A former member of Marion, Ia., chapter joined our club. Good Cheer chairman reported eight personal and 11 phone calls made, three plants, one bouquet, fruit, and a sympathy card sent. Penny march was taken. Door prize went to Mrs. Frank Rickard.

At our April 5 meeting Good Cheer chairman reported eight plants, one basket of fruit, and two cards sent and four personal and two phone calls made. Mrs. Chas. Hart, a new member, was welcomed into our club. The ladies, with Mrs. C. C. Marchant, chairman, served cake and coffee to Camp McCoy soldiers at the USO club on Apr. 1. Several of their husbands, contributing members, assisted in different ways, especially in the coat rooms. Sixty homemade cakes, cut in big pieces, were served to 200 soldiers. Thank you, Mr. Scandrett and Mr. Gillick, for sending us your membership. Penny march netted 43c. Business over, card games were enjoyed, prizes going to Mrs. Goggin, Mrs. Young, Mrs. Hanson, Mrs. Kruger, and Mrs. Saley. This seemed to be Mrs. Wethe's lucky day, as she won high at 500 and door prize of \$1. Hostesses were Mmes. Sainsbury, Marchant, Hanson, and Otto.

### Butte Chapter

Mrs. Pete Olson, Historian

Our regular meeting was held Monday evening March 7. Membership chairman reported 47 contributing and 29 voting members. Good Cheer chairman reported nine telephone and seven personal calls made. Red Cross chairman reported 62 hours spent at the Red Cross rooms folding bandages. Members voted to donate \$5 to the AWUS and \$10 to the Red Cross. Refreshments were served by the hostesses, Mrs. C. G. Bleichner and Mrs. W. L. O'Ragan, after which several games of bridge were enjoyed.

April meeting was held on the 3rd at one p. m. Red Cross chairman reported 67 hours spent at Red Cross rooms folding bandages, and some members sewing for it. Good Cheer chairman reported 10 telephone calls made. Following the meeting the hostesses, Mrs. Peter Skelly and Mrs. Geo. Beebe served refreshments, after which bridge was played.

### Madison, Wis., Chapter

Mrs. Kenneth Kunz, Historian

March meeting was held on the 2nd, Mrs. Kline presiding. We opened with the Pledge of Allegiance to the Flag, song and club motto. Secretary Mrs. Rellihan read the minutes, Treasurer Mrs. Kenney gave her report. Ways and means chairman Mrs. L. White reported making \$12.64 at the card party held Feb. 17. Rental Chairman Mrs. McNulty gave her report. It was voted to donate \$10 to the Red Cross, also \$5 to the Crippled Children's and Adults Funds of Madison. Mrs. Valentine, a visitor, attended our meeting. We hope she can attend many more of them. Penny march netted 63c, prize package \$1.15. Bank dollar was awarded to Mrs. Valentine, prize package to Mrs. O. Johnson. Following adjournment a social hour was enjoyed. Those on the committee were Mmes. Carl Knope, Thos. Fitzpatrick, A. J. Graves, and Wm. Warren.

### New Lisbon Chapter

Mrs. Geo. L. Wood, Historian

March meeting was held at home of Mrs. J. McKegney on the 14th. \$3 was reported spent for good cheer, 14 cards sent, 17 personal and phone calls made, and 22 families reached. Red Cross chairman reported 14 surgical dressings made. Ways and Means profit was \$5.74. Our veterans were remembered with a small gift at Easter time and \$15 was donated to the Red Cross. There were 22 members present at meeting. Bingo was played. Mmes. McKegney, Wilcox, C. Robison, Walden, V. Robison, and Gibson served a lovely luncheon which was much enjoyed by everyone.

Feb. 8 meeting was held at the home of Mrs. H. Arntz. \$6.76 was reported spent for good cheer, 10 cards sent, and eight

families reached. One of our members was chairman of the Infantile Paralysis drive, being assisted by 10 other members. Four members were solicitors on the Bond drive, and put in 80 hours work. Thank you letters from Hawaii, New Mexico, New York, and Italy from some of our service girls and boys were read. Bingo was played and luncheon was served to the 26 members present by Mmes. Arntz, Andrews, Bosacki, Krotzman, Smith, and Stoker.

At our Jan. 11 meeting which was called to order by Mrs. Zeilsdorf at the home of Mrs. A. Darrow, Good Cheer reported 21 personal and phone calls, 70 cards of cheer and sympathy sent, and 128 families reached. \$5.60 was spent for those entering service. Fifty hours were put in by four of our members on war work. A number of letters were read from our boys and girls in service, Mmes. Darrow, Daniels, Zeilsdorf, Barnes, Bernard, and Kallies served luncheon.

### Madison, S. D., Chapter

Mrs. A. D. Walker, Historian

Our meeting was held Mar. 12 with a good attendance. Many cards of thanks were read to show appreciation of the work of the Good Cheer committee. We voted to contribute \$5 to the Red Cross drive. After the meeting lunch was served and cards played for a short while.

On Mar. 23 all new members and old members who had paid their dues were guests of the club at a chicken dinner held in the American Legion clubrooms. Patriotic decorations were used about the rooms and on the long tables. Places were set for about 100 guests. Afterward a variety of entertainment was provided. Bingo was played with awards going to many of the guests. Then the tables were cleared and card tables set up for whist and contract. A traveling prize was awarded to the last one taking a trick with a deuce. The evening was a success in every way. Everyone had a very good time.

On Feb. 22 men of the Milwaukee Road were guests of the women at the monthly social meeting. Tables were set for whist. Awards went to Al Meinicke and Mrs. Noel Dingman with Mrs. Henry Campbell receiving the door prize. Lunch was served by Mrs. Henry Campbell, Mrs. Frank Campbell, Mrs. John Carr, and Mrs. Meinicke. Everyone enjoyed a pleasant evening.

### Spokane Chapter

Bertha Bradley, Historian

Reports on Red Cross for February show 66 hours, principally on French Relief and selling war stamps. Report of Good Cheer chairman was given. Ways and Means chairman reported an enthusiastic and profitable crowd at each of the card parties held since last meeting. A hearty welcome was given a new member, Mrs. Howard, and Mrs. Chas. Little, an old time member.

### Mason City Chapter

Mrs. John Balfanz, Historian

Our March 7 meeting was held in the club rooms. Fifteen ladies braved the blizzard-like weather to be present. Our president, Mrs. R. Sizer, asked for committee reports. Treasurer Mrs. C. Pack, \$249.54 on hand. Mrs. J. Mathewman, membership, 130 voting, and 128 contributing members to date. Mrs. O. T. Anderson, Red Cross, reported 39½ hours spent in Red Cross work, 10 hospital gowns made, and 10 kit bags finished. Good Cheer, Mrs. H. Farrer, made seven personal and 10 telephone calls. Mrs. R. Goltz, welfare, reported she had spent \$5.32 for welfare and made two calls. Corr. Secretary Mrs. R. McClintock sent 15 cards to shut-ins and one sympathy

card. Mrs. Wm. Cross, ways and means, turned in \$12.88 as our share of the bingo party which the Service Club helped sponsor. Penny march, 39c. A lovely lunch was served by Mrs. McDonald and Mrs. Hornig. Cards were played with Mrs. Hornig winning the prize.

### Fullerton Avenue Chapter

Clara A. Cush, Historian

The club met April 11, supper being served at 5 o'clock, after which members repaired to the club rooms for the meeting and a social hour. An Easter party was the diversion of the evening. Red Cross report for March was surgical dressings 1,611, hours 276; sewing 17 women's slips, 50 hours; knitting one navy scarf, one navy sweater and one army sweater, 30 hours. There were 19 blood donations in February and 10 in March. A register of donors has been placed in each office of the building.

At March meeting Red Cross Chairman reported 1,744 surgical dressings, 257 hours; three army scarfs, 96 hours; sewing 20 girls' slips, 20 army kits, two women's slips, hours 62. The club purchased a supply of yarn which is being used to knit articles for our boys in the service. Anyone wishing to knit is welcome to come in for the yarn. Membership dues are now being collected. We invite you to become a member if you are not and to renew your membership if you have been a member.

### Wausau Chapter

Mrs. A. W. Kasten, Historian

March meeting was held the 14th, Mrs. Whaley presiding. Reports were read and approved; one plant was sent to a sick member. It was voted to have six members serve instead of the customary five, hereafter. There being no other business, the meeting was adjourned followed by card playing. Hostesses were Mmes. Slomski, Warner, Fowler, Freeborn and Donovan.

### Savanna Chapter

Mrs. L. V. Schwartz, Historian

Plans were completed at our March meeting for the serving at the Snack bar of the USO for week ending Mar. 13. It was also voted to give the Red Cross \$25. Mrs. Follett, Good Cheer chairman, reported \$13 spent for flowers, fruit and cards, and 14 calls made. Mrs. Shraake, club house rental, \$21. Each month we have more new members attending our meetings and we are always happy to have them. Mrs. E. A. O'Neil won the attendance prize. Cards were played and a social hour followed with a lunch served by Mrs. Wm. Doherty, Mrs. Richard Adams, and Mrs. Mary Polach.

At April meeting Good Cheer chairman reported 37 families reached with calls, sick cards, and plants. Mrs. Bert Follett won the attendance prize. A social hour followed with cards and refreshments served by the hostesses, Mmes. Croghan, Masher, and Krohn.

### Janesville Chapter

Harriet Higgins, Historian

At the meeting held March 6 \$10.00 was donated to the Red Cross. A St. Patrick's party was arranged for March 16, and a bake sale for Palm Sunday. Two funeral dinners were reported served during the month. Twenty-five telephone calls were reported.

April meeting was held at the home of our president Mrs. Wallace as our club house was being painted. Sunshine chairman Mrs. Wilcox reported 53 telephone calls made, 16 cards sent and 21 families reached. Orchids to our bake sale chairmen Mrs. Wallace and Mrs. McCue. \$38.99 has been turned in to date and more to come. A stork shower was held Mar. 29, with 22 present and lovely and practical gifts given.

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

Divisions	No. of Tips			Divisions	No. of Tips		
	Pass. Tips	Frnt. Tips	Per 100 Employees		Pass. Tips	Frnt. Tips	Per 100 Employees
Seattle General	28	11	21.3	Idaho Division	7	..	1.4
Iowa & S. Minn. Div.	28	50	8.5	Chicago General Div.	15	11	1.1
Chicago Terminals	1	196	6.7	La Crosse and River	20	4	1.1
Dubuque & Illinois	49	18	4.3	Coast Division	14	..	1.0
Superior Division	22	6	4.1	Terre Haute Division	..	11	1.0
H. & D. Division	30	2	2.5	Iowa Division	10	..	0.6
Iowa & Dakota Div.	35	2	2.2	Trans-Missouri Div.	6	1	0.6
Kansas City Div.	13	4	2.1	Milwaukee Terminals	23	1	0.5
Milwaukee Division	24	2	2.0	Twin City Terminals	9	..	0.4
Madison Division	12	1	1.9	Miscellaneous	1	..	0.07
Rocky Mountain Div.	16	1	1.6				
<b>TOTALS</b>					<b>363</b>	<b>321</b>	<b>2.2</b>

## TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING THE MONTH OF MARCH, 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.	Frnt.				Pass.	Frnt.
<b>Chicago General Offices</b>					<b>Dubuque and Illinois Division</b>				
Abrams, R.E.	D.F.C.A.	Milwaukee, Wis.		1	Ames, J.A.	O.S. & D. Clerk	Dubuque, Ia.		2
Adams, Edward	Secy. to Chf. Opr. Off.	Chicago, Ill.	2		Blaser, John P.	Crossing Flagman	Dubuque, Ia.	1	
Barnett, H.W.	Head Clk., Frnt. Clm.	Chicago, Ill.		6	Duhigg, R.E.	Rdmstr's Clerk	Savanna, Ill.	3	
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.	1		Felder, Albert	Operator	Dubuque, Ia.	3	1
Brown, Mrs. J.L.	Wife of Gen. Supt. Transp.	Chicago, Ill.	1		Hense, F.I.	Crossing Flagman	Dubuque, Ia.	2	
Burtness, T.W.	Secretary	Chicago, Ill.	1		Herron, D.J.	Local Stkpr.	Marquette, Ia.	1	
Clavey, G.	Conf. Clerk	Chicago, Ill.	1		Ickes, J.F.	Chief Clerk	Dubuque, Ia.	1	
Culver, C.L.	Spec. Tax Agent	Chicago, Ill.	1		Kerndt, W.H.	Baggageman	Davenport, Ia.	1	
Donovan, Annabelle	Sec. Frnt. Clm.	Chicago, Ill.	1		Kersch, Harry	Laborer	Dubuque, Ia.	1	
Graves, Vila	Asst. Secretary	Chicago, Ill.	1	3	Kuhn, A.M.	Car Inspector	Savanna, Ill.	15	10
Hall, L.L.	Mail, Expr., Bag., & Milk	Chicago, Ill.	1		Kurt, Francis B.	Clerk	Waukon, Ia.	1	
Hammel, M.A.	Clk., Purch. Dept.	Chicago, Ill.	1		Layton, George P.	Capt. of Police	Savanna, Ill.	4	
Kouba, William	Clk., Transp. Dept.	Chicago, Ill.	1		Maze, W.H.	Conductor	Elgin, Ill.	1	
Lamberg, O.J.	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1		Nank, Edw. H.	Rodman	Savanna, Ill.	1	
Nolan, J.J., Sr.	Car Distributor	Chicago, Ill.	1		Schroeder, P.A.	Store Dept.	Savanna, Ill.		2
Taylor, O.H.	Asst. Engineer	Chicago, Ill.	1		Schuster, L.A.	Equip. Mntnr.	Dubuque, Ia.	1	
			15	11	Schwartz, L.V.	Dist. Stkpr.	Savanna, Ill.		2
					Sprenson, Hans	Ret. Carman	Savanna, Ill.	1	
					Tessel, J.J.	Checker	Dubuque, Ia.	1	
					Tyler, V.T.	Cashier	Savanna, Ill.		1
					Unmacht, H.A.	Gen. Foreman	Dubuque, Ia.	3	
					Withhart, P.M.	Baggageman	Savanna, Ill.	8	
								49	18
<b>Chicago Terminals Division</b>					<b>Hastings and Dakota Division</b>				
Bishop, N.	Asst. Agent	Galewood, Ill.		4	Aggen, Marjorie	Clerk-Steno	Aberdeen, S.D.	3	
Boeck, H.F.	Chief Clerk	Galewood, Ill.		13	Bruers, Mrs. A.W.	Wife of Agent	Graceville, Minn.	1	
Borman, H.A.	Rate Clerk	Galewood, Ill.		14	Campbell, Dwight	Solicitor	Aberdeen, S.D.	2	
Brown, H.	Rate Clerk	Galewood, Ill.		13	Carlson, G.A.	Roadmaster	Aberdeen, S.D.	1	
Cameron, D.V.	Utility Clerk	Chicago, Ill.		1	Dunn, Mrs. R.A.	Wife of Condr.	Aberdeen, S.D.	1	
Chalifaux, R.	Rate Clerk	Galewood, Ill.		1	Fuller, Rosa	Stenographer	Aberdeen, S.D.	1	
Dyba, T.	Clerk	Galewood, Ill.		2	Haldeman, Jane	Stenographer	Aberdeen, S.D.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.		5	Hopp, Pearl	Secy. to Supt.	Aberdeen, S.D.	13	
Ewing, John J.	Clerk	Galewood, Ill.		4	Jordahl, Beatrice	Student Clerk	Fairmount, N.D.		1
Hanson, H.	Rate Clerk	Galewood, Ill.		7	Lundberg, A.F.	T.B.M.	Minneapolis, Minn.	1	
Kerwin, John J.	Rate Clerk	Galewood, Ill.		10	Maunder, B.L.	Track Laborer	Virgil, S.D.		1
Le Mire, G.E.	Rate Clerk	Galewood, Ill.		80	Moriarty, W.J.	Store Dept.	Aberdeen, S.D.	1	
Miller, John H.	C/L Notice Clerk	Chicago, Ill.		5	Ruehmer, E.J.	Operating	Montevideo, Minn.	1	
Oeftering, J.J.	Rate Clerk	Galewood, Ill.		27	Schulz, A.E.	Agent-Operator	Hosmer, S.D.	1	
Petronia, Mike	Carman	Galewood, Ill.	1		Spatafore, Joe	Yard Foreman	Aberdeen, S.D.	2	
Reimann, B.	Rate Clerk	Galewood, Ill.		3	Zeigler, Mrs. P.	Wife of Yard Clk.	Aberdeen, S.D.	1	
Willison, H.	Asst. Chf. Clk.	Galewood, Ill.		7				30	2
			1	196					
<b>Coast Division</b>					<b>Iowa Division</b>				
Ellis, G.J.	Gen. Store Frmn.	Tacoma, Wash.	1		Colby, E.F.	Switchman	Cedar Rapids, Ia.	1	
Fullerton, Ruth	Stenographer	Tacoma, Wash.	1		Dvorak, B.P.	Operator	Cedar Rapids, Ia.	1	
Kord, Leo F.	Asst. Chf. Clerk	Seattle, Wash.	1		Fisk, C.E.	Loco. Fireman	Cedar Rapids, Ia.	1	
MacDonald, J.C.	Asst. Gen. Stkpr.	Tacoma, Wash.	2		Fraser, W.C.	Legal Dept.	Omaha, Neb.	1	
Mann, Ingrid M.	P.B.X. Operator	Tacoma, Wash.	3		Hennessey, G.F.	Night R.H.F.	Cedar Rapids, Ia.	1	
Oldenburg, Lucile	Clerk	Seattle, Wash.	1		Manton, Thomas	P.F.I.	Cedar Rapids, Ia.	1	
Rasmussen, F.W.	Chief Clerk	Seattle, Wash.	1		McGuire, J.B.	Operator	Oxford Jct., Ia.	1	
Reenay, Patrick H.	E&I Inspector	Seattle, Wash.	1		Miller, L.J.	Agent	Springville, Ia.	3	
Rusch, H.	Stenographer	Tacoma, Wash.	2					10	0
Snyder, W.R.	Watchman	Seattle, Wash.	1						
				14					0

