

NOVEMBER
1944

The **MILWAUKEE** *Magazine*

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



These people buy a battleship — every week!

Meet John S—— and Mary D——

John works at an electronics plant on Long Island, and makes \$85 a week. Almost 16% of it goes into War Bonds.

Mary has been driving rivets into the hide of one bomber after another out at an airplane plant on the West Coast. She makes \$55 a week, and puts 14% of it into War Bonds.

John and Mary are typical of more than 27 million Americans on the Payroll Savings Plan who, every single month, put a half a BILLION dollars into War Bonds. That's enough to buy

one of those hundred-million-dollar battleships every week, with enough money for an aircraft carrier and three or four cruisers left over.

In addition, John and Mary and the other people on the Payroll Plan have been among the biggest buyers of *extra* Bonds in every War Loan Drive.

When you come to figure out the total job that John and Mary have done, it's a little staggering.

They've made the Payroll Savings Plan the backbone of the whole War Bond-selling program.

They've helped keep prices down and lick inflation.

They've financed a good share of our war effort all by themselves, and they've tucked away billions of dollars in savings that are going to come in mighty handy for both them and their country later on.

When this war is finally won, and we start giving credit where credit is due, don't forget John and Mary. After the fighting men, they deserve a place right at the top of the list. They've earned it.



You've backed the attack—now speed the Victory!

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

MARC GREEN, *editor*



A. G. DUPUIS, *manager*

PUBLIC RELATIONS DEPARTMENT — UNION STATION, CHICAGO

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Assistant Comptroller



Carroll A. Peterson

Carroll A. Peterson, assistant comptroller in charge of the Fullerton Avenue offices of the accounting department, Chicago, died on Oct. 5.

Despite failing health, he was at his desk until a few days before entering the hospital.

Mr. Peterson was born in Chicago, Apr. 22, 1885, and entered the service of the Milwaukee in October, 1899 as an office boy in the office of the general auditor. He held various clerical and accounting positions in that office and in the office of the comptroller until 1921, at which time he was appointed accounting assistant to the engineer auditor. After serving in that position for a year, he returned to the comptroller's office and was general accountant until 1924, when he was appointed assistant to comptroller.

In October, 1933, Mr. Peterson succeeded the late E. P. Willey as auditor of expenditure, and in April, 1935, was appointed assistant comptroller in charge of the Fullerton Avenue offices, which position he held at the time of his death.

The sympathy of his friends and former associates is extended to his wife, two daughters and two sons, both of whom are in military service.

Of quiet and unassuming personality, he was conscientious, capable and thorough in whatever he undertook. He was a man of character.

A. W. Bigham, assistant general adjuster at Seattle, Wash., is appointed general adjuster, with headquarters at Chicago, Ill.

C. A. Peterson, assistant general adjuster, will move his headquarters from Chicago to Seattle.

L. D. Phelan, district adjuster, is promoted to the position of assistant general adjuster, with headquarters at Chicago.

Operating Department

Effective Nov. 1, 1944:

Clem J. Shook is appointed traveling engineer of the Idaho Division with headquarters at Spokane, Wash., vice William G. VanDeursen transferred.

Effective Oct. 16, 1944:

William G. VanDeursen is appointed traveling engineer of the Coast Division with headquarters at Cle Elum, Wash., vice C. H. Jacobson resigned.

Frank Corr is appointed traveling engineer of the Kansas City Division with headquarters at Ottumwa, Ia.

C. D. Smith is appointed traveling engineer of the Terre Haute Division with headquarters at Terre Haute, Ind., vice Frank Corr transferred.

Thomas Kubal is appointed traveling engineer of the Dubuque & Illinois Division with headquarters at Savanna, Ill.

Nowadays you have to run like everything to stay where you are.

William Kruckstein, who has been appointed assistant comptroller, in charge of the accounting department offices in the Fullerton Avenue Building, Chicago. A native Chicagoan, Mr. Kruckstein began service with the road in 1903 in the ticket auditor's office. In 1920 he was appointed ticket auditor, and in 1941 auditor of passenger and station accounts. He succeeds C. A. Peterson, who died Oct. 5.

Will the Bells Toll?

by A. M. KILIAN,

Chief Dispatcher, Madison, Wis.

Editor's Note: In a note accompanying this article, Mr. Kilian explained that he wrote it instead of going fishing on a recent Sunday off. The Milwaukee Magazine would hardly want to propose that all fishing be discontinued in favor of journalistic endeavor; nor does it desire to minimize Mr. Kilian's ability as an angler, but it

Appointments

Accounting Department

Effective Oct. 1, 1944:

William Kruckstein is appointed assistant comptroller, vice C. A. Peterson, deceased.

Passenger Traffic Department

Effective Oct. 1, 1944:

H. M. Larson is appointed acting assistant general passenger agent, with headquarters at St. Paul, Minn., J. J. Oslie having been granted a leave of absence because of illness.

Law Department

Effective Nov. 1, 1944:

Ray Webb, general adjuster, is retiring after 33 years of efficient and faithful service in the claim department of the Milwaukee Road,

Notice to Santa Clauses

From all sides, news has been coming to the Milwaukee Magazine concerning Christmas gifts sent by employe groups to our men and women in service. It appears that both those overseas and those in the United States are going to be reminded of the fact that we at home are thinking of them.

In order that all concerned may know the total result of this effort, it is requested that facts, figures and pictures, if any, be sent to the Magazine. This request is directed to all Service Clubs, Women's Club chapters, Victory Committees, and any other groups of employes and members of their families who are making an effort to project the spirit of the American Christmas into the foxholes and camps.

Let us know what you sent, and how many cards or boxes or whatever went overseas and how many were mailed to addresses in this country. If pictures were made of the packages or of the groups putting them together and mailing them, we would like to have those pictures. The deadline for this material will be Nov. 17. That should allow time for pictures to be made of those groups whose domestic mailing has not been done by the time this is read. Overseas mailing was taken care of by Oct. 15, of course, but pictures that were taken showing that activity are earnestly solicited. All pictures should be captioned, identifying the individuals shown. Pictures marked for return will be returned as soon as possible.

It is hoped that all groups will cooperate in helping the Magazine tell our fighting men that the people on the old railroad really want them to have the merriest Christmas possible in this year of war.

does venture the opinion that he did well to stay home and write this.

I AM entitling this article "Will the Bells Toll" because we in the rail transportation business realize that any unit thereof which fails to prepare now to meet the highly competitive postwar innovations will definitely hear the bells toll.

I mention transportation unit because every employe on the payroll of this great Milwaukee system is an individual transportation unit charged with the responsibility of getting the rail transportation house in order, and if all of the thousands of units function cooperatively and efficiently, there is absolutely no reason why the rails cannot meet the best in competition with unsurpassed performance.

The postwar problem confronts us now, and I say now because our failure right now to fortify ourselves against competition by air, highway and water transportation innovations will invite the bells to toll us all out of the transportation field.

Are we going to run the risk of playing a secondary role at the expense of our jobs, our free transportation and our pensions, or will all of us—both employed and retired—unite in creating a great wave of public opinion in favor of rail transportation?

Are we ready to hold public favor in behalf of rail transportation always by letting courtesy and service characterize our work, and by letting our daily conduct convince the public that we practice what we preach?

Is each of us ready now to do his part to keep 'em rolling smoothly, economically, on time, and without loss or damage?

Are we ready now to inaugurate our policy campaign on this important issue by letting our activities from now on speak our answer louder than words?

Roy Powers Receives Medals for Saving Woman's Life

IN recognition of his act of bravery in rescuing an aged woman from the path of a Chicago, Burlington & Quincy passenger train at Rockford, Ill., on June 14, 1943, Roy A. Powers, our section foreman at Rockford, has been awarded the Medal of Honor by President Roosevelt. The award was made upon the recommendation of the Committee on Award of Medals of Honor of the Interstate Commerce Commission. He had previously been given the Carnegie Medal, an honor bestowed by the Carnegie Foundation only in cases of outstanding heroism, and after all circumstances of the act have been investigated.

It was about 7 a. m. when Roy Powers, 48, parked his automobile, facing westward, at the north side of Blackhawk Avenue, about 30 feet east of the Burlington main track. He got out and, as he stood at the left side of his car awaiting the arrival of a fellow employe, he saw Mrs. Hulda Swenson on the opposite side of the street, walking westward toward the railroad track.

A southbound passenger train, consisting



Roy Powers shows the Medal of Honor to Jane Reints, a student nurse at the Swedish-American Hospital in Rockford, Ill., where he is still confined, recovering from injuries sustained at the time of the rescue. (Photo courtesy the Rockford Morning Star.)

of a locomotive and two cars, had reached a point about 100 feet north of the crossing when Powers saw that the woman, who is 75 and deaf, was going onto the crossing, unaware that the train was coming. He sprinted desperately toward the track, stepped across the east rail, seized her by the shoulder and pulled her backward from between the rails.

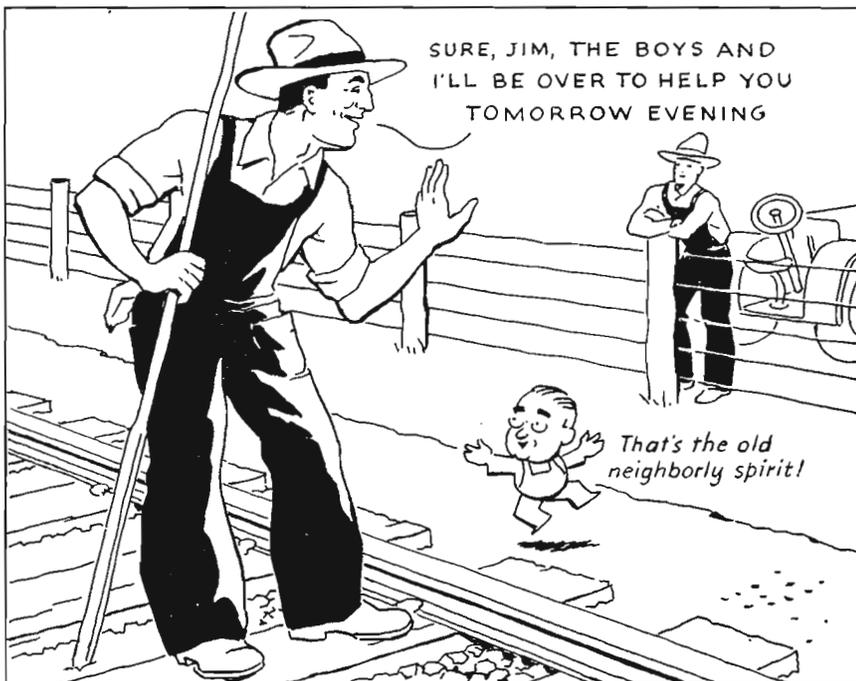
Both Powers and Mrs. Swenson were struck by a footboard at the side of the pilot, and it is believed that Powers was also struck by a locomotive cylinder. Each suffered a compound fracture of the left leg and other injuries.

When the police ambulance arrived at the scene, Powers was calmly awaiting them in the spot where he fell. He continued to smoke a cigarette as the police gave him first aid. Both Mrs. Swenson and her rescuer are still confined to the hospital, almost a year and a half after the accident occurred.

Since the enactment of the Medals of Honor Act in 1905, which provides for bronze medals of honor for outstanding feats of bravery in connection with the saving of life upon railroads, 52 such medals have been awarded, including the one given to Roy Powers.

In a small town in the country there was a lad who had the reputation of being not quite bright. People had fun with him several times a day by placing a new penny and an old nickel in his hand and telling him to take his pick. Each time the lad would pick the bright penny and the crowd would guffaw.

A kind-hearted woman asked him one day: "Don't you know the difference between a penny and a nickel? A nickel's worth more than a penny." "Yes, I know," replied the boy, "but they wouldn't try me out any more if I ever took the nickel."



From "War Jitters", a booklet on public relations, published by the Milwaukee Road for distribution soon.

The following is taken from a longer story of the same title which appeared in the September, 1944 issue of Railroad Magazine. It is reprinted through the courtesy of that publication.

Callboy

by Tal Morehead

SAVANNA, ILL., in the year 1906 was a bustling, wide-open town, with about 5,000 inhabitants, 20 saloons, and six grocery stores, and trackage of the CMStP&P and the CB&Q. I didn't care which one I worked for, but I was bound to be a railroad man. I was 13 at the time, frail and undersized, with big eyes and a peaked face.

We lived not far from the Milwaukee Road's yard office, and Bob Frutchey, their day callboy, was a friend of mine, so it wasn't long before I hit up the G.Y.M. for a job as caller. Joseph W. Cook was his name, and I remember him well. He looked down at me, and the interview was brief and devastating.

"Maybe I need a callboy," he said, "but I'm not robbing the cradle."

With J. W.'s judgment ringing in my ears, I left the office but continued to haunt the yard. School was over for the summer, so I spent my time with Bob Frutchey, following him on his rounds. He was a good kid, and wanted me to get my job almost as much as I wanted it.

There weren't many telephones in Savanna then, which meant plenty of footwork for the callers. Bob would send me off to summon a brakeman or conductor while he got the rest of the crew. I was a proud kid, tearing along the streets as though my life depended on it, though all I was getting was experience. J. W. would see me hanging around the yard office and going off with Bob, but he wasn't paying enough attention to his self-appointed assistant, I thought. Then I figured out a way to show him I was strictly on the job.

One day Bob sent me off for a crew member and after I found him, I hightailed it to the nearest store to telephone J. W.

"Is the caller there?" I asked him, knowing well enough that Bob wouldn't have had time to get back. When I heard J. W. say no, I ended up importantly:

"Well, when he shows up, tell him I called the conductor for two thirty."

Several more maneuvers of this kind got the results I was hoping for. The G.Y.M. stopped me in front of his office one morning and spoke the magic words.

"I think you'd better break in nights for awhile, Tal, since Roy Tolbert wants to tend switches. Let me know when you think you can handle his job."

My heart pounded and I'm sure I didn't thank him on account of my excitement. I just tore for home with the news for my mother. She didn't think it nearly as wonderful as I did, for she wasn't enthusiastic about my going to work so young, but I had a job that I wanted and there was no further argument.

Those telephoning stunts had done the trick, and 20 years later I had to laugh when I heard the other side of the story. I went to see J. W. Cook in Chicago one day after he'd quit the railroad, and as we talked about old times in Savanna, I told him how I'd wangled a job from him.

"Hell," he said laughing, "I figured that's what you were up to—I just hired you so

I wouldn't have to be bothered on the telephone all the time."

Ray Howard and I worked together at night when I first got on the Milwaukee

About the Author

The author of this story, Tal Morehead, who lives at 920 East 10th Street, Tucson, Ariz., is not a newcomer to our pages, having written "The Fashion Plate," which appeared in the February, 1944 issue, and which resulted in his receiving 32 letters from old-timers. In reply to a request for a bit of autobiography to accompany this account of his early days in Savanna, Ill., he wrote as follows:

"When I started braking in 1912, we had some real conductors to break us in. O. T. Welch, now retired, took special interest in us, as did Kid Abel, Billy Prindeville, Bob Dugan, Rupe Piper, Clint Whitmore and Frank and Guy Danford.

"In 1916 I slipped from a freshly painted box car at Lanark, Ill., injuring my knee. I thought my railroad days were over, so I resigned, but was to be happily fooled, as I was to have many more years of it.

"When war was declared in 1917, I still limped slightly and was rejected for service in the United States Army, so I stepped over the line and joined the Canadians. Shortly afterward, four other Milwaukee Road men—all of us from the same block in Savanna—joined up; they were Bob Mullen, Franty Bradley, George Brennan, and Harry Ritenhour.

"When we came back in 1919, Bobby Mullen and I went switching in Savanna yard for the late Bill Chipman, then G.Y.M.

"I had had a little shot of gas in France and was advised by my doctor to go west, so I resigned from the good old Milwaukee for the last time in April, 1920.

"I believe I was the youngest callboy that ever worked on the Milwaukee in Savanna yard, having gone to work three weeks before my 13th birthday. I may be wrong, so let's hear from the 'Nay's' and 'Yea's.' Some went to work pretty young as messengers, but we never considered we were dyed-in-the-wool railroaders until we 'went calling.'

"I hired out on the S.P. at Oakland, Calif., in September, 1920, working there until the summer of 1922 when my health completely failed and I was sent to the government hospital at Tucson, Ariz., by special request of the Canadian government. I regained my health and went switching in Tucson yard in 1924, where I have worked as yardmaster, assistant yardmaster and switchman.

"I married Sue Ritenhour, a Savanna girl, 28 years ago and have been married ever since. Yep, same girl. We have two daughters. The oldest one, Norma, is a Spar in the Coast Guard."

payroll. He called the east end crews, while I called those for the west end duty. We both wanted to be switchmen some day, so we used to practice giving signals for each other with those big, long-handled hay-burner lanterns we carried.

Do Some Realistic Practicing

Coming down through the yard one night on our way to get the crew for a freight extra, Ray decided to give a demonstration or two. Not far from the middle switch shanty, he wound up with as good a back-up kick sign as you can make with a hay burner. After about two dozen lightning twirls, Ray's arm gave out, and I cut in with a beautiful washout signal.

At that we heard a yard goat barking somewhere close to us, and at my flashy stop sign, there was the sound of air brakes slamming into emergency. Out of the darkness a car loomed up. As it shot past us we saw the kerosene headlight of a switching engine which we hadn't noticed before because the car blocked it from our sight. Then, with a splintering crash, the car hit!

It took only a few seconds for Ray and me to realize that our signals had gotten real action. We doused our lights and raced around and under cars to the north side of the yard like a couple of scared rabbits, with our unlit hay burners trailing on the ground, rattling and banging against ties and rails.

Reaching No. 11, the last track in the north yard, we stopped to get our breath, scared green. We had to fix up our story fast. Ray was sure no one had seen us near the wreck, so we decided to say we had come down Bowen Street, which ran parallel to the yards a block away. And don't think we weren't questioned—too many people had seen us practicing signals at various other times.

After we had called our crews and got back to the wreck, we found out what had happened. Engine foreman Jim Kane had a carload of Swift & Co. hams, for which there was no disposition, so he went down to the shanty to call the yard office, telling Frank O'Neal, the pin puller, to watch for a signal, as they would probably want it on South No. 1. Art Sazma, the field man, lined for that track and followed Jim into the switch shanty.

At this moment, Ray and I had turned up, and had begun to put on our signal display. Frank saw Ray's kick sign, and thinking that it was from Jim or Art, passed it on to the engineer on the yard goat. I don't know what would have happened if I hadn't decided to show off my dynamic washout signal, as the cars in South No. 1 only cleared the main line by about three car lengths. The box loaded with hams and a coal hopper, which had been first out on the track, were demolished—hams and lumps of coal were scattered in every direction.

Ray and I convinced Night Yard Master Fred Caniff that we hadn't been in the yards when the smash-up occurred. Fred

liked kids and believed our story, though the rest of the switchmen were plenty suspicious.

An investigation was scheduled two days later. Since neither the engineer nor anyone else except Frank had seen the signals, it was pretty clear that it was going to be just too bad for him. Frank was a young fellow and had to support his parents.

The night before the investigation Ray Howard and I held a conference and decided there was only one thing for us to do. I was to be the spokesman. I walked up to Fred Caniff's desk with both callbooks in my hand, Ray at my elbow.

"Mr. Caniff," I said, laying the books in front of him, "we're quitting."

"What's the trouble now?" he asked.

Then I blurted out the truth about the cause of the wreck. Caniff looked dumbfoundedly at us. When he spoke, his voice showed the hurt he felt at the lies we had first told him.

"Well, boys," he said, "I convinced Superintendent Morrison of your innocence, but I think it's pretty fine of you both not to stand by and let O'Neal get fired when you're to blame. Make out a statement and I'll take it to Mr. Morrison personally and have a talk with him."

Then he handed the callbooks back to us and added, "Maybe you won't get fired."

G. R. Morrison must have heard quite a speech from Caniff, for we didn't have to quit and there was no investigation. When word got around that we had come clean to save Frank O'Neal's job, we stood high with the snakes in the yard from then on. You can bet your bottom dollar that Ray and I didn't indulge in any more fancy signaling.

My partner in that episode has been dead for many years, and likewise Frank O'Neal; I don't know where Jim Kane or Art Sazma drifted to, but there's Ernie Graves, Dorm Bowman, and several other switchmen at Savanna who will probably remember that coal and ham mixup.

Milwaukee Road Men Rig Special Cars for Transportation Chief

The railway shop company sponsored by the Milwaukee Road has rigged up a special two-car traveling office and garage in France for Maj. Gen. Frank S. Ross, chief of the Transportation Corps in the European Theater of Operations, according to word just received from the army.

Not the type of commander to sit in an office and read reports, General Ross requested the rolling units to facilitate his visits to field installations and to enable him to hold conferences with his officers while on trips.

A former first-class railway coach was procured and all but two of the compartments were removed. A dining room, kitchen, conference room, and sleeping quarters were added. Captured German chairs and rugs add comfort to the office on wheels.

The garage is a shortened heavy French freight car, especially adapted to hold a command car, a jeep, and sleeping quarters for drivers.

November, 1944

Scotch Grove Agent an Active Farm Leader

ANY one familiar with the long list of R. A. Naylor's interests and activities could guess without much trouble that he had a boyhood ambition to be a farmer. In addition to being our agent at Scotch Grove, Ia., he owns a 260 acre farm, two smaller ones, and has a hand in nearly every phase of agriculture in his part of the state.

When just a youngster, Ray Naylor ran away from a grocery store job in his native Kansas City and went to Iowa to work on a farm, but got to railroading instead and did not get around to buying a farm of his own until a few years ago.

About his railroading he says: "George Barnoske put me to work on July 3, 1912, as water boy on W. A. Moberly's surfacing gang at Keystone, and made me time-keeper on Aug. 1. The following spring he made me assistant foreman. We laid the rail from Marion to Tama. Early in the spring of 1915 Joe Barnoske put me out as a foreman over 40 men. I was 20 years old and pretty cocky, but after I pulled a few boners Joe took the cockiness out of me in a hurry. That winter I took the west section at Rhodes where I met and married the pumper's daughter, Pearl Anway. I entered the signal department at Coon Rapids under Walt Ivy in 1916 and was put on as operator at Ferguson in February, 1918. Then I was agent at Dunbar and Huxley, coming to Scotch Grove in 1920."

His largest farm, which is under cooperative agreement with the Jones County soil conservation district, is operated under an approved erosion control and land use program. In 1943 more than \$12,000 worth of livestock was produced and marketed on the place. Over 26,000 tile have been laid on the farm in the last four

years to carry off water that otherwise might wash away the fertile soil. Mr. Naylor is county soil conservation district chairman.

He conducts an extensive wholesale and retail seed business, is vice president of the Iowa Seed Dealers' Association, is voting director of the Iowa Farm Bureau Federation, director of the Jones County Farm Bureau, and chairman of the Jones County War Bond payroll allotment committee.



Ray Naylor (left), agent at Scotch Grove, Ia., discusses farm problems with Harold Nilsson of Marion, Ia., district soil conservationist. (Photo courtesy the Cedar Rapids Gazette.)