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
<b>Idaho Division</b>					<b>La Crosse and River Division</b>				
Allen, Blanche M.	Track Dept.	Spokane, Wash.	2		Blanchfield, E.C.	Cashier	Merrill, Wis.	2	
Hays, P.L.	Ret. Chf. Disp.	Spokane, Wash.	1		Dolan, W.M.	Yard Clerk	Wis. Rapids, Wis.	1	
O'Reilly, W.T.	Chf. Clk. to Supt.	Spokane, Wash.	2		Frazier, I.L.	Rate Clerk	Merrill, Wis.	1	
Stoll, E.J.	Engineering Dept.	Spokane, Wash.	2		Frye, M.J.	Clerk	Merrill, Wis.	1	1
			7	0	Hagman, Mrs. U.R.	Wife of Agent	Watertown, Wis.	1	
<b>Iowa and Dakota Division</b>					<b>Milwaukee Division</b>				
Anderson, C.T.	Sec. Foreman	Geddes, S.D.	1		Karow, C.A.	Cashier	Winona, Minn.	2	
Anderson, Erick	Sec. Foreman	Delmont, S.D.	4		Karow, Mrs. D.C.	Exp. Clk. & Steno.	Winona, Minn.	3	
Balek, Joe M.	Loco. Engineer	Mason City, Ia.	1		Owecke, H.A.	Rate Clerk	Winona, Minn.	2	
Bankson, Mrs. J.R.	Wife of Yardmaster	Sioux Falls, S.D.	1		Ruder, G.	Warehouse Foreman	Merrill, Wis.		1
Bergemeyer, J.E.	Carpt. Foreman	Mason City, Ia.	1		Ruder, William	Yard Clerk	Merrill, Wis.		1
Brann, Mrs. H.E.	Wife of Agent	Avon, S.D.	2		Schaad, Gregory	Trucker	Merrill, Wis.		1
Edwards, Mrs. Roger	Wife of Ex. Gang Foreman	Parker, S.D.	1		Singer, J.W.	Operator	Merrill, Wis.		1
Gourley, Clif.	Steno-Clerk	Mason City, Ia.	1		Stien, John M.	Ret. Conductor	Watertown, Wis.	1	
Harbeck, R.J.	Car Foreman	Sioux Falls, S.D.	1		Thouvenell, J.L.	Agent	Tomah, Wis.	1	
Hopkins, H.D.	Station Agent	White Lake, S.D.	1	2	Tucker, George	Tinsmith	Tomah, Wis.	1	
Johnston, J.T.	Mach. Helper	Mitchell, S.D.	1		Wheeler, Morton J.	Bill Clerk	Winona, Minn.	2	
Lamb, L.E.	Storekeeper	Sioux City, Ia.	1					20	4
Lownsberry, Margaret	File Clerk	Mason City, Ia.	1		<b>Milwaukee Terminals and Shops</b>				
Lyman, Roy D.	Yard Clerk	Mason City, Ia.	1		Arndt, E.H.	Yard Clerk	Milwaukee, Wis.	1	
Munke, Otto	Sec. Foreman	Mitchell, S.D.	1		Belond, H.	AAR Inspector	Milwaukee, Wis.	4	
Murphy, E.A.	Conductor	Sioux City, Ia.	5		Bilty, G.J.	Car Foreman	Milwaukee, Wis.	1	
Murphy, G.M.	Clerk	Sioux City, Ia.	1		Campbell, J.R.	Clerk, SMP Off.	Milwaukee, Wis.	4	
Pappas, Tony	Loco. Dept.	Mason City, Ia.	1		Finkler, Clarence	Oiler	Milwaukee, Wis.	1	
Paullin, C.L.	Painter	Mitchell, S.D.	1		Liebnow, E.	AAR Clerk	Milwaukee, Wis.	1	
Rogan, W.P.	Foreman	Mitchell, S.D.	1		Matus, Kenneth	Store Dept.	Milwaukee, Wis.	1	
Roth, K.C.	Storehelper	Mason City, Ia.	1		Owsley, Robert	Freight Office	No. Milwaukee, Wis.	3	
Sizer, R.E.	Trainmaster	Mason City, Ia.	2		Schultz, Leona	Hist. Record Clk.	Milwaukee, Wis.	2	
Smola, C.C.	Dist. Stkpr.	Mason City, Ia.	1		Spredeemann, William	Clk., Frt. Office	Milwaukee, Wis.	1	
Wantoch, Charles	Sec. Foreman	Mitchell, S.D.	2		Starosta, Joe	Asst. Foreman	Milwaukee, Wis.	1	
Wegehaupt, Emil	Track Laborer	Delmont, S.D.	1		Stott, Thomas	Loco. Dept.	Milwaukee, Wis.	1	
Young, M.C.	Train Baggage man	Marquette, Ia.	1		Thomassen, Frank	Car Dept.	Milwaukee, Wis.	1	
			35	2	Will, I.W.	P.F.I.	Milwaukee, Wis.	1	
					Woelfl, M.L.	Cashier	Milwaukee, Wis.		1
								23	1
<b>Iowa and Southern Minnesota Division</b>					<b>Off Line Offices and Miscellaneous Group</b>				
Bauer, F.W.	Engineer	Albert Lea, Minn.	1		Weiffenbach, L.G.	Asst. Secy-Treas.	New York, New York	1	
Bloomfield, R.	Conductor	Austin, Minn.	1					1	0
Dosey, E.H.	Cashier	Bloomington, Minn.		34	<b>Rocky Mountain Division</b>				
Hayes, Albert	Operator	Albert Lea, Minn.	7		Baumgartner, G.F.	Conductor	Lewistown, Mont.	1	1
Johnson, Charles	Agent-Operator	Sherburn, Minn.	4		Bratholm, John	Carman	Deer Lodge, Mont.	1	
Johnson, Kemma & Ondrick, Doris	Clerks	Austin, Minn.	1		Finkbeiner, S.W.	Carman	Lewistown, Mont.	1	
Larson, Chris	Pipefitter (Helper)	Austin, Minn.	1		Haanes, Ole	Roadmaster	Lewistown, Mont.	1	
McDaniel, Mrs. F.R.	Wife of Agent	Fountain, Minn.	2		Lancaster, E.C.	General Clerk	Lewistown, Mont.	1	
McGovern, L.L.	Chf. Clk. to Supt.	Austin, Minn.	1		Lupton, N.B.	Clk., Supt. Office	Butte, Mont.	1	
Olson, F.J.	Operator	Albert Lea, Minn.	2		Mentsel, John	Sec. Foreman	Drummond, Mont.	2	
Olson, Mrs. F.J.	Wife of Operator	Albert Lea, Minn.	1		Nummerdor, C.A.	Asst. Supt.	Lewistown, Mont.	1	
Ratlidge, O.U.	T.B.M.	Austin, Minn.	1		Reuther, Ann	Rate Clerk	Lewistown, Mont.	1	
Peterson, R.A.	Agent-Operator	Winnebago, Minn.	1		Ring, W.E.	Div. Engineer	Butte, Mont.	1	
Pierce, D.	Sec. Laborer	Fairmont, Minn.	6		Samuel, Gus	Carman	Lewistown, Mont.	1	
Schroeder, Carl	Sec. Laborer	Alden, Minn.	1		Savas, Mrs. A.	Track Dept.	Adair, Idaho	1	
Severson, L.H.	Cashier	Albert Lea, Minn.		8	Short, Earl	Switch Foreman	Lewistown, Mont.	1	
Thompson, H.H.	Boilermaker (Helper)	Austin, Minn.	1		Spencer, George	Sec. Foreman	Butte, Mont.	1	
Tritchler, W.E.	Chf. Carpenter	Austin, Minn.	1		Thompson, W.J.	Operator	Lewistown, Mont.	1	
Valentine, F.M.	Chf. Dispatcher	Austin, Minn.	1					16	1
Wahlin, Wm. G.	Agent	Matawan, Minn.		1	<b>Seattle General Offices</b>				
Weber, Paul	Sec. Foreman	Alden, Minn.	1		Andrews, J.H.	Chf. Clk., Frt. Chm.	Seattle, Wash.	1	
Wood, George L.	Car Foreman	Austin, Minn.	1		Beeuwkes, R.	Elect. Engr.	Seattle, Wash.	2	
			28	50	Britt, Nettie	Stenographer	Seattle, Wash.	2	
<b>Kansas City Division</b>					<b>Seattle General Offices</b>				
Baker, C.H.	Div. Time Rev.	Ottumwa, Ia.	1		Duncan, Mrs. Eva	Stenographer	Seattle, Wash.	1	
Bowen, Nell	Stenographer	Ottumwa, Ia.	1		Greengard, S.	Exec. & Law Dept.	Seattle, Wash.	1	
Chambers, Virginia	Frt. Off. Clerk	Ottumwa, Ia.		1	Hardman, Lorraine	Stenographer	Seattle, Wash.	1	
Crane, Beulah	Tracing Clerk	Kansas City, Mo.	1		Harris, H.E.	Gen. Frt. Dept.	Seattle, Wash.	1	
Farrell, J.T.	Clk., Frt. Office	Ottumwa, Ia.		1	Horak, Agnes	Clk., Tra. Dept.	Seattle, Wash.	1	
Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	3		Jackson, Mary	Frt. Clm. Dept.	Seattle, Wash.	2	
Gowdy, Porter	Mech. Dept.	Ottumwa, Ia.	1						
Hammond, E.R.	Clk., Frt., Off.	Ottumwa, Ia.	1						
Hampshire, J.F.	Frt. Office	Ottumwa, Ia.		1					
Henson, H.L.	Steno-Clerk	Ottumwa, Ia.	1						
O'Malley, A.J.	Rate Clerk	Ottumwa, Ia.		1					
Pearson, Hilma	Steno-Clerk	Ottumwa, Ia.	1						
Riley, Bernice	Steno-Clerk	Ottumwa, Ia.	1						
Santee, Margaret	Freight Office	Ottumwa, Ia.	1						
Ward, C.L.	Clerk	Ottumwa, Ia.	1						
			13	4					
<b>Madison Division</b>					<b>Seattle General Offices</b>				
Blethen, W.W.	Stenographer	Madison, Wis.	2						
Christensen, Christ	Brakeman	Madison, Wis.	2						
Coleman, James	Operating	Madison, Wis.	5	1					
Conlin, R.	Asst. Cashier	Madison, Wis.	1						
Cummings, J.	Clerk	Madison, Wis.	1						
Thompson, K.	Rate Clerk	Madison, Wis.	1						
			12	1					

(Continued on Page 24)

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
<b>Seattle General Offices—Continued</b>					<b>Superior Division</b>				
McGalliard, S.O.	Investigator	Seattle, Wash.	1		Arvo, Mrs. Ed		Iron Mountain, Mich.	1	
Meyer, N.A.	Supt., Transp.	Seattle, Wash.	1		Baldrica, Robert J.	General Clerk	Iron Mountain, Mich.	1	
Moody, Mrs. H.E.	Clerk, Auditing	Seattle, Wash.	1		Buechler, F.T.	Superintendent	Green Bay, Wis.		1
Nupp, J.L.	Clerk	Seattle, Wash.	1		Floem, Clifford W.	Track Dept.		2	
Reynolds, C.W.	Chf. Clerk, Purch.	Seattle, Wash.	3		Franzen, Henry	Engineer	Menasha, Wis.	1	
Sanders, R.C.	Gen. Frt. Agent	Seattle, Wash.	3		Friess, I.A.	Trn. Dispatcher	Green Bay, Wis.	1	
Sanders, Mrs. R.C.	Wife of G.F.A.	Seattle, Wash.	1		Goodell, A.R.	Agent	Lena, Wis.	1	
Sanderson, C.B.	Vice-Pres., Milw. Land	Seattle, Wash.	2		Guy, A.T.	Chief Clerk	Menominee, Mich.		1
Seymour, A.D.	Draftsman	Seattle, Wash.	1		Heckler, Edw.W.	Chief Clerk	Plymouth, Wis.		2
Sievers, W.D.	Chief Clerk	Seattle, Wash.	1		Heup, S.W.	Car Clerk	Menasha, Wis.		1
Strassman, J.N.	Auditor	Seattle, Wash.		10	Kwasny, C.	Carman Helper	Green Bay, Wis.	1	
Swanson, W.D.	R/W Engineer	Seattle, Wash.	1		LaVeau, F.J.	Agent	Republic, Mich.	2	
Whatmore, H.R.	Frt. Cln. Dept.	Seattle, Wash.		1	LeBeuf, V.J.	Warehouse Man	Menominee, Mich.	1	
			28	11	Lemerond, F.F.	Carman	Green Bay, Wis.	2	
					Margraf, R.	Electric Welder	Green Bay, Wis.	1	
					McGregor, H.	Operating	Channing, Mich.	1	
					Morack, August	Trucker	Plymouth, Wis.	1	
					Neveu, J.J.	Chief Clerk	Neenah, Wis.		1
					Schur, Henry	Crossing Flagman	Plymouth, Wis.	2	
					Vieaux, F.X.	Operator	Green Bay, Wis.	1	
					Walsh, Mrs. E.E.	Wife of Clerk	De Pere, Wis.	2	
					Ziebell, Elmer F.	Carman Helper	Green Bay, Wis.	1	
								22	6
<b>Terre Haute Division</b>					<b>Twin City Terminals Division</b>				
Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		11	Bergquist, Oscar	Machinist	Minneapolis, Minn.	1	
					Bowler, T.P.	Boiler Foreman	Minneapolis, Minn.	1	
					Cornish, G.S.	M. & B. Foreman	Minneapolis, Minn.	1	
					Hewing, H.L.	Gen. Car Dept. Supvr.	Minneapolis, Minn.	1	
					McCaughey, Florence	Clerk	Minneapolis, Minn.	1	
					Nelson, B.F.	Frt. Office	Minneapolis, Minn.	1	
					Schramek, John J.	Machinist	Minneapolis, Minn.	2	
					Tatton, J.R.	Frt. Inspector	Minneapolis, Minn.	1	
								9	0
<b>Trans-Missouri Division</b>					<b>Trans-Missouri Division</b>				
Campbell, D.B.	Clerk	Miles City, Mont.	1						
Hicks, Howard	Ret. Switchman	Miles City, Mont.	1						
La Rue, G.E.	Asst. Engr.	Miles City, Mont.	1						
McCaughey, F.C.	Lt. of Police	Miles City, Mont.	1						
Rawlings, J.A.	Conductor	Miles City, Mont.		1					
Wilke, Mrs. A.W.	Wife of Guard	Mobridge, S.D.	1						
Wilke, A.W.	Guard	Mobridge, S.D.	1						
			6	1					

# RETIREMENTS

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

## CHICAGO GENERAL OFFICE

Curtis, Fred S. . . . . Chef . . . . . Chicago, Ill.  
Hughes, Thos. W. . . . . Trav. Time Inspector . . . . . Chicago, Ill.

## CHICAGO TERMINALS

Haley, John . . . . . Car Cleaner . . . . . Chicago, Ill.  
Hoffman, Geo. . . . . Boilermaker . . . . . Bensenville, Ill.  
Scardino, Sal. (Sam) . . . . . Section Laborer . . . . . Chicago, Ill.

## COAST DIVISION

Brickley, Gilbert E. . . . . Laborer . . . . . Tacoma, Wash.  
Fallon, John E. . . . . Extra Gang Laborer . . . . . Tacoma, Wash.  
Ferrier, John C. . . . . Conductor . . . . . Tacoma, Wash.  
Wilson, Charles N. . . . . Section Laborer . . . . . Dishman, Wash.

## DUBUQUE AND ILLINOIS DIVISION

Beattie, Harry S. . . . . Locomotive Engineer . . . . . Bensonville, Ill.  
Craig, Geo. W. . . . . Locomotive Engineer . . . . . Chicago, Ill.  
Schuneman, Albert H. . . . . Leverman . . . . . Savanna, Ill.

## HASTINGS AND DAKOTA

Awe, John F. . . . . Laborer . . . . . Andover, S. D.  
Richards, Merwin W. . . . . Conductor . . . . . Aberdeen, S. D.

## IOWA DIVISION

Gillen, Andrew . . . . . Engine Watchman . . . . . Cedar Rapids, Iowa

## IOWA AND DAKOTA

Lovegren, Gustaf O. . . . . Locomotive Engineer . . . . . Sioux City, Iowa  
Torgeson, Salve . . . . . Section Laborer . . . . . Burbank, S. D.

## IOWA AND SOUTHERN MINNESOTA DIVISION

Winter, Frank W. . . . . Brakeman . . . . . Faribault, Minn.

## KANSAS CITY DIVISION

Bennett, Lyman . . . . . Section Laborer . . . . . Kansas City, Mo.  
Bronson, Harvey B. . . . . Loco. Engineer . . . . . Kansas City, Mo.

## LA CROSSE AND RIVER DIVISION

Erickson, William . . . . . Conductor . . . . . Wausau, Wis.  
Leahy, John P. . . . . Telegrapher . . . . . Minneapolis, Minn.  
Maloney, Edward M. . . . . Boilermaker . . . . . LaCrosse, Wis.

## MADISON DIVISION

Lawrence, Geo. D. . . . . Conductor . . . . . Madison, Wis.

## MILWAUKEE DIVISION

Carruthers, Robert . . . . . Locomotive Engineer . . . . . Ladd, Ill.  
Quandt, Herman L. . . . . Agent and Operator . . . . . Iron Ridge, Wis.

## MILWAUKEE TERMINALS

Ballard, Charles E. . . . . Machinist . . . . . Milwaukee, Wis.  
Linehan, Daniel E. . . . . Car Inspector . . . . . Milwaukee, Wis.  
Myers, Jacob C. . . . . Carman Helper . . . . . Milwaukee, Wis.

## ROCKY MOUNTAIN

Flinn, Roland L. . . . . Conductor . . . . . Deer Lodge, Mont.  
Nishimura, Keisaburo . . . . . Ex. Gang Laborer . . . . . Three Forks, Mont.  
Schechter, James E. . . . . Engine Watchman . . . . . Bonner, Mont.

## SUPERIOR DIVISION

Meneratti, Chas. H. . . . . Carpenter . . . . . Green Bay, Wis.

## TERRE HAUTE DIVISION

Dunn, Jesse E. . . . . Loco. Engineer . . . . . Terre Haute, Ind.

## TRANS-MISSOURI DIVISION

Nath, Chas. W. . . . . Loco. Engineer . . . . . Mobridge, S. D.  
Rice, Samuel C. . . . . Carman . . . . . Miles City, Mont.

## TWIN CITY TERMINALS

Brown, Orville W. . . . . Switchman . . . . . Minneapolis, Minn.  
Haskin, Floyd M. . . . . Locomotive Engineer . . . . . St. Paul, Minn.  
Johnston, Fred R. . . . . Trucker . . . . . Minneapolis, Minn.  
Kelly, Chas. F. . . . . Check Clerk . . . . . St. Paul, Minn.  
Kugler, Wm. M. . . . . Telegrapher . . . . . Minneapolis, Minn.  
Riley, Edward . . . . . Usher . . . . . Minneapolis, Minn.  
Tabachnik, Abe . . . . . Car Cleaner . . . . . Minneapolis, Minn.  
Wiken, Lauritz . . . . . Car Inspector . . . . . Minneapolis, Minn.

## MADISON DIVISION

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

The Easter bunny has infringed on the rights of "old man stork"—so says Train Dispatcher Ockie Kline. On Easter morning, Mr. Bunny left a grandson at the home of Ockie's daughter, Rhuby Jean Seeley, of Philadelphia, Pa. The name—Leslie B. Seeley III. Grandmother and Grandad Kline expect to leave shortly to pay their respects to the little fellow.

Madison was the scene of a lot of activity on Mar. 23, when the new 87-foot turntable was installed. Everything went along smoothly and engines were being turned with the new equipment at 6:30 p. m. that day.

Smoke Inspector Thos. McGowan has returned to work after a recent operation.

Paul McQuillan, former agent at Arena, is now stationed at Ft. Snelling, Minn., with the 744th Railway Operating Battalion.

Car Clerk and Mrs. James B. Cummings, Madison, announce the arrival of a baby girl on Mar. 11.

Mabel McNurlen, agent, Gotham, is back at work again after having been hospitalized for several weeks.

Retired Agent C. M. Stone, of Juda, passed away at his home on Apr. 11. Mr. Stone had worked for the Milwaukee 28 years up to the time of his retirement. We extend our sympathy to the Stone family.

Telegrapher J. J. Knoblauch, of Stoughton, passed away at his home on Apr. 11. Sincere sympathy is extended to his family.

Frank J. Collentine, agent, Monroe, passed away at his home on Apr. 1, after a short illness. Frank had been employed by the Milwaukee Road 40 years, and had been agent at Monroe for 25 years. Sympathy is extended to Mrs. Collentine and daughter Mary.

"Eavesdropping again," said Adam as his wife fell out of a tree.

## The 744th

T/5 Joe W. Kizzia

T/5 Herman Levenson

With men located on three divisions of the Milwaukee Road and deeply engrossed in the trials of GI railroading, the 744th Railway Operating Battalion of the Transportation Corps is fast assuming the proportions of a self-sufficient and highly skilled technical organization, capable of taking over and running a railroad under combat conditions.

Oldtimers have been reviewing, and newcomers at the game have been learning for the first time, but altogether they have been making noteworthy progress under the expert guidance of Lt. Colonel Walter J. Hotchkiss, commanding officer, Major James D. Shea, executive officer, and the staff of able officers. Too, the men are greatly benefited by the expert guidance of the civilian Milwaukee employes with whom they work and who serve as teachers, guides, and advisors to the knowledge-thirsty "dogfaces".

Many of you undoubtedly have been wondering and perhaps inquiring as to just what has happened to the many capable, congenial, and hard working railroaders who not so long ago worked side by side with you on some division of the Milwaukee. The usual answer, "He is in the Army" often proves unsatisfactory and brings on a barrage of further questions. "Just where is he?" . . . "What branch of the Army?" . . . "What is he doing?" . . . "Is he happy in the service—or nervous in the service?" . . . And so on. This report provides those bits of news and information about your friends and buddies who are now in the 744th and presently stationed at Fort Snelling, Minn.

### Sons of the Milwaukee

Cpl. Sidney C. Ingraham, son of W. F. Ingraham, superintendent of the I & D Division, joined the unit in its infancy and is at present on detached service at Fort Washington, Md., receiving a complete course in all phases of army administration. When he returns we'll pass his tall tales on to you.

The booming voice of S/Sgt. Walter J. Davis, Aberdeen, S. D., can be heard echoing across the yards in Minneapolis these days where he is working as yardmaster. S/Sgt. Davis, one of the key men in his company, worked as a conductor on the H & D Division and has twice been promoted for his good work since coming to the 744th.

Sgt. Victor W. Westerfield, also from Aberdeen, and another of the skilled conductors of the battalion, doesn't let grass grow under his GI shoes. Although a recent arrival in the unit he can be seen with a broad grin these days as he proudly wears his sergeant stripes.

Several Milwaukee telegraphers, who one day in the past woke to find themselves in the big middle of Uncle Sam's Army, are now clicking away in Lt. M. P. O'Loughlen's telegraphy school. This "School of the Code" was organized by Lt. O'Loughlen, himself a dispatcher from the Madison Division, to train men for jobs as telegraphers and towermen and the more experienced GI's have been helping out by serving as instructors. S/Sgt. Melvin A. McGoon, Minneiska, Minn., Pvt. Stanley O. Jones, Faribault, Minn., and Pvt. Paul F. McQuillen, Prairie du Sac, Wis., each have a class of beginners and seem to get quite a kick out of banging away at the key as in the days back when.

Pvt. Elmer G. Lottes, who hails from Onalaska, Wis., but who worked in the Minneapolis yards for several years before coming to the Army, is now serving where he is well trained, for he is doing just what he did in civilian life by supervising a crew in the construction of road beds and repair of tracks.

As a civilian, each of the following men was employed by the Milwaukee Road in Minnesota. They send greetings to all the folks back home: T/Sgt. Clifford R. Johnson, Minneapolis; Sgt. Howard L. Sheimo, Montevideo; T/5 Francis H. Bradash, Montgomery; Pvt. Joseph B. Daly, Hastings; Pvt. Robert E. Hammell, Minneapolis; Pvt. Michael J. Martin, Minneapolis; Pvt. Donald C. Newcomb, Minneapolis; Pvt. Thomas F. Moore, Newport; Pvt. Edmond T. Samoker, Minneapolis; Pvt. William R. Ready, Minneapolis; Pvt. Leonard W. Smith, Minneapolis.



This petroleum cracking and refining cylinder, which the Milwaukee Road recently handled out of Milwaukee, Wis., is the largest ever manufactured by the A. O. Smith Corporation—which makes it one of the largest in the world. Being 159 feet and 1 inch in length, and weighing 436,760 pounds, it required five flat cars to move it. It moved from Milwaukee to Rondout, Ill., via Milwaukee; E&E from Rondout to Joliet, Ill.; Alton from Joliet to the Shell Petroleum Company at Wood River, Ill.

## LACROSSE & RIVER DIVISION

### First District

*K. D. Smith, Correspondent  
Operator, Portage, Wis.*

The recent election in Portage gave H. B. Stowers an overwhelming majority over his opponent for mayor of Portage. "His Honor," the mayor, was formerly a conductor on our Morning Hiawatha.

Norman Stowers, recently inducted into the Army at Fort Sheridan, a former callboy at Portage, is a son of our new mayor.

Engineer August Liske who has been on the sick list for some time is improving. We will be glad to see August back on the job again.

Had a V-mail from Herb Witt Jr., formerly a telegrapher on this division. He is now located in India. He is trying to get used to the grass and bamboo huts they call telegraph offices over there!

Got another V-mail from Fred Learmonth, former clerk at Portage freight house, now a sergeant with the Marines in the South Pacific.

### Second District

*W. S. King, Correspondent  
Operator, Red Wing, Minn.*

Since this is the first time I've had a go at being correspondent, I hardly know what to say or where to begin. Especially as this column has been missing for a while.

None other than Thomas Schultz, the original mad Russian, dropped into town the other day, after spending a warm and comfortable winter in the vicinity of Albuquerque. What he says about those Mexican girls!

We welcome a newcomer to the station force at Red Wing in the person of Roy Johnson, former filling station operator, who figured that two gallons per customer wouldn't offset the evaporation.

Jim McShane, cashier at Hastings, is back after an illness of some duration.

Fireman Preston Werner is in Winona Hospital where he underwent a major operation.

We've all missed having Bill Johnson's friendly smile and glad hello with us all winter and more noticeably we missed the good job he used to do at keeping us nice and cozy.

Retired Operator George Snure has got himself a job as messenger at the Western Union office and likes it fine. Says he's in his second childhood anyway.

Speaking of old timers, we might mention that Apr. 14 marked the completion of 30 years' maintaining for Signalman Red Bartels, who, by the way, is still wondering what he did with his back pay.

I sincerely hope you will all cooperate in making this news column representative of the entire second district. Also please be sure to send in any items you would like to see printed.

## I & D DIVISION

### Marquette Sanborn

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

Congratulations are in order for Richard Ulrick, brakeman at Mason City, on the occasion of the arrival of a son born in April.

Louis Skopec, crossing flagman at Mason City, had the pleasure of having his son Leo home on furlough the first part of April. Leo is with the Navy and this is his first visit home in some time.

John A. Nelson, Ph.MI/c, of the Navy,



NATIONAL SAFETY COUNCIL

son of George M. Nelson, Mason City, was married the first of April to Miss Myrna Kerr of the WAVES.

William E. Van Maren, son of N. P. Van Maren, division freight and passenger agent, completed his boot training at Great Lakes and was home on a few days' leave.

Jack Burns, operator at Mason City, and Mrs. Burns returned Apr. 3 from a trip to Oregon where they visited their son.

Jim Carroll, operator of the Station Hotel for many years, passed away Apr. 11. Everyone on the division remembers Jim, and we wish to extend our sympathy to Mrs. Carroll.

Mr. and Mrs. J. W. McGuire celebrated their 50th wedding anniversary Apr. 15 with open house for their friends. Mr. McGuire is a retired conductor.

The Red Cross Drive quota was \$490.00 but naturally the Milwaukee, wishing to excel in this as well as other matters, exceeded this quota and raised the amount to \$645.85. N. P. Van Maren was chairman of the Red Cross Drive at the Milwaukee and deserves a great deal of credit for our excellent showing.

### Sanborn-Rapid City

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

Our congratulations to Chief Clerk F. M. Joint of Rapid City, who was appointed traveling auditor. A. F. Thliff has been appointed to the chief clerk's position formerly held by Mr. Joint.

An eight pound baby boy arrived at the home of Dispatcher V. K. Drury and wife the first of March.

Yard Clerk P. L. Hasslinger and family have left for an indefinite period due to illness and are spending their time in California.

Frank Boyle is the new yard clerk at Mitchell and Joe Gaetze has taken over the relief job.

Bob Engravello, former roundhouse employe, writes his folks that he enjoyed a week's furlough which was spent visiting places of interest in London.

Jack Clark, former agent at Belvidere, has joined the naval air force.

Section Foreman W. E. Ness of Conata received word from his son, Pfc. Daniel Ness, that he was confined to a hospital after the battle at Tarawa but is now up



and around again and has been transferred to Hawaii.

Mrs. Ted Lindall had the thrilling experience of seeing her husband, formerly of the roundhouse, in a movie short, which was shown at a local theatre. Mr. Lindall is in the Marines serving in foreign service.

Clement Quass, son of Conductor Bob Quass, has received a medal for gunnery marksman and is now located at Fort Knox, Ky.

A baby boy was born to Freight House Checker Maurice Shevlin and wife, and from what we hear another prominent basket ball coach will soon be headquartered in Mitchell.

H. Steinkoenig and Howard Watkins of the store room, E. Parsons of the roundhouse, and M. Shevlin of the freight depot were among those from this vicinity who took their physical at Fort Snelling early in April.

### Sioux Falls Line

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



Ollie Aleck, son of Section Foreman Chas. Aleck of Harrisburg, has completed boot training at Farragut, Ida., and spent a 15-day furlough at home recently.

Omitted in last issue of magazine, we wish to announce that Engineman Marion Woods, Sioux Falls, and Miss Florence Schoffelman, were married Feb. 17, and are making their home in Sioux Falls.

Carl Hemness, engineman, likes Sioux Falls and has purchased a home in the south part of the city and, best of all, no moving had to be done, as furniture and all went with the house. Until recently Carl resided in Sioux City.

Corp. Harold Mostrom, former assistant interchange clerk at Sioux Falls and son of L. A. Mostrom, PFI, is now stationed with the ferry command in India.

Switchman and Mrs. Clark B. Overcash of Sioux Falls are visiting their son, Sgt. Don, at Albuquerque, N. M.

Corp. and Mrs. Joseph Aleck are the parents of a new baby boy. Section Foreman Grandpa Aleck is going to recover.

The Sioux Falls roundhouse has had considerable face lifting where improvements have been completed recently. A new boiler house has been built, clearing one of the stalls that heretofore was used for that purpose. Enginemen and all those connected with the roundhouse are appreciative of the room with 32 new lockers, writing desks, modern hot air heaters controlled by thermostats, also the shower room and sanitary drinking fountains. The days of washing up out of a pail are over.

Mrs. Nell Agnes Hunter, widow of Ray Hunter, succumbed to extended illness Mar. 14. Mr. Hunter was engine foreman in the Sioux Falls yards for many years and had the distinction of being one of the first white children born in Sioux Falls. He died in 1935.

Pfc Elton H. Claussen, former baggage-man and freight house employe, has been stationed somewhere in England since Dec. 1 and requests that someone write some home front news. His address can be obtained from me if anyone would like to have it.

1st Lt. Carleton H. Gray, chief radio engineer for Seventh Corps area, Omaha, Nebr., son of Agent J. H. Gray, Baltic, entered Schick General Hospital, Clinton, Ia., the latter part of March for removal of an abscess caused by a bone infection.

Baggage Agent Lyle C. Riley has left for the Army and is trying to enter the railroad unit now stationed at Fort Snelling.

## MILWAUKEE SHOPS

### Davies Yard

J. J. Steele, Correspondent

The Honor Roll of the Milwaukee Road has been increased with the addition of three names—Gerald Appell, Air Corp; Leonard Schulta and Jerome West, Navy. Good luck to all three boys and we are looking forward to their return.

Congratulations and best wishes to Doris Klein on her engagement to Kenneth Feustal. Kenny is at present overseas and wishes to be remembered to the "old gang."

April Fool's Day will long be remembered by John (Tootsie) Nolan. Upon awakening that eventful day, John found to his amazement that he was imprisoned in his own bed. He later discovered that he had had a caller after he retired—his nine-year-old granddaughter, Eileen Esser. Eileen decided to pin the bed clothes to the mattress and it took John fully a half hour to release himself from his bed.

Our wishes for a very happy married life to Mr. and Mrs. John Kleewien, who were married Apr. 15.

Harry Gehrke, the Davies Yard storekeeper, claims he colored so many Easter eggs that every time he passes a chicken he gets a dirty look.

Mrs. Dorothy Wick, the newest member of the Davies Yard clan, is from all reports quite a bowler. How about it, varsity, can you use a good bowler?

### Car Department

Myrtle Zunker, Correspondent

Uncle Sam found three eligibles among us during the past month, Kenneth Dermody, machine shop; John Hynek, blacksmith shop; and Anton Teisl, Jr., freight shop.

Heading our list of visitors this month is Marine Sgt. Karl Schwartz who had been gone three years. Karl was on a battleship at Pearl Harbor when the Japs bombed there on Dec. 7, 1941. Since then he has been on one of the battleships which shelled Tarawa and Kwajalein. Karl looks wonderful and it certainly was a treat to visit with him.

The day following Schwartz' visit, we had another visitor from the South Pacific—Lt. Gus Damske, who is stationed in Hawaii but makes frequent trips to the islands way down south. Gus is with the army engineers and is certainly seeing what this war is all about.

Former freight shop welder. Art Reiss, now third class petty officer in the Navy, is receiving training as a photographer. This was Art's hobby before he entered service and it is helping him to an interesting and worth-while spot in the Navy.

Karl Kranz, formerly of the freight shop, visited here. Karl is with a railroad battalion in Tennessee. He was one of the first boys to leave us.

Remember Ike Ketchpaw who worked in the freight shop office? Ike is in the army and called to say "hello." He is attending Japanese language school at present and can't figure why it takes so much to say so little.

Had a letter from George Wood in Italy saying that they are doing fine. While he and Ray Fendryk, who have been together for some time, didn't make the trip from Africa together, they were reunited within a short time. Like all our boys down there, guess they'll give you an argument when you talk of "Sunny Italy." Can't be all sunshine when there's that much mud. At their present location they have fine recreational facilities in a Red Cross Center which was

formerly a Fascist Youths' Club. They say they are very fortunate to be near a place like that.

Joe Pollack says "hello" from Idaho. Ted Tanin is in Maryland but visited Washington, D. C., recently. Bill Shand's son Bob has been made a 2nd lieutenant in the army air corps and is receiving training as an instructor at Napier Field, Ala. Sebastian Stutt's son George is doing radio work with an air corps signal section at Murol, Calif. Bill Sloan's son Norman, an army pilot, is now in China. Siggie Gralewicz and Ralph Midgley are still at Camp Robinson. Siggie had a birthday recently and thanks the Victory Club for the remembrance.

Several of our old friends left us during the past month to take up the life of "Gentlemen of Leisure." They are Jake Myers, Adolph Kumke, and Gus Wiegatz. Retired Foreman Gus Otto and Frank Wendt visited us and we were happy to see them.

Blacksmith Alex Damske and retired Painter Ed. Radtke passed away and we extend sympathy to their families. Alex was safety committeeman for the blacksmiths in the reclamation department and was a member of the blacksmith shop bowling team. The boys will certainly miss him.

The safety department compliments the Milwaukee car shops for not having a reportable injury during March, 1944. How about some more months like that?



Gustave Wiegatz, a carpenter in the passenger car department at the Milwaukee shops for the past 27 years, retired on Mar. 31 to live on his 20-acre farm at Fussville, Wis. Mr. Wiegatz was with the Missouri Pacific for seven years before coming to the Milwaukee Road.

### Store Department

Earl L. Solverson  
Correspondent

From the many reports heard, some 300 or more employees and their families enjoyed the Hiawatha Service Club meeting and party for band unit No. 15 store department unit No. 11 on Apr. 15 at the Red Arrow Clubhouse.

Herbert A. Lukasjewski, Av.M.M. 2/C, U. S. Naval Reserve, was awarded a citation for distinguished service on Dec. 28, 1943, as a crew member of a Navy Liberator over the Bay of Biscay. He is the son of Wm. Lukasjewski, foreman of the builders section.

In the recent election in Milwaukee, the 23rd ward, in which Mayor-elect John L. Bohn served as alderman since 1916, elected Fred A. Scheibel as the alderman, in one of the hottest races the 23rd ward has experienced in many years. Fred Scheibel is a sectional stockman for the store department.

We learn that Robert Metzfeld has crossed the pond.

Lt. Kenneth J. Bogert graduated as a pilot in the Army Air Corps on Mar. 12 and was commissioned on that date. He recently paid a visit to Milwaukee Shops and looks tip top.

Miss Lillian Macko, of the G.S.K. office, it is rumored, is expecting a visit from her overseas friend who is on a furlough.

We can expect to hear the wedding bells any day.

Norbert Kubiak received his summons to report to Uncle Sam on Apr. 25. The boys are planning a so-long party in his honor.

Sgt. Walter Neulreich expects to be transferred from the Lincoln Army Air Base at Lincoln, Nebr., to a new location.

Pvt. Gordon F. Petermann is hospitalized at Scott Field, Ill. Hope his recovery will be speedy.

### Locomotive Department

Louis E. Bednar

A dispatch was received from the Eighth Air Force Station in England saying that Sgt. Arthur W. Peterleus has received the Distinguished Flying Cross and the Oak Leaf Cluster for completing 25 combat missions as waist gunner. Sgt. Peterleus was employed in the Milwaukee foundry before joining the armed forces.

Donald Murphy, son of Erving J. Murphy, painter in the locomotive shops is in training at Army Air Corps in Texas. Before entering the service, Donald attended Whitewater State Teachers' College and during vacation time worked in the back shop for Johnny Jones.

Ray O'Brien, formerly roundhouse clerk, is now stationed in India. Ray said in his letter that he feels good and wished to extend his regards to all.

2/C Petty Officer Ben Davey, Jr., formerly employed at the roundhouse, is now stationed at Corpus Christi, Tex. He is the son of Ben Davey, machinist, Milwaukee roundhouse.

Raymond Sear, formerly clerk at the foundry, tells us in his letter that he is now at Shreveport, La. Ray says he is now "slinging hash."