Furthermore, he was vice chairman of the road's Marion-Cedar Rapids Area Service Club for two years and was responsible for a number of affairs which brought the railroad favorable public notice.

He and Mrs. Naylor, who is president of the Jones County Federation of Women's Clubs, have seven children and five grandchildren. Two sons and two sons-in-law are in the armed forces. The sons are 1st Lt. Dick Naylor, chief operations officer at the El Toro (Calif.) Marine Air Base, and Pvt. Jack Naylor, with the marines at Camp Pendleton, Calif.

An American soldier in England was giving illustrations of the size of his country. "You can board a train in the state of Texas at dawn," he said impressively, "and 24 hours later you'll still be in Texas."

"Yes," said one of his English listeners with feeling. "We've got trains like that here too."

A small boy, with a penny clutched in his hand, inspected the goods on the candy counter. Nothing seemed to be just what he was looking for. Exasperated, the clerk inquired sarcastically: "What do you want for a penny? The world with a fence around it?"

The small customer meditated a moment, then replied, "Let's see it."



Pvt. Jack Naylor

1st Lt. Dick Naylor

Employes' Wives Publish "New Age Songs"

MRS. DELBERT FIOCK, wife of our Coffee Creek, Mont., agent, and Mrs. Evan W. Hall, wife of our agricultural agent at Lewistown, Mont., have collaborated with Mrs. Wright McEwen, also of Lewistown, in the publishing of a book of original religious songs under the title, "New Age Songs for Your Inspiration."

The neat little volume, measuring 6 by 9 inches and containing 55 songs of a non-denominational character, was a year in preparation. Mrs. Fiock had previously written the poems, and it was the original plan of the women to set them to old, familiar hymn tunes, but it was later decided that new music would be better. Mrs. Hall, a former Milwaukee Magazine correspondent, and Mrs. McEwen, a music instructor, wrote the music.

The book is meeting with considerable success, over half of the first edition having already been sold. Copies have gone to many states and to several foreign countries.

Following are the first and last stanzas of the opening number in "New Age Songs."

One World Hymn

Give us vision, lest we perish,
Vision of the common good;



L. to R.: Mrs. Evan W. Hall, Mrs. Wright McEwen and Mrs. Delbert Fiock.

*Equal liberty enkindle,
As we build earth's brotherhood.
Christ Emanuel, impel us
By Thy grace of love divine,
God's creation to envision—
Freed from self, and wholly Thine.*

*Haste the day foretold by prophets,
When in peace all men shall dwell;
When Jerusalem the Golden
Is our Holy citadel.
Haste the day foretold by prophets
When all kingdoms, great and small,
Shall go forth in Christ Triumphant
With One Banner over all.*

Perfect Shipping

A \$25 War Bond went to Miss Angeline E. Jankowski, a timekeeper in the Fowler



Angeline Jankowski

Street freight office at Milwaukee, for the following letter entered in the perfect shipping letter-writing contest:

RAILROADING plays an important part in the drama of Industry. Perfect shipping is to us what excellence in production is to industry, and loss prevention is the starring actor.

The fundamentals of loss prevention are but plain common sense, and the proper loading of cars is one of the most important duties at the freight station. The car must be the type of equipment suitable for transporting the particular class of freight on hand, and this car must be in such physical condition that the freight will be carried safely to destination. The freight must be inspected to see that it is in a proper container, loaded into the car, and then stowed and braced to the best of one's ability. The next important step is the sealing of the car, for it establishes a record as to whether the car moved without being opened.

However, all of this work is of no avail without teamwork, for one step without the other will not make perfect shipping. Therefore, every employe, no matter how insignificant his task may seem, must take a personal interest in the work at hand to see that each phase of the job is accomplished so as to prevent loss or damage. Our job is an important one, for if industry

steps up production which is necessary to win this war, our claims and losses are little gremlins who tear down what industry has built to secure victory for all.

This letter, entered in the recent perfect shipping campaign letter-writing contest, won a \$25 War Bond for its author, Robert E. Morgan, a conductor, whose home is in Austin, Minn.

I KNOW of a bank, not a large one, that last year sold over \$2,000,000 worth of bank drafts. These drafts went to almost every state in the Union and most of the Provinces of Canada and were cashed without the loss of a single cent.

The trained employes of this bank didn't accept a single plugged nickel or phony



Robert E. Morgan

dollar bill in payment for the drafts. If our employes were as careful, we would not have accepted a single package of gum or a single cast iron stove for shipment unless it was properly packed and in good order before we receipted for it.

The bank employe was sure that the name of the payee of each draft was plainly written on the draft, our employe should have seen that each package was plainly marked with consignee's name and address.

The payer checked the amount of the draft before enclosing it in his letter. Our employe should have checked the shipment carefully before forwarding it in the proper car.

In short, if we had done business as the bank did, both the bank of issue and the paying bank, where an error of a single cent is charged directly to the man making the error, we certainly would have a better freight claim record.

Our men are as good men as any bank employe. Their rate of pay is better than that of the man working in a bank. The commodity we handle is much more valuable than mere money, yet we are not the precision experts that the bank men have become.

Let's all attempt to show the bankers we can handle commodities as well as they handle dollars and cents.



FRONT AND CENTER



Eugene A. Derus, U.S.N.

Eugene A. Derus, pharmacist 2/C aboard a sub chaser somewhere in the Atlantic, is 20 years old and has been in the navy almost three years. His father is Ed Derus, train dispatcher at Muskego yard, Milwaukee.



1st Lt. Edward L. Gillespie

1st Lt. Edward L. Gillespie, liaison officer for a field artillery battalion at Camp Carson, Colo., is the son of Mrs. Kathryn Gillespie of the central computing bureau, Chicago.



Pvt. Daniel R. Quinlan



Eugene R. Quinlan, U.S.N.

Thomas D. Quinlan, pipe fitter at Tacoma shops for more than 40 years, has two sons in service. Pvt. Daniel R. Quinlan, with the Air Corps, has seen service in the South Pacific. Eugene R. Quinlan, radioman 2/c, has been in the navy since Nov. 17, 1940 and has seen action in both the Atlantic and Pacific.



Pvt. Victor E. Barta

Pvt. Victor E. Barta, formerly an operator on the Trans-Missouri Division, was stationed in England at the last report.



T/4 Edgar L. Kinder

T/4 Edgar L. Kinder, former carman helper at Council Bluffs, Ia., is stationed in England with a railway operating battalion.



Sgt. C. F. Zimmerman

Sgt. C. F. Zimmerman, former relief agent at Sewal, Ia., is serving with a railroad operating battalion in India, where he has been stationed since December, 1943.



Sgt. Warren R. Bruns

Sgt. Warren R. Bruns, former agent and operator at Lyndon, Wis., is with a railway operating battalion now transporting supplies to the front lines in France.



Sgt. Ray Wells

Carl Wells, section man working out of Marion, Ia., has two sons in the army. Sgt. Ray Wells was called up from the National Guard in 1940 and has been overseas with an infantry outfit for 34 months. Pvt. William Wells, a paratrooper, formerly worked on the section at Marion; his present location is not known.



Pvt. William Wells



Pvt. Kenneth C. Urquhart

Pvt. Kenneth C. Urquhart of the Marine Corps, now on duty somewhere in the South Pacific, was formerly a brakeman on the second district of the I&D Division.



Pfc. Archie W. Jennings

Pfc. Archie W. Jennings, former switchman in Chicago Terminals, and the son of Fireman Archie Jennings, also employed in Chicago, is now in the South Pacific with the Marines. He is a radio man.



1st Lt. John D. Reed, Sr.



Pvt. Alicia Reed

Lt. John D. Reed, Sr., former fireman, of Ottumwa, Ia., had two sons and a daughter in military service, but the boys, Sgt. John D. Reed, Jr., and Pvt. James H. Reed, have been killed. Lt. Reed, the father, was with the Milwaukee Road's 744th Railway Battalion, but is now an instructor in locomotives and air brakes at Fort Frances E. Warren, Wyo. Pvt. Alicia Reed of the WAC is stationed at McChord Field, Tacoma, Wash.



Pfc. Louis G. Kammerman

Pfc. Louis G. Kammerman, son of Section Foreman Harvey R. Kammerman, of Greeley, Ia., and himself a former section man at that point, is now in training with an infantry outfit at Camp Phillips, Kans.



2nd Lt. James W. Hagelin

2nd Lt. James W. Hagelin, former chief clerk in the traffic department at Aberdeen, S. D., is aide de camp to Brig. Gen. Clarence L. Burpee, commander of the Second Military Railway Service, which operates trains on the continent of Europe.



Pvt. James W. Komberec

Pvt. James W. Komberec, formerly a brakeman on the First District of the Milwaukee Division, is now at Camp Plauche, La., with the Transportation Corps.



Willard H. Glass (left) and Walter C. Glass, Jr., both of the navy

Walter C. Glass, Sr., Terre Haute Division storekeeper, located at Terre Haute, has two sons in the navy. Willard H. Glass, boatswain's mate 2/c, is now serving aboard ship somewhere in the Southwest Pacific. Walter C. Glass, Jr., radioman 1/c, who has been aboard ship in the Mediterranean theater for almost a year and a half, was a store helper in Terre Haute at the time of his enlistment.

Pvt. Robert E. Hammell, former H&D Division brakeman, is now with a railway operating battalion in France. He is the son of M. E. Hammell, engineer on the H&D.



Pvt. Robert E. Hammell

A specialist is one who has his patients trained to become ill only during his office hours. A general practitioner is likely to be called off the golf course at any time.



Sgt. Donald E. Grainger



Paul J. Grainger, U.S.N.

Sgt. Donald E. Grainger and Paul J. Grainger, yeoman 1/c, are sons of Hugh Grainger, machinist helper in the Miles City shops. Donald was in a hospital in England at last report, suffering from severe burns sustained when an explosion occurred on his airplane, killing all but three of the crew. Paul's location is not known at present.



Pvt. K. O. Johnson



1st Lt. R. B. Johnson



Lt. Col. W. L. Johnson

Engineer Ray Johnson, of Ladd, Ill., is the father of three boys in the army. Pvt. Kent O. Johnson, 19, is with an evacuation hospital unit stationed in England at last report. 1st Lt. Ross B. Johnson, 25, spent 13 months in North Africa and has been in Italy almost a year with a hospital unit. Lt. Col. Warren L. Johnson, 28, received his Wings in March, 1941, and is now director of training at Briggs Field, Tex.



James F. Kelly, U.S.N.



Pvt. James L. Woods



Robert E. Woods, U.S.N.

E. J. Woods, switchman in the Chicago Terminals, has two sons and a stepson in the service of their country. James F. Kelly (stepson), former signal maintainer, is now in a camp in New York State. Pvt. James L. Woods, former electrician employed by the road, has returned from the South Pacific and is at present in a hospital in Clinton, Ia. Robert E. Woods of the navy, former electrician helper at the coach yard in Chicago, is stationed at Great Lakes.

Train, Engine and Yard Men Entertain Ottumwa Club

Due to the illness of C. L. Johns, chairman of the Ottumwa Service Club, Vice Chairman R. E. Boyd took over the reins for the meeting on Sept. 26, and handled them very capably.

This civic-minded organization has donated another \$10 to the United Service Women of America, to help defray the cost of postage on "Buddy Boxes" sent to the men in service. The meeting also resulted in several contributions of clothing for Russian relief.

Corp. Jack Chambers, son of Switchman D. E. Chambers, just back from a year in the Solomons area with a marine anti-aircraft battalion, told the story of his experiences. Among other things, he said that the chief revenue tax collector on one of the islands was a graduate of Harvard and Oxford. He found the natives to be quite religious, possibly due to the influx of English missionaries. Native laborers working for the U. S. government are paid 13 cents a day in American money. For this they work from early morning to late evening. The thing that struck the corporal as most amazing was seeing children barely old enough to walk smoking cigarettes and pipes. Modern youth in the Solomons!

This was the train, engine and yardmen's night to entertain, and Harry Nicholson, entertainment committee chairman, showed the members a good time. Miss Flo Moore of the Irving School presented the following group: Hula dance—Melo Dee Johnston; Wac dance—Dorothy Ann Hart and Beverly Johnston; accordion duet—Donnu Jean Ruble and Kenneth Miller.

Everyone in Ottumwa has heard the Will Lowry group of entertainers over radio station KBIC. These talented musicians rounded out Mr. Nicholson's fine program.

Central Montana Service Club Meets

A constructive business session, combined with pleasing entertainment and a good lunch, brought a number of members of the Central Montana Area Club to the meeting held Sept. 30.

Chairman Ed Mundt, led a discussion which produced plans for reorganization of the club, with a regular meeting date, the last Saturday of each month. Meetings will be held each month instead of every other month as in the past.

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Service Clubs

☆☆☆☆☆☆☆☆

The meeting was followed by a short musical program. Coffee and cake were served.

Company Says "Thank You" to Tacoma Club Members

On the evening of Oct. 5, The Milwaukee Road said "thank you" to the members of the Mount Tacoma Club in the form of an appreciation party for their activities in the past year. Approximately 480 were on hand to enjoy a full evening of entertainment in the I.O.O.F. Hall in Tacoma.

Card games were enjoyed, and prizes were awarded winners in each group. Later, all gathered on the dance floor for the "Grand March," lead by Mr. and Mrs. L. Wylie, followed by other division officers and their wives and approximately 50 guests who drove from Seattle. During the dance, fruit punch was served by A. W. Olson. At the intermission a buffet supper, also prepared by Mr. Olson, was served by our Tacoma Women's Club. Climax of the evening was a "prize waltz," and honors and the prize were awarded to Lt. and Mrs. F. H. Lansdele, a former Coast Division conductor, who was home on furlough.



Lt. and Mrs. F. H. Lansdele, winners of the prize waltz at the Mt. Tacoma Club's party. Lt. Lansdele was formerly a conductor at Tacoma.

Rae, Harry Moat, George Flynn, Mr. and Mrs. R. M. Ray and Mrs. H. B. Brownell.

Magician Performs for La Crosse Club

The reason the boys would not let W. A. Meikeljohn play cards with them at the Sept. 29 meeting of the La Crosse Service Club meeting might be termed financial judiciousness, Mr. Meikeljohn being a magician of some repute.

Watching his bewildering assortment of tricks would convince any one that he was the wrong fellow to get into a poker game with. For example, he dealt a hand of draw poker for the bewilderment of his audience. After the cards had been cut, according to Hoyle, they were properly dealt, but, strangely enough, all four hands held straight flushes. Whom do you think held the highest run? Mr. Meikeljohn, of course. His was from ace down, just a royal flush. He is not a young man, as he performed on the same program with Houdini 50 years ago.

At this meeting C. W. Figgie took over the job of secretary-treasurer. He agreed to perform no magic with the funds.



A buffet supper was served during the dance intermission at the Mt. Tacoma Club's appreciation party.



Surely there is a name for an aggregation like this, the now-nameless clown band consisting of nine members of the Milwaukee Hiawatha Service Club Band. The employe suggesting the most fitting name will receive a \$25 War Bond. Shown, l. to r., are: Front row—Bob Burr, banjo; Al Gay, bass horn; George Fiebrink, accordion. Back row—Joe Mazanec, clarinet; Roy Flick, trumpet; Eugene Weber, trombone; Matt Plamenig, electric wash board, gong, cow bells, etc.; Archie Graff, baritone sax; Joe Huber, violin. Elmer Hess, not shown, is prop man.

Q.—What's in a Name?

A.—One \$25 War Bond

Would you like to win a \$25 War Bond? It can be yours. It will be awarded the Milwaukee Road employe submitting the most appropriate and suitable name for the "band within a band." Strictly for clown entertainment, nine members of the Milwaukee Hiawatha Service Club Band have formed a band that shells "corn" (note the electric wash board.) To give the contestants a more illustrative conception of the type of music played, they are a take-off of Spike Jones and his City Slickers. Get the idea? Let's name them.

Contest Rules to Be Followed:

Open to Milwaukee Road employes throughout the system.

Mail selected names to A. W. Graff, chairman, Hiawatha Service Club Band, Milwaukee shops, Milwaukee, Wis.

Contest will close Dec. 15, 1944. Entries received after this date will not be honored.

An employe may submit any number of suggested names.

If name chosen is submitted by two or more, winner will be selected by lottery.

Judges committee consists of H. C. Munson, general superintendent; E. H. Bannon, superintendent; E. Weber, band director; A. W. Graff, band chairman; E. J. Hoerl, public relations department.

There's Music in the Air at Minneapolis

On Sept. 21 the J. H. Foster Service Club of Minneapolis got away to a flying start for the fall and winter season and if the enthusiasm shown by the members is any criterion—and we think it is—then the Service Club is due to have another very successful year.

Chairman Wm. R. Manion presided, with Secretary T. F. O'Connell as usual at his side jotting down the notes of this most interesting meeting.

Superintendent Bagnell gave a very fine talk outlining the part that the terminal employes, and Service Club members in particular, can play in the public relations campaign which is now in full swing on

our railroad. He was followed by Lisle Young, of our public relations department, who recited the postwar problems that would confront the railroads and pointed out in a clear-cut manner the way in which both officers and employes alike should meet them right now.

At the conclusion of the business meeting, chairs were pushed back, and how those old and young bucks alike did enjoy their terpsichorean antics, scarcely taking time out to repair to the ante room for refreshments until finally someone suggested we all indulge in community singing.

This proved to be the climax of the evening, and the bathroom tenors, barber-shop baritones, intermingled with canaries, mocking birds and even whistlers, all gathered around the piano, which was skillfully played by Dick Allard. The result was really fine harmony, so good, in fact, that your scribe was prompted to suggest again that the Service Club should sponsor a choral group. We sincerely hope the suggestion becomes a reality. The featured soloist of the evening was Miss Elizabeth Hessburg, window cashier at the Minneapolis local freight office, who possesses one of the richest contralto voices we have ever heard. Her rendition of "Have You Ever Been Lonely," "Sleep Baby Sleep" with yodeling effects, is just about the best entertainment you ever listened to, and her stage presence and manner leave nothing to be desired. There were several others who are certainly far better than some of the talent we hear on the radio and at night clubs. Modest Dick Allard is a master of the ivories—piano or organ.

Ordinarily, parties at Wennel Post Hall are concluded at mid-

night but our good friend and former Milwaukee road employe, Frank Bruce, who is business manager of the hall, became so interested in the music that he forgot to dim the lights at the usual time.

The Service Club meets on the third Thursday of each month at 8 p. m. in Wennel Post Hall located at the corner of 35th Street and Chicago Avenue.

Mississippi Palisades Club Enjoys Brief for Invasion

At a meeting of the Mississippi Palisades Service Club in Savanna, Ill., on Sept. 20, the worthiness of the War Fund drive was explained by R. G. Fuller, Mt. Carroll County Community War Chest chairman, and A. Whetzler, War Chest publicity chairman.

L. Schwartz, former active member of the club, who is now district storekeeper at Galewood, Ill., was doing a little vacationing in Savanna, and while on hand arranged for the showing of a War Department picture entitled "Brief for Invasion," which bore directly on the importance of the railroads in the winning of the war. Maj. Gen. Charles P. Cross, chief of transportation, Army Service Forces, reveals that the railroads have handled over 87 per cent of the total freight and express transported for the army, from December, 1941 through June, 1944. The railroads also handled 97 per cent of all troops in organized movements.

Switching from public relations to human relations, let it be said that we should not forget Bill Sheetz and his kitchen mechanics, who are serving their sixth consecutive year on the smorgasbord committee. The refreshment department worries Chairman Otis Croghan very little with Bill Sheetz and his boys on the job.

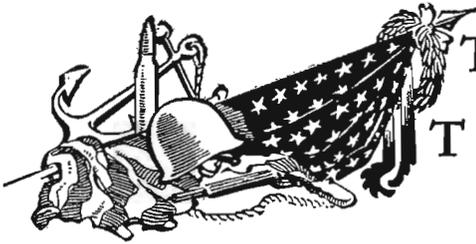
Tomah Area Club Elects Officers

Election of officers at the Oct. 4 meeting of the Tomah Area Club proved the seeming indispensability of Chairman L. Stoiber, Vice Chairman R. Fuchs, and Secretary-Treasurer H. Seitz. All three were elected for another term.

Several days prior to the meeting, unsuccessful attempts were made to furnish the group with music. On the night of the meeting, Chairman Stoiber made another last minute try, but without success. When closing the Armory Hall, the late leavers noticed a piano was located on the upper floor. This discovery disclosed another axiom—that there is no limit to the accomplishments of Agent J. E. Thouvenell. To the accompaniment of ambidextrous Mr. Thouvenell, a few of the members finished the evening in song.



R. C. Dodds (center), superintendent of the I&SM Division, extends a welcome to four retired men at a recent Madison (S.D.) Service Club party. The men he is greeting are, l. to r.: Charles Martin, 89, and his brother, Albert Martin, 82, both retired engineers; M. L. Adkins, 65, retired conductor; Charles Cox, 72, retired conductor.



THEY GAVE THEIR LIVES

Pvt. James H. Reed, 18, and S/Sgt. John Dayton Reed, Jr., 26, both of whom have been killed, were sons of Lt. John D. Reed, Sr., who is now serving at Fort Frances E. Warren, Wyo., and who was formerly a locomotive fireman at Ottumwa, Ia. James died on Feb. 10, 1944, of injuries sustained when struck by an



Pvt. James H. Reed S/Sgt. John D. Reed, Jr.

automobile as he walked from the entrance of his camp at Atlanta, Ga. John, a gunner on a Liberator bomber based in Italy, lost his life in a bombing mission over Austria on Apr. 12, 1944. He had been awarded the Air Medal, with an Oak Leaf Cluster, and the Purple Heart was bestowed posthumously. His widow, Mrs. Winifred H. Reed, has enlisted in the WAC.

Rocco D. Antonelli, gunner's mate on a destroyer, was killed in action on Sept. 11, 1943, when his ship was sunk in the harbor of Salerno, Italy. He had served in a number of major naval engagements. Before entering the service, he was employed in the B&B department on the Chicago Terminal Division.



Rocco D. Antonelli



1st Lt. Kenneth E. Kruckstein

overseas four months.

1st Lt. Kenneth E. Kruckstein, 28, son of William Kruckstein, assistant comptroller, Chicago, was killed somewhere in Italy on Sept. 26 while engaging in action with his infantry unit. He entered the army in January, 1942 and had been

Notice

It is an unhappy duty to request greater support of this department of the Magazine by the people of the railroad. However, we believe that the Milwaukee Road family wants and deserves to know what price it is paying in lives in this war. All employes are, therefore, earnestly requested to provide the Magazine with that information. In each case the individual's name, rank, branch of service, and date of death should be given, together with his former connection with the railroad, or his father or mother's connection. There might be other facts which could appropriately be mentioned. In order that this department may present as complete a record as possible, it is requested that all deaths of service men and women be reported, regardless of when they occurred, and even if they have previously been reported elsewhere in the Magazine. If pictures are available, they should accompany the notice; they will be returned, provided the name of the person to whom they should be sent is given.

Sgt. Donald J. Riede, 25, of Dana, Ind., who was employed in the store department at West Clinton, Ind., before entering the army in March, 1941, was killed in action on the invasion beach of France on June 22, 1944. He went overseas with his infantry outfit on Jan. 6, 1944.



Sgt. Donald J. Riede

"On Wisconsin" Club Meets

Mr. Schumacher, agent at Fredonia, Wis., was scheduled to attend a wedding reception on the night of Sept. 21, and Mr. Stib, agent at Random Lake, Wis., had the good fortune of having his son home on furlough, but there was a meeting of the "On Wisconsin" Service Club being held that night, and that is where they went.

H. Warner, freight service inspector, explained how public relations works hand in hand with the aims of his department. Bad orders, "over" and "shorts" and rough handling not only invite claims, but they create ill will among shippers and consignees.

P. J. Weiland, trainmaster, elaborated on the public relations program long enough to go back to Green Bay hungry. Refreshments were served about the time Mr. Weiland had to catch No. 9 back to headquarters.

Appreciation Party Held at Spokane

Approximately 150 were in attendance at the appreciation party given the Inland Empire Club by the Milwaukee Road recently in their club rooms in the Spokane Union Station.

The party, a dinner dance, proved to be the outstanding event of the year, as it had a two-fold purpose: First, to conduct the party for the railroad; and, second, to make plans for the future activities that will attract the attention of the civic clubs

of Spokane to the importance of their railroad, both during the war and in the post war period. A. G. Dupuis, the guest speaker, suggested many ways in which a Service Club can be known as an active civic organization.

The members and guests were seated at long tables, beautifully decorated with fall flowers. Mrs. C. F. Allen, chairman of the club, presided for the short business session and turned the party over to J. Z. Ramsey, who was the Toastmaster, and introduced the speakers, these included, in addition to Mr. Dupuis, G. H. Hill, superintendent, and J. H. Reagan, division freight and passenger agent.

Dinner music was furnished by Mrs. N. D. Jones at the piano. Following the speaking program, there was group singing and the remainder of the evening was spent in old-time dances.

Each of two screwball cavalry rookies was given a horse.

"How are we going to tell them apart?" asked one.

"I'll cut off my horse's mane," suggested the second. So they trimmed one horse's mane but it soon grew out again. The first screwball then cropped his horse's tail, but it, too, soon grew out.

"Let's measure the horse," suggested the first screwball. Sure enough, it worked. The white horse was two inches taller than the black horse.

Former Fireman Hops to Europe; Visits With the Boys

Lt. Col. William Reitmeyer, formerly a Milwaukee Terminals fireman, recently wrote an extremely interesting letter to Arthur J. Sullivan, a fireman in the Milwaukee Terminals, and the following is quoted from it:

"My trip to England was certainly very much worth while. We left here at about noon Sunday, July 16, and flew to London, arriving there that evening at about 10 p.m. We did manage to get over to Normandy and met Col. Fay King at Cherbourg and Capt. Austin, also from the Milwaukee. Col. King was really in the midst of things there and right in his glory. In England I managed to meet Col. Norman Ryan; I suppose you remember him.

"You know, after looking at London, one has to admit that the English people can take a pounding and keep their chins up. It was the blitz before and now the buzz bombs. The last are more fearsome because there is very little that can be done against them. And they really do disturb one and many nights one loses sleep, but as long as they don't connect, I guess it is all right. They do quite a bit of damage, but London seems to be their extreme range."

Miles City Boy Rescued from Sinking "Duck"

Sgt. Eugene Gilmer, son of E. W. Gilmer, chief clerk in the Miles City freight office was one of a crew on a sinking "duck," or amphibious tank picked up off the shore of Normandy on D-Day, according to a story told "from aboard a coast guard rescue cutter in the Bay of the Seine." His story appeared in the Miles City paper recently.

"As D-Day broke through the clammy mists of the English channel," says the news item, "thousands of sea-going craft, from small patrol boats to floating fortresses manned by thousands of eager men edged from British waters into the mine-infested areas off the Normandy coast. In this flotilla of varied craft were small coast guard cutters assigned to run the gauntlet of shore batteries and thickly-sown mine fields to rescue allied personnel in distress.



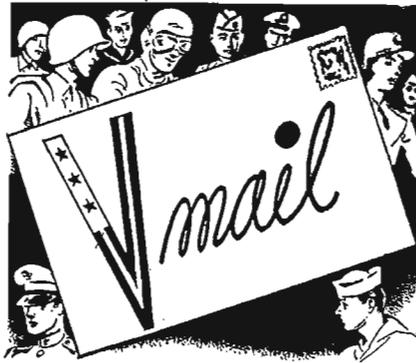
Sgt. Eugene Gilmer

"Under a canopy of friendly aircraft the cutters slipped into the bay of the Seine which was lighted by the explosion of heavy bombs. German shore batteries found the range by 6 a.m. and 'hundreds of tons' of shells hit the sector. A coast guard patrol boat dodged enemy missiles in this area to rescue three men floating on a 6x6 timber.

"A short time later the patrol crew picked up a distress signal from a sinking am-



2nd Lt. Leonard Fischer (second from left), relaxes on his tank with the other three members of his crew during a lull in the fighting in northern Italy.



LETTERS AND BITS OF NEWS ABOUT OUR MEN IN SERVICE

phibious tank, to which clung four soaked and chilled soldiers. The crew rescued the group which included Corp. Gene Almquist of Minneapolis, Corp. Joseph Cotton of Redding, Pa., Sgt. E. Gilmer of Miles City, and Pvt. Wm. W. Clark of Savannah, Ga.

"Efforts to salvage the 'duck' failed but the soldiers recovered after a visit to the cutter's galley and were returned to another vessel to be re-outfitted before rejoining their comrades on the Normandy beach."

Lt. Fischer Cited for Stopping Tank Assault

2nd Lt. Leonard Fischer, former clerk in the public relations department, Chicago, now fighting with a tank battalion in Italy, recently addressed the following to his friends in the office:

"I haven't been able to do much writing since this Italian push started. We sure came a long way, though, and in this country of all mountains, I think we accomplished a great deal.

"I have, since the push across the Gargliano River, been in charge of a tank platoon. We have been in many a scrap but

each time I have come out okay. The only bad part of this business for us tankers is the Jerry anti-tank guns.

"Well, anyway, this business should be over pretty quick. Our battalion has been given quite a few citations. I have also been cited for stopping a German counter attack."

Lt. Fischer didn't mention it in his letter, but his tank was credited with being the first to push its way into the historic city of Siena.

Sgt. Ewald Speaks a Good Word for Italy

Sgt. John W. Ewald of the Military Railway Service in Italy, who was secretary to J. V. Miller, manager of stores in Milwaukee, before going into the army two years ago, addressed the following letter to Earl L. Solverson, the Milwaukee Magazine's correspondent in the store department:

"First, I must correct your impression of the Italian railroads as compared with those we found in good old *Afrique du Nord*. Comparatively speaking, the Italian roads are far ahead of those in Africa—in trackage, the condition of it, buildings and rolling stock. The cars are the usual European type, such as I sent you a print of, and since the Germans left in such a hurry, the pool is quite polyglot and you see cars marked 'Deutsches Reich,' 'Italian State Railways' and 'Chemin de Fer' all in one freight train. Logically, there has been quite a bit of damage done by bombing, and the recent damage has been done by our forces delaying the German retreat, and now we turn around and repair it.

"Yes, I've been to Rome; however, I must correct your opinion of it that it is a messy town. Glad to say, it's one of the most beautiful cities I've ever seen . . . including those in America. There are no slums to speak of as I've seen in other big Italian cities, and the people, if you didn't know you were in Italy, you'd swear were



Sgt. John W. Ewald with a native of North Africa. The picture was taken in January, 1944.

Americans until you heard them talk. The majority can speak English as well as we do. After all, it is a world capital and everybody is represented there. And the dames! Golly, Hollywood ought to send talent scouts out there, as they are out of this world. I've seen St. Peter's and attended an audience given by the Pope. He looks just like his pictures and gave me the impression of being a very gracious man. When the Germans were in Rome, he said he would not grant them audiences or have any contact with them whatsoever, but the Americans and their allies have been received with open arms. I talked to a Jewish woman who had been in hiding for three years, imagine! She said she was never more glad to see anyone in her life than the Americans. War sure has

been terrible for some and when you hear their story from their own lips, it makes that much more of an impression on you, than if you just read about it.

"St. Peter's, of course, to me was just as magnificent as described and pictured, only more so. It must be seen to appreciate the feeling you get when you realize what it stands for when you stand and look at the tombs of all the Popes around you, especially St. Peter's right in the center. I had the good fortune to hear a mass on one of the bigger altars, with a choir of monks, two organs, and so many cardinals and priests it looked like a church picnic. The music sounded like it came from heaven as it echoed through the vastness of the church. I hope to go back again and see more. Regards to all."

Sgt. Norberg Writes from French Apple Orchard



Sgt. Leonard Norberg

Sgt. Leonard Norberg, on furlough from the tax department in Chicago, recently addressed the following to Harvey Mussweiler of that department:

"I wish you could see my new home. We are situated around a farm, our battery being located in an apple orchard. Plenty of apples and soon expect to be brewing some hard cider. Our operations setup is in the barn, and it may be significant that they addressed the stable portion to us.

"Have been in the towns of Carentan and Isigny, which you will recall reading of in the news several weeks ago. The only traffic on the roads nowadays consists of American vehicles, and traffic jams are not infrequent. People of the locality are on their way back to their former homes, or what remains of them, and the G. I. truck drivers give them a lift at every opportunity, often carrying a goat or dog or whatever animal or possessions they have managed to save.

"Our type of outfit works at night, and we are supposed to sleep during daylight hours when the Air Corps takes over. The latter are doing a very good job and leave little for us to do. Each day it seems we are being left another 50 miles behind the lines as the forward elements are advancing so fast.

"Not much opportunity to do any traveling in this country, as we are on a seven-day week and there is no place to go, as all towns are 'off limits,' and in this particular section people do not care much

for our money but would prefer either food or clothing instead.

"One of these fine days our mail from home will catch up with us and all the boys will be happy. Would like to have all the news on the tax situation and also would like to know where all that good Milwaukee beer goes to. None of it here that I know of."

Pvt. Siegle Receives Silver Star and Purple Heart

Pfc. Vernon Siegle, who was formerly employed as a clerk in Milwaukee, has served in North Africa, Sicily, England, and is now in France. He has been awarded the Purple Heart for wounds received in North Africa, and the coveted Silver Star has more recently been bestowed for gallantry in action near Troina, Sicily.

The Silver Star citation reads: "During a bitterly fought engagement with the enemy, Pvt. Siegle proceeded through heavy artillery fire to evacuate the wounded." Although a member of his litter squad was mortally wounded, Pvt. Siegle coolly continued his mission until the end of the battle.



Pvt. Vernon Siegle

He has a brother, Pfc. Warren Siegle, who has only recently gone overseas with an armored division.

Advice to the young lover: Don't keep telling her you're unworthy. Surprise her.

Retirements

THE FOLLOWING EMPLOYEES' APPLICATIONS FOR RETIREMENT WERE RECORDED IN SEPTEMBER, 1944

Chicago Terminals

BEATY, GEORGE W.
Machinist Chicago, Ill.
MASCILLO, TONY
Roundhouse Laborer Chicago, Ill.
NOLAN, JOHN F.
Switchman Chicago, Ill.
REID, FERN D.
Switchman Chicago, Ill.

Coast Division

KNOTT, CHARLES
Conductor Cle Elum, Wash.
MESKIMEN, FRED A.
Machinist Helper Raymond, Wash.

Dubuque and Illinois Division

DeVRIES, CORNELIUS E.
Loco. Engineer Aberdeen, S.D.
HOLLAND, HERMAN W.
Store Helper Savanna, Ill.
RAJSCHLTERS, PETER H.
Section Laborer Cologne, Minn.
REVERE, JOHN W.
Loco. Engineer Chicago, Ill.

Idaho Division

STULL, HARVEY E.
Loco. Engineer Cle Elum, Wash.

Iowa Division

MORAN, WILLIAM J.
Conductor Perry, Iowa

Iowa and Dakota Division

DIMMITT, HOWARD G.
Roundhouse Foreman Sioux City, Iowa
TOSEVIGEN, PETER
Switchman Mason City, Iowa

Iowa and Southern Minnesota Division

DOVENBERG, DANIEL
Loco. Engineer Austin, Minn.

Kansas City Division

GRANT, WILLIAM F.
Boilermaker Ottumwa, Iowa

La Crosse and River Division

FISH, CLYDE W.
Machinist Tomah, Wis.
HENDRICKS, MARQUIS H.
Crossing Flagman Winona, Minn.
LINDSTEDT, CHARLES F.
Section Laborer Red Wing, Minn.
MAY, CHARLES H.
Locomotive Engineer LaCrosse, Wis.

PRETASKY, FRANK J.
Machinist Helper LaCrosse, Wis.
ROGAN, PATRICK J.
Extra Gang Laborer Minneapolis, Minn.
WOLFGRAM, GEORGE H.
Section Foreman Westby, Wis.

Milwaukee Division

ALEXANDER, WILLIAM A.
Loco. Engineer Milwaukee, Wis.
CHAMBERS, JAMES H.
Chief Clerk Supt's. Office,
..... Milwaukee, Wis.

Milwaukee Terminals

ABRAMOWICZ, STANLEY A.
Boilermaker Helper Milwaukee, Wis.
BENDEL, JACOB J.
Cabinet Maker Milwaukee, Wis.
GOINY, VICTOR J.
Boilermaker Milwaukee, Wis.
KOHN, LOUIS A.
Trucksmith Milwaukee, Wis.
MECKLENBURG, HERMAN R.
Machinist Milwaukee, Wis.
MELTZER, OTTO F.
City Ticket Agent Milwaukee, Wis.
OLDENBURG, HERMAN A.
Molder Milwaukee, Wis.
POLAK THOMAS
Boilermaker Helper Milwaukee, Wis.
RETMANN, EDWARD A.
Sheet Metal Worker Milwaukee, Wis.
ROBINSON, ELWOOD G.
Machinist Milwaukee, Wis.
YOST, JULIUS E.
Machinist Milwaukee, Wis.

Rocky Mountain Division

MICHALSICK, ALBERT J.
Yard Conductor Great Falls, Mont.
ZARLENGA, RAFFAELE
Section Laborer Saltese, Mont.

Terre Haute Division

HOLT, SHELBY
Section Foreman Burns City, Ind.
HOPKINS, CARL S.
Switchman Terre Haute, Ind.
LONG, CHRISTOPHER C.
Section Laborer Jasonville, Ind.

Twin City Terminals

JOHNSON, ANDREW P.
Machine Operator Minneapolis, Minn.
JOHNSON, GUST
Section Foreman St. Paul, Minn.

Veteran Employes Association

We have at the close of this year 8,251 members, a gain of 633 members over the last report of a year ago, which I feel is a very creditable showing under existing conditions, with no convention since 1940 to stimulate interest.

In the last 12 months we have added 442 new members and lost by death about 160. Since the opening of our 1944-1945 year on Aug. 1 we have added 35 new members, but these are not included in the number reported above, which covers just the 12 months' period.

I know that we are all looking forward, more hopefully day by day, to the time when present unfortunate conditions will have changed and it will be possible to have another enjoyable and inspiring meeting.

Greetings and best wishes to all.

Respectfully submitted,
Mrs. Grant Williams, Secretary-Treasurer.

Treasurer's Report

Statement of Receipts and Disbursements August 1, 1943 to July 31, 1944

BALANCE—Cash on hand and in banks—July 31, 1943..... \$ 7,934.38

RECEIPTS

Initiation Fees	\$ 442.00
Dues	4,191.00
Overpayment of Dues.....	3.50
Sale of Membership Buttons.....	3.00
Miscellaneous Receipts70
Interest on Savings Account.....	46.18

TOTAL RECEIPTS

\$ 4,686.38

DISBURSEMENTS

Postage	\$ 73.90
Printing and Stationery.....	99.07
Office Supplies	9.61
Collection Expense	5.95
Express Charges	2.01
Overpayment Refunds	3.50
Dues Refunded	1.00
Membership Buttons—Dodge, Inc.....	1,176.00
Secretary's Salary	1,200.00
Auditing of Books.....	25.00
Miscellaneous Expense	3.00
Bank Exchange and Charges.....	7.00

TOTAL EXPENSES

\$ 2,606.04

NET INCOME

2,080.34

BALANCE

First National Bank of Chicago—Checking Account.....	\$ 5,602.95
First National Bank of Chicago—Savings Account.....	3,730.55
Cash on hand.....	681.22

\$10,014.72

INCOME ACCOUNT

Total Income—August 1, 1943, to July 31, 1944.....	\$ 4,686.38
Total Expenses—August 1, 1943, to July 31, 1944.....	2,606.04

NET INCOME for year.....

\$ 2,080.34

NET WORTH

Cash Balances as at July 31, 1943—	
First National Bank of Chicago—Checking Account.....	\$ 3,559.55
First National Bank of Chicago—Savings Account.....	3,684.37
Cash on hand.....	690.46

\$ 7,934.38

United States War Bonds (Par \$10,000.00).....

7,400.00

NET WORTH—July 31, 1943.....

\$15,334.38

Add—Net Income—Year ending July 31, 1944.....

2,080.34

NET WORTH—July 31, 1944.....

\$17,414.72

Consisting of Balances in—

First National Bank of Chicago—Checking Account.....	\$ 5,602.95
First National Bank of Chicago—Savings Account.....	3,730.55
Cash on hand.....	681.22

\$10,014.72

United States War Bonds (Par \$10,000.00).....

7,400.00

\$17,414.72

Dinner Marks Promotion of E. J. McMahon

AS a tribute to Evan J. McMahon, former lieutenant of police assigned to the Superior Division, who has been promoted to captain, with headquarters in Milwaukee, a dinner party was held at the Beaumont Hotel in Green Bay early in October. It was attended by 34 employees, Stanley Barnett, a representative of the



Capt. E. J. McMahon

Green Bay Press Gazette, and William Walters, a lieutenant of the Green Bay city police. In his new position, Mac, as he is known over a good part of the railroad, will supervise police work on the Milwaukee, Madison, Milwaukee Terminal and Superior Divisions.

After the dinner, Superintendent Buechler, acting as toastmaster, told of the commendable work Capt. McMahon had done, particularly with respect to the safety program introduced into the schools.

Mr. Barnett received a round of applause, as did Mac, when he read a poem he had written for the occasion. The crowd joined the author in calling out "Mac!" at the end of each stanza, and the result was as hearty an accolade as any man could ever hope for. The first two of the three stanzas went like this:

*We all know a guy with a gleam in his eye
And a "line" you could cut with a knife;
He's always around, and the fellows have
found*

*He's almost a part of their life.
When hot on the trail of some crook of
the rail,*

*He'll chase him to Hades and back,
But when the chase ends, he's the swellest
of friends;*

Now, who is this gentleman? . . . MAC!

*He likes to act tough, but it's mostly a
bluff,*

*At least where the young are concerned.
Though some stand in awe of this man of
the law,*

*The friendship of many he's earned.
He talks in the schools about Safety First
rules,*

*Tells pupils: "Stay off of the track;
Don't try flipping trains, and avoid future
pains."*

The friend of the juvenile . . . MAC!

Don't worry when you stumble; the worm is the only thing that can't fall down.



The Milwaukee Railroad WOMEN'S CLUB

St. Paul Chapter

Mrs. A. Mueller, Historian

Although St. Paul Chapter has been recessed all summer, our project which was started during the winter months has been carried on through the summer. This project has been the furnishing of cakes to the Canteen located in the depot for the boys in service. This Canteen is sponsored by the Red Cross, which furnishes doughnuts and sandwiches, but home-made cake is what every mother's son likes, so that is what our club decided to help with. At first the cakes were donated by our members, three each week, but after most of the members had made donations the club voted to purchase cakes, and have done so all summer.

Anyone who has visited or worked in the Canteen knows what a welcome sight it is to the boys when they find a comfortable place to relax and enjoy a good hot cup of coffee and a piece of home-made cake. One realizes how worthwhile a donation of this kind is when they see the expression on the boys' faces and hear their exclamations of delight when they see those plates of delicious cakes on the tables. The St. Paul Chapter of the American Red Cross has expressed its deep appreciation for what the club has done these past months on behalf of the service men.

Another piece of good work done during the early summer took place when the Safety Club entertained for a group of service men who had received some mechanical training at the roundhouse. An evening of entertainment was arranged for these men, and members of our chapter served as hostesses. Our club shared expenses for the evening, thus helping a few more of our boys in service feel a little closer to home and friends.

Our president, Mrs. Washburn, called a board meeting Sept. 25 at the home of Mrs. O'Callaghan. Plans were made to have a card party instead of a Booya this year. Plans were also made for a pot-luck supper for all members. We all enjoy these pot-luck suppers and they are always a big success. After all plans were completed a delicious lunch was served which was followed by a social hour of cards.

Deer Lodge Chapter

Bessie Healey, Historian

Following a summer recess the Women's Club met in its first session of the fall season Sept. 14. Mrs. John Coey, Mrs. W. E. Brautigam and Mrs. E. L. Hopkins were hostesses, serving a one o'clock luncheon. Mrs. A. A. Woolman, vice-chairman, presided at the business meeting. Plans were discussed for the winter session. Committees were appointed, one being for the Russian Relief. A social hour was enjoyed. Mrs. Coey, Mrs. Cunningham and Mrs. Clark were the winners of prizes.

Portage Chapter

Mrs. J. H. Pike, Historian

Fifty members were present at the October meeting. The members voted to purchase a \$100 Bond, Series "G" at the time of the November Bond Drive. Plans were made for a Harvest Supper to be

held Oct. 30, for the members and their families. One hundred cards, picturing our clubhouse are to be purchased and mailed to the sons, brothers and sisters of the members who are in service. The members stood for a moment of silent prayer in memory of two of our members Mrs. Harriet Twitchell and Mrs. Zola Bulgrien, who have passed away since our last meeting. Our heartfelt sympathy goes out to the families of our departed sisters.

Following the meeting bingo and cards were played and delicious refreshments were served by Mrs. Arvilla Dittberner and her committee.

Marquette Chapter

Mrs. Raymond Fields, Historian

Our membership drive was very successful this year, totaling 264 members, 111 voting and 153 contributing. There were 178 members in 1943. While there has been very little relief work to do this year, Good Cheer and Red Cross work continues as usual. Our Good Cheer chairman, Mrs. Art Rehms, visits all members who are ill, and a gift or plant is sent to those ill at home or in the hospital. Members of the Red Cross are knitting or serving at the Red Cross rooms. We enjoyed having Miss Lindskog with us at our June meeting. We are delighted with the \$40 award which we have received from the governing board, for increasing our membership. Our meetings were resumed in October after having recessed during the summer.

Miles City Chapter

Ruth Rehm, Historian

Patriotism was the keynote of the October meeting of the Miles City Club when it opened with the singing of "God Bless America" and the salute and pledge to the flag. Routine business, including the appointment of the nominating committee, was taken care of quickly by our president, Mrs. Helm. The rummage sale held this month netted the club \$34.21 and our clubhouse swelled the treasury with \$19. Our members were busy in Red Cross surgical dressings, nurses aide work and A.W.V.S.