The fellows at the foundry had the pleasure of a visit from T/Sgt. Albin Szymchak, formerly crane-man at the foundry. Albin is now with the Railway Shop Battalion, Little Rock, Ark.

The folks in the locomotive department had a surprise visit from Earl Austin. We were glad to see Earl. He looks good and feels good and wants to be remembered to the folks he missed during his short visit.

T/Sgt. Edwin Splittergerber stationed at Bucyrus, O., paid the fellows at the shop a visit while on a furlough recently. He wants to say "hello" to all of his friends.

The two sons of Ewald Zastrow, engineer on the Milwaukee Division, Ewald Jr. and Grant, are serving Uncle Sam in the Southwest Pacific.

Joseph W. Marshall has resumed his position as general foreman at the foundry and Mr. Tellefsen was transferred to another position.

Frank Nadolski and Stewart Seefeld, two sidekicks who have been working together as a team for over 20 years, are still turning out grates and frog-joints and they are still full of vim, vigor and vitality.

Andy Huulgaard, blacksmith in the foundry, was promoted to welder in the blacksmith shop and August Peterson will take Andy's place in the foundry.

Gustave Luedke, whose headquarters were in the pattern building, passed away Feb. 28. Gustave will be missed by all his friends. We extend our deepest sympathy to his relatives.

Also at this time we wish to extend our sincere sympathy to the bereaved of Dan Mackin, engineer of the Southwest Division, who died Mar. 16.

Ed Stadlbauer, retired machinist helper, died Mar. 8.

Retired Blacksmith Helper Adam Schmidt died Feb. 29.

Retired Blacksmith John Morrissey died Dec. 23, 1943. We are sorry we failed to enter this notice in our column in the previous issues.

General Roundhouse Foreman Frank Bunce, who has been confined to the

hospital for "classified repairs" is back in service again.

Shorty Wierzb, retired carpenter, paid his fellow workers at the shop a visit.

Martin Kramlich, laborer at Milwaukee sandhouse, and John P. McLaughlin, boilermaker helper have decided to retire. We wish them good health and good luck.

Herman Enders, machinist in the back shop, has been absent due to illness. Best wishes from the boys for an early recovery.

Latest news about the employes in Milwaukee foundry is that 2/C Petty Officer Earl Stuart has a good reason for coming home on a furlough on Apr. 18. The Soldiers' Home Chapel bells will ring at the wedding when Earl and Miss Merle Hand will be united. Earl has been stationed at sea for 11 months.

Ray Stuart, brother of Earl, is now back in the foundry. Earl has been recovering from a siege of sciatica at the Veterans' Hospital. Welcome back on the job!

Willard Mau, son of Foreman Herman Mau, joined the Navy.

## MILWAUKEE DIVISION

### "C & M"

Wiley Moffatt  
Correspondent  
Superintendent's Office  
Milwaukee, Wis.



Special Commendation: A bouquet to Second Trick Operator George E. Miller at Lake for detecting brake beam down on Car 1012 in No. 57 on Apr. 10, and quickly setting signal to get them stopped. There is no doubt that he averted an accident and considerable damage and possibly injury by his quick action.

Another bouquet to Brakeman W. C. Small on No. 163 Mar. 1, who observed hot box, and after stopping train inspection disclosed broken journal on car of heavy steel.

Our boys must be eating that well-known breakfast food advocated over the air by Engineer W. W. Robbins.

Conductor E. J. Moran proudly announces the departure of his second son, Jerome, 17, for the Marine Base at San Diego on Apr. 1 to begin his boot training. Jerome hopes to follow in the footsteps of his older brother, James, recently home on furlough from service with the Marine Corps in the South Pacific. Ed's family is strictly G.I. now, as his daughter is married to S/Sgt. R. Kilberth, now with the Petroleum Engineers at Camp Claiborne.

We are sorry to learn that the wife of Brakeman Frank Harkins, now with a heavy shops battalion in England, is confined to Muirdale Sanitarium, Milwaukee. Best wishes for a speedy recovery.

C. W. Cropley, custodian at Solon Mills for many years, retired from service on Apr. 15, his action being hastened by poor health. Best wishes from all.

Conductor Bob Collier has been notified of the death of his brother, Charles, at Sidor, New Guinea, on Mar. 29. He was attached to a field artillery unit.

The sudden death of Brakeman George Mies, as he was returning home from work on Apr. 16, came as a blow to his friends and fellow-employes. Our deep sympathy to his family.

### Depot Dabs

W. O. Ray Lemke, formerly in the division engineer's office and later in Mr. Stewart's office at Beloit, writes from Italy that he has been transferred to a Military Police Battalion in Railway Service, and now has the resounding title of battalion assistant adjutant. His new outfit, he says, is responsible for the safe delivery of supplies and equipment.

Sgt. J. J. Schwantes, our heavy duty

correspondent in England, and formerly side wire operator in the dispatcher's office and agent at Germantown, writes some of his observations of English railroad, and without seriously jeopardizing relations with that country I think it is safe to quote as follows:

"The other day had a little time and went out to yards to watch an Army crew do some switching. They were dropping cars to various tracks and picking up, and their technique, due to link and pin couplings, is awkward due to bumpers on ends of cars which force them to handle link at end of a long switching pole. The cars are about as big as a pick-up truck box with built-up sides, spoke wheels, and canvass cover over the top. If they don't drop them fast enough to send them down the track where they belong, a G.I. just goes down and pushes it into place by hand. The switchers are pitifully small—look more like top locomotives than real ones. However our crews learn to work both engines and cars in a hurry and quickly add their own versions. We see lots of queer sights but one I will never forget is the English passenger conductor giving his signals with a whistle and a lantern with color sides indicating proceed, back up, etc."

Lt. Anthony Jasiorkowski, who, of course, answered more readily to "Tony" when working in the depot and later in the signal department, is still at Ft. Leonard Wood, Mo., where he has been since induction.

Clarence Steed, signal department, says his son, Lt. Comdr. Robert Steed, who has been in the Navy for three years, is now stationed at Camp Peary, Va., the home of about 45,000 Seabees. Lt. Comdr. Steed is a dentist in the Navy Medical Corps.

Warren K. Schmidt, tapeman in the division engineer's office, left for Army service on Apr. 17. Marion is bearing up bravely.

Welcome to—E. M. Shipman, new draftsman in the signal department, who comes to us from a signal maintainer's job at Mason City; Marion Haengen, stenographer in the signal and telegraph department; Marion Beth (who comes from a family of Milwaukee Road employes) and Florence Scholz, both wearing messenger's winged shoes; Gerald Koch, who has taken Max Wehde's place in the chief carpenter's office, while Max is acting as timekeeper for Fred Malla's extra gang.

An apology for having written that Fred Townsend, whose death was announced last month, was from the signal department when, as I should have known, he was a veteran of many years service with the engineering department.

The transfer of Bill Bartel from the depot to the city ticket office evidently precipitated a flurry of activity on the part of the stork, as he left a boy for Clarence Paulin, who works in the depot ticket office, and a girl for John Enneser, who is in the city office.

### "Old Line"

Hazel White  
Correspondent  
Ticket Clerk  
Horicon, Wis.



Over 60 employes met Apr. 6 at Horicon, Wis., for the perfect shipping campaign meeting.

Brief addresses were given by a number of the employes present dealing with the means of securing perfection in shipping because, as Mr. Scott of Portage put it, the way business is handled now will reflect on us after the war.

Chairman J. H. Valentine of Milwaukee contributed much to the success of the meeting by his kindly suggestions, and every employe left the gathering with a firm determination to do his best to eliminate costly errors and improve the ser-

vice of the third district as much as possible.

Mrs. A. H. Olson and Beverley, wife and daughter of Roadmaster Olson, went to Charleston, S. C., to visit son Norris—a corporal with a bombardier group there.

Mr. and Mrs. Ferne McLean of South Byron, Wis., are the parents of a daughter, Jill Rosalie Fern, born Apr. 4.

Even though there was an error made in the address of John Phillips, he tells us he received all his mail in good shape—evidently there aren't many trails down there in Texas.

Engineer R. L. Lockwood went to Kansas City, Apr. 13, to meet his daughter Mildred, who is returning for a rest period after having served as a nurse in Australia and on transports conveying wounded men. Mildred has promised us a picture and a story, and we won't let her forget it, either.

Word has been received of the illness of our former friend and employe, Mrs. Hanson—formerly Miss Olga Linde of the Beaver Dam freight house. At present she is confined to the hospital at Reedsburg, Wis. A card will cheer her.

Horicon has been experiencing quite a thrill the past few weeks when thousands of wall-eyed and northern pike could be seen down below the Horicon Dam where they reached the end of their migration because the dam was closed and the current was too swift for them to get over. The best fishing in the country is seen in this part of the state throughout the season.

## MILWAUKEE TERMINALS

George A. Steuer, Division Editor  
Superintendent's Office

### Muskego Yard

Grace Johnson,  
Correspondent



"What so proudly we hail" as we look west from the 27th Street viaduct is a large American flag flying gloriously from a tall flagpole erected in the air line yard by a group of our patriotic employes: D. J. McAuliffe, E. Hawe, A. Bakke, W. Webb, E. Wurl, O. Hardt, J. Schuenke, A. Stienevender, W. Cheske, E. Ballering, S. Mathisen, F. Mentch, A. Smith. The pole was built and erected by Joe J. Varick. There is a certain "Red" somebody or other who is missing from the above list, but we are sure it is extreme modesty on the part of Mr. Haslam that is keeping his name off the list. Anyway, it really is a grand flag and flagpole and the boys deserve credit for the expression of their patriotism.

M. J. Koch tells us that his son John, who enlisted in the Air Cadets last August, has been called to the service and expects to be sent to Shepherd Field, Tex., for his further training. Our Persian soldier (Stanley Jakubowski) sent a very nice V-mail artistic Easter greeting to the boys. We would like another letter from him and, perhaps, if he reads his Milwaukee Magazine regularly he will take the hint and we will hear from him. Al Zachow brought in a nice letter from his son, Al Jr., who is somewhere in India. Young "Bud" is a fireman on a railroad over there and says they are working them 12 hours a day. He was on the same boat with Ray Wall going across. There is a La Crosse brakeman in his company and also a call boy by the name of O'Brien who used to be in the shops here, so it's a small world, after all. Greg Schueller is still at New Orleans, has spent most of his time so far between Clovis, N. Mex., and New Orleans. Understand he and his wife have written the stork and put their order in for about the 10th of May. Charley Schultz was in recently. He is stationed

at Fort Snelling, Minn., for technical training, which he will receive at the shops of the C.M.ST.P.&P there. It's a vicious circle, Charley, from shops to switchman to Army to railroad shops. Jimmy Blanck is home on furlough. Hope he will drop in and give us some news about himself. We would like to say here that all news from our boys in service is welcome, as we know the fellows like to know where their buddies are. If we seem always to be writing about the same people, it is only because they are the only ones we hear from. We are anxious to have news of all the boys, so come ahead and flood my desk at Muskego yard with mail and I will see that justice is done and publicity promised.

Frank Bunce, the "ladies man" is back to work at the roundhouse—your chair wheeling days are over. F. M. Just plain engine wheeling from now on—how are those nurses, anyway, Frank?

"Lucky Frank" Sobocinski, a switchman who has been railroading around here since 1909, has been re-elected for his 20th year as alderman in Cudahy. A banquet was held in his honor. "Lucky Frank"—getting his picture in the paper, and standing next to Gilda Gray, too, who attended his banquet.

G. A. Brown's son, Bob, has just been transferred to Fort Ord, Calif. Wonder what happened to our Texas correspondent? Come on, Lt. Welch. More "Blazons"—more news.

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

Richard J. Steuer, Correspondent

Walter Holz, former stenographer and correspondent at Fowler Street, dropped into the office on his way to the West Coast, where he will begin training. Wallie's new rating of yeoman 2/C was admired by his many old friends. Prior to his transfer Wallie was stationed in the heart of New York City doing recruit work.

Ernie Reinhardt, self-styled "Army's worst M.P.," writes from far-away Australia that he is kept quite busy. Longs for a good old-fashioned home-cooked dinner. From India, Bill Koepke, who clerked at North Milwaukee, writes: "Working with the Railroad Battalion in this strange land. After this gang gets settled we'll build a real railroad." S/Sgt. Norman Thielke is now stationed in the Texas country. He tells us his first crack at target shooting was good considering the high wind that just had to be blowing at the time. His brother, Ralph, expects to move from Camp McCoy, Wis., very soon. Ralph states that the bowling he manages to get in now and then is keeping his kegling eyes in good shape.

A little dog (breed unknown) has captured the fancy of trainmen, yardmen and office workers in and around the North Milwaukee station. "Brownie" has the uncontrollable habit of noisily chasing the choo-choos as they flash through, but is always smart enough to mark "uncle" when the Chippewa speeds past. Almost everyone refers to Brownie as "my dog."

Marriage vows were exchanged by Miss June Paulsen and James Waterman in a ceremony at Our Saviour's Lutheran Church Apr. 15. The happy couple spent their honeymoon in Los Angeles, and will make their home in Winslow, Ariz., where Jim is working for the Sante Fe Ry. The young bride formerly clerked at Fowler Street. Jim has handled various positions at Fowler Street, Chestnut Street and North Milwaukee.

Another society item noted in the Milwaukee papers concerns the popular Corp. Eddie Kurtz, who handled the bill clerk duties before entering the Army. Eddie has courted and won the hand and heart of Miss Joan Cherry. Most of us were almost certain news of this nature would be heralded when we saw the



smiling corporal at the beginning of his furlough.

Pvt. Larry Janus was a surprise visitor the latter part of March. Looking taller and heavier, and sporting a bronzed skin, Larry was all praise for the Army way of conditioning. The exercise the good food and the being out-of-doors, did it.

### Fowler St. Station

Dorothy Bertha, Correspondent

Letters are once more coming in from our servicemen. Fred Coerper sends us a newspaper from Trinidad where he is stationed.

Lawrence Janus was in the other day and gave a change in his address.

John Brower is somewhere in England. We will give addresses of both of these men to anyone interested in having them.

Gordon Rossback, relief yard clerk, is leaving for Alabama to bring back a southern belle as his bride.

June Paulson, an expense clerk, is being married to Jimmy Waterman, formerly of Chestnut St., who is now working in Winslow, Ariz. They will make their home in Winslow.

Mahlon Gilbert was in the other day to let us know of his forthcoming marriage on May 6 in Milwaukee. Mahlon is still stationed at Wright Field in Dayton, O.

John Skubal, who was once "Daddy" to the messenger desk, is back on the job again after being kept busy with other office duties, and the desk is once more getting his attention.

Cleo Ninnemann will be glad to get on a clerk's job and start at 8:00 A. M. instead of 6:45 A. M. The Marines stay up later than you should, Cleo.

A correction in last month's column. Frank Smolinski was not hurt in a warehouse accident but in an automobile accident. He was in last week and is getting along fine. His new job is foreman.

Bob McKee, yard clerk at Grand Ave., is the proud father of a new baby girl. Congratulations, Bob.

I understand quite a bowling team has been started over at the EMBA. The girls from Fowler St. are spending their lunch hours keeping the wasteline down.

The boys over at the fruit house tell me that Mike and Swede, the "Gold Dust Twins," are going on tour with a local theatrical troupe. It isn't hard to believe, because I can't remember when I have seen two better performers, but I doubt that they will find a more appreciative audience than their own co-workers.

A Louisiana landlord, so the story goes, hoarded 10 gallons of gasoline in a can before rationing went into effect. He instructed a Negro servant to take it down in the cornfield and bury it. The latter was gone about an hour and when he returned he said: "Boss, I'se buried the gasoline like you tol' me to. Now whut do you want me to do wif de empty can?"

## CHICAGO TERMINALS

### Bensenville

Howard Lawrence, Correspondent  
Assistant Superintendent's Office

George F. Dupuis, agent at Mont Clare station, retired on Apr. 5 after 55 years' of service with the road. He was first employed on Dec. 25, 1889 as operator at Hickory Grove, Ill., and since June 15, 1899 has been agent at Mont Clare. He is the father of A. G. Dupuis, assistant public relations officer, Chicago.

Many Victory Gardens of Chicago Terminals employes are beginning to appear. Yardman Al Shore, who had a very fine garden at Mannheim last year on some ground adjacent to the railroad, has already been seen industriously making little straight lines running from west to east in which he is placing tiny seeds. Al informs us that he will specialize in onions this year—and who wouldn't, with dry ones selling at 20 cents a pound—but we feel sure he will have a lot of other fine vegetables this year the same as he did last year.

A nice letter just received from "Herk" George, former assistant general yardmaster at Bensenville, who is enjoying his pension to the fullest at St. Petersburg, Fla. His letter mentions selling grapefruit for 50 cents a dozen—can you imagine? He also enclosed a dollar to pay his Booster Club dues for the year of 1944. Many thanks, Herk.

By the time this issue of our Magazine reaches the newsstands, India, Alaska, and about every country on the map where our boys are out there doing their bit, this correspondent will have made his eighth blood donation at the Red Cross blood bank in Chicago. This will make him eligible for membership in the Gallon Club and this brings to mind an idea for organizing a Gallon Club in the Chicago Terminals, as there are undoubtedly quite a few employes here who have donated at least eight times. If any of you "eight or better timers" think the idea good enough to be promulgated, drop me a line and if there are sufficient responses, I will do the rest.

### Galewood Freight Station

Louis J. Ippolito  
Correspondent  
Freight Office



Pfc. John Lahey, 21, a marine fighting in the South Pacific for the last two years, was killed in action on Feb. 20, according to a War Department telegram received by his father, Sgt. George P. Lahey.

John served as a clerk at Galewood before enlisting in the Marine Corps and received his training at San Diego, Calif.

W. A. C. Beda Seabloom, Corp. Dennis Zaboth, Corp. Nate Abrams, and Pvt. Bill Stockwell were all home on furlough during April.

William Zunker has left the platform to go braking on the S. E. Division. He will be greatly missed by his friends along the platform.

We have called upon our good Mexican neighbors to help relieve our manpower shortage at Galewood. They have responded with wholehearted cooperation and are doing a grand job of keeping our vital freight moving.

Our boys in service would like to hear more from the folks back home. For example, Sgt. Jerry Nevison writes.

"Your long and interesting letter reached me yesterday afternoon and was sure a morale booster. I had been down and out but after reading your letter it sure did things to me."

Come on, folks, let's all drop the boys in service a line, they will greatly appreciate it.

## Western Avenue

T. A. Finan  
Correspondent  
Care of Yardmaster



Capt. Earl Ewin, formerly at Western Avenue roundhouse has landed in England.

Capt. Earl Austin was a visitor recently. We understand he is now a major.

Tom Duffey, formerly of the master mechanic's office, is now working as labor foreman at Bensenville roundhouse.

Congratulations to Corp. and Mrs. Bryce L. Murray on the birth of their new daughter, Susan. Corp. Murray was formerly a machinist helper at Western Avenue roundhouse.

Congratulations to File Clerk Ethel Hodge of the commissary, and welcome to Dorothy Grobe, the new file clerk.