A card party was planned for the fourth Monday evening and about twenty tables were promised. It was also voted to order boxes of "daily wrappings" to be sold. This money will be used for our Christmas charities. Mrs. James, chairman of the Sunshine Committee, reported that Christmas gifts had been sent to all "Milwaukee" men and women in the armed forces or delivered to the parents to be put in their boxes.

Two very lovely piano duets were rendered by Mrs. Esther Benson and Mrs. Hazel Cooper. A dainty lunch was served by the hostesses, Mrs. H. J. Thierfelder, Mrs. James Moyes, and Mrs. N. A. Helm, followed by a social hour and cards.

Sanborn Chapter

Leah M. Smock, Historian

The Sanborn Chapter met in its club rooms Sept. 22, after a vacation of two months. The main topic of the meeting was a discussion of a contribution to the Buddy boxes to be sent to our men in service. This year instead of each organization sending boxes, all contributed to

a general fund and thus a better box could be sent and all boys remembered. Our club voted to give \$25 at present and if more was needed to give to the extent of \$50. Refreshments were served by a committee.

We are sorry to lose Mr. and Mrs. L. A. McDonald, who have moved to Rapid City, S. D., where Mr. McDonald has charge of the shops; also Mr. and Mrs. Fred Riley, who are living temporarily in Mason City and Mrs. Maude Huribut, who is making an indefinite stay with her daughter in Washington, D. C.

Tacoma Chapter

Mrs. C. A. Norwood, Historian

Tacoma Chapter held its first meeting of the fall in the clubrooms Sept. 25, opening with a pot-luck luncheon. The meeting was called to order by the president, Mrs. Speck. Plans were made to serve lunch at a party to be given by the Mount Tacoma service club.

A party was held Thursday, Oct. 5, for all Milwaukee railroad people. A large crowd was on hand to enjoy cards and dancing and a beautiful lunch was provided for all in attendance.

Austin Chapter

Mrs. Geo. L. Wood, Historian

The hostesses for the dessert luncheon which preceded the October meeting were Mrs. Wm. J. Lieb, Mrs. Walter G. Pierson, Mrs. Geo. L. Savidis and Mrs. Geo. L. Wood. During the business meeting presided over by Mrs. E. J. Full, it was decided to have a pot-luck supper in November to which all members are invited. A donation of \$10 was voted for the USO fund. After the reports of the treasurer and secretary were read and approved, the chairmen of the various committees were called upon. Sunshine Chairman Mrs. Leo McGovern gave an interesting account of the number of Milwaukee families reached during the month by cards, calls and flowers. Mrs. Full appointed Mrs. W. J. Lieb, Mrs. Arthur Rielly and Mrs. Frank Baier on the nominating committee. In the card games which followed prizes were awarded Mrs. O. C. Peed, Mrs. Geo. Haseltine, Mrs. Steve Kloechner and Mrs. Henry Bruns. The door prize was won by Mrs. Wood.

Minneapolis Chapter

Mrs. J. J. Mintz, Historian

We held our first fall board meeting Sept. 3 at the Hasty Tasty, where we were served a nice luncheon. Plans for fall activities were made. Mrs. A. Grothe thanked the members for the lovely overnight bag presented to her. She is moving to Moberg, and we will regret losing an energetic membership chairman and a dear club member. We now have 390 voting and contributing members.

A roast beef dinner was served Sept. 20, at which 50 members were present. Mrs. Melquist introduced 10 new members whom we were happy to receive into the club. At our business meeting members voted to donate \$5 toward the war chest drive. We also voted to buy another \$100 war bond, which will make our fourth bond. Mrs. H. Hewing reported eight sympathy and five good cheer cards sent, also two phone calls

made. We are credited with 30 hours of Red Cross work donated by the Gray Ladies. Mrs. Danielson and Mrs. Castle thanked the members for sympathy cards received. We regret the loss of two of our members, Mrs. C. Walters and F. Litz and extend sympathy to their families.

Following the meeting we were entertained by Tommy Mann, who played six accordian numbers. Mrs. R. Melquist and Mrs. Fabriz sang three numbers, with Mrs. Deetman at the piano. Mr. Fabriz also played some dance music on the guitar, accompanied by Mrs. Deetman at the piano.

Chicago-Fullerton Avenue Chapter

Clara A. Cush, Historian

The first fall meeting of our chapter was held Oct. 10. Supper was served at five o'clock in the cafeteria, with Mrs. Irma Rummel in charge. Business meeting was held in the clubrooms, with Mrs. T. J. Martin, president, presiding. After pledging allegiance to the flag and standing a moment of silent prayer for our boys in service, the regular routine of business was taken up. Mrs. Borgerson was appointed chairman of the nominating committee. We are happy to report that our chapter has gone over the top and received the cash award from the General Governing Board. Congratulations, members. After the meeting we were entertained by Miss Naomi Drake, "Blind White Collar Girl," and her seeing-eye dog, "Diane," who were enjoyed by all present.

It is with deep regret and sorrow that we report the death of our First Vice President and Welfare Chairman, Mrs. Henry Kraebber. Our sincere sympathy is extended to her family.

Our Scrap Book Contest has been concluded and the prizes have been awarded to those whose books were selected by the committee, Miss Marie Hotton winning first prize; Mrs. A. J. Frandsen, second; Miss Ruth Bruner, Mrs. Mayer, Miss Harriet Kennedy, Miss Anne Litwin, and Mrs. D. Mellick the prizes of \$1.00 each. Seventy-five of these scrap books were purchased by our chapter and distributed amongst members and employes in the Fullerton Avenue Building. They were filled with stories, pictures, jokes, and articles of interest to men and women in service, and have been sent through the Victory Club to our employes who are now overseas. All of the books were most attractive. Our congratulations to all of you.

While our country and her allies are making such tremendous strides on the offensive, it behooves us who are not with our boys and girls to do our utmost in preparing surgical dressings and bandages. The war is not over yet, so please come and help us make bandages on Tuesday—place, the clubrooms.

Milwaukee Chapter

Mrs. John Ehlert, Historian

Milwaukee Chapter met in its clubrooms Sept. 18. The club motto was repeated, and the salute to the flag was given. Recording secretary read letters from Rolf Amundsen, recreational director of Soldiers' Home Hospital, and the Red Cross, expressing their thanks for our donations. Sunshine sent seven good cheer cards, made two phone calls, received one card of thanks; Welfare—one call; two new members for September. Heads were bowed for departed members Mrs. Lewis and Mrs. Shuh, who have passed to the great beyond. Total voting and contributing members to date 1,129. Blood plasma collection \$5.59. A dinner with cards will be held Oct. 26. Our dance has been changed from Sept. 30 to Nov. 25.

Superintendents H. C. Munson and E. H.



Members of the Fullerton Avenue (Chicago) Chapter and the Red Cross Unit who attended the meeting on the evening of Oct. 10 to hear a lecture by Miss Naomi Drake, who is shown at the right (with Seeing Eye dog) reading from a Braille edition of the Reader's Digest. Miss Drake, a graduate of the Iowa State College for the Blind, discussed her philosophy of life and gave a typing demonstration, transcribing from dictaphone. She makes her living as a typist.

Bannon spoke to the Red Cross workers, praising them for their splendid efforts in this war and asking the ladies for blood donors which are so badly needed. Mrs. Ross asked the workers to stand by for the gauze which is in reserve; it will be in very soon.

Janesville Chapter

Mrs. J. W. Higgins, Historian

Regular October meeting was held Oct. 2 in the evening, Mrs. Wallace, our president, conducting. We were indeed elated over the check received for going over the top in membership. Plans were made for the rummage sale to be held in the clubhouse Oct. 13, 14, and 15, Mrs. Mert Kelleher to be chairman.

Special meetings were held on two afternoons for the purpose of wrapping and addressing the gifts for the members in service. A "T" shirt was sent to each man in service and a box of soap to the girls. This project was in charge of Mrs. Geo. McCue, who did a marvelous job. Delicious lunch served.

A funeral dinner was served by the club to 26 members of the family of Mrs. Pat O'Hara, one of our beloved members, who passed away during the month.

Terre Haute Chapter

Mrs. Edward Bevington, Historian

Terre Haute Chapter held its first meeting of the season on Sept. 21, with a pot-luck supper at the clubhouse. The committee in charge of the supper included Mmes. Walter Glass, Harrison Powell, William Hartley, A. L. Burt and Ellis Boyle. Mrs. Charles Longcor, president, presided at the business meeting following. Members of the club who have immediate relatives in the armed services are asked to make known this information by calling either Mrs. Clyde Dawson or Mrs. Walter Glass. This information will be used in the construction of a service flag for the club rooms.

Our club, we are happy to say, is the recipient of a cash prize from the General Governing Board for having shown an increase in its membership over last year. This membership, totaling 350, includes 170 voting members and 180 contributing. Members responsible for this figure are: Mmes. Oscar Bond, chairman, P. V. Bailey, Clyde Dawson, Walter Glass, Arthur Cornell, Edward Bevington, Charles Longcor, Aaron Wright and C. R. Patton.

La Crosse Chapter

Mrs. C. J. Wethe, Historian

The Oct. 4 meeting was begun with a covered dish luncheon at the Loretto Club, which was enjoyed by 32 members of the club with the Misses Etta Lindskog, secretary general from Chicago, and Susan McCabe of the LaCrosse Tribune as guests. After this the meeting was opened with the salute to the flag, followed by repeating the club motto. Miss Lindskog gave a fine talk telling of the 60 clubs over the system with a membership of more than 18,500. Stress was put on doing things for our boys in service, also their parents. She welcomed the new members and young ones who had recently joined the club and closed her remarks with complimenting our club as well as all clubs over the system on the good work they are doing.

Minutes of last meeting also cards of thanks were read. Treasurer reported \$189.86 on hand. Good Cheer chairman reported six plants and flowers sent and many sick calls made. Mrs. Joe Burns, who audited the books, found them correct. The nominating committee was appointed by the president consisting of Mmes. Kruger, McTaughey and Swinzrod, Jr. Penny march amounted to 72 cents. Mrs. Redlin received the door prize. We were glad to see Mrs. Charles Whiting, a charter member, who had not been present for years, able to be out. After the meeting "500" and Zioncheck were played. The club extends its sympathy to Mrs. Alois Swinzrod, Jr., on the death of her brother, Herman Elner, employed at the roundhouse, and a contributing member of the club.

St. Bernice Chapter

Mrs. O. M. Kuhns, Historian

At our September meeting a delicious supper was enjoyed. The serving committee was Imogene Bain, Lorain McDonald, Madge Reed, Dorothy Wadsworth, Rosemary Griffin and Rowena Reed. Fifty persons were present, including members and their families.

After the supper business meeting was held, with a report from Mrs. Reed McGinnis, president, that we had gone over the top in membership with a total of 420 members. Of these, 161 were voting and 259 contributing. The Sunshine Committee reported 12 telephone and nine personal calls, four sympathy, four get-well, and two congratulation cards sent, and dinners served in four bereaved homes. Total hours spent on Red

Cross were 131 hours. The social hour was spent in playing bingo.

Milbank Chapter

Mrs. J. R. Cawthorne, Historian pro tem

Milbank Chapter met for the first meeting of the fall on Sept. 27. Sixteen members and one visitor opened the meeting by pledging allegiance to the flag and repeating the club motto. The appearance of the clubhouse was greatly improved by the addition of two upholstered chairs and three rugs. The president appointed two new members on the Civic Improvement Council, Mrs. Frank Reeve for two years and Mrs. Carl Leonhardt for one year.

There were 67 hours of surgical dressing work reported by members for September. There were also three personal calls made, four get-well cards and one sympathy card sent. After the business meeting, bunco was played with Mrs. Fred Happy winning first prize and Mrs. Martha Miller consolation. A delicious lunch was served by Mmes. Geo. Brown, Geo. Lewis and Frank Martin.

Ottumwa Chapter

K. M. Gohmann, Historian

Our honored guests, retired employees, were most appreciative of the party given on Sept. 28. Two especially honored couples were Retired Conductor Wm. Carnahan and wife, Retired Section Foreman A. R. Nicholson and wife, who were 50 year celebrants. A beautiful bouquet was sent to their respective homes by the club on the day of their Golden Wedding anniversary.

After indulging in a most delicious fried chicken dinner, prepared and served by Chairman Mrs. Wm. Fry and committee, 87 employes, their wives, and the retired employes and wives, enjoyed a very entertaining program—a burlesque in the way of a mock wedding, offered many occasions for laughter. Mrs. Errol Whited served as chairman of the entertainment committee, assisted by Mrs. K. R. Wymore. There were 15 in the wedding party with Mrs. K. R. Wymore as the bride; Mrs. Frank Gloeski as the groom; Mrs. Earl Lowry as the minister; best man, Mrs. Leo Gustavson and Mrs. E. Allred as the rejected suitor. Mrs. Harold Chedister was at the piano, playing the wedding march and accompanying the soloist, Mrs. Ernest Harris, who sang "I Love You Truly" and "That Pistol Packin' Mamma." Others who participated in the program were Mrs. Eugene Miller, who gave a musical reading; also, a reading by Mrs. Ernest Harris; two former students of the School for the Blind at Vinton, Iowa, Darlene Allred and Marjorie Shoemaker, sang a duet with guitar accompaniment, and a group of songs by a ladies' quartet. Several of the old favorite songs were sung by the assembly. Mrs. M. L. Mc Nerney was general chairman of the affair.

At the meeting following the noon luncheon on Oct. 6, announcement was made of the receipt of \$80 in prize money from the General Governing Board in Chicago, and a letter of commendation, on the participation of the club members in the civic affairs of the community, from the General Secretary, Miss Etta Lindskog, was read.

Madison, Wis., Chapter

Mrs. Kenneth Kunz, Historian

Madison Chapter met Thursday, Oct. 5, at 1:30 p. m. for a pot-luck luncheon. We had as our guest Miss Etta Lindskog, whom we were all pleased to see. We also entertained new members Mmes. J. A. Macdonald, Earl Hohnadle, George McCamant, and Harvey Roever. Mrs. Edward Deards of Milwaukee was a visitor. Miss Lindskog spoke to us on the wonderful work the club is doing as a

whole and said that all the chapters are working hard and that they have attained the largest membership the club, which was organized 20 years ago, has ever enjoyed.

Our business meeting was held following the luncheon. Secretary's report was read and approved. Rental and membership chairmen gave their reports. Good cheer reported 11 cards sent. Mrs. O. Kline and Mrs. J. Shipley graciously thanked the ladies for their help with the pot-luck luncheon. A nominating committee was selected: Mmes. Allis Johnson, M. Olson and C. E. Mahaffey. It was voted to give \$10 to the War Chest Fund. Mrs. Ed Kingston won the bank dollar. Mrs. A. M. Killian won the prize package. Penny march netted \$1. A social hour followed. Hostesses for the luncheon were Mmes. J. Shipley, chairman, Mary Wilke, C. E. Mahaffey, Tim McGowan and George McCamant. We are sorry to lose our secretary, Mrs. W. Rellihan, but hope she will be happy in her new home in Illinois.

New Lisbon Chapter

Mrs. George Oakes, Historian

On Sept. 12, regular meeting was called to order at the home of Mrs. J. Shabatka. Reports by the secretary treasurer were read and approved. Good cheer report was eight personal and phone calls made, four cards sent, and four families reached. We now have 71 voting and 60 contributing members. There were 30 hours spent on Red Cross work. We received a check for \$2.28 from the Rap-In-Wax paper company in return for coupons we had saved and sent in to them. The auditing committee's report was accepted.

A motion was passed to remember our service boys and girls with Xmas gifts. Mmes. Shabatka, Wescott and Gongaware volunteered to purchase, wrap and send these gifts. A motion was carried to have a penny party to defray expenses. Following adjournment a new game, "Fifty or Bust," was played, after which luncheon was served by Mmes. Shabatka, McCarthy, Scott, Witz, Becker and Oakes to the 21 members and two guests present.

Des Moines Chapter

Nina M. Eggleston, Historian

The October meeting was held at the home of Mrs. Hazel Garland, our membership chairman. A pot-luck luncheon was enjoyed. We learned at our business meeting that Des Moines had gone "somewhere"—as we have 126 members and had won \$40 in prize money for going over the top. All in all, we were surely elated. Another happy memory of this year, too. The club members were entertained in late summer at the suburban home of our past president, Mrs. Ed McCucas. A pot-luck luncheon was held with 24 members present. We always look forward to this outing, as a standing invitation is extended every year. The dessert is always furnished by our hostess, it being all the tasty strawberries we can consume. After luncheon bingo was played, the winners receiving prizes of garden vegetables, hybrid roses, and glasses of jell. A delightful time is always had.

Sioux Falls Chapter

Mrs. W. E. Adams, Historian

On Oct. 10 the Sioux Falls Chapter held a pot-luck luncheon in honor of Miss Etta Lindskog, secretary-general of Chicago. The long table was decorated with flowers and candles in autumn colors.

Miss Lindskog gave us a grand talk after the luncheon, telling us of the progress of the Milwaukee Club to its present twentieth anniversary and urging us to increase our membership and continue

our work in the war effort. Our president, Mrs. Albert Spencer, presented Miss Lindskog with a gift.

We were also pleased to have present Mrs. Irene Mathieson, one of our charter members. Mrs. Mathieson is to be honored, for two of her sons served in World War One and another son is now serving in World War Two. During the business meeting our president reported the total war bond and stamp sales for August and September as \$339.90, and the club made final arrangements for mailing the Christmas packages to the men and women in service.



IRISH CROCHET MAKES AN EXQUISITE SLIP EDGING

In these days of lace shortages, a plain slip can be made irresistibly lovely by adding an edging of hand crochet. Irish crochet made of mercerized tatting cotton provides an exquisite trimming. There's a practical side to handmade edging, too, for they wear and launder beautifully.

(Direction sheet for making this Irish crochet lace, No. 2627, can be had by writing to The Milwaukee Magazine, Room 356 Union Station, Chicago.)

Spokane Chapter

Bertha Bradley, Historian

The Spokane Chapter met in the club-rooms at the Union Station Oct. 11. Mrs. L. E. Woods presided in the absence of Mrs. E. R. Berkey.

Next meeting will be election of officers. Mrs. Nathan Jones was appointed chairman of the nominating committee, assisted by Mrs. Frank McDowell and Mrs. Berkey.

Mrs. Geo. Hill spoke of the club's activities and Mrs. Jones on service work. Mrs. Perry told of assisting at the Soldiers' Service Center every Monday eve.

Wausau Chapter

Mrs. A. W. Kasten, Historian

Our club met Oct. 10 with a good attendance. Meeting was opened with repeating of the club motto. In the absence of the president and vice president, Mrs. Felix Slomske presided. A nominating committee composed of Mrs. Ralph Chamberlain, Mrs. Nick Obey, and Mrs. Lawrence Nowitzke was appointed to prepare a slate of candidates to be elected at our November meeting. President reported that we had made our quota on the membership drive and received \$30 prize money. One sick member was remembered with flowers.

After the meeting cards were played, following which a delicious lunch was served by Mrs. Chas. Lehrbas, chairman, Mrs. Fred Lehrbas, Mrs. John Birniger, Mrs. Earl Hazelwood, Mrs. Henry Rege, and Mrs. Walter Billington.

Number of Traffic Tips Reported by Traffic Tip Supervisors During September, 1944

Divisions	No. of Tips			Divisions	No. of Tips		
	Pass. Tips	Fr. Tips	Per 100 Employees		Pass. Tips	Fr. Tips	Per 100 Employees
Seattle General	23	3	13.6	Idaho Division	5	1	0.9
Iowa & S. Minn.	28	63	10.3	Coast Division	9	1	0.8
Chicago Terminals	2	162	5.6	Kansas City Division	3	3	0.7
Dubuque & Illinois	43	28	4.7	Milwaukee Terminals	25	1	0.6
Madison Division	17	—	2.3	La Crosse and River	9	6	0.6
Superior Division	8	6	2.2	Iowa Division	10	1	0.6
Milwaukee Division	21	1	1.6	Trans-Missouri Div.	5	—	0.4
Iowa and Dakota Div.	20	3	1.4	Twin City Terminals	4	—	0.1
Chicago General	20	9	1.2	Rocky Mountain Div.	2	—	0.1
Hastings and Dakota	10	4	1.1	Miscellaneous	1	—	0.07
Terre Haute Div.	5	7	1.1				
TOTALS					270	299	1.8

TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING THE MONTH OF SEPTEMBER, 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.	Fr.				Pass.	Fr.
Chicago General Offices					Davidshofer, J.	Laborer	Dubuque, Ia.	2	
Abrams, R. E.	Frt. Clm. Dept.	Chicago, Ill.	1		Dubmeyer, A.	Cutter	Dubuque, Ia.		6
Barnett, H. W.	Hd., Clk., Frt. Clm.	Chicago, Ill.	3	4	Eckstein, F. E.	Chief Clerk	Dubuque, Ia.	1	1
Brown, J. L.	Gen. Supt. Transp.	Chicago, Ill.		3	Fisher, J. H.	Car Foreman	Savanna, Ill.	4	
Donald, W. H.	Motor Car Insp.	Chicago, Ill.	1		Hallahan, C. J.	Delivery Clerk	Dubuque, Ia.		1
Graves, Vila M.	Asst. Secretary	Chicago, Ill.		2	Hantleman, M. J.	Asst. Cashier	Dubuque, Ia.		1
Johnson, B. O.	Asst. Engineer	Chicago, Ill.	1		Hocking, W.	Bill Clerk	Dubuque, Ia.		1
Kuchel, C.	Asst. Engineer	Chicago, Ill.	1		Hoyer, Harry H.	Carman	Savanna, Ill.	1	
Ludolph, W. M.	Asst. Engineer	Chicago, Ill.	1		Hoyer, Joseph E.	Lead Carman	Dubuque, Ia.	1	
Lynch, L. R.	Clk., Frt. Aud.	Chicago, Ill.	1		Ickes, J. F.	Chief Clerk	Dubuque, Ia.	1	
Mueller, Marie	Telephone Oper.	Chicago, Ill.	1		Kempter, L. R.	Cashier	Dubuque, Ia.		1
Oberg, Erma B.	Steno-Clerk	Chicago, Ill.	2		Kupferschmit, F.	Gen. Clerk	Dubuque, Ia.		1
Ordas, Mrs. C. H.	Engineering Dept.	Chicago, Ill.	1		Kurt, Francis	Clerk	Waukon, Ia.	6	7
Ornell, Edwin E.	Draftsman	Chicago, Ill.	3		Layton, George	Capt. of Police	Savanna, Ill.	1	
Roth, Alfred	Draftsman	Chicago, Ill.	1		Lincoln, R. M.	Car Clerk	Dubuque, Ia.		1
Savidis, F. G.	Off. Engineer	Chicago, Ill.	1		Long, William E.	Ret. Machinist	Savanna, Ill.	1	
Schwarz, Robert C.	Draftsman	Chicago, Ill.	1		Lyttle, John		Savanna, Ill.	1	
Shenroske, John E.	Accounting Dept.	Chicago, Ill.	1		Maus, T.	Helper	Dubuque, Ia.	1	
			20	9	McDermott, Anne	R. H. Clerk	Savanna, Ill.	2	
Chicago Terminals Division					Miller, Lucille	Clerk	Dubuque, Ia.	2	
Arenstein, A. L.	Statistician	Chicago, Ill.	2		Muir, A. E.	Conductor	Dubuque, Ia.	1	
Bishop, N.	Asst. Agent	Galewood, Ill.		2	Mulder, Grace	Stenographer	Savanna, Ill.	2	
Boeck, H. F.	Chief Clerk	Galewood, Ill.		6	Ralston, R.	Rate Clerk	Dubuque, Ia.		1
Borman, H. A.	Rate Clerk	Galewood, Ill.		3	Stafford, Wm. A.	Clerk, D. F. & P. A.	Dubuque, Ia.	3	
Brown, H.	Rate Clerk	Galewood, Ill.		4	Sunderland, George	Cutter	Dubuque, Ia.	1	
Connally, J. J.	Rate Clerk	Galewood, Ill.		1	Unmacht, H. A.	Gen. Foreman	Dubuque, Ia.	1	
Dyba, T.	Clerk	Galewood, Ill.		1	Williams, Don	Yard Clerk	Dubuque, Ia.		1
Ensor, A.	Rate Clerk	Galewood, Ill.		1	Withhart, F. M.	Baggage man	Savanna, Ill.	6	
Evans, R.	Clerk	Galewood, Ill.		1				43	28
Ewing, John J.	Clerk	Galewood, Ill.		3	Hastings and Dakota Division				
Hanepsta, George	Agent	Franklin Park, Ill.		1	Bruers, Mrs. A. W.	Wife of Agent	Graceville, Minn.	1	
Hanson, H.	Rate Clerk	Galewood, Ill.		3	Burshiem, Joe	Sec. Foreman	Ashton, S. D.	1	
Jakin, C.	Clerk	Galewood, Ill.		1	Burshiem, Mrs. Joe	Wife of Sec. Foreman	Ashton, S. D.	1	
Kodish, Lester	Clerk	Chicago, Ill.		2	Geiser, Rose M.	Relief Agent	Fairmount, N. D.		1
LeMire, G. E.	Rate Clerk	Galewood, Ill.		106	Henrikson, O.	Asst. Car Frmn.	Aberdeen, S. D.	1	
Lemke, Edgar	Clerk	Galewood, Ill.		1	Kaufmann, M. L.	Secy. to Solicitor	Aberdeen, S. D.	1	
Lewis, N. M.	Clerk	Galewood, Ill.		1	Lieb, George L.	Operator	Ortonville, Minn.		3
Miller, John H.	C/L Notice Clk.	Chicago, Ill.		2	Mitchell, J. M.	Asst. Engineer	Aberdeen, S. D.	3	
Oefftering, J. J.	Rate Clerk	Galewood, Ill.		15	Moriarty, W. J.	Chf. Clk., Store	Aberdeen, S. D.	1	
Reimann, B.	Rate Clerk	Galewood, Ill.		2	Mundy, Mrs. Pat	Wife of Spec. Officer	Aberdeen, S. D.	1	
Scharenberg, A. H.	Agent	Chicago, Ill.		1				10	4
Schumacher, L. S.	Clerk	Galewood, Ill.		2	Idaho Division				
Willison, H.	Asst. Chf. Clk.	Galewood, Ill.		3	Allen, C. F.	Track Dept.	Spokane, Wash.	1	1
			2	162	Hays, P. L.	Ret. Chf. Disp.	Spokane, Wash.	1	
Coast Division					Osborne, A. M.	Engineering Dept.	Spokane, Wash.	1	
Anderson, Millie	Frt. Office	Tacoma, Wash.	2		Stoll, E. J.	Engineering Dept.	Spokane, Wash.	2	
Cobley, W. H.	Freight Agent	Lynden, Wash.	1					5	1
DeQuire, C. E.	Clerk	Tacoma, Wash.	1		Iowa Division—				
Fetters, Mildred	Clerk-Station	Seattle, Wash.	1		Cook, Earl L.	Warehouse Frmn.	Council Bluffs, Ia.	1	
Goldsbrough, A.	Station Force	Tacoma, Wash.		1	Farley, Regilda	Dtr. of Employe	Manilla, Ia.	1	
Mosher, H. A.	Trn. Dispatcher	Tacoma, Wash.	1		Manton, Thomas	Per. Frt. Insp.	Cedar Rapids, Ia.	2	
Munro, J.	Substation	Cle Elum, Wash.	2		McGuire, Alice	B. & B. Clerk	Marion, Iowa	3	
White, L.	Ret. Porter	Tacoma, Wash.	1		Miller, L. J.	Agent	Springville, Ia.	2	
			9	1	Peterson, Fred	Son of Conductor	Perry, Ia.		1
Dubuque and Illinois Division					Sorensen, Jack W.	Cashier-Clerk	Council Bluffs, Ia.	1	
Althaus, H.	Asst. Bill Clerk	Dubuque, Ia.		1				10	1
Ames, John	O. S. & D. Clk.	Dubuque, Ia.		2					
Brennan, Mrs. G.	Wife of Sec. Foreman	Waukon, Ia.	1						
Bridenstine, Paul	Train Dispatcher	Savanna, Ill.	1						
Buddin, William	Helper	Dubuque, Ia.	2						
Collins, Francis	Brakeman	Dubuque, Ia.		3					
Collins, T.	Car Inspector	Savanna, Ill.	1						

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Iowa and Dakota Division					Milwaukee Terminals and Shops				
Anderson, E.E.	Sec. Foreman	Delmont, S.D.	2		Belond, H.	AAR Inspector	Milwaukee, Wis.	6	
Burnett, M.L.	Trmstr.'s Clk.	Mason City, Ia.	2		Bilty, G.J.	Foreman	Milwaukee, Wis.	2	
Coin, W.G.	Sec. Foreman	Wagner, S.D.	1		Freihoefer, Wm. J.	Welder	Milwaukee, Wis.	1	
Flynn, Helen	Gen. Clerk	Sioux City, Ia.	2		Freund, Pearl	Clerk	Milwaukee, Wis.	1	
Glander, A.M.	Chf. Carpenter	Mason City, Ia.	1		Hogan, Kathleen	Stenographer, Car Dept.	Milwaukee, Wis.	1	
Gustafson, Harry	Loco. Engineer	Sioux City, Ia.	2		Kaun, E.A.	Clerk	Milwaukee, Wis.	5	
Hansen, J.T.	Asst. Supt.	Sioux City, Ia.	1	1	Keller, E.A.	Chief Clerk	Milwaukee, Wis.	1	
Hummel, G.C.	Fireman	Sioux City, Ia.	1		Koester, A.A.	Trav. Stkpr.	Milwaukee, Wis.	1	
Murphy, Mrs. G.M.	Clerk	Sioux Falls, S.D.	1		Nevitt, H.R.	Signalman	Milwaukee, Wis.	2	
Myers, Fred G.	Chief Clerk	Sioux City, Ia.	1	1	Nikolas, Jonas	Asst. Signalman	Milwaukee, Wis.	1	1
O'Brien, J.F.	Rate Clerk	Mason City, Ia.	1	1	Owsley, R.A.	Clerk	No. Milwaukee, Wis.	1	
Pappas, Tony	Loco. Dept.	Mason City, Ia.	1		Reboldt, F.C.	B. & B. Dept.	Milwaukee, Wis.	1	
Pattschull, Theodore	Engineer	Mason City, Ia.	1		Ross, F.T.	Asst. Chf. Opr.	Milwaukee, Wis.	1	
Paullin, C.L.	Painter	Mitchell, S.D.	1		Voth, George R.	Chf. Clerk	Milwaukee, Wis.	1	
Serakos, Chris	Laborer	Mason City, Ia.	3					25	1
Sizer, R.	Trainmaster	Mason City, Ia.	1						
			20	3					
Iowa and Southern Minnesota Division					Off Line Offices and Miscellaneous Group				
Bruha, F.H.	Agent	Dexter, Minn.	1		Weiffenbach, L.G.	Asst. Secy-Treas.	New York, New York	1	
Dosey, E.H.	Cashier	Bloomington, Minn.		52				1	0
Hartwig, Mrs. F.E.	Wife of Agent	Alden, Minn.	1		Rocky Mountain Division				
Hayes, Albert	Operator	Albert Lea, Minn.	10		Cote, Irma	Steno-Clerk, Engr.	Butte, Mont.	1	
Johnson, Charles	Agent-Operator	Sherburn, Minn.	2		Mentsels, John	Sec. Foreman	Drummond, Mont.	1	
Josephson, George	Section-Laborer	Brownsdale, Minn.	1					2	0
Kauder, George E.	Pumper	Madison, S.D.	1		Seattle General Offices				
McDaniel, Mrs. F.R.	Wife of Agent	Fountain, Minn.	1		Beeuwkes, R.	Elect. Engr.	Seattle, Wash.	3	
McShane, Mrs. M.	Wife of Deceased	Austin, Minn.	2		Brinkley, R.A.	Freight Dept.	Seattle, Wash.	1	
	R.M.	Austin, Minn.	1		Douglas, E.L.	Asst. to Gen. Mgr., Milw. Land Co.	Seattle, Wash.	2	
Ohde, Oscar W.	Pipefitter	Hollandale, Minn.	1		Greengard, S.	Exec. & Law Dept.	Seattle, Wash.	1	
Okre, L.H.	Rdmstr's Clerk	Austin, Minn.	1		Hickey, Margaret	Stenographer	Seattle, Wash.	1	
Peterson, H.M.	Agent	Lansing, Minn.		1	Horak, Agnes	Clerk, Traffic	Seattle, Wash.	1	
Samuel, G.C.	Agent-Operator	Bloomington, Minn.	1		Kennedy, E.D.	Chf. Clk., to Gen. Mgr.	Seattle, Wash.	2	
Sexter, Kenneth	Agent-Operator	Austin, Minn.	1		Lindstrom, H.A.	Clerk, Gen. Mgr.	Seattle, Wash.	1	
Swank, H.J.	File Clerk	Austin, Minn.	1		Lovell, Chas. G.	Asst. Elec. Engr.	Seattle, Wash.	1	
Voelker, Carl J.	Machinist	Austin, Minn.	1	1	Mankey, D.T.	Asst. Treasurer	Seattle, Wash.	1	
Voorhees, H.	Yardmaster	Fulda, Minn.	1		Meyer, N.A.	Supt. Trans.	Seattle, Wash.	1	
Whalan, Mrs. J.C.	Wife of Agent	Chandler, Minn.	2	3	Meyers, Mrs. Lois	Steno-Secy.	Seattle, Wash.	1	
Wopat, E.L.	Agent	Chandler, Minn.	2	5	Mumford, E.H.	Stenographer	Seattle, Wash.	1	
Wopat, Mrs. E.L.	Wife of Agent	Chandler, Minn.	1	1	Mumford, M.C.	Chief Clerk	Seattle, Wash.	1	
Wopat, Nadeen	Daughter of Agt.	Chandler, Minn.			Murphy, Monica	Steno., Milw. Land Co.	Seattle, Wash.	1	
			28	63	Oliver, F.H.	Asst. to Trustee Office	Seattle, Wash.	1	
Kansas City Division					Superior Division				
Carlson, I.R.	Chf. Clk. to Agt.	Ottumwa, Ia.	1	1	Guy, Mrs. A.	Trucker	Menominee, Mich.		1
Chambers, Virginia	Clerk	Ottumwa, Ia.	1		Herman, Myrtle, B.	File Clerk & Steno.	Green Bay, Wis.	1	
Farrell, J.T.	Clerk	Ottumwa, Ia.	1		Johnson, Julia	Clerk	Green Bay, Wis.	1	
Gowdy, Porter	Mech. Dept.	Ottumwa, Ia.	1		LaVeau, F.J.	Agent	Republic, Mich.	2	
Hampshire, J.F.	Car Clerk	Ottumwa, Ia.		1	LeBoeuf, V.J.	Chief Clerk	Menominee, Mich.		1
Santee, Margaret	Clerk	Ottumwa, Ia.		1	Liese, A.W.	Agent	Appleton, Wis.		2
			3	3	McLean, R.D.	Operator	Menominee, Mich.	2	
					Miskimins, R.R.	Mgr., Motor Transport	Green Bay, Wis.		2
					Willman, R.E.	Agent	Forest Jct., Wis.	2	6
La Crosse and River Division					Terre Haute Division				
Blanchfield, E.C.	Cashier	Merrill, Wis.	1	1	Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		5
Frazier, I.L.	Rate Clerk	Merrill, Wis.	1		Gauer, E.	Millman	Terre Haute, Ind.	1	
Frye, M.J.	Chief Clerk	Merrill, Wis.	1	1	Heck, H.C.	Agent	Andres, Ill.	3	2
Johnson, Harold W.	Counterman	Tomah, Wis.	1		Stangle, Jesse	Triple Valve Repairer	Terre Haute, Ind.	1	
Owecke, H.A.	Rate Clerk	Winona, Minn.	2					5	7
Ruder, George	Warehouse Frmn.	Merrill, Wis.		2	Trans-Missouri Division				
Ruder, William	Yard Clerk	Merrill, Wis.		1	Aafls, Wayne	R.H. Clerk	Miles City, Mont.	1	
Schaad, Gregory	Trucker	Merrill, Wis.	1		Campbell, D.B.	Clerk	Miles City, Mont.	1	
Singer, J.W.	Operator	Merrill, Wis.	1		Konkright, Floyd	Storehelper	Miles City, Mont.	1	
Wheeler, Morton J.	Bill Clerk	Winona, Minn.	2		Lavintier, Mrs.	Wife of Deceased			
York, Charles	Track Dept.	Red Wing, Minn.	1		Tripp, Mrs. O.B.	B&B Foreman Wife of Agent	Miles City, Mont.	1	
			9	6			Hettinger, N.D.	1	
								5	
Madison Division					Twin City Terminals Division				
Blethen, W.W.	Stenographer	Madison, Wis.	1		Anfang, W.M.	Car Dept.	St. Paul, Minn.	1	
Christenson, C.C.	Brakeman	Madison, Wis.	1		Carll, Kitty	Clk., Sig. Dept.	Minneapolis, Minn.	1	
Eoleman, James F.	Ret. Clerk	Madison, Wis.	1		Kulisheck, J.A.	Clerk	St. Paul, Minn.	1	
Conlin, R.A.	Asst. Cashier	Madison, Wis.	1		Moloney, John	Police Dept.	Minneapolis, Minn.	1	
Coyle, J.	Clerk	Madison, Wis.	1					4	0
Glenn, W.H.	Ret. Crossing Man	Madison, Wis.		3					
Higgins, Betty	Clerk	Madison, Wis.	1						
Lou	Clerk	Madison, Wis.	1						
Hunter, Albert J.	Car Repairer	Janesville, Wis.	1						
Macdonald, J.A.	Superintendent	Madison, Wis.	1						
Michael, Ralph	Son of Conductor	Janesville, Wis.	6						
			17	0					
Milwaukee Division									
Bramer, John	Sec. Foreman	Horicon, Wis.	2						
Brown, Victor	Sec. Laborer	Pond du Lac, Wis.	1	1					
Drake, Spencer	Warehouseman	Beaver Dam, Wis.	1						
Fiebelkorn, W.C.	Chief Clerk	Beaver Dam, Wis.	1						
Kohl, Walter	Ret. Signalman	Horicon, Wis.	2						
Lentz, Delbert	Trackman	Horicon, Wis.	2						
Meyer, I.C.	Agent	Beaver Dam, Wis.	3						
Mueller, A.A.	Operator	Beaver Dam, Wis.	1						
Olson, A.H.	Roadmaster	Horicon, Wis.	1						
Whitty, H.	Mtce. Clerk	Horicon, Wis.	1						
Willers, J.	Sec. Foreman	Horicon, Wis.	1						
Willers, Mrs. J.	Wife of Sec. Foreman	Horicon, Wis.	6						
			21	1					

INFORMATION TALES TIDINGS BULLETINS CHATTER VERSE VIEWS HUMOR
 EXPERIENCES TALK NEWS ANECDOTES GREETINGS BROADCASTS CH.
About People of the Railroad
 REPORTS HAPPENINGS STORIES

SUPERIOR DIVISION

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

E. S. Stark, a former operator at Cedarburg, Wis., passed away at Oak Park, Ill., on Oct. 2. Our sympathy is extended to the family.

I recently received a letter from Sgt. G. Daley, former conductor on the Superior Division, who is with a railway battalion in France.

Superintendent F. T. Buechler has just returned from his vacation, which he and Mrs. Buechler spent in South Dakota going over their old stamping grounds.

Miss Julia Johnson has also returned from her vacation which she spent in Seattle with her sister-in-law.

We have an addition to the superintendent's office. August Morack is the new roadmaster's clerk. Mr. Morack is not a newcomer, having worked in this office prior to the depression.

The sugar beet season is on again and we expect to be doing a rushing business for a few weeks.

TERRE HAUTE DIVISION

Terre Haute District

William Nadzeika, Correspondent

C. L. Waterbury, division engineer, passed out cigars and candy with a big smile, the occasion was the arrival of Richard W. on Oct. 2.

Operator Wm. Hyslop returned to Bedford Oct. 1, after several months of illness.

Dispatcher Ralph Hunt has been home several weeks due to illness and is being relieved by Jack Wright.

Lt. Billy Cornell, son of Chub Cornell of the Hulman Street car department, was recently home on furlough.

Operator Walter Chapman's daughter, Margaret, a graduate nurse, has joined the Waves and left the middle of September to take up her new duties. The navy has gained a mighty fine addition.

West Clinton

Robert Wright, son of Operator Joseph Wright, was home on furlough in September.

Hervey Lee, brakeman, has been on the sick list since Oct. 6.

Faithorn District

*Correspondent
 Berniece Sparks
 Faithorn, Ill.*

Mrs. Grover Pease, wife of Engineer Pease, and sister of Chief Clerk Ivan Carter, passed away Oct. 8.

Mrs. E. A. Rollert, wife of Agent Rollert of Faithorn, passed away Oct. 10.

To the bereaved members of these families, we all extend our sincere sympathy.

Switchman "Mack" Hon has been walk-

ing around with his chest thrown out and when asked what brought it about, announced that he was a grandfather. The newcomer's name is Richard Lee Ryan, born Oct. 2.

Congratulations are in order for Conductor and Mrs. Earl Ruckman, who celebrated their twenty-fourth wedding anniversary Oct. 4.

Yardmaster G. M. Robson is still on the sick list; however, his condition is improving and, no doubt, before long he will be back on the job again.

Omar Thunherst, son of Special Officer "Speed" Thunherst, recently spent a short furlough with his parents.

Ens. Leslie Eugene Cribbs, son of Switchman Cribbs, was home on a 17-day leave.

CHICAGO GENERAL OFFICES

Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent

After many years of efficient service as auditor of passenger and station accounts, Mr. Kruckstein left us to take up his duties as assistant comptroller. His many friends, especially those of us who have had the privilege of working under his supervision, wish him well in his new position.

Wedding bells rang out for Shirley May and Rex Turbiville, Ethel Johnson and Harvey Miller. We wish them many years of happiness and good fortune.

Mary North has resigned, so she will be able to devote all her time to home making.

After a very serious operation, Hazel Reetz is getting along very nicely.

We were very happy to welcome Jean Swing back after an absence of nine months, during which time she had an operation to help relieve an eye condition.

Bill Rysick and Hans Klemmer are in Belgium. Hans Klemmer has added an-

other stripe to his sleeve, making him a corporal.

In a recent letter from Ed Wright he said that the navy was keeping him plenty busy in the air corps ground crew. He is in Florida.

Ed Rhyner was in to see us the other day after spending a year in the South Pacific. He said that it was sure swell to be home.

Chuck Essig has been reported missing in action. We hope for more encouraging news in the near future.

Doug and Helen Elder are very happy over their new addition—namely, Lynn Marie, born Oct. 5.

Harold Kunkel stopped by to say hello. He said that he expects to be shipped overseas soon after Christmas.

Ralph Klotz has been appointed to succeed Jim Hazelton as head of the home interline department.

Roy Schiffer and the Missus went on a fishing trip in northern Minnesota, where Lill caught a Muskie measuring 37 inches and weighing 16 pounds. Too bad, Roy, better luck next time, if she takes you along.

Kenny Rutherford is in a hospital in New Caledonia suffering from a back injury sustained in one of the recent marine invasions.

Freight Traffic Department

Wesley S. McKee, Correspondent

Harold "Satchel" Page, our long and lanky reconsigning man, is the latest member of our family to be inducted into our ever-growing army. No address as yet.

It seems the announcement in last month's Magazine stating that Carl Peterson was in boot training was a little premature. Uncle Sam changed his mind and sent "Twinkletoes" into the army. He's at Camp Hood, Tex.

Lorraine Hohn's plaint that a sugary romance can be broken by a heel is supplemented by Betty V.'s statement that a little tar can sure slow down a flighty one.



This display of a few of the 70,000 different items the Milwaukee Road must buy in order to provide first class service for its patrons will appear in a number of the larger localities throughout the system. It is currently drawing crowds at the city ticket office in Chicago.

Harry Sauter is reported recovering from an attack of ptomaine poisoning, acquired, we are told, after his family moved back into their apartment and he sampled Carm's cooking. Seems the can opener was lost and Harry had to eat a home-cooked meal, which was too much for his little tummy.

Atlas Prager, got it? Atlas Prager, get it! And the boys sure did—all they wanted, and sandwiches too, at the open house held at the brewery for members and friends of the Forest Glen Improvement and Beer Imbibers Society, in which Al Anderson, our host, is actively interested. He also finds time to participate in the improvement program too.

The boys on the rate desk say there's nothing like Phyllis 66 for quick starting on these frosty mornings.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

The Milwaukee Magazine serves many good purposes. Andrew Duffy, formerly interline clerk, was reading the Magazine, somewhere in France (our guess is near Metz), when a young service man, seeing the paper, asked him if he was a former Milwaukee Road employe and if from Chicago. The young man was Ray Pieper, son of Al Pieper, auditor of expenditure's office, who also worked in the building some months before going to war. They had an interesting visit, and compared notes as to who knew whom in the building. Andy wrote that he enjoyed very much a one day furlough spent in Paris; it is a very beautiful city, he says.

Pvt. Paul Kurst stationed at general hospital, Camp Ellis, Ill., though not a patient, paid us a brief visit Oct. 5.

Ted Eckhardt, who underwent an operation at Augustana Hospital some weeks ago, is now at home and expects



The Milwaukee Road Girls' Bowling League of Chicago already has 45 members, most of whom are shown here. They extend an invitation to all women employes to join the league.

players, to organize fully a men's team. Anyone interested should contact them at once.

Thomas is the name of the handsome eight-pound chap that arrived at the home of Rate Clerk Joseph Pecora and Mrs. Pecora on Sept. 22. Joe tries hard to hide his pride, yet he does strut a bit, both standing up and sitting down.

Vera Cousins, employed here a number of years, said good-bye to many friends on leaving the service Oct. 14.

A large group of girl friends tendered a bridal shower to Hazel Hogan, accounting machine bureau, on Oct. 18. She was married on Oct. 21 to Willard Hettinger, the quiet, handsome young man employed in the interline bureau. The affair is being arranged by girl friends in the office. Our congratulations are extended to this fine couple.