Congratulations are in order for Sgt. Harold D. LaVoie upon his marriage to Annieta H. Wadington of the division engineer's office at Western Avenue. The ceremony took place Mar. 25 at Jackson, Miss., and the honeymoon was spent in beautiful New Orleans.

We have word from Major Ted Jakin that he is now stationed somewhere in England. He was in to see his old friends in the division engineer's office about two months ago.

Switchman George Powers, retired, has moved to Fairview, Ind.

Miles Toomey, coach yard switchman, retired during the past month on disability.

Switchman Ben Blades died on Apr. 12. We extend sincere sympathy to his family.

We regret the deaths during the month of two retired switchmen, John Buster and Frank Penniman. Our sympathy to their bereaved families.

Engineer Charles Hill passed away the first part of April.

## ROCKY MOUNTAIN DIVISION

### Main Line

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

First off, a letter from M/Sgt. Dick Lefever somewhere in Africa, telling us the news as seen from his side of the world—and a nice letter it was, too, a letter from Bill Kelly, EM 2/C. % fleet post office, and he doesn't say "somewhere in anywhere," he is the son of Section Foreman Kelly from Maudlow, and even if he doesn't say so, he is somewhere in the Pacific.

John D. O'Neill from the car department, Harlowton, has been granted a leave of absence from the Milwaukee Road and will hold a position as car foreman at Hanford, Wash. Elmer Nissen has taken Mr. O'Neill's place at Harlowton, and Tom Zerza has taken Nissen's place in the yard.

Young Joe Brand was home on a furlough recently and has now returned to Farragut, Ida.

Brakeman Cavey left about the middle of April for the Navy.

Conductor Archie McDonald and Mrs. McDonald have gone to Chicago where they will be present at the graduation of their son, who will receive his wings in the air service.

Train Dispatcher Bailey has gone back to his first love, South Dakota. This changes the dispatchers all around. Mr. Smith working the swing job, and Mr. Beck third on the east end.

We regret to learn of the death in Seattle of Brakeman T. A. Penfound Mar. 17. Mr. Penfound had been working on this division for about a year and was well known here, having lived in and

around Three Forks, for many years. He leaves a sister in New York.

New engineers now are Messrs. Whalen, Laughery, and Gibbs, and each has made a trip.

Lt. Ellsworth Klare from somewhere in the South Pacific has been home on a short furlough, stopping off here in March to see his aunt and uncle, Mr. and Mrs. Sam Haffner. We understand Ellsworth was married while he was in Indiana on a visit, but did not learn the young lady's name.

Believe it or not, we have two new telegraph operators: Mr. Hopper, working at Finlen, and Mrs. Jennings working at Ringling. The latter, we understand, is from the telegraph school at Miles City.

Fireman Henry Hansen received word from the War Department early in April that his son, who is in the air service, was missing in action in the European area.

Pete Kolokotronis, clerk from Avery, was home for a few days visit the end of March. Word was received from the War Department that his brother, George, has been missing in action over Germany since Mar. 16.

Conductor Steel is back in freight service again after a good many months in passenger service. Conductor Carlson bid on the vacancy and is now a passenger conductor on No. 15 and 16.

## CHICAGO GENERAL OFFICES

### Office of Auditor of Passenger and Station Accounts

Bill Tidd  
Correspondent



Harvey Chessman's death came as quite a shock to all of us who knew him. He started to work for the Road in 1903 in the ticket auditor's office, and has served as a rate and division clerk since 1916. He passed away Apr. 8 after an illness of several months.

Floyd Grandell stopped in to say "hello" and relate a few instances he encountered while on the high seas; he has been in four battles, two in the Marshalls, one on Truk and another in the Gilberts. We were certainly glad to see him.

Ted Padgett stopped in en route to Ballinger, Tex., where the stork had presented him and his wife with a 9-pound girl.

Rudy Rinka caused an uproar in the computing bureau when he stopped in for a visit with all the gals.

Don Malatesta graduated from Bombardier School Mar. 18.

Margaret Miller was given a citation for selling the most War Bonds in a rally at the Century Theater.

Myrtle Lorenz and Laverne Bedore said their "I do's" during March—Here's wishing a lifetime of happiness to you both.

Well—Well—Well—Hank Tobin did it again. Congratulations on your new daughter, Hank!

### Auditor of Expenditure's Office

Bernie Williams, Correspondent

The Milwaukee Road lost a valued employe in April when Nora Lacke, of material bureau, passed away at Dubuque, Ia. . . . Miss Lacke had been ailing for months but her death was a definite shock to her friends and co-workers in the accounting department. 18 years of loyal service and honest endeavor are the record Miss Lacke has left behind her with the Road. We offer our sincere and heartfelt condolences to her family and relatives.

Mr. Engstrom is over-subscribed on

illness this year . . . he is home from the hospital, at this writing, and is regaining strength, which is a good indication that he'll be back on the job before too long. Let's all hope he'll be fully recovered this trip.

Engagements of the month include Margaret Hicks of the AFE bureau, who is exhibiting part of a jeweler's dream these days, and Doris Carlson, computing bureau, another gal, who like the Canadian Mounties, got her man, and the engagement ring is getting in our eyes. This leap year stuff is dynamite, apparently.

Another engagement to record, if a little tardy, is that of Julie Simon of Mr. Murray's office, and Tommy Green, formerly of the CDA force, now with the Navy at Farragut, Ida. The Navy got a good man but look what Tommy has!

I think we all feel we owe a good healthy slap on the back to Billy Stegman, the perennial basketball coach, who turned in another good year of coaching with the girls and boys cage teams. Nice going, William.

It's Seaman Norb Izdepskin, Farragut, Ida., now—our ex-timekeeper declares the Navy's the life . . . Best of luck to our newest serviceman, and newest father.

Madeline Grear, of the SPT office, will be shoving off for WAVE duty soon now . . . the Navy certainly can't complain about that . . . Sherman definitely was in the wrong war . . . good luck and hurry back, Miss G!

Servicemen heard from recently include Jack Acke, with the 720th Railway Operation Battalion in jolly old England, and right now a yardmaster's clerk, no less . . .

Soldier Ted Livas has been reported wounded in action in Italy but his wounds were not serious and he's doing okay . . . his address is handy for all who want to write him, and that seems a good idea . . . how about a barrage of mail for Mr. Livas?

A visitor from Farragut recently was Neil Boyle who just couldn't stay away from old Fullerton Avenue on his leave . . . earlier in the month Gilbert Reeves dropped in on us between trains . . . the Army has manufactured a weather man out of Gil, which should make it convenient in the timekeeping bureau for those planning vacations in the future.

"Jimmy" Merchut is the newest monicker on the Honor Roll of servicemen . . . "McGinnis" will now sail the seas for Uncle Sam instead of ride the street cars for the Milwaukee Road.

### Purchasing Department

Josephine O'Hara  
Correspondent



The status of Elginites has changed again, as two of our new girls, Margaret Allen and Lois Van Vleet, have increased the Elgin census in our office. A newcomer to Chicago, Helen Kopschke, recently of Marinette, Wis., was also welcomed to our office this past month.

Mary Day Tyner, who is now spending her time exclusively at home, wrote a note telling of her new leisure time and extended her appreciation for our farewell gift to her.

The Army has received its first girl from the purchasing department. Dorothy Croffoot is a member of the Air Wacs, a branch of the Women's Auxiliary Corps. She left on Apr. 27 for her six weeks of basic training at Ft. Oglethorpe, Ga. Upon completion of her basic training, she will be sent to Ft. Sheridan, Ill., for assignment. Our very best wishes to you, Pvt. Croffoot.

A fond welcome awaited Lorraine Byers on her return to the office after a brief illness. Lorraine had the measles again! It is common to consider the

measles a childhood illness only, but Lorraine has yet to be convinced.

Clarence Anderson, who has been resting at Springbrook Sanitarium in Aurora, has received many visitors from the office. A group of the boys visited "Andy" one Saturday afternoon, and Carl Skjoldager brought his Easter greetings in person on Easter Sunday.

Andy is feeling so well that he soon expects to continue his rest at home in Chicago. We were all happy to hear such good news about you, Andy.

Letters from the boys in service keep us informed as to their wellbeing. Bob Nordin, F 3/c, is still at Pacific Beach, Wash. His recent letter told us how he digs for razor-back clams in his "front yard."

Pvt. Bob Reiter tells us that there are jitterbugs in England. They went over with the U. S. Army.

Frieda Henninger wrote us another of her very interesting letters. This year she took a sun bath on her birthday, which comes in March, instead of trudging through snow as was her usual birthday custom. Her husband, Les, is playing a drum at the Mocambo, that Los Angeles night spot we hear so much about.

Pfc. Don Russo surprised us with a visit. After visiting around with his former fellow-workers, Don made his stay a profitable one for the railroad when he went back to the price desk and did a little work on the side.

W. A. Linn, former assistant to the chief purchasing officer, now retired, and C. B. Hanover, assistant to the purchasing agent, had a nice chat at Excelsior Springs, Mo., recently. A small world it is! Mr. Linn enjoyed himself climbing a small mountain adjacent to the baths. Although retired, he still leads an active life.

### Freight Traffic Department

Wesley S. McKee  
Correspondent



Well, we're sure glad to see Otto Timm back on the job after his long siege with the pneumococci germ. Otto was stricken while attending a meeting in Atlanta, Ga.

Mr. and Mrs. H. A. Sauter proudly announce the birth of a son on Apr. 12. The young man's name so far is James — Sauter. As yet Carmel hasn't told Harry what the youngster's middle name will be.

In a spirited contest to guess the prospective chap's avoirdupois, that confirmed bachelor, Everett Larson, was the winner with a guess of 6¾ pounds.

Ed Horfa is now with the Railway Training Battalion at New Orleans and, lo' and behold, whom does he run into but Sgt. Bob Reynolds.

Sgt. Bob in a recent letter reports he's doing nicely.

One of our co-workers on the second floor who resides in Long Lake, where he is scoutmaster, recently demonstrated to his charges the proper way to fell a tree in a desired direction. Our local Paul Bunyan firmly grabbed his trusty axe and chopped at the tree a few times with the true fervor of a woodsman. After making a sizeable gash in the aforementioned tall shrubbery, he stepped back a few paces to survey his effort and to glance at his B.S.A. S.M. Manual to determine the next step. His next step should have been backward, but he didn't have time, for the tree couldn't wait and came down in the wrong direction (according to our hero) smiting him mightily on his schnozzle.

It also took with it the power line for the vicinity, which no doubt made him quite popular with the local housewives who were in the midst of preparations for Sunday dinner.

Pheedem Smorgasbord, Swedish repre-

sentative in Chicago, was recently called upon to settle a minor dispute between two former compatriots (3rd generation) Rudy Edmund and Roy (ICC) Erickson. Mr. S. did a fine job.

### SIGN OF SPRING

Tom O'Malley tapping his pencil in rhythm as the haunting strains of "I'll take you home again, Kathleen" seep through his tightly closed window.

The "transportation boys" have a problem—Now that Jim Nolan is a "coal heaver" can he legally retain the right to the "poultry racket" he built up; if not, can Mike Cavallo get an injunction to prevent Jim from disposing of his ill-gotten gains.

### SCIENTIFIC EXPERIMENT FAILS

W. W. Nehf, famed poultryman, has announced that his latest experiment ended in failure. Prof. Niff Noff purchased 50 day old chicks and placed them on a strict diet of equal parts of H<sub>2</sub>O and dried vitamized atmosphere. The chicks did not thrive on this rich mixture and after his flock was down to 30 he tried them on some nice nourishing sawdust. The protein and carbohydrate content of the pulverized wood was too low to do any good so the remaining 20 chickens are to get feed.

### Car Accountant's Office

Harry M. Trickett  
Correspondent



A recent letter from Pvt. Jerry Nowakowski, last reported in England, states that he is feeling fine and just returned from an eight-day furlough, collecting souvenirs and menus.

Pfc. Stanley Scott also wrote from England, that he had just returned from his furlough and was pleased to see his mail piled up awaiting him.

V-mail from Sgt. Giblin advises that his location in the S. W. Pacific is different than he expected; however, they have a California climate. For exercise the boys have been catching wild horses and now have four horses, one bull and one goat.

Florence Wise was united in marriage on Mar. 21 to Corp. Wm. Hehr of the Army Air Corps, who just returned from 20 months of foreign service. Upon her return from honeymoon she was presented with a comforter and large glass plate.

Edna (Johnson) Brandwein retired from the Road on Mar. 31, to devote her full time to her domestic responsibilities.

Amelia Poupitch departed for California on Mar. 27 on vacation, has resigned, and will make her home out there.

Theresa Peterson took a three-months' furlough on Mar. 25. Marie Simpson returned to work on Apr. 6 from a three-months' furlough.

Ginger McNamara and Virginia Oeffling have both graduated from the WAIT's school. Ginger was sent to Miami Beach, Fla., and Virginia has gone to Dayton, O.

Martha Chiolak appeared very happy on Apr. 14, the reason being a diamond engagement ring.

Edward Colby, who has been servicing our candy machines for many months, passed his induction physical examination on Apr. 14 and expects a call in the next 30 days for either the Marine Corps or the Navy.

Sweet Young Thing: "Mother, dear, I advertised under a different name that I would like to make the acquaintance of a refined gentleman with an eye to romance."

Mother: "Connie, how awful. Did you get any answers?"

S. Y. T.: "Only one—from Father."

### Freight Auditor's Office

J. A. Strohmeier  
Correspondent



They're off! Our pin up, chin up girls soft ball team began practice Apr. 21. Harry Wallace is manager and Clarence Heuel, coach. On the team are many of last year's stalwarts—Vern Lange, last year's captain, Louise Leisten, Sophia Sanatra, Mark Klein, Elizabeth Iwanski, Mary Gluckman, and they have a new team member, June Marx, wife of Eddie Marx, now of the Marines, who was a star member on the men's team before being called to the colors. Watch bulletin board for specific information on games.

Milinka Jancich, statistical bureau, was married Apr. 23, to Lade Tepavcecich, at Serbian Eastern Orthodox Church, Chicago. We all extend congratulations.

Dr. Wm. Johnson, Kelso and Longview, Wash., former rate clerk here, paid us a brief visit Mar. 27. Indications are that he has the capacity and everything it takes to put on that bedside manner.

Don Kloss, interline, is in receipt of a letter from PTE Dan Roe, from somewhere east of the Atlantic, says he has been spending his furloughs going horse-back riding in Tennessee, in New York, and New England. Also that he heard from Geo. (Buck) Reck last week, the other member of their trio in the bindery before their Uncle Sam explained to them that their health was O. K. for his needs.

Lt. Jerry Dapper, Army Air Corps, wrote to his friend Ben Reinert about being stationed in the Mojave Desert for the present, and that he hopes to get into combat activity soon.

S I/C George Henry Reck, South Pacific writes to Don Kloss, that he wishes something would start so he can finish the war and get back home and tell the old gang what he thinks about them for not writing; also he wants to see a certain girl again.

Sam Ebenezer Spense, good will ambassador of the review bureau, was last heard from at Albuquerque, N. Mex., stating his health much improved.

Besides the soft ball team enthusiasm much volatile energy of a similar nature is being expended around the freight auditor's office about Victory Gardens the coming season. Bill Prehler, review, heads the list with the claim that he intends to raise tomatoes as big as water-melons. Also there is much study about the office at recess and noontime of seed catalogs and instructions on how to raise much with little or no effort.

Beginning at the beginning, the way bill filing bureau consists of Dorothy Mellon and Lavirone Etwart, and missed in previous issues are Shirley Lenz and Helen Mortensen.

When the flood was over and Noah had freed all the animals, he returned to the ark to make sure all had left. He found two snakes in the corner, crying. They told him their sorrow:

"You told us to go forth and multiply upon the earth, and we are adders."

The census taker was inquiring of the mountaineer how many children he had.

"Four," was the answer, "and by gum tha's all I'm goin' to have."

"How come?" the census taker inquired.

"Why," said the hillbilly, "I just read in this here almanac that every fifth child born in the world is a Chinaman."

## Passenger Traffic Department

E. R. Will, Correspondent



In the spring, so the saying goes, a young man's fancy turns to love, but with the young men presently inconspicuous, the adage must be applied to the fair sex. Should Uncle Sam cooperate, Miss Eleanor Luby of the rate department, will soon marry Sgt. John Kopernick of Round Lake, known as the fighting cook of the Cassino front. Miss Luby's fiancé has been overseas for two years and participated in all the invasions and therefore is in line for a furlough in the States. He has been wounded several times and has been cited for gallantry in action. Despite his behind-the-lines assignment, he has put down his skillet several times and taken up a rifle and has officially accounted for

at least 40 Nazis, for which he received commendation in a national Army publication.

Sgt. R. Chermak recently enjoyed a furlough and dropped in to advise us that he had become engaged to Miss Vivian Mikell. Everybody's doin' it, doin' it. Chermak crossed paths with Sgt. Doug Keller and a reunion was arranged.

How does a woman manage to take a 20 mile hike and return with blisters on her hands? Such misfortune befell Miss Neva Jewell, female counterpart of office boy in the office of the G.P.A. Could be that she carried a hot lunch basket.

Miss Rose Siarto, rate department steno, has returned to her desk after a four-month leave of absence.

Clyde Deacon, R.M.3/c, has returned to active duty after a long siege with tonsillitis. He is now with a naval beach battalion in California.

## KANSAS CITY DIVISION

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

Door prizes, bingo games with war stamps as prizes, and varied refreshments combined to make a success of the second appreciation party of the year held in the K. of C. Hall on Mar. 29. It was sponsored by the office force of the superintendent's office, the freight house employes, and the dispatchers' office. C. H. Baker and M. L. Fromm were co-chairmen.

Traveling Engineer E. J. Kervin accompanied his daughter, Mrs. Robert E. Rogers, to Herington, Kans., recently to visit her husband, now a 2nd lieutenant in the Army Air Corps. He completed his last phase of combat training as a bombardier at the Alamogordo Army Air Field and was transferred to Herington to await further orders.

Switchman L. V. Beebe died Mar. 7 in the Veteran's Hospital at Wadsworth, Kans. He last performed service on Nov. 24, 1943, in his 23rd year with the company.

In late March, Section Laborer B.M. Morrison and wife of Sewal made a hurried trip to Norfolk, Va., in order to be with their son for a few days. He has been in the Navy for four years and was in from sea for just a brief stay.

A surprise wedding was that of Esther Anderson and Conductor Patrick Maloney on Mar. 26 at Lancaster, Mo. Esther and Pat will make their home in Davenport.

New employes in the engineering department are Herschel Loveless and J. C. Gilman, rodman; and James E. Bates, tapeman. Candy was passed by C. S. Gilliland of the engineering department to celebrate the arrival of a daughter on Mar. 25. Mrs. Gilliland and baby have returned to their home in Sigourney from St. Joseph Hospital in Ottumwa and are getting along fine.