A beautiful grey silver trimmed over-

Wm. Condon, assistant to Arthur Genczke, head clerk, accounting machine room, has been receiving the customary freight auditor's office compliments upon the arrival of his new daughter, Rita Marie, who was born on Sept. 22, at Lewis Memorial Hospital.

M. P. Corp. Dan McCarthy, stationed at Sault Ste. Marie, Mich., was a visitor on Oct. 17. Sgt. Ray Schattnik writes from the South Pacific that he is still with a mobile accounting unit, and the tropical climate makes him lazy, but he'd like to hear from friends. Pfc. Geo. Schmalbeck, Camp Breckenridge, Ky., sends greetings and announces the arrival of George Jr., of whom he and Mrs. Schmalbeck are very proud.

Car Accountant's Office

Harry M. Trickett, Correspondent

Was pleased to receive a letter from 1st Sgt. Wm. Olsen on Sept. 18, giving his new A.P.O. number and stating he has just received the August issue of the Magazine. He was unable to reveal his location, but sends greetings to his friends.

Among the seven winners in the scrap book contest sponsored by the Women's Club were Ruth Bruner and Anna Littwin of our office.

Veryl (Berg) Zavooskey, who was with us for several years, resigned on Sept. 30 and will go to Atlantic City, N. J., to be with her husband, who is an instructor in the Air Corps, returned from overseas duty.

I received a letter recently from Edward Colby, seaman 2/c, our former candy man, on one of the islands in the New Hebrides. Being closer to Tokyo than home, he will go there before returning. He has been in sick bay again with an infection and feels mighty lonesome, but so are the others. Let's all send him a card or letter to cheer him up.

A near miracle occurred recently when S/Sgt. "Kenny" Giblin, together with his father, nephew, and boyhood chum all were furloughed at about the same time and celebrated together. Kenny is a turret gunner in the Marine Corps and has been overseas eight months, participating in various campaigns in the South Pacific.

Anna Littwin recently underwent an operation and is confined at the Ravenswood Hospital.

Joseph Votava was also operated on and is convalescing at home.

Catherine Wittman, who was in the hospital for treatment, is now at home.

The Victory Committee will need more financial assistance in order to keep up their good work for the boys in service. They are planning on sending out a Thanksgiving greeting card with \$1.00 and Christmas greetings with \$3.00 to about 265 men in service.



The group of men who attended a banquet in honor of Jim Hazelton, head clerk of the home interline bureau of the auditor of passenger and station accounts office, Chicago, who retired on Sept. 30. Mr. Hazelton is the fifth from the left of the picture, in the front row. At his left is William Kruckstein, newly appointed assistant comptroller.

to return to work soon. Rine Berscheid, who donated blood for transfusion to Ted, is now on the sick list, but hopes to get back to work again before long. Frank Carr is taking care of Ted's job on the government rate desk. Ted Peterson, rate bureau, was taken to Augustana Hospital in a hurry Sunday evening, Oct. 15. Emil Steiner went to St. Francis Hospital, Evanston, early Monday, Oct. 16. Both are now under observation. Wm. Weyforth is reported improving and will return to work soon. We all extend good wishes for their recovery and return to work in the near future.

Eleanor McDermott, W. B. filing bureau, is proudly wearing a beautiful diamond engagement ring she received from Frank Davis, but she modestly refuses to give further details.

Harry Wallace, freight auditor's office, and Wm. Stegman, auditor of expenditures office, are calling for basketball

night bag and 25 roses were presented to Mabel Underwood on Oct. 9. The occasion—her 25th anniversary as a Milwaukee Road employe. A fine gift from fellow employes. Congratulations, Vet.

A surprise dinner was given by a large gathering of girls from the office to Virginia Jensen, accounting machine room, at Matt Iglar's Casino on the evening of Sept. 29. She left the service on Sept. 30 to join her husband Carl, formerly an auditor of passenger accounts employe, who, after serving 28 months with distinction in the South Pacific, receiving a citation for bravery in action; he is now in officers' training at New Orleans. The girls and the entertainers made the occasion a brilliant one. They helped the girls sing "I'm Working On The Railroad" and many request numbers. Virginia had to take a number of bows. Her sister Marion was in the group. Our good luck wish to Virginia and Carl.

Purchasing Department

Josephine O'Hara, Correspondent

An anniversary thought marks the November column from the purchasing department. Lurena Whidden Polk, who will celebrate a cotton wedding anniversary in December, edited her last column for the Milwaukee Magazine in October of last year, and a successor took up the pen for the November issue. We of the purchasing department offer our congratulations to Lurena and Bill.

A keen interest was taken in the affairs of the baseball world by Louis Smith during the World Series. His relief was great after the series was decided because Louis' finances were at stake. However, Lady Luck stood by him faithfully, as he won two substantial pools in two consecutive days. He proclaimed his good fortune by wearing an attractive red bow tie and it was generally agreed that while Frank Sinatra has a "voice," our Louis Smith has both "looks" and luck.

A welcome visitor appeared among us. Pfc. Charles Gooding has the distinction of being our first overseas serviceman to visit us. After his travels in the South Pacific area, Charlie was more than happy to be back home for a while, and we hope with him that it won't be too long until he is home for good.

Pvt. Michael Matara, who is stationed at Moody Field, Valdosta, Ga., is enjoying his work of pinch-hitting for a regular Army court reporter. His wife and daughter are now living near his camp, so Mike is beginning to feel more at home.

The last letter received from Pvt. Robert Reiter informs us that he is really seeing the country over there. He mentioned the names of several of the French towns he had visited, and, if time and circumstances permit, he may meet up with some of Grover Doody's buddies from the last war.

Our office boy, Ed Kirk, has adapted a "no-hearing" policy on certain days. He has the duty of distributing hand towels twice a week, and for this item the demand is far greater than the supply. When one end of the office is supplied with towels, the other end is left towel-less, and such a situation causes great distress among those affected by the towel shortage. Many questions are directed to Ed, but he answers only with a smile. Silence is golden.

Three new girls have been added to the office force: Mrs. Evangeline Galbreath, of Chicago, and Mrs. Lucille Lemke and Dorothea Easton of Elgin. The score of Elginites is increasing as time goes by.

The dollar bill award for October was given to Norma Van Dellinder.

Passenger Traffic Department

E. R. Will, Correspondent

The arrival of autumn reminds us that another year has entered the home stretch. What a hectic year it has been!

Harry Sengstacken, assistant passenger traffic manager, who acts as the intermediary between P. R. and the passenger department's employes, states that he received many encouraging replies to his letter which quoted a personal letter of Sept. 18 from P. R., the man of preponderant importance, but the response was expected to be unanimous. It is hoped that the bulk of the more timid individuals among us, who shy away from such inquiries, will note the trend toward a new era and swamp said official's desk with replies to the second letter, dated Oct. 16.

Ray Myles of the advertising department received an interesting letter from Pfc. Harry Stastny, dated Oct. 4, who is

now in France. He marveled at the beauties of Paris; he meant the marvelous buildings and churches, all architectural wonders. Frenchmen are willing to pay \$1.00 for a package of cigarettes that the PX sells for five cents, but make up for that loss by charging \$10 and \$12, respectively, for foul-tasting cognac and champagne. He writes that a French course he took 12 years ago has come in handy, but he was quite surprised when he recently met two civilians on a road, who greeted him in Southwest Side Polish. His letter also pictured the desolation in St. Lo, where not a home was missed in the Allied bombardment.

One of my informers (pardon the word) advises of the unfortunate experience of one of our lovely little girls. It seems that after a shopping spree in the loop, the young miss rushed to the station, only to miss the 9:10 p.m. Elgin-bound train. Apparently, Mamma and Papa were quite irked that their young daughter arrived home from work at 2:00 a.m., but it could have been worse had they lived in a distant point where Saturday service only is available. The heroine in this tale is Neva, the "Jewell" of the Elgin watch metropolis.

The usual World Series pools were more plentiful this season than usual and Glenn Hyett found his earnings increased for the year by the tidy sum of \$50. Gilbert Henkens found a benefactor who gave odds and took the Browns. That was charity, Gil.

It is not too late to get behind the War Fund drive.

cut down production for a while, but it was worth it.

Hillard Wachowski, air cadet, who is counting on graduating before long, was home recently for the first time since he enlisted. "Hill" looks as if the bill of fare in the service was okay indeed.

Al Mooney, son of John Mooney of the AFE bureau, came in recently. Al has spent a rough 30 months in Alaska since his induction and it was his first furlough in army khaki. Young Mr. Mooney also got himself married while he was at it. Never a dull moment.

Sgt. Al Kulk breezed in again this month. "Junior" is really outgrowing that monicker. Al does more traveling on company business than an office-seeker at election time.

There were plenty of promises to "honor and obey." The list resembled a short page in the telephone directory. In the order of their appearance, the happy events were as follows:

Barbara Phillips, of the material bureau, decided on marriage as a career, as Mrs. Walter Borchardt. Walter is a G. I.

Dorothy Streck traded the last name for Greinke. Corp. Greinke works for the army.

Madelyn Weiner is now Mrs. John Taylor, and has left the railroad to reside in California.

Caroline Carlson was a June bride but kept us in the dark until her return to work recently. Mrs. Cetwinski and her "Nick" took the drastic step. Nick is now in the South Pacific on business.



Auditor of Expenditure's Office

Bernie Williams, Correspondent

We would like to add our deepfelt sympathies to the condolences of his countless railroad friends to the bereaved family of Carl E. Ring, who passed away Oct. 9, at the age of 68. Carl had been a faithful employe of the Milwaukee for some 26 years and was well remembered along the line from Aberdeen to Chicago. Mr. Ring is survived by his widow, daughters, Gladys, Frances and Bernice, and sons Carlton and Jerry.

It was a good month for service visitors. Sgt. Herb Metzfeld, fresh from the west coast, was home to see Glenn Scott Metzfeld, a new arrival since we last saw Herb. The younger Metz and "the little woman" welcomed home the sergeant, along with the bookkeeping bureau, who we understand sorely miss him.

Milton Foreman, of the machine room, has been called to service and is now stationed at Great Lakes.

Cpl. Bill Rick, army air corps, dropped in on the assembled throng at 2423, and created the usual stir among the feminine population. Willy was heading for a new base, and perhaps a little overseas stuff.

Clifford Deakin, navy, visited with his fifth floor friends one day. It probably

Ralph Carlson, Y2/c, took Doris Knudson for better and better on a certain Saturday this month. The locale for this merger was the Bond Chapel, U. of Chicago, but Mr. and Mrs. Carlson shuffled right off on a little thing called a honeymoon. It seems they both consider themselves very lucky people, and we think so, too.

Now that the list is complete, wholesale congratulations are in order, and together with their many friends we wish them every happiness.

Irving Hansen is off with an operation and we hope he'll be back with us soon, good as new.

Among those things that could only happen here... Ross Ketchpaw returned to work, recovered from his recent illness, but looking like he'd lost a world's series bet or something.... "Colona" Ketchpaw, we calls him.

It was a cake-eater's holiday when Frank Opie decided it was time to have another birthday.... Opie's Bakery was set up on the fifth floor for the event, and Frank subtracted another year from the mounting total.

Anna Mae Schmidt finally produced that hero husband of hers we've been hearing about.... holder of the Air Medal and 12 clusters, "Bob" finally came home on furlough after 65 missions in Europe. Another lucky gal—and lucky guy, too.

Auditor of Overcharge Claims Office

Marie Hotton, Correspondent

The Chicago Daily Times of Oct. 5 carried this item: "Skilled aerial fighter pilots recently graduated from Foster Field, Texas, include George Grant Smith, 25, 1024 Richmond St." Yes, sir, that's our "Gee Gee." George's old pal, Corp. Howard Atherton, overseas with the Field Artillery, is deep in hostile territory and is sending all of his mail from "Das Reich."

The G. I.'s are doing their Christmas shopping early, too. On Oct. 9, Evelyn Hamann received a package from the Aleutians marked "Fragile," Pvt. Frank Hamann's Christmas present to the little woman. Evelyn treated us to a preview of the gift, a beautiful watch of rose gold set with jewels, which bobbed up and down on her lapel like a nice big ice cube. It is back in retirement until Dec. 25, when Evelyn will again be terribly surprised to discover what Santa Claus has put in her stocking.

Back from a little coon and 'possum hunting in the Missouri hills, George Tovey is looking very fit after a trip to his Ozark retreat. George is now in reality a big butter and egg man, his hens in the last two and a half months having produced 1,044 dozen. Mind you, dozen!

Two veterans of the claim checking bureau, Chester Nadolny and Jack Jennings, left the employ of the company in the last few weeks for other occupations. Jennings, a neighborhood boy, enrolled as a student at De Paul University and has been replaced by Tom McShane of the relief bureau.

Style Notes: Joe Buland and Leslie "Judge" Harris are both exhibiting new fall millinery. Joe favors a modified biege pork pie, while the Judge's taste runs to a conservative grey fedora with self-colored band. Abe Weitzenfeld appeared recently in an elegant display of new haberdashery and it is just about time for Al Wackrow to brighten the autumn landscape with another of his famous "bird series" ties.

Breaking a record of several years' standing, Elmer Barry was lately confined to his home with a bad case of bronchitis. Charlie Gardner, while vacationing, retired to the Kenner Hospital for a few minor repairs, and Adolph Frandsen was the recipient of a large floral offering from the office force, to cheer his convalescence at St. Elizabeth's Hospital.

Messrs. Wald, Aff and Tovey have been attending a course in business management conducted by Dick Christman, our personnel director. This is a brand new feature at Fullerton Ave.

In a last month's issue of "White Collar Girl," Chicago Tribune's voice of the lady office worker, several w.c. girls submitted glowing tributes to that unsung heroine of the business world, the office matron. We can't allow this to pass without a similar tribute to a lady who has been one of the bulwarks at Fullerton Ave. for many years: whose unflinching kindness, patience and resourcefulness have contributed much to the comfort and well-being of Fullerton Ave. employes—to our Fix-Up Girl, Miss Mary Maney.

Woman's Club Library Notes

The author of the Miss Buncle books, D. E. Stevenson, has devoted her attention to the problems of today and produced what is said to be her finest novel, "Listening Valley." An absorbing tale of a quest for refuge and comfort in wartime England, no reader will be able to resist it.

Only at rare intervals are we allowed the privilege to read a story such as "Anna and the King of Siam" by Margaret Landon. This book grew out of years of research in old Siamese records and personal diaries published 75 years ago—of Anna Leonowens, the English

woman employed by the King of Siam to teach English manners and customs to his many children and concubines. The vanished life of the harem, the comedies and tragedies of an Oriental court, its mysticism and intrigue, are all spread in brilliant panoply. The original material for this astounding record was unsuccessfully suppressed by the Siamese government, and Mrs. Landon's unflagging curiosity and perseverance have preserved for posterity the biography of this remarkable Victorian.

The following is an extract from a letter which J. L. Ginaine, recently retired from the auditor of overcharge claims office, received not long ago from his son in the service:

"For 55 years you worked for the same concern, Pa, through booms and depressions, through war and peace. During those years you never failed to be paid promptly on the appointed day. In the economic swirl you had security. This is surely success. I shall always feel kindly toward the good old 'St. Paul' for making this possible."

TWIN CITY TERMINAL

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

Minneapolis General Offices

Kitty Carl, Correspondent

Pvt. Mel Forslum of the depot ticket office was recently home on furlough. He called on friends around the station and said he was getting acquainted with his new daughter.

We were pleased to read in the *Minneapolis Tribune* a story about Elizabeth O'Brien on her 35th anniversary in the telephone office. She admits in this article that men are more co-operative, but says that occasionally she gets some choleric gentleman who is low on patience and high on indignation, and it is a strain not to crack down on him, but even then she does not talk back—much.

George Vetter is looking for another girl messenger. It seems the girls are being taken away from him just when he gets one broken in on the routine—in the same way the boys used to be snapped up. Perhaps he should lower the age limit.

South Minneapolis Locomotive and Store Depts.

Thelma Huff, Correspondent
Office of Shop Superintendent
South Minneapolis

First, we are happy to tell you that our good friend, Al Novak, general boiler inspector, is on the mend after a short session at the hospital and a rest at home.

On Sept. 28, 1894, Night Caller Ben Benson called Joseph F. Harrington for his first service on the Milwaukee Railroad as a fireman. To celebrate that event, Mr. Harrington, retired H&D Division engineer, and Ben Benson, now chief clerk to the shop superintendent at Minneapolis, had their pictures taken and



Joseph F. Harrington (left), retired H&D Division locomotive engineer, and Ben M. Benson, chief clerk to the shop superintendent at Minneapolis, on the 50th anniversary of the day they started working for the road. (See story at the end of col. 2).

lunched together on Sept. 28 this year to discuss what has transpired during the last 50 years. We think Ripley would like that one.

You ain't seen nothing until you've met Casanova Rainey, the new office boy in the store department, just recently graduated from Southwest High. How the female hearts do flutter—be they 25 or twice that; I hate to tell you this and I wouldn't want it to get around, but the first day he was there, I noticed an empty quart ink bottle standing beside his empty lunch pail.

While we're on the subject of contributions, how about that pint of blood you were going to give? Every little helps, you know. Ben Webster, B&B carpenter, has given enough pints to make him a member of the Gallon Club.

Remember Machinist James Dawson, who retired a few years ago? He writes that he is enjoying life in Long Beach, Calif., where he has made his home for the past seven or eight years.

Two small boys found their way into the Southtown yard and Lt. Beguhl's office recently and inquired about a man whose first name was Leslie, stating by way of explanation that he "works where he gets awful black." Wonder where that could be?

We are sorry to report the death of Franklin T. Litz, boiler foreman, Minneapolis shop, who passed away on Sept. 24. His position has been filled by Thomas P. Bowler, formerly Minneapolis roundhouse boiler foreman.

Machinist John Flannigan, who worked in the Minneapolis roundhouse for the past four years, died on Oct. 12. And, known to many of you, was Mrs. Anna Kline, who passed away recently and was buried on Sept. 18. She was the grandmother of our Lorraine Kline and widow of former Minneapolis Roundhouse Employee Frank Kline.

Shop Superintendent Blyberg's son, Ralph, returned to Minnesota recently after three years and eight months with the United States Engineers in San Juan, Puerto Rico, fully determined to fight for the good old U. S. A. So, he is "in the army now."

Corp. Kay McBride writes: "As you have no doubt suspected from previous hints, I've started a news sheet. Can't seem to get it out of my system. It's a six to eight page mimeographed deal that I issue twice monthly from Havelock, the housing project just outside the gate where dwell civilian employes as well as enlisted and some officer personnel from the base—some 3500 people

Hamilton

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"THE RIGHT TIME" has meant Hamilton time to generations of railroad men. Hamiltons timed crack fliers for years before they timed the first streamliners. Right now, railroad crews are breaking transportation records to the accurate ticking of "The Watch of Railroad Accuracy." And when reconversion opens a new era of improved railroad service and equipment, "Hamilton" will be marked on the dials of watches that keep the trains on schedule.

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Hamilton

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in all. That's not my job—it's my spare-time hobby, and quite successful, too."

Almost direct from New Caledonia comes Floyd Annis, M. M. 1/c (former carpenter, B&B department) home for a 30 day furlough after two years with the seabees. Understand he expects to be stationed in Oakland, Cal., for a while.

Another South Pacificer, Chief Petty Officer Lester Borner, who is home on an emergency leave, due to the illness of his mother, put in an appearance at his old stamping ground, Minneapolis store department, on Oct. 14.

Among unusual occupations should be listed that of Pvt. Carol Jean Reksos, marine, daughter of Sivert Reksos, Lumberman store department, who is now stationed at Miramar, San Diego, Cal. She is in charge of dispatching marine trucks, also driving high ranking officers, who, says Bill Creighton, "always feel very safe when Carol Jean is at the wheel." She spent a 30-day leave at Minneapolis, returning to San Diego on Sept. 29.

Johnny Naughton is still down at San Diego, but judging by his letter to Bill Anderson, I would say he has a bad case of wanderlust. He says: "Maybe I don't know when I am well off, but you know how it is. A fellow figures he may as well be 6,000 miles away from home as 2,000."

"I did have a little tough luck," states Russ Obornolte in a letter to Bill Creighton from Norman, Okla., and adds: "It seems that a couple of the regular M. A.A.'s were hospitalized and another two were transferred. The shortage of good men for these positions was acute, so I fell into the job. Between breakfast and the noon meal, I was taking my morning siesta when I was rudely awakened by the head M. A. With his position of authority, there was no need to be polite about it. He then asked me what I was doing. I replied that I had been assigned to the roach killing detail and was lying in wait for my quarry. I know that you or Ole or Eckert could have done better, but I've been away from the railroad too long. Perhaps he believed me or thought I might be more useful in another place. In either case, I was made M. A."

Touring the globe at Uncle Sam's expense, Sgt. John Studyrin (Southtown) V-Mails Bill Creighton: "We are now in France and have been here some time, after going through Ireland and England. This place is level with the ground."

On an eight day delay enroute to Camp Beale from Camp Barkley, Manuel Ruiz found his way to the office to greet us. He's been down in the Southland since the middle of May and says it was a pretty warm spot, but that "there were days when it cooled off to a hundred."

Sgt. Don Crogan, stationed at Camp McCoy, claims his visiting keeps him busily employed but not too much so to go up to Elbow Lake, Minn., fishing, where his success is going to leave slim pickings for the next fellow.

Here's a word from Lt. Hobart Aggers, now with a railway battalion in France, to Shop Superintendent Gus Blyberg: "The time-and-one-half and 16-hour laws are slightly neglected over here. The Americans sure bombed the dickens out of this railroad in order to drive the Heinies out. The right-of-way was just one bomb crater after another, but things are fairly well repaired now and traffic is moving right along toward Paris."

From Attu, Alaska, land of blue foxes and grizzly bears, Pfc. George N. Beyer found his way to the Land of Sky Blue Waters, where he doesn't have to answer reveille for the next 30 days.

FLASH! George Dols, former B&B carpenter, who recently became a member of the Minneapolis police force, announces the arrival of twins—a boy and a girl—Oct. 16.

St. Paul Freight House

Allen R. Rothmund, Correspondent

Friday, Oct. 13, was the day we moved into our new office. That proves we are not superstitious.

According to the daily newspapers, our own messenger, Bill Fieber, led the batting list in the city amateur baseball league.

Sometime ago I mentioned that Harry Bealkie's baseball team, the Nickel Joints, won the city championship. They didn't stop at that, for they were runner-up for the state title.

Have you heard this one? A girl passing a picture theatre noticed a sign at the box office. It read: Service men, 25 cents. She gave the cashier \$1.00 and said, "Give me four lieutenants."

Before closing, folks, I would like to bring something home. I asked my son, Lt. John Rothmund, now serving in New Guinea, what the boys appreciate most. His answer was: "Mail from home!" Let's write, and write often.

Minneapolis Local Freight and Traffic Dept.

Kay Jiran, Correspondent

Lots of parties lately, and are we enjoying them! On Sept. 26 the freight office girls entertained at a dinner at the Red Feather Cafe, honoring Vera Friberg, the girl who sprang the big surprise on us with announcement of her marriage. Exactly two weeks later the girls had a similar celebration honoring our "Little Helen," Helen Lindquist, who is to be married to Jack Melchert on Oct. 22. She left Minneapolis on Oct. 19 for Fort Sill, Okla., where the ceremony is to take place in the old chapel at that place. Jack is a veteran of the campaign in Africa and Italy and we hope that he is now in the U.S.A. for a long stay. Our very best wishes.

We are sorry to report that the man with the pill bag has ordered Harry Hagen home for another 60 days. During Harry's absence Pat Flaherty is on duty on the claim desk, Silv Smith is on the car record desk, Art Lundberg is accountant, Fred Johnson is collector, Vera Friberg is on the demurrage desk and Martha Osblom is in Vera's place as transfer clerk. In other words, we've really been doing some shifting.

Florence Leonard and Donna Gerke are among the new employes we are happy to welcome.

Harold Fahey seems to be our most enthusiastic hunter. We're still waiting around with sharp appetites for the results.

Nick Kosta, seaman 1st class, formerly employed in our traffic department at Minneapolis, was married to Miss Lorraine O'Keefe of Minneapolis on Sept. 23. Nick has been stationed at Wold Chamberlain Field in Minneapolis but has recently been transferred to Bremerton, Wash. Congratulations to the Kostas.

South Minneapolis Shops and Coach Yard

Oriole M. Smythe, Correspondent
Car Department

Servicemen Notes

Three former car department employes are now stationed with the 766th Railway Shop Battalion near Bucyrus, Ohio—Pvt. Herbert M. Kassin, who had been in service with the Air Corps near Liberal, Kan.,

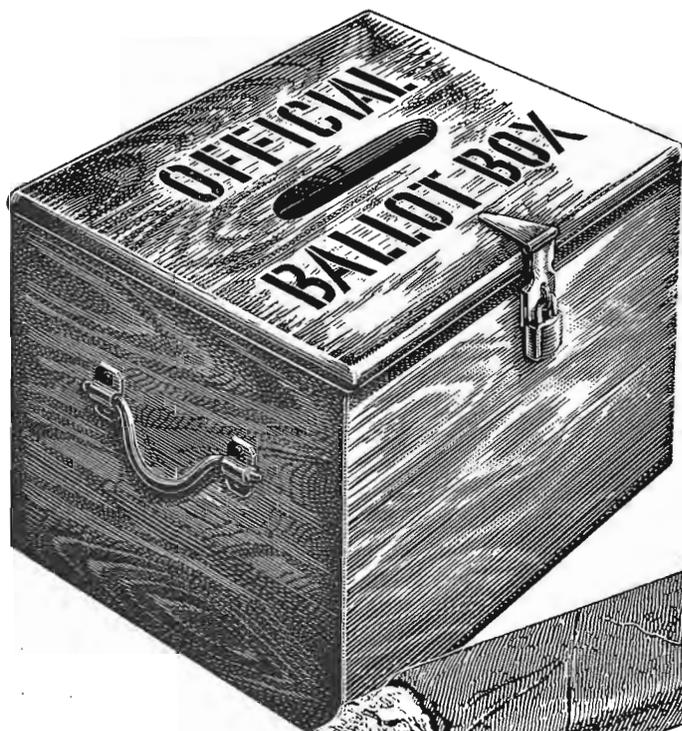
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THE AMERICAN WAY



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



DUTCH MASTERS CIGARS

has been transferred to the battalion and recently enjoyed a furlough with home folks; Pvt. George Myren, inducted into the army on July 5, served a short while with a railway battalion in Louisiana and is now stationed near Bucyrus; Lead Carman David S. Harrington, now Corp. Harrington with railway shop battalion located at Bucyrus, recently went to New York to meet his son, an exchange prisoner of war from Germany, who returned on the Gripsholm. Junior had sustained a back injury in a crash landing and will be hospitalized here. His decorations include the Purple Heart and various other medals for bravery in action. Sgt. Richard Demmers, son of Foreman A. J. Demmers, surprised his parents by dropping in on them late one evening recently. Sgt. Demmers returned to the U. S. following 34 months' service in the South Pacific where he participated in several actions. Capt. Richard Weatherell, wife and tiny daughter, on leave from Fitzsimmon's General Hospital Denver Colo., recently visited his parents, Mr. and Mrs. J. C. Weatherell. Corp. Clifford C. Olsen, former carman apprentice and equipment maintainer, graduated from his technical school training at Yuma, Ariz., air field and enjoyed a furlough with home folks. He returned to Lincoln, Neb., for two months of transition flying and training as waist and radio gunner on a B-24.

Pvt. Edward G. Ryberg, formerly with the quartermaster's corps at Camp Pickett, Va., is now assigned to the medical detachment at Camp Berkeley, Tex.

In France occurred the meeting of two former shop carmen helpers. Both men entered the army in the first quarter of

1942 and moved overseas in separate convoys, arriving in England, but did not meet until September, 1944. Pvt. Oscar E. Nelson, with Medical Evacuation Hospital, moved to North Africa, Sicily, Italy and France. Pvt. Mike Rollins remained in England and landed in France with the invasion forces. On his first "time off" he located Nelson in an Allied hospital. They had a heart-warming visit.

A. J. Demmers, formerly assistant foreman at St. Paul repair track, has been appointed car foreman in schedule shop at Minneapolis, replacing A. W. Grothe, who has resigned.

Andrew P. Johnson retired on Aug. 15. He was formerly a machine operator in the wood mill at Minneapolis shops with 44 years of service to his credit, all at Minneapolis. Mr. Johnson sustained a fractured hip caused by falling on an icy sidewalk on his way to work in March of this year.

Sympathy is offered to Carman Thos. J. Sheehan and family in their loss of wife and mother, who passed away Aug. 10.

Congratulations to Ole Bjornsvik and his bride on their recent marriage.

ROCKY MOUNTAIN DIVISION

Main Line

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

Indian summer again. Where did the past summer go, and when did we have any? We spent the summer dodging the carpenters and brick layers and concrete

workmen, and plumbers and painters and the end is not yet... but Indian summer is here and is that something, best time of year, as I may have remarked once each Indian summer since I can remember, if the tourists and dude would only take a look, they would stay home until that time... Plenty of work on our railroad and since we have a new floor over the Union station in our town, can wear my new shoes all the time now... Agent H. C. Rector is back to work after a forced lay-off on account of illness the past three months, relief agent Jost has bid in Winnett Agent Beal going to second Lewistown, operator Monthy to third Harlowton while operator Miles is taking a few weeks rest.

Air condition maintainance man Julius Miskow and the Mrs have returned to Chicago, trusting the weather from now on out this way will stay cool, it will. They are very pleasant people and hope to see them out this way again.

Via the railroad grapevine has come to us about the best bear story for some time... in fact since the one where the bear came down around Barron every time the rear man put out a fusse, on Fairhursts work train... It seems that a work train arriving at Alberton with a string of empty flats, or so they thought, at 10pn few night ago, Conductor Brown and Engineer Ballas in charge and when the head light of the E55 was turned on (at the rear end) there was a big cub bear braced on the head flat, all ready for a fight after one of those fast rides runs train trains always make homeward bound... Mr. Ballas took after young Jimmy bear with a hammer, did some fancy foot work and hollered for rein-

forcements, more light and something in the way of a machine gun. . . Oh yeah, the rest of the crew from what I heard looked on, Mr. Ballas ran to the motor Condr Brown acting as his second grabbed a spike maul and Mr Ballas made one more pass at young Jimmy, who ducks low and comes in, beautiful foot work on the part of Ballas, again swings knocking the bear off the flat on to the ground, one more swing and this time the bear did not duck and engineer Ballas now struts around telling all and sundry how he got a bear with his bare hands by the head light of an engine, and so on and etc, Operatot Coon witnessed this from the TOP OF THE DEPOT, must have been some pretty good foot work with others, besides engineer Ballas if you ask me.

Engineer Coombs and Mrs. Coombs have returned from a short trip to Seattle, they brought Condr Homer Hays retired, back with them, Mr Hays was taken ill several weeks ago in Seattle where he was visiting and is now in the hospital at Bozeman.

No that isnt Vic Peterson its his broth-

er . . . every one calls him Vic but even though he looks like Vic it isn't him, Mr. Peterson has been put on the job of traveling car inspector, connected with the department in which Dana Mathews is working, Dan stopped off a train here to get a sandwich while they tested the air understand he didn't get it all eaten, at least here. . . .

Shovel Oiler L F Homer who has always lived near ThreeForks and has been working on this and near by divisions the past year, has been called by Uncle Sam leaving the middle of September for Ft Douglass.

Condr Fairhurst accompanied his eldest son Tommy Jr to Kansas City early In September, where he entered military school near there.

The Jenkins family have letters from Arden Jenkins and Maries husband Barney Buzdikian, they are both in France but have not met there yet.

The machinists and machinists helpers of Mt. Powell Lodge No. 100 at Deer Lodge, were hosts at a farewell party given in honor of Paul B. Mueller, who recently left Deer Lodge to become roundhouse foreman at Sioux City. Mr. Mueller was assistant roundhouse foreman at Deer Lodge, and during his residence here has made many warm friends. After a very pleasant social evening, a Dutch lunch was served, after which Mr. Mueller was presented with a leather gift set consisting of a wallet, cigarette case nad a belt. All the shop crafts at Deer Lodge wish Mr. Mueller success.

TRANS-MISSOURI DIVISION

West End

*Pearl Huff, Correspondent
Miles City, Mont.*

From the 15th Army Air Force headquarters in Italy comes word that Sgt. Michael Martin, age 27, of Miles City, gunner on a B-24 Liberator bomber operating from Italy, has been awarded the first Oak Leaf Cluster to the Air Medal. In the words of citation, the award was made "for meritorious achievement in aerial flight while participating in sustained operational activities against the enemy." He is a son of Anton Martin of Miles City, and his father has been employed in the shops at Miles City for several years.

Hilmar Loehr, seaman 2/c, departed recently for Long Beach, Calif., to rejoin his unit in the navy after a three-week leave with his parents, Mr. and Mrs. Henry E. Loehr, at Miles City. Seaman Loehr wears four stars on his overseas ribbon, signifying that he has taken part in four major battles in the Southwest Pacific area. He has been overseas for a year.

Word comes from a bomber base in the Mediterranean theatre that 2nd Lt. Richard McEldery, son of C. H. McEldery of Miles City, recently flew his first combat mission with a B-25 Mitchell medium bomber group. His new group has been in active combat in this theatre for 21 months, figuring in every major aerial operation in Tunisia, Sicily and Italy. Those campaigns were followed by its participation in the all-out air support of the recent invasion of Southern France. Lt. McEldery is a pilot. Before entering the service, he was a hydraulic spot welder with Ryan Aeronautical Co. at San Diego. His father, C. H. McEldery, has been a car department employe at Miles City for many years.

Mr. and Mrs. J. C. Towleron left Miles City on Oct. 15 for Madison, S. D., where they will make their future home. "Jimmie" is going into the implement business there. Jimmie has been employed as a clerk on the railroad for the past nine years, and for the past two years has been assistant time reviser in the superintendent's office at Miles City. He was presented with a bill fold as a token of friendship from the clerks in the general office. We wish them much prosperity and happiness in their new home.

Miss Patricia Manaja, clerk in the superintendent's office at Miles City, spent a week's vacation in October in Laurel, Billings, and Forsyth.

The "Jim Thorpe" Rue to "Red Grange" O'Brien passing attack in a local backyard pigskin tussle demonstrated some spectacular football skill, but was good for only one first down and unfortunately it was O'Brien's chin that was first down. It seems that Claude O'Brien, perishable freight inspector, and Don Rue, freight service inspector, were going to show the kiddies "how they used to do it." Rue took the ball from center and shot it to O'Brien, far down at the right side of the "field" and while cutting back to dodge the onslaught of opposing tacklers, O'Brien overlooked the step from sidewalk to street, making a beautiful three-point landing. It appears that Claude will be confined to the benches for the next engagement.

IDAHO DIVISION

*Maree E. Brath, Correspondent
Superintendent's Office
Spokane, Wash.*

The engagement of Miss Frances Helmer to C. R. Peterson of Spokane and Seattle was announced on Oct. 15. Miss Helmer is the daughter of the late Marvin C. Helmer, who was with the Milwaukee for several years. Miss Helmer is an army nurse who has had 17 months overseas, recently returning for duty in the States.

This office was the scene of a happy reunion of father and son when A. L.

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Speaking of women in the war effort, here is the feminine contingent of the Deer Lodge, Mont., car department. They are on the job every day, watering, servicing and sweeping the coaches of Nos. 15 and 16. They also wash the windows with care so that the passengers can get the full benefit of the mountain scenery.



Taken from atop a camp car at Penfield, Mont., during an electrical storm, this picture shows Butte at night—16 miles away by rail, but only 8 or 9 as the crow flies. Apparently, copper country is no place to be when lightning makes ready to strike.

Boyd, chief time reviser, was surprised by a visit from his son, Lt. A. L. Boyd, who arrived with his wife on Oct. 2 from Oklahoma City where Art is a P-38 reconnaissance pilot. Mrs. Boyd remained here in Spokane, her former home, when Lt. Boyd reported back to Oklahoma city on Oct. 10 for further assignment.

Noticing a certain proud strut by the chief carpenter's clerk, H. R. Miller, this reporter inquired the reason and discovered that he is grandfather to a bouncing baby boy, the son of Mr. and Mrs. R. J. Marcil, whose father is an engineer sergeant stationed overseas as a member of a B-17 crew. The little boy arrived on Oct. 4 and has been named John Richard.

We have a big game hunter in our midst. This was evidenced when the report leaked out that Roy Evans, Spokane carman, bagged a wolf near Blanchard on Oct. 1. Evidently there are still some wolves with four legs in this day and age.

Once a year the carmen hold a big dinner in the Milwaukee club room and their dinner was held this year on Oct. 8. An added attraction for this dinner was the fact that the chief cook was Gus Lalousakis, with Leonard Lora acting as second cook. There is a "P.S." to this story, however, in that our "cooks" had to rely on the ladies for a little first aid, with Mrs. Sylvan Long cooking the delicious chicken.

We are all very sorry to learn of the death of Mrs. George F. Gaub, wife of former Revising Clerk Gaub of our Spokane freight house who retired in 1941.

Car Foreman E. Medley has acquired a new car clerk, Miss LaVern Gosselin, who started to work on Sept. 26. The superintendent's office has an addition also, with Miss Rosemarie Schlappert starting to work on Oct. 16 as stenographer to W. T. O'Reilly, superintendent's chief clerk. We are very happy to have Miss Gosselin and Miss Schlappert with us.

There has been an addition to Division Engineer E. H. Johnson's office—Roy Johnson, formerly in the office of Assistant Chief Engineer C. T. Jackson in Chicago. Mr. Johnson is working as an instrumentman here.

Along with welcomes we also have an adieu to bid—to Miss Doris Christensen, stenographer to Trainmaster Devlin, who left on Oct. 16 to return to her former home. Our association with Doris has been very pleasant and it is with regret we see her leave the employ of this company.

Mrs. Cecil Cantrell, clerk in the office of Division Engineer Johnson, who has been absent from her duties because of a minor operation, is now able to be at her home and is improving rapidly.

The condition of former Conductor William Hunter, who has been confined in the Deaconess Hospital at Spokane for the past several months, remains the same. Mr. Hunter was for many years the senior conductor on the Pend Oreille line.

We were recently visited by Jack Clark, former division accountant on this Idaho Division and now traveling accountant with headquarters in the Fullerton Avenue General Office Building in Chicago.

Mrs. Charles Rousch, wife of Charles Rousch, former Pend Oreille line engineer, is seriously ill in St. Luke's Hospital, Spokane. It is hoped her condition will improve rapidly.

Wilmer Dawdy, son of Section Laborer Albert Dawdy and who also has seniority rights as a section laborer on the Idaho Division, spent his furlough visiting with friends and his family in Worley just prior to transfer from the Farragut Naval Training Station to active duty with the navy.

Joe Schmirler, who has been an operator on the second trick at Plummer Junction for several years, has bid in the agency at Tekoa vacated by the retirement of J. H. Vassey.

With two retirements, both effective Sept. 30, we see J. H. Vassey, former agent at Tekoa, and Elmer A. Brown, agent-operator at Manito, leave the employ of our company. We want to express to these men our sincere appreciation for their work and to wish them a very long and prosperous future.

Contractor Hansen has about finished his work of making track changes east of the freight house in the Spokane yard.

B&B Foreman Leistner's gang is at Calder taking care of the B&B work in Chief Carpenter Hodgson's district. B&B Foreman Webber's gang is at Clarkia and B&B Foreman Councilman's gang is at Malden. These gangs have been kept very busy the past few months.

Joe Gengler, Jr., son of the chief clerk to the master mechanic, is now in England with a hospital train unit. Joe, Jr., was formerly a freeman on this division.

Mrs. Earl Berkey is doing clerical work in the master mechanic's office temporarily while Miss Helen Barnes, daughter of former Machinist Tom Barnes, has been taking Mrs. Berkey's place in the Othello roundhouse office.

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Miss Georgiana Martin, stenographer to the chief clerk to Master Mechanic Joe Gengler, spent her vacation in Canada visiting with relatives and friends there.

Rail laying has been completed between St. Joe and Avery and the extra gangs are now engaged in ballasting. General Foreman Fuller's gang is doing the skeletonizing, followed by General Foreman Long's gang renewing ties and making the track raise. General Foreman Hernandez's gang is doing the dressing.

General Foreman G. E. Williams' extra gang has been transferred from the Warden line to the Pend Oreille line to renew ties on Roadmaster Allen's district in the place of General Foreman Angelo's gang, which has been sent to St. Maries to work between the station and Pedee.

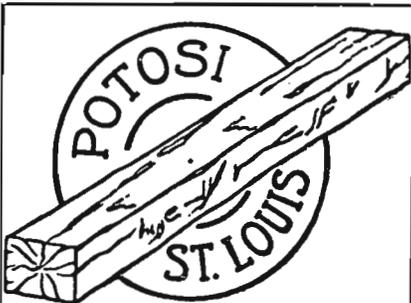
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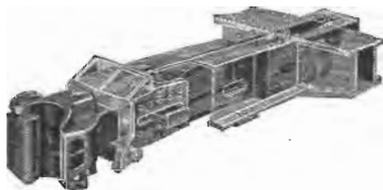
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MILWAUKEE SHOPS

Davies Yard

J. J. Steele, Correspondent

Don (Cassanova) Ritzke is looking at the world through rose colored glasses these days, he and his heart throb "Bobbie" are billing and cooing again. It has been rumored that Seaman Leonard Shulta has taken the marriage vows at Oklahoma City. Best wishes to you and your bride, sailor, from the Davies yard gang. Clarence Ambrose Ermisch and Joe Kassin recently attended the Packer football game at Green Bay. This game brought back fond memories to Clarence, reminding him of his days as fullback on the Walnut Street Merchants' team, where he gained fame for his kicking.

This correspondent has had letters from Lt. Edward Starosta, S/Sgt. Alois Waldera, Sgt. Joseph Cienian, Marine Sgt. James Szczech and Corp. Denny Feustel, and all of these boys ask that they be remembered to the gang at the Davies yard. They have all written that they are in best of health. They are overseas and it is the sincere hope of all of us at home that before long they will be back with us again.

Mr. and Mrs. Andy Schilhansl and daughter, Evelyn, packed their archery equipment and sped for the North Woods for the opening of deer season. Imagine Andy's embarrassment when upon arriving there he discovered that he had forgotten the arrows. He now lives in the dog house. Leonard Mulholland's son, Petty Officer 1/c Merlyn, was recently home on furlough after more than four years in active service. Leonard is taking his vacation now while his son is home so that he can spend as much time with him as possible.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

Rudolf Broeksma has decided he is getting too fat and is going to do something about it. No, Rudy, not that! Don't start eating that apple for dinner one day and that carrot the next. Please don't do it!

Ernest North is back with us again after having spent a couple of months working in Montana for the Milwaukee Road on Diesel-electric and steam locomotives. Ernest changed headquarters temporarily to get away from the "heavy dew" that usually comes with the hay-fever season.

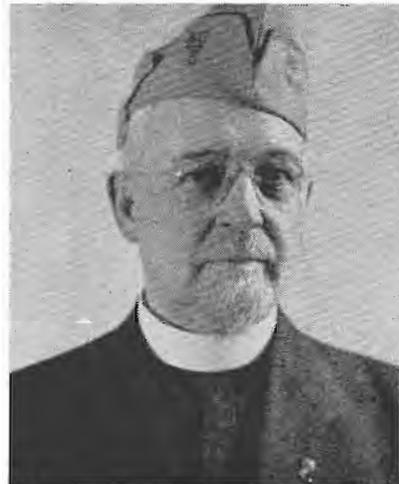
Ed Anderson is also back on the board after being given a medical discharge from the Marine Corps. It was a trick knee that kept Eddie from continuing to do bigger and better things for Uncle Sam.

A surprise coming-home-on-furlough party was given Eugene "Little Butch" Krueger by his dad. The surprise came in the form of most of the M. E. force being invited by Mr. Krueger to attend. "Butchie," who just finished a six months "course of learning" at Cornell University, Ithica, N. Y., was commissioned an ensign in the U.S.N.R. Now he is going to North Carolina to study Diesel engineering. The lucky ones on hand for the eating, singing and other festivities that followed were: V. L. Green, Joe Drinka, Herb Matje, Art Schultz, "Big Butch" Weber, Elmer Kuntz, "Hooks" Erdmann, "Wolf" Tarrence, John Schnell, Hank Kundert, Lew McAllister, Joe Mazanec, and Jack Armstrong. Music selections were offered by the Schultz, Weber, Mazanec and "Obie" Obert Germanson combination.

Bob Jonas and John Oswald are our regular "Saturday drawers." Both lads attend North Division High School and furthering their knowledge by working for the Milwaukee Road during vacations

and Saturdays. Of the two, Jonas is the veteran, having spent last summer "stooging" for Rudy Broeksma, our old Dutch Master of drafting.

Joe Drinka had quite a day at the M. U.—Wisconsin football game. Marquette held a 2 to 0 lead until the last 10 minutes of the game and gave Joe a chance to be proud he hailed from M. U. However, Wisconsin then went to town and scored 21 points in the next 10 minutes to take the game and spoil a good day for Joe. How come you happened to be in Madison that day, Joe?



The Rev. C. N. Bittle of Milwaukee, Wis., who was elected amonier nationale (national chaplain) of the 40 et 8 Society on Sept. 17. He is also chaplain of Milwaukee Road Post No. 18 of The American Legion, at Milwaukee, as well as being amonier of Wisconsin Grand Voiture of the 40 et 8.

Herman Klatte took a trip to Terre Haute, Ind., to console his mother over the loss of her son, Ralph Klatte, killed in action in France, and also her mother, Mrs. Grace Bettenbrach, who passed away at the age of 88. Accept our sincere condolences.

F. A. Shoulty had a short rest while the doctors took out a stubborn appendix. He now looks fine and feels better and extends his thanks in appreciation for the flowers and the book of cartoons sent by the Sunshine Club of S.C.D. office. P.S.: Mr. Shoulty has since gained eight pounds.