Fifteen engineers were honored for long rail service at a dinner meeting sponsored by the B. of L. E. of the local Milwaukee and Burlington divisions in Ottumwa at the First Christian Church on Mar. 20. Longest record was that of Fred Orvis, who retired May, 1943, having served our company for over 50 years, and he was awarded a 50-year button; 40-year awards went to Irvin Cottrell, Wm. Fry, Wm. Davis, T. H. Kemp, and Theodore Runzler of the Milwaukee. Special guests included Supt. W. C. Givens and Mrs. Givens, Traveling Engineer C. D. Smith and Mrs. Smith and Miss Genevieve Orvis.

L. C. Christisen, engineer, Kansas City, will be confined to his home for several months due to a blood clot in his left leg. Acting Cashier Clyde Ward, Ottumwa, suffered a stroke on Apr. 4 and will be off for some period of time. Cashier J. W. Mills, who has been on a leave of absence and has been employed in the freight house at Everett, Mo., reported back on his regular job on Apr. 15 at the Ottumwa freight house. On Mar. 31 Mrs. D. E. Chambers suffered a stroke of facial paralysis. Her condition is now slightly improved.

Eddie McGuire arrived on the Saturday before Easter to spend a 10-days' furlough with Dispatcher McGuire and Mrs. McGuire. Eddie is in the Army Medical Corps and has been stationed at the Fitzsimmons General Hospital, Bunnell, Colo.

Received a letter from D. H. McDaniel, MoMM 1/C, dated Mar. 8, from somewhere in the Southwest Pacific, advising that he had just received a Christmas card from the Service Club, which pleased him; also, advised that he certainly appreciates receiving the Milwaukee Magazine and the News Bits sent to him monthly. He had just been released from sick bay, following an appendectomy.

## TRANS-MISSOURI DIVISION

### East End

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



Conductor and Mrs. Carl A. Schneider received a cablegram from England from their son, Lt. James A. Schneider, bombardier, who was reported missing in action over Nazi-occupied France on Dec. 31. Later on, they received a long-distance call from him from a New York airport, after a flight from England, stating he would soon be home on furlough.

Brakeman Frank J. Lewark was drowned in the basement of his home on Mar. 24. Due to the heavy snows, the water was seeping into his basement, so he went down to check on it, when the concrete basement wall on the north side caved in on him, pinning him down so he was unable to escape. Volunteer Mobridge firemen worked from 2 a. m. until 11:30 a. m. the next day before they were able to release the body. Mr. Lewark had been employed by the Milwaukee Railroad since 1915 and leaves to mourn his loss his widow, four children and a host of friends.

Trainmaster R. C. Schwichtenberg has been transferred to Butte and is being replaced by J. O. Willard, trianmaster from Butte.

Assistant Trainmaster L. W. Clark and wife are proud grandparents, a new baby girl being born to their son, S/Sgt. Robert Clark and wife, on Mar. 29.

Our popular roadmaster, Myron Olson, was married to Ensign Mercedes Lentz at Baker, Mont., on Mar. 15. Ensign Lentz is a daughter of Conductor and Mrs. Fred Lentz and a graduate of Ancker Hospital, St. Paul. She received her commission as ensign in the Navy Nurse Corps last June and has been stationed at Norfolk, Va.

Two of our younger conductors, H. V. Wyman and Bert Doud, have been forced to retire because of poor health. Henry Wyman is now in the Holy Rosary Hospital receiving treatment and Bert Doud, who is a veteran of World War 1, is now at the Veterans Hospital in Minneapolis, where he is showing steady improvement.

Prosecutor: "Now tell the court how you came to take the car."

Defendant: "Well, the car was standing in front of the cemetery and I naturally thought the owner was dead."

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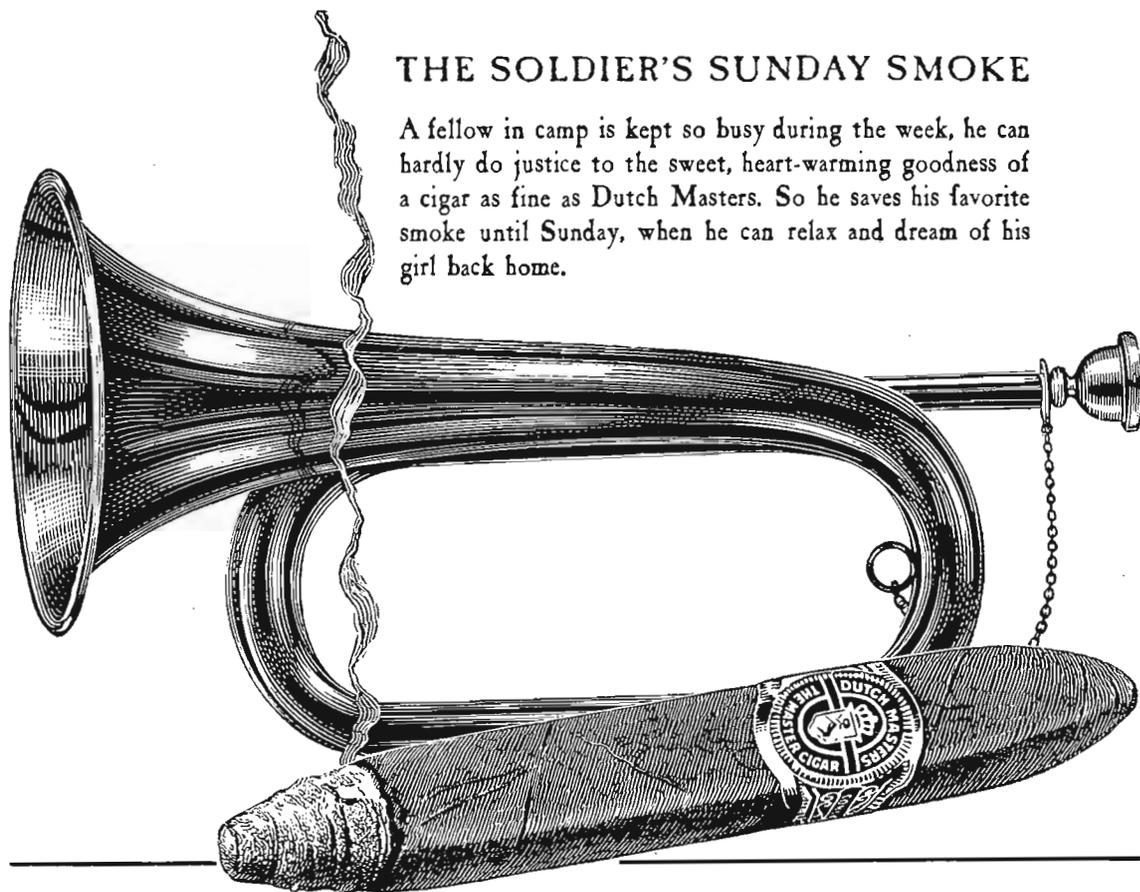
UNIT HEATERS

WILSON ENGINEERING  
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## THE SOLDIER'S SUNDAY SMOKE

A fellow in camp is kept so busy during the week, he can hardly do justice to the sweet, heart-warming goodness of a cigar as fine as Dutch Masters. So he saves his favorite smoke until Sunday, when he can relax and dream of his girl back home.



# DUTCH MASTERS CIGARS

*an American privilege*

A letter written by Richard Frost on Mar. 31, his birthday, advised his mother that he was writing in a fox hole and that on that date he had received the two boxes of birthday gifts sent to him from home. He had been in Italy but recently was transferred to some other battle front. His brother, Jack Frost, recently was transferred from Biloxi, Miss., to Lowry Field, Colo., and on passing through Ottumwa his parents and sister had a nice visit with him at the station. Both are sons of Engineer J. L. Frost.

Teddy W. Leonard, now stationed at Camp Carson, Colo., has been promoted to the rank of corporal. He was in service in Alaska for a period of time. He is the son of Engineer C. E. Leonard.

Brakeman Richard W. Eckroat has been graduated from an intensive course in machinist mate training at the naval service school, Great Lakes, Ill.

Sgt. James Wooley, Jr., is now stationed at Oxnard, Calif., at the army air base as assistant to the chaplain.

Shirley L. Avers was recently promoted to rank of seaman 2/c, and has been transferred from Farragut to Chicago, where he will attend Wright Junior college for technical training. His father is Engineer Howard Ayers.

Engineer Wischaupt's son, Paul, arrived safely in England and has been promoted to rank of technician fifth grade in the army headquarters where he is a draftsman. Pfc. Julius Alsdorf was home on a short furlough from the army air base at Sedalia, Mo. He is a radio operator in the troop carrier command and soon will complete crew training at

Sedalia. His brother, Albert, is a bombardier with army air forces in Italy and both are sons of Machinist Fred Alsdorf.

After serving in Sicily and North Africa, Norbert Davis, Jr., has been transferred to Italy. He has been promoted to machinist's mate 2/c.

Employees to enter military service recently are: W. J. McCartney, brakeman, enlisted in the Merchant Marine; Gordon R. Christisen, fireman enlisted in Navy; while the Army has taken J. L. Osborn, section laborer, Hedrick; Robert Coulter, roundhouse employe at West Yard; and Fireman James E. Gailey.

### I&SM DIVISION

#### East End

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

Division employes were saddened by the news of a number of deaths, as follows:

Mrs. Thomas Holmes, wife of Engineer Tom Holmes, died Mar. 24. A. G. Lehman, former agent at Welcome, Minn., died in the hospital Apr. 5 following a stroke.

August H. Block, former car inspector, Austin, who had been ill for about a year, died Apr. 7.

Dorothy Seiler, wife of Clyde Seiler, cashier, Decorah, and former store de-

partment helper at Austin, died in the hospital at Decorah on Mar. 24. Mrs. Seiler was employed as station attendant at Decorah until last fall. Our heartfelt sympathy is extended to the bereaved relatives, and especially to Clyde and two children, Harry and Rosemary.

#### Dots and Dashes

Chief Clerk L. L. McGovern has received an A.P.O. address for daughter Jeane who is a lieutenant in the WAC.

Our sympathy is extended to Engineer Frank Baier and wife who received word Apr. 5 that their son Frank has been missing in action over Germany since Mar. 18.

Luella M. Bauman from Madison assisted in the Austin freight office during March, and has now gone to Junius to work as a student telegrapher.

Capt. Pete Pauley and wife visited their son, Capt. Warren Pauley, at Camp Adair, Ore., the latter part of March. Pete advised that he has been placed on the inactive reserve list and would return to running an engine on the I&SM Division about Apr. 15.

Fireman Glen "Ole" Anderson, and Roadmaster's Clerk LeRoy F. Williams, visited their homes in Austin following completion of their boot training at Farragut, Ida.

Lt. Col. W. J. Hotchkiss visited at Albert Lea and Austin on Mar. 27—looking mighty "nifty" in his uniform.

Francis Bradash got a break when he was selected as one of the three men to be sent to Austin by the 74th to work as train dispatcher. That put him right back on his home division. We under-



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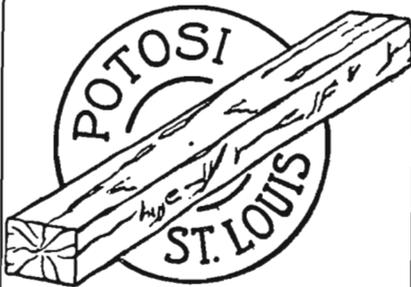
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stand that Stan Jones will be down later for training, also.

Margaret Rafferty is completing her telegraph training at Grand Meadow. Amybelle Rowley was appointed station helper at Spring Valley. H. A. Andresen has been appointed clerk at Fairmont, replacing K. P. Carson who was appointed yard clerk at Austin recently.

### First District

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



Telegrapher Carl Otterstad of Northfield has taken a few days off and has gone East to see son Dick graduate from Naval Officers Training School.

Our latest draftees called up for examinations are Telegraphers G. W. Clark of Northfield and Harvey Otterness of Farmington. Harvey is being relieved by J. W. Malone from the SM and yours truly will relieve George.

Grapevine news states that Rudy Elmquist, agent, Ridgeway, is off sick and his work is being carried on by the clerk at Decorah.

Agent M. S. Haling of Kenyon suffered a stroke a few weeks ago and at this time is reported to be coming along nicely. Mr. Haling is being relieved by F. W. Kubat, a former agent. Mr. Kubat quit the railroad and taught music at Montgomery High School but has finally returned to the fold after 17 years.

Vern Simon, section laborer, Faribault, is back at work after undergoing an operation, but Vern says he won't be with us very long as he has joined the Navy and is now awaiting his call.

Had a letter from Stan Jones who is stationed at Ft. Snelling with Lt. Col. Hotchkiss's 744th Railway Battalion. Stan says he likes it fine. His address at present is Hq. Co. 744th Railway Battalion Operating B. N., Ft. Snelling, Minn. Let's keep our men supplied with letters.

Had another letter from former Section Laborer Buck Jensen and Buck says he's now stationed on Cape Gloucester, after doing time on New Guinea and Australia. He says that Australia is the best place he has found outside of the good old U.S.A.—you can buy a full meal including a fine steak for 40c. (Let's go to Australia).

## COAST DIVISION

Seattle Local  
Freight Office and  
Marine Dept.

F. W. Rasmussen  
Correspondent  
Local Freight Office



Louie Weigand, cashier of the local freight office, who has been confined to the Providence Hospital for the past two months, left for home on Apr. 12 and is expected to be back at his desk in a very short time. Louis suffered a broken hip.

Harry E. Wilson, port captain, and Mrs. Wilson left the middle of April for southern California where Mrs. Wilson will spend a few months on orders from her doctor. Harry will spend a couple of weeks with his wife after which he will return to his duties in Seattle.

Bertha Mae Gist, claim department, was married on Mar. 25 to Joseph Guariz, Coast Guard. They will make their home in Seattle and Bertha will return to her position in the claim department.

C. M. Stevens, storekeeper at Seattle, has been transferred to Spokane and his position here has been taken by Frank

J. Kratschmer, formerly of Othello and Spokane.

Henry Theodore Cates is a new addition to the janitor force at the local freight station. He and Jim Donahue are doing a splendid job in keeping the station neat and clean.

Jerry Brundage, son of city freight agent, W. W. Brundage of Spokane, has been promoted to corporal and is located in Guadalcanal.

Arthur Magnusson, freight house trucker, has taken a position as yard clerk, having been transferred to his new position on Apr. 6.

Miss Martha E. Pearson, has taken over the position as stenographer in the cashier's office in place of Mrs. Myrtle Kruse, who went to the general manager's office.

We recently heard from Jewell M. Campbell, Sk 3/C; formerly reclaim clerk in the local freight office, now located at Camp Parks, Calif. Jewell has been in the Seabees since Sept. 17, 1943, and is now assigned to the 89th Battalion Disbursing Office.

New employes who recently joined us are Emma H. Galesky, Mary C. Galster, Gwendolin Carvasso, and Mary J. Foley as electromatic typists, Hazel H. Twildahl, car clerk, Shirley J. Slate, typist clerk, James W. Bradley and Joseph Stafford, car clerks in the yard.

### Seattle Terminals

Lois C. Meyers  
Correspondent, Office of  
Assistant Superintendent



Sorry about the lack of news, etc., last month, but yours truly was busy changing the last name. The "other half" is the ex-yard brakeman and yard clerk, H. A. Meyers, who transferred to Seattle from St. Paul a year ago. Now, having settled on "Little Rancho-Two Creeks" at Bothell, we will make an earnest effort to bring what news there is about the terminal each month.

Mar. 21 brought a seven-pound tax-exemption to the home of Yard Brakeman Lowell Fortney. Mother and son doing nicely.

Yard Brakeman Steve Ryel and Yard Clerk H. J. (Doc) Creviston are on the sick list just now. "Doc" is in the Providence Hospital. Perhaps this nice sunshine will put you boys on your feet pronto! We certainly hope so, at any rate.

We are sorry to learn of the serious illness of Mrs. Carter, mother of Yard Brakeman C. I. Carter, which necessitated his going to Texas to be with her. We sincerely hope for a prompt recovery.

The yard, in finishing in third place in the Milwaukee Bowling League's season wind-up, accumulated the largest total pins and the best average. However, states Charlie Ingalls, it was necessary to "spot" all the other teams from 27 to 120 pins in practically all the games rolled. The record: 21 games won. 24 lost.

There has been a change in the store department here at Seattle. Charles Stevens transferred to Spokane. Transferring to Seattle from Avery, Ida., and taking Mr. Stevens' place is F. J. Kratschmer. Mr. Kratschmer entered the store department in 1912 and with the exception of 4 or 5 years, has been in that department ever since. He has worked on various points of the Coast Division and Spokane.

A railroad agent in Africa had been reprimanded repeatedly for doing things without orders from headquarters and one day his boss received the following telegram:

"Tiger on freight platform eating conductor. Wire instructions."

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Tacoma

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



Retired Agent F. J. Alleman and Mrs. Alleman, Tacoma, celebrated their golden wedding anniversary on Apr. 5.

Just to illustrate the way the globe is getting smaller, Mrs. Helen Alleman, the widow of Billy Alleman, Mr. Alleman's oldest son, confided to us this morning that her son, Edwin, now with the armed forces, in the last few weeks has been here in the United States, in South America, and is now again in the South Pacific ocean.

Lt. O. L. Wheeler, son of Mrs. Wheeler of the cashier's office, was in town recently on furlough. He is down in Arkansas with the chemical warfare division.

Laurin Gowling of the armed forces, but formerly at the local office and yard office here, is now stationed in England and will be glad to hear from his friends there.

Kingsley Glover, son of Fay Glover, the chief clerk at the local office, is now in the transportation department of the armed forces at Camp Shelby, Miss., where he goes to school one week and then the next week puts into practice what he learned, as an engineer. He expects to be here on furlough before long.

Mrs. Ray Beaumont, whose husband is assistant yardmaster here, is now doing a turn in the yard office as clerk to help out during the man-power shortage.

Ed Fox, a new man, went on a yard clerk's position Apr. 7, and D. R. McWhirter, who has been honorably discharged from the Army, has gone back to work at the yard.

Chuck Henderson has gone to work as car checker on the first trick.

Lucille Taylor is working on the first trick at the yard office.

Employees at the local office had a scare thrown into them on Mar. 20 when Al Goldsborough, the veteran revising clerk, suddenly was taken with uncontrollable nosebleed. After most of the force had attempted to stop it in vain, he was taken to St. Joseph's Hospital by Agent Ray Grummel. Goldsborough estimates that he must have lost a quart or more of blood and it was two weeks before he could venture to return to work.

H. L. Hitchcock, train dispatcher, is relieving J. R. Piatt on second trick at Tacoma.

W. B. Morrison relieved F. N. Johnson on third trick at Cedar Falls.

Aubrey Clayton, the son of Clarence Clayton of the store department, and a radioman first class, accidentally broke some bones in his leg and reports it will be about two months before it will be healed. He is in the New Hebrides.

Thelma Edling, formerly operator at the private board of this company is now working at the store department, and the

same is true of Ruth Snyder, daughter of Harry Snyder.

M. W. Cole retired from the store department on Feb. 9 and Fred Bretscher retired on Apr. 1 after 35 years' service as painter in the locomotive department.

Clarence Otto, second trick at Tacoma relay office, is still off on account of illness. He is being relieved by O. L. Wheeler, while L. R. Wallace is back on the third trick at the same office.

E. L. Pravitz, agent at Elbe, it is rumored, took on a life partner Apr. 7.

R. C. Pravitz went to Everett as operator.

Three new operators from Miles City are located as follows:

L. M. Badovanetz at Frederickson.

Grace E. Culverson at Eatonville Junction.

Violet Pluhar on second trick at Morton.

Floyd Harris is a new operator at Corfu.

Seattle General  
Offices

J. M. Wilhelm  
Correspondent, General  
Claim Department

Rails In the  
Armed Forces



It is amazing, as your pious (?) penman with prominent proboscis preoccupiedly penetrates the path-worn portals of the pondering personnel, how many interesting stories come to light.

Many of you readers probably heard or read of Eddie Roark, who played right end for the University of Washington in the last Rose Bowl game. I inquired about him from his dad, Frank, our city passenger agent, and learned that Edward F. left Mar. 1 for the Marine boot camp and is schedule for Officers Training School. Ed is 21 years of age, has been in the Marine Corps Reserve since September, 1942, and was assigned to the U. of W. V-12 Training Corps last July. Might also add that in 1942 he was named All Conference player for his football prowess with St. Martin's College.

Ed's younger brother by two years, Thomas J., entered the Army in February, 1943, and was assigned to a Field Artillery Unit. He is now with the Fifth Army in Italy, and according to latest information is still a private; however, he aims to surpass his dad's position in the last war—Sergeant 1/C.

Ed Kennedy tells of a recent issue of the Railway Age in which there is a picture of a dinner party given by the American Army Transportation Corps Officers in London to the executives of various railroads and transportation facilities in England. This picture shows Col. N. A. Ryan presiding at this dinner.

Because of the newly adopted schedule by the Army, Pfc. Jack Oliver is now undergoing some intensified training in the Signal Corps at Camp Crowder, Mo.

GPA. J. F. Bahl permitted the perusal of a letter received from Ed Notske, Y 1/C, USNR, and we were surprised to

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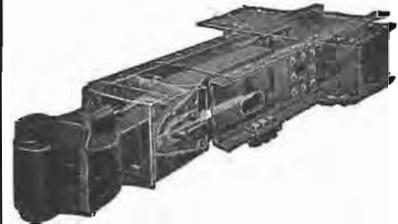
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Hamilton watches play a big part in synchronizing troop and train movements over the nation's 229,174 miles of railroad. That's why the War Production Board permits the manufacture of Hamilton Railroad Watches. To obtain these watches, it is required that railroad men present a "certificate of need" issued by designated railroad authorities.

Your time inspector will advise you if you are qualified to get a new Hamilton watch. HAMILTON WATCH COMPANY, LANCASTER, PENNSYLVANIA.



learn that Ed was stricken with acute sinusitis while aboard ship and is convalescing in a hospital in Hawaii. Although he hasn't seen much of the country there, Ed has made good use of the hospital library and writes: "In one volume "National Parks of the U. S.," in the section on Rainier National Park, the seven or eight pictures all have this underneath—Courtesy of the Milwaukee Road. It made me feel right at home.

Hugo Engel, chief clerk in the general freight department, has been having a pleasant reunion with Hugo Jr., who has been transferred back to Seattle from the Aleutians where he spent 14 months as sergeant in the Signal Corps. Sgt. Engel landed in Amchitka with the task force but was disappointed in not running into any Japs.

**Greetings:** To Ernest Cook, formerly an agent with the Milwaukee and now back in service again as freight claim adjuster.

To Laurence Dietrich, formerly in the refrigeration department at St. Maries and Avery and now freight claim adjuster.

To Mrs. Martina Penn, clerk in the personal record department, general manager's office.

**On the Home Front:** It's strange how the human element reacts to various circumstances, and this war with the resultant rationing, etc., has brought about some interesting results. R. E. "Kit" Carson who is in charge of the city ticket office, related with a smile of the "run" on tickets he had the latter part of March, when the announcement was made of the 15% tax on railroad fare. The rules stated any ticket purchased after Mar. 31 would be taxed the additional 5%, and it seemed as though half the population of Seattle (or thereabouts) had suddenly decided to go for a train ride, with the result that both sections of No. 16 are booked up quite solid for the month of April, and tickets purchased for trips contemplated as far in advance as June and July. From the revenue standpoint, Mar. 31 was one of the biggest days the city ticket office has ever had in ticket sales, and from the people lined up to get into the office one would think they were having a sale of nylon hose!

We are glad to see Henry Williams back on the job again. He had quite a siege of the flu which developed into an acute bronchial condition; however, he is now back on the job and looking chipper as ever. While Henry was off, Mrs. Donna Fay Nelson handled the stenographic part of his job in fine style.

Several times since starting these contributions to the Magazine, I have gone into the office of the Milwaukee Hospital Association looking for news, and each time have been greeted with smiles and enjoyed conversational pleasantries; however, no news. Nevertheless, perseverance wins, and look what we found:

On Feb. 24, at the Wee Kirk o' The Heather in Hollywood, Calif., Miss Beryl M. Lodge became Mrs. Herbert R. Lelo. Mr. Lelo is a 1st lieutenant in the U.S.M.C. and at present taking advanced navigation in the Maritime Commission School in Seattle, and for the duration Mrs. Lelo will maintain her position as secretary to Doctor H. S. Naramore.

Anyone who has had any business with the M.H.A. will know Miss Jane Duncan, and it is with regret that we are obliged to announce she has left to accept a position with the Western Hospital Association. Jane wouldn't divulge even to the girls how long she had been with the M.H.A. but we know Chief Surgeon H. Eugene Allen will miss his secretary for some time to come.

Miss Frances Wilson has been promoted to secretary vice Jane Duncan and we extend greetings to Mrs. Frances Christophersen, the new bookkeeper.

Well, there comes a time when every man feels he should toot his horn, and here goes. I've had the privilege this

past season of being a member of the engineers team in the Milwaukee Bowling League. Last Dec. 20 the Engineers wound up the first half of the season on top with 28 wins and 17 losses, trailed by the general, yard and local in that order. The second half the engineers were on the bottom and continued in that position until Feb. 28. To make a long story short, the last night of the league, we were in second place with Leo Kord's locals leading by one game. Nevertheless, when the smoke cleared away and the scores compared, the engineers were on top with 26 wins and 19 losses against the locals' 25 and 20. There is now some diligent training going on for the banquet and we'll give you the lowdown in the next issue.

## D & I DIVISION

### First District

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

Congratulations to Agent and Mrs. P. S. Sawtelle, of Elgin, who observed the 50th anniversary of their marriage on Mar. 29. Preceding an open-house reception, Mr. and Mrs. Sawtelle entertained at a dinner party in the Hotel Baker, St. Charles, and among the out-of-town guests were two who attended the wedding 50 years ago.

With chief dispatcher's clerk F. Cimino, leaving here the latter part of March and district superintendent's clerk, Bob Marth, the middle of April for army service, our force again has had to be rearranged and Maryellen Blenner now is chief dispatcher's clerk and Wilma Plattenberger, general clerk, the new additions to the force now being Isabelle Irons, Mildred Markem, and Pauline Gregory.

Sympathy is extended to Machinist William George, Savanna, in the sudden death of his wife on Apr. 9.

Mrs. Clyde Seiler, Decorah, Ia., formerly of Savanna, passed away in a hospital in Decorah on Mar. 24. Two children and the husband survive.

Earl W. Hess, son of Engineer and Mrs. Earl Hess, Savanna, is now enrolled as an aviation cadet in the pre-flight school at Maxwell Field, Ala.

Robert Smith Jr., son of Switchman and Mrs. Robert Smith, Savanna, received his commission as a 2nd lieutenant at graduation exercises held Apr. 1, at the Officers' Candidate School at Miami Beach, Fla.

Pvt. Hal Smith Jr., stationed at Fort Snelling, St. Paul, Minn., and son of Local Chairman and Mrs. Hal Smith, Savanna, has been advanced to sergeant.

To the trustees and officers of the Milwaukee Railroad we extend our sincere thanks and appreciation for the splendid banquet and grand time we had on Apr. 12 when the D&I Division was awarded the safety trophy for the year 1943. We enjoyed every minute from the time of the concert given by the M. P. Band from the Ordnance Depot until the "last word" was said following the banquet in the evening. This certainly should be an inspiration and an incentive to every employe on the division to avoid personal injury and help us retain the trophy permanently on this division.

Any reason you can give for cashing War Bonds will please Hitler.

Lady (reading newspaper): "It says here that a woman in Omaha has just cremated her third husband."

Old Maid: "Isn't that always the way? Some of us can't get even one, and others have husbands to burn."

## Second District

Lucille Millar  
Correspondent  
Dubuque Shops



Our sympathy goes to the family of Locomotive Engineer William F. Bach, who suffered a heart attack on Mar. 16.

The gloom which hung over the Cyril McLaughlin home, after receiving notice from the War Department that their son was missing was changed to happiness when they received a card the other day. It was written in John's (former employe, Dubuque roundhouse) own handwriting and notified his parents that he was a German prisoner, but that they could write to him and send packages through the Red Cross.

Our Milwaukee Magazine does get around. By V-mail from somewhere in the Mediterranean comes the following letter from Ens. Fred Ostendorf: "A buddy of mine aboard ship received a Milwaukee Magazine the other day and, Miss Millar, I read your column and it reminded me of the days way back in 1925 when I was a small boy; I used to come over to my father's office at the shops and call for him. He passed away in June of that year, and I remember a beautiful poem that you wrote in his memory. Father was chief clerk in the store department and all of the Milwaukee Railroad people were so very kind to my mother and all of us at the time of his death. Mother is in California, my brother is in the service and my sister is living in Oregon—her husband is also serving Uncle Sam." I just want you to know that seeing the Milwaukee Magazine was like meeting up with an old friend.

While we had but a moment to chat with Editor Marc Green at the Safety Award Banquet held in Savanna on Apr. 12, ye scribe is reasonably sure that this issue will contain some fine closeups and group pictures of those who attended. And, in addition, there will no doubt be a "round by round" description of all that took place—including the excellent food, served piping hot, fine entertainment, the snappy speeches with a bit of seasoning thrown in here and there. There were nice balcony seats assigned to us "women workers," where we could get a bird's eye view of the boys who DID NOT use so and so's hair tonic; and Safety Engineer C. W. Riley gallantly presented a beautiful red rose to each of us "young" girls.

Those from the second district in attendance at the banquet were: Asst. Supt. W. M. Thurber; W. F. Keefe, division freight and passenger agent; E. G. Boyd, freight and passenger agent; E. W. Olson, chief dispatcher; General Foreman H. A. Unmacht; Roundhouse Foreman, P. H. McGough; Police Captain, M. D. Hobbe; Lts., C. E. Keating and E. R. Kennedy. From Dubuque: R. J. Sullivan, Mike Galvin, Ed Hornung, Martin Gal-

vin, Earl Jaeger, E. Stiles, Chas. Pullen, Paul Baecker, E. C. Greener, J. F. Hanley, W. L. Hertner, Stacy Lange, W. Cooper, O. T. Bush, W. Graham, J. Litscher, V. McCurdy, H. Wiedner, W. Hogan, W. D. Ott, C. Schweikert, Ed Ostoff, Jay Kelly, Cyril McLaughlin, O. Tschirgi, F. L. Hedrick, L. Hilkins, F. Blossch, G. Sunderland, H. Kersch, F. Taft, L. E. Thompson, J. Brandt, T. Maus, J. Ames, F. E. Eckstein, L. Kempster, C. Hallahan, D. Jaeger, J. Tressell and Lucille Millar. From Marquette: Roundhouse Foreman, J. H. Bell; Storekeeper, D. J. Herron; Foremen, A. Roussel, L. Hakeman, A. E. Kemp, W. Trenkler and George Pillard. From Bellevue: Lee Jaeger, Ed McCard, Chas. Seiler, P. Hoffman and L. Schulte. From Guttenberg: Chas. Sturn and J. J. Degnan. From McGregor: W. M. McDonald. From Waterville: Gay Kelly. From Waukon: Geo. Brennan. From Clayton: Kenneth Blume.

See you in Savanna Apr. 12, 1945—it's a DATE!

The old man in the theatre dropped something and was making frantic efforts to recover it when a woman next to him asked what he had lost.

"A caramel," the old man replied. "You don't mean to tell me," the woman said, "you're making all this fuss over a caramel!" "Yes," came the reply. "My teeth are in it."

## TERRE HAUTE DIVISION

### Terre Haute District

William Nadzeika, Correspondent

Lou Brown, engineer, after some 40 years service is retiring on pension.

Flagman H. Speer, on No. 75, Mar. 18, while passing North Hooper heard the caboose make a peculiar sound, and upon investigation he found six inches of rail missing. He called the dispatcher on the phone and the section men were sent to make repairs. The alertness of this brakeman probably saved a serious derailment, and he is commended for his action.

We extend our deepest sympathy to H. J. Barry and family in the recent death of their youngest daughter.

### Terre Haute Freight Office

We welcomed back E. A. Smith on the claim desk Apr. 1.

Mrs. Teressa Clark, assistant cashier, recently visited with her husband in Mississippi. He is in the Service.

Geo. Lundwall, revising clerk, reports his son William returned to Great Lakes after spending a few days at home.

### West Clinton

Some of the boys who were home on furlough recently were: Robert Wright, Dean Allen, Clyde Jordan, Billy Jack Davis, and Richard Dorfmeier. They

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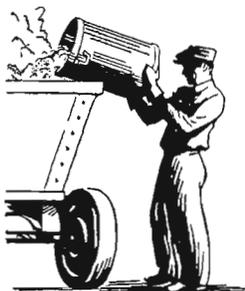
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were all looking fine and we were glad to see them.

We are glad to report that Walter Chambers, conductor, is improving nicely after a long illness.

### Faithorn District

Bernice Sparks, Correspondent  
Faithorn, Ill.

Congratulations to Switchman and Mrs. Elmo Claywell, who are the proud parents of a son, Michael Lee, born on Mar. 18. We are sorry to report the illness of Geraldine Craven, clerk at Manhattan.

J. R. Manwaring, S 1/C, former Faithorn switchman, was home on a short leave recently and paid us a visit. He is the son of Section Foreman Manwaring, also of Faithorn.

Trainmaster Wolf received a letter from Sgt. Paul Ashland, formerly trainmaster's clerk at Mitchell, S. D., who is now stationed in Alaska with the U. S. Army Transport Command.

Paul, also, was a correspondent for the Milwaukee Magazine before entering the service. He says he is doing fine and feeling wonderful.

Agent Radke, who has spent the past three years at Chicago Heights, is being transferred to Crane, Ind., as assistant agent with considerable responsibility in his new capacity. We at Faithorn will miss Bill, as he is certainly well liked here.

We welcome Agent Louis of Rockford to the Terre Haute Division. He will be stationed at Chicago Heights.

The wife had been put on the budget plan. At the end of each month she and her husband would go over the accounts together. Every once in a while he would find an item, "L. O. K., \$3," and a little further on, "L. O. K., \$6."

Finally he said, "My dear, what is this—'L. O. K.'?"

"Lord Only Knows," she replied.

## H & D DIVISION

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

### East H&D

S. A. Brophy, Locomotive Engineer  
Correspondent

Best wishes to John Albrecht, signal maintainer who was injured recently, for a speedy recovery.

Arthur Sandy, retired engineer, passed away Mar. 23, aged 87 years. He worked on this division 61 years. Funeral was held Mar. 25 with burial in Lakewood cemetery.

F. Jahn of Montevideo has been hired as fireman and recently finished his student trips.

We are pleased to note that the Milwaukee Road has been selected to train our army boys in the Rail Battalion under command of Lt. Col. W. J. Hotchkiss and Major James Shea, and we dare say when they have finished their training they will be able to operate a railroad any place upon the globe.

## IOWA DIVISION

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

Coal Shed Foreman Joe Dunlap, Tama, Ia., has been confined to the Veteran's Hospital at Des Moines for the past several weeks.

Section Laborer L. M. Dennis, Martelle, Ia.; Paul Rion, Paralta, Ia., and I. J. Kramer, Olin, Ia., were recent inductees from the East Iowa Division track department into the armed forces.

Mrs. S. C. Lawson, widow of former Signal Maintainer Sam Lawson, passed away at the home of her daughter at Kankakee, Ill.

Retired Passenger Conductor John F. Coakley, passed away at his home at Excelsior Springs, Mo., in March. The sympathy of the division is extended to the family.

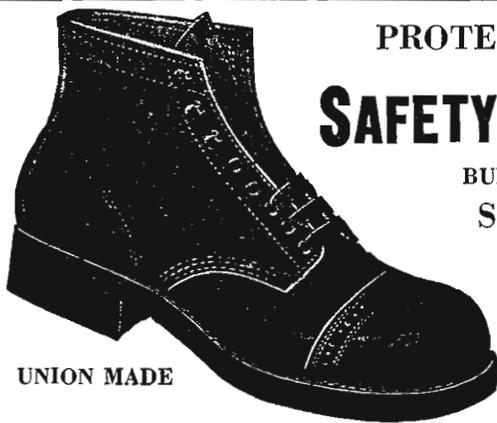
Roadmaster G. Barnoske of the East Iowa Division has returned to work after an extended vacation.

Night Ticket Clerk C. S. Evans, Marion, Ia., has returned to work after several weeks away from the job because of illness.

Recent visitors in the division engineer's office, while home on furloughs were Capt. Phillip R. Smithmeyer and Lt. Huber Straks of the Army Engineers, as well as Ensign Marvin Daugherty.

Mrs. A. E. Fairhurst, wife of Traveling Freight Inspector Fairhurst is convalescing at her home after an operation at Rochester, Minn.

Catfish season opens this week, and we are waiting for Night Baggageman Frank Drahos and Operator Marchant to make their first big haul of the season for our first mess of catfish. It seems that Frank Drahos has given everyone in



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these parts instruction on how increase their catch; even Travelling Auditor Halsey, who always claimed that he could catch fish, had to take a few lessons, as his red ration stamps were running low.

### Cedar Rapids Terminal

Clifford R. Taylor, Correspondent

The many friends of retired Car Foreman Klump, wish to extend their sympathies to him in the death of Mrs. Klump, who passed away at the family home in Marion early in April.

An unusual circumstance existed when Robert E. Burk, and Kenneth Freeman, both clerks in the general agent's office prior to their induction in the Army, arrived in England. Both of the boys had been in different units and neither knew that the other was being sent to England, and were greatly surprised to find that they had both been assigned to the same barracks. A most happy reunion followed, as aside from working in the same office, they are also first cousins.

Friends of Everett A. Burk, who for a number of years worked in the Cedar Rapids freight office as rate clerk, will be sorry to hear of his recent bad luck. "Ed" had recently accepted a position as cashier with the Rock Island at Waterloo, Ia., in their freight office, and had only been on the job a few days when he had the misfortune to fall on the ice while on his way to work, breaking both his left wrist and his left hip. He will be confined to St. Luke's Hospital in Cedar Rapids, for several months. He says to tell all his old friends to drop around to see him and help him pass the time away.

We hear that Alice Cornelius who worked as stenographer in various offices in Cedar Rapids and Marion for a number of years prior to her removal to Kansas City several years ago, is helping out in the Agent's office at that station.

A number of changes have transpired at the Cedar Rapids freight office. Francis Curran was assigned to the position as rate clerk following the resignation of E. G. Burk. Bernadine Stalker was assigned to the position as assistant rate clerk, when Fred Stalker resigned to go into engine service on the Iowa Division. Corinne Dixon, who had been assigned to the stenographer's desk just recently, transferred to the assistant cashier's desk when Francis Curran left it. Hazel McCalley was assigned to the position as stenographer in place of "Connie" Dixon. Hazel had relieved in the office during vacations last year, and had previously worked in the superintendent's office at Marion, so she is an old hand at railroad work.

There are 3,106,500 people on the U. S. Government payrolls. This does not include legal, judicial or military personnel. Of the number, 1,812,455 are men and 1,292,045 are women.

May, 1944

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### Iowa Middle and West

Boys home on leave recently included Dick Walker of the Merchant Marine, son of Mrs. Oscar Woolson; Alan Major of the Coast Guard; Robert Lyons from Camp Gruber, Okla.; S/Sgt. Jack Davis of the X-ray Department of the Army Medical Corps, Liberal, Kans. A/c Wayne Walrath came in from Corpus Christi Apr. 2 for a few days' visit. Lt. Walter Newport, who has been on a destroyer for a year, got a short leave and flew home for a visit with his uncle, Engineer Edward Mullen, with whom he made his home during the summer vacations while in school. Rolland Audas, Av.M.M., of the Coast Guard was home for a few days before going out on convoy duty. Earl Green, Mo.M.M., received an advancement from 2nd class petty officer to 1st class petty officer and a leave the latter part of March to come home. Earl McDowell, S2/c, came from the Farragut Naval station in April to visit his parents. Pvt. Frank Hoes of the Army Air Corps at Walnut Ridge, Ark., was home during April. Elmer Cushman, Ph.M., Great Lakes, Ill., was home for a visit with his parents. Lt. Arthur Merkle stopped in Perry in March for a visit with his parents. Lt. Merkle was being transferred from California to Camp McCoy. He is in the camouflage department of the Army Engineers. Sgt. Dwight Opperman was in Perry enroute from Edmondton, Canada, to a new base.

Flight Officer Edward Fitzgerald got his Wings at the Blackland Air Base in Texas in March and came home for a visit when enroute to Nebraska for advanced training.

Radio Technician John Cline of Truax Field near Madison, Wis., was home for a week-end visit.

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ductor on the West Division, died in Pasadena, Calif.

Mikeal Arthur Reimer, born Mar. 28, is a new grandson for Engineer Arthur Cortner.

A daughter born to Mr. and Mrs. Maurice Kenyon Apr. 5 is a new granddaughter for Engineer and Mrs. Frank Stapleton.

## TWIN CITY TERMINAL

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

### Minneapolis Local Freight and Traffic Depts.

Kay Jiran, Correspondent



One would think that Darrell Newcomb of our traffic department had a flare for the unusual—that young gentleman just up and got himself all covered over with chicken pox. (Careful there, fellow, you might fall out of your high-chair). All joking aside, we'll be glad to see Darrell back in the best of health soon. Mrs. Douglas Sutton recently visited Corporal Doug at Camp Jessie Turner, Ark.

Welcome to Florence Lewica, who has just been added to the freight office staff. (Her name will be changed by the time you read this. She's going to be an April bride.)

Seemed natural having Tony Thoreson around the local freight office. He stopped in to see us the other day. He's looking fine but still taking it easy under doctor's orders.

Martha Osbloom has been enjoying a visit with her brother who is home on furlough from duties with Uncle Sam.

If you see Helen Lindquist sneaking a yawn these days, think nothing of it and don't be harsh with her. Helping a fellow recuperate from a long stretch at the front in Italy has put her a bit off schedule on sleep—but it sure is fun.

We were sorry to learn of the death of C. P. Becker, demurrage supervisor for the Western Weighing and Inspection Bureau. Sympathy is extended to his family.

Jenny Goss was determined to take a trip on her vacation—war or no war—so she did! She made elaborate plans, packed her luggage, got her transportation and then took the train to ST. PAUL. She reports a swell time!

Too many times we have heard the old saying, "There's always room for improvement." . . . Carl Matzoll, flour and grain agent in the traffic department, proved how much truth there is in the statement by improving his bowling during the past year to the extent that he was voted the one showing the most progress in the Traffic Club Bowling

Lt. O. P. Byrd, Jr., and Mrs. Byrd of Camp Maxie, Tex., were home for a visit with Mr. and Mrs. O. P. Byrd, Sr., in March.

Lt. Ned Willis had a furlough after getting his wings and visited his parents in Perry while enroute to his new base in California.

Corp. John Harris got a leave in March and came home from California to visit relatives and on his return to camp was advanced to the rank of sergeant.

Fireman Edward Collins and Sam Legvold of the bridge and building department are two of the latest of the Milwaukee boys to join up.

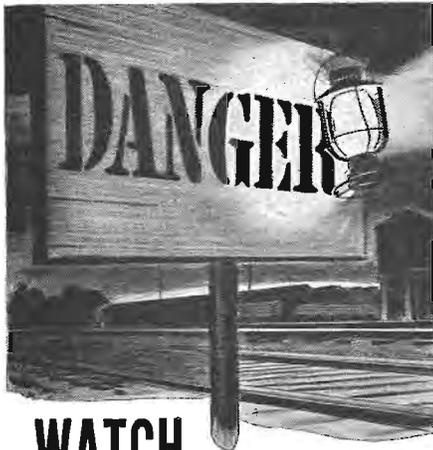
Sorrow and joy were the lot of Conductor and Mrs. Richard Gilbert of Rockwell City recently. The War Department advised them their son, Marine Sgt. Richard Gilbert, Jr., was missing in action when he failed to return from a bombing mission. Sgt. Gilbert and his companion were forced down in one of the wildest parts of the Guadalcanal interior. Without rations or weapons, they followed a stream for five days from the mountain on which they landed to a native village where they were given food and guided to a station of the island government. The first good news Mr. and Mrs. Gilbert received was the letter from their son telling them he was all right, and this was followed by the news story from a Marine Corps combat correspondent to the Associated Press.

Hospital patients during the last few weeks included retired Conductor A. B. Cate who was in the Perry Hospital for medical treatment; Engineer Joe Wanning of the Council Bluffs yard engine forces suffered a stroke and was in the Council Bluffs Hospital for care; and Engineer Joe Calhoun was in a Des Moines hospital for a major operation.

Traveling Auditor J. B. Wallis, who had retired recently because of ill health, passed away the middle of March. Mr. Wallis had worked for the company about 50 years. Engineer David Cunningham, who retired on account of illness after 34 years of service as a fireman and engineer, died at his home in Perry the fore part of April.

Mrs. Ethel Overholser, daughter of Conductor and Mrs. H. H. Rissler, died suddenly at her home in Des Moines in March.

George Overton, for many years a con-



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League; his reward—two tickets to the opening game of the Minneapolis Millers on the home field.

The Milwaukee girls came into their own at bowling this season, too. In the Railway Business Women's League the Hiawatha team won high three, and high single for second place in the annual tournament. You won't be surprised to hear that Gladys Mirocha came home with the money—winning high three, high single and high average. More congratulations to our Gladys.

### St. Paul Traffic Department

*Brooksie Luth, Correspondent*

During the week of Mar. 27, Corp. George B. Abdill of the 744th Railway Operating Battalion, worked with Engineers Art Topel and Gustave (Kingfish) Stern.



During CFA Art Peterson's recent battle with the "flu," he learned the secrets of housekeeping, and we understand that he has become very proficient with an iron. Good for you, Art. Now, if just a few more of the boys could learn those things, perhaps life would be easier for the poor housewives of the country.

"Something new has been added" to the Passenger Department—a new stenographer, to be exact. A belated welcome is extended to Roger Johnson, who has taken the place of Jerome Perry, now information clerk in our Minneapolis depot ticket office.

On Apr. 1, Charles Anderson, of the car department, retired after many years of service. Best wishes from all of us.

There have been several furloughs of importance to our office recently. Sons of Harry Grevett—our chief clerk, Billy Wais, and Vic Barquist—ticket clerks—have enjoyed brief visits with their parents.

Six St. Paul high school students were given prize trips with luncheon on the Hiawatha, enroute from the Minneapolis station to the St. Paul Union Depot on Saturday, Apr. 15. They were guests of the Milwaukee Road employes in recognition of the notable part they had in selling the citizens of St. Paul \$43,000,000 in War Bonds, the amount necessary to build the new cruiser, "St. Paul." When the "St. Paul" is launched sometime in June, a St. Paul delegation, among which will be a group of St. Paul high school students, will take an active part in the christening of the new cruiser. The prize winning students are Lorraine Schrammske, Harding High School; Bruce Kirkpatrick, Murray High School; Patricia Farley, Wilson High School; Richard Waska, Roosevelt High School; Anastasia Arvanitis, Monroe High School; and Delores Thompson, Derham Hall High School.

### South Minneapolis Shops and Coach Yard

*Oriole M. Smythe, Correspondent  
Car Department*

Best wishes for a speedy recovery go to Machine Operator Andrew P. Johnson, who sustained a fractured hip when he fell on an icy sidewalk on his way to work Mar. 14. After two weeks in the hospital, he is glad to be at home under his wife's care, even though forced to lie in a cast.

Sympathy is offered to Airman Simon Bylund and family in the loss of their son, who died of pneumonia on Apr. 10.

Pvt. Robert J. Pfeifer, former cleaner at Minneapolis coach yard, now stationed at Fort Bliss, Tex., enjoyed a furlough with his family the latter part of March.

Pvt. Clifford P. Olsen, formerly equipment maintainer at Rapid City, who enlisted in Army Air Corps last August, was called to Minneapolis by the sudden death of his father-in-law. Cliff is now attending Army Radio School at Sioux Falls, S. D.

Carman Eloy Wendell, Minneapolis coach yard, reports receipt of letter from his son, Lt. Clifford Wendell, former army air pilot (a German prisoner of war since last Dec. 27), that he is well and getting along fine.

### St. Paul Freight House

*Allen R. Rothmund, Correspondent*

We received a piece of mail today addressed as follows: "Agent Milw. R.R., Agt. N. P. R.R., Agt. G. N. R.R., St. Paul, Minn." Well, that's one way to beat the new increase in postage rates.

Our boys cover the globe. Bob Stewart is in England, V. Miller in Italy, Marion's son in India, Sam Adams' grandson in England, and Bill Burfiend somewhere in between in the Navy.

Bill was home recently on furlough and to prove that he really gets around he presented each of us a real Havana cigar.

A former employe called for his back

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time check. The amount was one cent. He now lives in Minneapolis and spent four street car tokens to get it.

Mrs. George Jahnke is back to work again after an absence of several months.

We received the good news that Ben Hultman is recovering from a serious operation.

Charles Fielder, former clerk, was an April visitor. Charles is now on pension.

Most folks name the robin as the first sign of spring, but wait, boys, until the blue prints come out again; then you will know for sure another spring is here. Yes, the blue prints of the new St. Paul freight office.

Mr. Donehower may now use the words, "my grandson." Both daughter and grandson are doing nicely.

### Minneapolis General Offices

*Kitty Carl, Correspondent*

Lt. J. G. Mulholland of the Merchant Marines is home on furlough. He was formerly special police officer, enlisted in July, 1943, has made a trip to Halifax, St. Johns, one trip to North Africa and Malta, was 120 days in Sicily and Sardinia, Italy, was in an air raid while on shore at Naples, and was slightly injured.

David Everson, son of S. O. Everson, signal maintainer at Marriam Park, writes he is somewhere in the South Pacific. He now rates three stars, a star for each battle engagement.

Alice Pomeroy, messenger in the telegraph department, advises her home near Wold Chamberlain Field was just missed when a visiting B-26 bomber crashed Apr. 17, killing the seven occupants of the plane. The bomber nose dived within 300 feet of her front yard and the house was shaken by the impact.

Pvt. Sander M. Forslund, formerly employed in our baggage room and most recently in the ticket office, was in the depot renewing acquaintances while on furlough. "Mel" is stationed at Camp Framingham, Mass. (which would make him the envy of most men—that being so close to Wellesley) but he was very happy to be back in Minnesota with his wife and make the acquaintance of his brand new daughter, Sandra Mae, born on Apr. 5. Fact is, the young lady was the occasion for the furlough. Mel likes his work with the mechanized cavalry, but prefers railroading, of course. Hope he and all of our boys will be back at their old posts soon.

### South Minneapolis Locomotive and Store Depts.

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

The Minneapolis Shop and Roundhouse boys came through again and \$412 rolled out of their pockets during the recent Red Cross Drive.

Who's that guy who snuck into this magazine about a pint of ink earlier and stole my thunder about the news of the 744th Railway Shop Battalion moving in with us? Whatsa matter . . . don't they observe squatter's rights in this here magazine? I'm not proud though, and the more news regarding that swell bunch, the better, says I. "General" Blyberg expresses our sentiments when he says: "We're happy to do our bit to make Der Fuehrer eat crow."

No wonder the new employe in the store department looks too young to be the mother of two girls: Helen Lee, five-foot-three, was born on Feb. 29. . . . which means she's short on birthdays, too! Hubby's going into the Army, so wife Helen is pinch-hitting and without a murmur.

Breakfasting on 1/16 Easter Monday,

### DON'T BE AN ACCIDENTEE!



a locomotive department employe was asked: "Don't you find it pleasant traveling on the Milwaukee Road?" and added: "The service, courtesy, and friendliness are so marked." The lady, who makes several extensive trips yearly, was Mrs. A. H. Burmaster of Bremerton, Wash., a delightful and charming personality of unusual talent and one of the 125 recognized miniature painters in the United States. Incidentally, did you know that miniature painting was a medieval art?

While our attention was focused on the possibility of two and maybe three marriages taking place among the store department girls 'ere their braves head for Berlin—another was coyly romancing and practically aboard the honeymoon special before we got a breath of it—and then they say women can't keep a secret. Unsuspecting us! We can tell you now—it seem a Mr. McGinnis, a piano merchant, needed a grand baby to play his baby grand (to quote Joe Lugow of the store department) and selected Evelyn Ohman. She left us on Mar. 31. The Northwestern "Hospitality" extended to Minneapolis roundhouse handyman, Harry Gardner, last month, along with the hand carving done by his doc, put Harry back in circulation good as new.

Machinist Apprentice William C. Thomas, the boy who came here last November from Tacoma, is back on the job again after a two months' illness. We knew this Minnesota climate would fix him up.

O. K., people, dust off the old picnic basket. Tim O'Connell, store department chief clerk, reports preliminary arrangements are now being made for the annual Milwaukee Service Club get-together out at Costello's Grove June 18.

A true pioneer was Arthur Sandy—who passed away on Mar. 23. . . . 72 years a resident of Minneapolis, 61 of which he was employed by the Milwaukee Road. He was promoted to an engineer on the H&D Division in April, 1879.

We wish to report the death of Valentine Dickinson, son of retired L&R Division Engineer Dickinson, on Mar. 22. Val at one time worked at the Minneapolis roundhouse and for the store department at Minneapolis.

Marquette Captain Hindert reports: "Milwaukee Bowling League ended the season in a 'blaze' of glory with blind doubles, Apr. 14. Final league competition was Apr. 7. Chris Behr should receive a glad hand from all for the capable manner in which he handled all the work as League secretary. Thanks. Chris! Rouse Hopper picked the final night to left hook his way to fame. Nice going, Hop! We won't tell the wife how much you won. Kelley of the Fast Mail worked his Irish left hook for a good

partner for Hopper in the blind doubles. Bud Miller and the rest of the Pioneers threw the book at the pins on the final night to win high team series and high team game. Eddy Collin of the Arrows was one of the reasons they ended in first place. Too bad you couldn't have been in there all season, Ed."

Company from Greenland! Don Crogan furloughed at Minneapolis for 20 days, leaving Easter Sunday for Camp McCoy. Don't plan on homesteading in Greenland after the war—in that land of no white women, trees, nor grass.

Pvt. Delbert Murphy of the infantry, and son of Clarence Murphy, machinist helper, Minneapolis roundhouse, followed his eight months at Camp Adair, Ore., with a 12-day visit at home.

AND—"Can Do" Leo M. Leininger, 2/c Petty Officer, former B&B carpenter, Minneapolis, got a first glimpse of his young son after 23 months with the "Fighting Seabees" in the South Pacific.

Intelligence has reached us via Lumberman Hjalmer Burud, Minneapolis, that his son Charles has been graduated from supply school at San Diego and has his corporal stripes.

Believe our December issue stated that Pvt. Bill Sirotiak, former machinist apprentice, Minneapolis shop, was with a Railroad Corps. We should have said "Ordnance Heavy Maintenance Company." In his letter to Bill Anderson from somewhere in Italy, he also says: "The company is organizing a basketball team. Will at least get a nice work out and will have something to do to pass the time away evenings."

Machinist Apprentice Johnny Naughton is now Machinist 2/c and reported Apr. 19 at Fort Snelling to find out when he'll go "sailing over the bounding main." His 15-months old son will take over until Johnny's return.

"English customs, speech and numerous other things are a bit unusual but a fellow can acquaint himself quite readily," writes Sheldon Stafford to Assistant General Storekeeper J. V. Anderson, and adds: "The money at first presented quite a problem, but I just send it home and that's that."

On a rainy Easter Sunday afternoon, Lt. Art Hallenberg, 757th Railway Shop Battalion, writes Shop Superintendent Blyberg from Little Rock: "We had a hike last week with Major Moe in his favorite position (pace setter). The stamina and reserve power that man has is amazing and the men swear by him. We have a lot to do but we also have a lot of fun so it all adds up."

From out there where night comes in like an indigo mist Les Soderman gives: "How's the help situation? They should give them all the help they need as it is a vital thing, this railroad business. I've got a steady job now where I know I won't be fired for a while. I'm in New Guinea—our stay in Australia sure was short lived. The natives are a lot of fun—just like they are in the movies. That to Bill Creighton—and to Bill Leavers, says: "No double time here after 48 hours . . . but good food."

Ward Nordstrom, son of H&D Engineer Joe Nordstrom, arrived home on March 7 after 21 months at the Pearl Harbor Navy Yard, where the motto is: "We keep them fit to fight"—and no food rationing, if you please! Ward's particular work was that of ship joiner and he also told us there were men working there from 27 different states.

4.O, you know, is the perfect score and Merrill V. Riccius, is holding to it while being exposed to Officers Training Course at Iowa State College, Iowa City. He learned to solo at Bloomington but is now deep in climatology, flag signals, gunnery and the other essentials.

C. A. Williams, Sr., yard conductor, Minneapolis, retired Apr. 1, after completing 37 years 7 months of continuous service in Minneapolis yard. Most of Mr. Williams' service was performed in Minneapolis upper yard and around the freight house.

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