'Tis with regret we announce that our good friend, Frederick Wilhelm Buettner (just plain Fritz and Fred to us) is retiring on Oct. 31, after 26 years of service. Fred has been our loyal janitor since Feb. 20, 1924, doing everything necessary to keep our offices in A-1 condition, thereby making our working day more pleasant. Fritz, at 16, started learning the cigar trade, and for 30 years earned his living at it. He also played concertina for parties and dances, during the same period. In 1918 he started his Milwaukee Road career as a blacksmith helper in the car department and put in four years. In 1923 he became a helper in the car department tin shop, and in 1924 he became our janitor, relieving old John Friedmann. As this is written, we are planning a banquet for him on Oct. 30.

1st Lt. Jack Mulhollon, B-17 bomber pilot, dropped in to say "howdy" while home on leave from overseas, having completed 30 missions in Europe in six months. He has proved he has what it takes under fire, as indicated by his decorations! He has the Distinguished Flying Cross, the Air Medal, and several Oak Leaves, indicating additional awards on account of his many missions. He has the Army Distinguished Unit Badge, or Presidential Citation, which goes to

a unit twice cited for outstanding performance of duty in action; this citation carries one Oak Leaf, which means his unit has been cited for four outstanding performances in action. Last, but not least, he has the European Service Ribbon which carries two gold stars, representing the fact that he was in the "D" Day invasion and that his unit was instrumental in lending a helping hand during the invasion of Germany. That, my friends, is a great record for a lad who left here Dec. 1, 1942 not knowing a thing about flying a plane.

E. W. (Butch) Kruegen can be located in future at the following address:

N.T.S. D. E. North Carolina State College, Raleigh, N. C.

Store Department

Earl L. Solverson, Correspondent

Old-timers will recall Werner C. Lummer, Sr., who was a veteran machinist of 50 years' service. He died on Sept. 26 at the age of 85. He retired in 1934. He was the father of Werner C. Lummer, Jr., assistant district storekeeper at the Milwaukee shops.

James H. Bowman, crane engineer, died on Oct. 10, at the age of 54. He was employed at Perry, Ia., as a boiler-maker helper in 1904, and became a crane engineer in 1909. He transferred to the store department in 1922. He was a brother of Edward, who died last February.

Pvt. Geo. E. Kovalske was wounded in the fight for Cherbourg, but enjoyed his first airplane ride in a hospital plane.

T/Sgt. Peter G. Peterson writes from Italy that he is at a rest camp in a fine hotel overlooking the sea. The food is very good and served on plates by waiters and not in the army mess kits. Have an orchestra, too, and can swim, dance, go sailing or just rest. He states that a Yugoslav "Tom Collins" is quite a combination. Their bomber group received a presidential citation for a raid over Bucharest, Romania, on Apr. 4. Completed 50 missions and is awaiting a furlough.

S/Sgt. Walter Marlow, with the headquarters company of the Milwaukee Railway Service in Italy, writes that he enjoyed the miniature copy of the Milwaukee Sentinel which was sent to him by Art Metzger. Enjoyed a flight from Italy to France, and likes the French people much better. Visited many beautiful towns and met several members of the French Forces of the Interior and was treated to bread, cheese and smoked ham which was relished very much. Writes that beer can be obtained for about 8 cents a glass. Also that the women are most attractive.

Sgt. Robert Metzfeld wrote from France on Sept. 26 that the censorship regulations had eased up and that the weather had been lousy, raining for a week, and everything was mud and more mud. While in England he visited Stratford-on-Avon. Bill Shakespear's old haunt, which has a beautiful park and memorial theatre. Liked Leicester, which is noted for its Robin Hood tales.

Buck Ormson wrote on Sept. 9 that he was taking it easy while his ankle became ship-shape. Enjoys the Journal green sheets. Is of the opinion that he is the only single man left in the store department, what with so many getting married. Buck, the girls are all waiting for your return.

Wm. Fuss, former store department employe, and son of Machinist Erv Fuss, writes that he is near Belfort (Alsace), France. They made very good beer there in 1918 and the cherries were plentiful.

Pvt. Gordon Petermann writes from Texas that while flying at an altitude of 38,000 ft., his plane hit an air pocket and dropped so fast that his body could not adjust itself to the change in temperature, and his face was paralyzed. Had to resort to a pressure chamber. Has become proficient in gunnery.

S/Sgt. Walter Neulreich at Colorado Springs has been transferred to a P-63 airplane outfit, in charge of some office work. Likes it better than the hard work of training recruits.

On Oct. 13 the Milwaukee Victory Committee mailed to employes overseas in excess of 500 Christmas packages. The committee would like to determine in what condition the packages arrived—if any of the contents were damaged or spoiled. A card to Mrs. C. A. Tennant, 936 So. 37th St., Milwaukee, Wis., reporting the condition, will be appreciated. Packages for those persons in the U. S. will be mailed at a later date.

Pfc. Edward Crotty, brother of John and Charles of the store department, was wounded in Italy Sept. 11, but returned to action shortly thereafter. He has received the Purple Heart.

Victor Sliwinski received a medical discharge and is a malaria patient. He was in service since August, 1941. He expects to return to work soon.

Section "I"

Minnie Maier, storekeeper, is making a speedy recovery after an operation at Columbia Hospital.

Elaine Westen Gaeth, the young bride of Pfc. Royal Gaeth, is on her way to visit her soldier husband at Fort Riley, Kans.

KANSAS CITY DIVISION

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

Rate Clerk A. J. O'Malley and wife spent a September vacation at Clarksville, Tenn., in the home of their son-in-law and daughter, Lt. Col. and Mrs. John R. Morrison.

Service Club Chairman Chester L. Johns was elected secretary of the B. of R. T. of Iowa at a meeting of the group in Des Moines on Oct. 5.

Position of operator in the office of W. A. Murphy in Kansas City has been assigned to Operator C. W. Hollis, succeeding Operator W. E. Lindsey, who has retired.

On Sept. 2, at Forth Worth, Tex., Marine Captain Wm. Givens and Lt. Edna Lee Morgan, an army nurse, were married. Capt. Givens, a veteran of Guadalcanal, formerly of the engineering department in Marion, is the son of Superintendent W. C. Givens.

Golden wedding anniversaries were celebrated during September by Retired Conductor Wm. Carnahan and wife and Retired Section Foreman A. R. Nichol-

son and wife, of Ottumwa. Both men served the company faithfully for many years. The Nicholsons have two sons, Harry and Don, in train service and a third son, Lloyd, on leave because of ill health and at present residing in Redondo, Calif., with his family. Conductor Ronald Carnahan and Yard Conductor Cleve Carnahan are the sons of Mr. and Mrs. Wm. Carnahan.

Conductor C. E. Wingate is still one of the crack golfers about town, but his wife, Alice, carries off the honors, winning first in the handicap tournament, which covered a period of five weeks. She was second in the four-day Ottumwa Country Club championship tournament.

After two years in the Pacific with the marines, Corp. Jack Chambers, son of D. E. Chambers, arrived home in mid-September to spend a leave with his wife

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and parents. On Oct. 17 he reported at New River, N. C., where he will take a course in radar at the Marine School. His wife will remain in Ottumwa for the present.

Homer McNeerney, son of Conductor M. L. McNeerney, has been a sergeant since Sept. 1. He was also made inspector over seven food units in the air transportation command somewhere in India.

Pvt. Waldo Henson of Camp Robinson, Ark., arrived home on Oct. 5 to spend a furlough with his family in Hayesville, where he formerly was employed in the track department.

Lt. Marvin E. DanDyke, son of Conductor L. O. VanDyke, has been promoted to captain in the Pacific area. He was, also, cited for gallantry in action near Aitope, New Guinea, and Wake Island, Apr. 22 to June 13.

Pvt. Donald E. Santee has been severely injured in France. He is the son of Conductor E. E. Santee, and his wife is employed in the Ottumwa freight house.

Jack Frost of the Army Air Corps, now wearing his silver wings, is home on furlough. Upon returning to Kingman, Ariz., he will be accompanied by his mother, Mrs. J. L. Frost, as far as Kansas City and they will go to Olathe, Kans., to visit with Lt. and Mrs. Joseph Deets, the former Marjorie Frost.

Sgt. Gerald K. Reading, son of Brakeman George Reading, was one of two from Iowa chosen for the honor guard unit for General Clark when he made inspection before invasion of Africa; he also participated in raising the first American flag in Africa and was chosen as one of the honor guard for President Roosevelt in the hotel in Casablanca. His brother, Corp. Geo. I. Reading in the field artillery in service since October, 1941, is now in New Guinea.

After 15 months in the service, Violet Ayers, daughter of Engineer Howard Ayers, has been promoted to sergeant in Marine Corps Women's Reserve. She is doing quartermaster duty in the sales

department of the post commissary at Quantico, Va.

Notice has been received by Mr. and Mrs. J. W. Stogdill that their son, Pvt. Russell, was slightly wounded for the second time on Sept. 15 in Italy. On May 29 he was wounded on the Anzio beach-head. Two of his brothers are in the service. Russell was employed in the maintenance of way department.

Machinist C. F. Ebbert has been advised that his son, S/Sgt. Robt. F. Ebbert, an aerial gunner on a Flying Fortress, has been awarded the Air Medal. He is now a veteran of over 30 long-range missions from his station in Italy.

Retired Assistant Superintendent J. E. Hills died on Oct. 3. Agent O. R. Lambertsen and wife, and Mrs. W. A. Kinder, wife of chief clerk to agent at Kansas City, went to Minneapolis to attend the funeral.

Death also claimed Todd J. Delaney, for 43 years agent at Walford, Ia. For some time he had been in ill health and was temporarily relieved of his duties several months ago; however, he had returned to the job and was working on Sept. 28, the date of his death. He is survived by his widow, one daughter and a son.

After a long illness, death claimed Mrs. Lillian D. Bissell, wife of machinist at west yard, on Oct. 10. She is survived by her husband, one daughter, Mrs. Phyllis Hartmann of Hollywood, Calif., a sister, also in Hollywood, and a brother in Texas.

MADISON DIVISION

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

Lt. Elmer Christensen, a veteran of over 50 missions, and one of our former brakemen, is in the vanguard of the Allied airmen who are pounding the defenses of the West Wall and the Siegfried Line. Winner of the Air Medal with seven oak leaf clusters, Lt. Christensen, a Lightning fighter pilot, has participated in most of the major air campaigns in the battle of France, Belgium and Germany. He assisted in the dive-bombing attacks on Cherbourg, was in the show at Vire and Fallaise, bombed targets along the Seine and Loire Rivers, and provided top cover for tanks and infantry in their initial entry into Germany.

T/5 Eugene J. Bowar, formerly an operator at Madison, was with the first railway grand division to operate in France.

Roadmaster "Tony" McMahon is wearing a broad smile these days and is as proud as a peacock. The reason—the arrival of his first grandchild, Karen Anne. The baby is the daughter of Lt. (j.g.) and Mrs. LeRoy McMahon.

Miss Marilyn Dempsey, clerk in superintendent's office, has enlisted as a cadet nurse and is in training at St. Margaret's Hospital, Kansas City, Kans.

Armand Audini, son of Machinist Helper and Mrs. Dominic Audini, of Madison, is home on furlough after spending several months in the Southwest Pacific.

Relief Yardmaster Chester Gregory, of Janesville, has been seriously injured in an auto accident, and will be confined to the hospital for several weeks.

Pfc. Steve Varese has received a medical discharge from the army and will soon resume as brakeman on the Madison Division.

Night Yardmaster and Mrs. Wm. Corcoran announce the arrival of a son, Rodney Thomas, on Sept. 12.

Section Foreman and Mrs. Jos. Tomlinson, of Madison, also announce the arrival of a son, Ralph John, on Oct. 7.

The Milwaukee Road employees at Madison more than went over the top on their quota of \$1,000 for the War Chest Drive. The writer wants to thank everyone for his help.

THE MILWAUKEE MAGAZINE

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CHICAGO TERMINALS

Galewood Freight Station

Herman F. Boeck, Correspondent

Our deepest sympathy is extended to M. H. Baldwin, whose brother, John Hills, passed away recently. As many of you know, Mr. Hills was superintendent at Minneapolis, Minn., before his recent retirement.

Harry Steele, former messenger and clerk, and now a sergeant in the army air force, visited us recently upon his return from the European theatre of war. He has served as tail gunner in army bombers and completed 31 missions, and is the proud holder of the Distinguished Flying Cross with Oak Leaf Cluster and presidential citation.

We were also visited by former messengers Robert L. Pace and Dan O'Herron, Jr., who were home on furlough. Pace is in the army and has received a transfer to another camp in the United States. O'Herron is in the navy and had returned from sea duty in the Pacific and expects to return to that service.

Edward J. Bach and Stanley A. Turek, freight house employes, also visited us while on furlough recently. Turek, who is in the Merchant Marine, has seen quite a bit of action.

Joseph Pobloske, army warrant officer, and son of B. G. Pobloske, assistant agent, was recently on leave, visiting his family.

Wm. Seniw and Raymond Nepute of the freight house force, were inducted into military service during September.

Galewood office is beginning to look quite nice with the new furniture that we are gradually acquiring, and when it is all received, we will have a very modern office.

Edward J. Glowczewski, clerk, is at present on the sick list and we hope that he has a speedy recovery and is back at work by the time this is published.

Western Avenue

*T. A. Finan, Correspondent
Care of Yardmaster*

T/Sgt. R. White is home again waiting for his medical discharge after being injured in India.

We regret to learn of the deaths of Switchmen J. R. Johnson and C. E. Jones, retired. Our sympathy goes to their families.

Our safety record at Western Avenue is still tops, thanks to Otto Stainer, our safety engineer, for his monthly meetings.

General Foreman Nick Alberts has returned to Western Avenue.

Our sympathy to the family of Paul Woods, chef, who died on Oct. 1.

Western Avenue roundhouse visitors during the month were the following service men: C. Williams, navy; K. Lindoefer, navy; W. Lemvig, navy.

Inductees during October were Fireman Donald Mielke and George Hartley, car department clerk.

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CHICAGO, ILL.

We offer our sympathy to C. M. Calloway on the death of his wife.

Al Swanson's 266 high game is still tops in the Milwaukee Bowling League.

Congratulations to Mr. and Mrs. Billy Franks on the arrival of a daughter on Oct. 11.

Otto Wegener, signal maintainer, died on Oct. 3. Our sympathy is extended to his family.

George J. Johnis, assistant general foreman of the track department, died suddenly on Oct. 13. Our sympathy goes to his family.

Bensenville

*Howard Lawrence, Correspondent
Assistant Superintendent's Office*

Walter Christiansen, previously employed as trainmaster in the Bensenville district, dropped in the other day. Walter is now on detached service from the railroad and is chief supervisor of operation on the H. E. W. Railroad at Hanford, Wash. He was looking fine and said that everything in his territory is well under control, which is a very satisfactory statement from one engaged in promoting the war effort.

John Malvin, who for many years has done a very fine job of "yardmastering" at the northwest bridge in Bensenville west yard, has sold his home in Itasca and, accompanied by Mrs. Malvin and son Huntley, left for northern points to enjoy a good rest in an effort to regain his health. His many friends up and down this railroad certainly hope he gains his objective and quickly. Daughter Valla Dale is still a civil service employe in New Orleans.

Charlie Jones, who did a heap of railroading around here before taking the pension about four years ago, passed away recently and was buried on Oct. 5 at Acacia Cemetery.

Jessie Myers, who has been a familiar figure around the Galewood and Bensenville roundhouses for the past 14 years, has given up her position as secretary to

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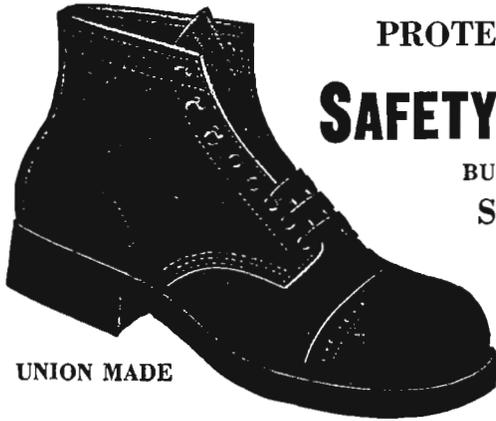
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the assistant master mechanic at Bensenville. She has been supplanted by Miss Garnette Helsdon of Elgin, daughter of Ray, D&I Division conductor. Oh yes, she is blonde and *very* good looking.

This correspondent has been asked a lot of questions and heard a lot of rumors lately about pensions being granted after 30 years of service, regardless of the age of the employe. There is no truth to this. A bill was introduced into the House by Congressman Morrison of Louisiana and, among other things, contains the provision that a railroad employe be allowed to take the pension at the end of 30 years of service, regardless of his age. The passage of this bill hinges on an act of Congress and at the present time the bill is more or less dormant in Washington, D. C.

I & S M DIVISION

East End

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

Congratulations to Mr. and Mrs. Jim Hanscom, former cashier at Rosemount, now employed as cashier at Beverly, Wash., on the birth of a daughter on Oct. 8.

We were sorry to learn of the death of Franklin Litz, early in October. Frank was at one time boiler foreman at Austin and had many friends on the division.

Our sincere sympathy is extended to the relatives of Garrett F. Bushman, retired train baggageman, who was struck by a street car and instantly killed near his home on Thomas Ave., St. Paul, on Oct. 1. Garrett retired on Dec. 1, 1937, after many years of service; he had been enjoying good health and was a frequent visitor at the office.

Work is almost completed on the track change at Mound Prairie, which consisted of shifting two miles of track about ½ mile to avoid washouts due to high water.

Sherman Rowe of Dundas, and N. C. Putnam of Lyle, two hay fever victims, have returned to their respective stations.

Work has started on lengthening the sidings in connection with the installation of new centralized traffic control system between Comus and Rosemount.

After many years of faithful service, Frank H. Larson, roadmaster at Austin, has announced that he will retire from service effective Nov. 1.

West End

*E. L. Wopat, Correspondent
Chandler, Minn.*

Engineer (Senator) B. O. Long is laying off for an indefinite time, taking treatments at Excelsior Springs. We all hope to see the Senator back on his run on 94 and 95 soon.

Conductor Lars E. Westby on the Bristol branch did a good job in securing a shipment of six cars of potatoes at Bradley, S. D. He used a little salesmanship with the shipper and the cars were diverted to our line. Let's get those traffic tips in.

C. Jensen of Bradley, S. D., received the Ramona, S. D., section on bulletin. We haven't heard who has been appointed section foreman at Bradley in his place.

J. F. Thomas, agent at Iona Lake, is back on the job after undergoing a major operation in Chicago. He was relieved by Wally Belling at Wirock, Minn.

Les Hauge, section foreman at Pipestone, Minn., has a five-man Milwaukee employes' bowling team and is accepting challenges from other Milwaukee teams. How about it, boys? Let's take on that team of his. Write Mr. Hauge for an appointment for your games.

H. Belling, coal and water man at Chandler, Minn., is off, taking medical treatments at Sioux Falls, S. D. He is being relieved by E. J. Stitz of Iona Lake, Minn.

The potato business is still booming in Garden City and the potato men are still calling for rubber-backed potato pickers to get the crop in before the heavy frost gets here. They have loaded over 450 cars of spuds to date, all of which move via the Milwaukee Road.

Fred Killion, conductor for the past 40 years, made his last trip on Oct. 17 on 316 between Bristol and Sioux Falls. He tells me that he is going to spend his time fishing and hunting and enjoying his pension. He will continue to make his home at Jackson, Minn.

First District

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

This column has been absent for some time due to my being away for the summer, but now that I am back I will try and keep the I&M in the news (if I get any news).

There have been a lot of changes along the division. In fact, so many that I am unable to list them. Among these are recent changes: Operator Sammy Freeman is now working second trick at

THE MILWAUKEE MAGAZINE

Farmington; Operator Minnick from second trick at Farmington to second trick at Owatonna, and I understand that at this writing he is going to Bixby; Operator C. M. Olson has been called up for the draft and to date I haven't heard the results. Charlie has been working at various places over the Division.

Agent Sherman Rowe of Dundas is now back at work after being away for the hay fever season.

In our newly-married department, Operator R. G. McDermott, who has been working at Farmington and now at Rosemount, has traded the single for double harness. Bob was married Sept. 26 to Miss Lydia Baldwin of Faribault.

Stella Weichselbaum, from the Faribault freight house, is now working at Rosemount.

Notes Via the Grapevine

Agent R. J. Whipple of Blooming Prairie will return to work after an absence of nearly a year. Mr. Whipple has been sojourning in California and if the grapevine rings true, we welcome "Whip" back to the division. We can certainly use the extra help, as we have been working short-handed a couple of years and as time goes on the situation doesn't improve.

Mr. and Mrs. Jimmie Hanscom, former clerk at Faribault and Rosemount, are the proud parents of a baby daughter born Oct. 4. Jimmie now resides at Beverly, Wash., where he is still carrying on for the Milwaukee Road.

I Wonder Department

Why the Canadian honkers started south so early.

What happened to our Indian summer. What happened to the nice picture of Babe Swank at the head of his column. How the November election is coming out.

Where are all of the pheasants this year, or why can't we talk South Dakota into dividing theirs with us.

How much income tax do I have to pay this year.

Why a man hates to go to bed and still hates to get up.

MILWAUKEE DIVISION

"C & M"

Wiley Moffatt, Correspondent
Superintendent's Office, Milwaukee, Wis.

1st Sgt. Clarence Scholl, former fireman, was home on furlough from San Antonio, Tex., where he is stationed with an engineering unit.

Flight Officer Norman Soergel dropped in to say hello before leaving for Lincoln, Neb., from which point he expected to be shipped out. Norm is piloting a Flying Fortress.

One of the Christmas boxes Sgt. Frank Harkins will receive is intended to bring the World Series right into his tent somewhere in France; it contains complete accounts and box scores of all the games, plus peanuts, pretzels and—by dint of much scurrying and persuasion—three cans of the amber fluid that

made Milwaukee famous. All Frank will have to furnish is the seventh-inning stretch.

The train and engine men are very enthusiastic about their first vacations. Engineer Henry Van Wert is reported as having a wild and wooly time at Jake's Ranch.

Col. N. A. Ryan, according to his latest letter, is in Paris and has a large assignment rehabilitating French civil railroads and canals, restoring traffic and controlling the coal supply for Paris. In his own words, he is "busy as hell working with the French."

DEPOT DABS

The red carpet is down for: Grace Johnson, stenographer in Milwaukee Terminals office, replacing Leah O'Neil, who has gone to join her husband at Grand Rapids, Mich.; Ruth Habegger, stenographer, and Josephine Mueller, file clerk, in Milwaukee Division office. Jo almost wore herself out carrying Christmas packages to the post-office for her husband, who is on a carrier chasing those little yellow so-and-so's all over the Pacific.

Gerry Koch, chief carpenter's clerk, who recently joined the ranks of the benedicts, had, from what your reporter has been able to observe, good and sufficient cause.

Got a letter from Lt. Glenn Ellstrom, somewhere at sea in the Pacific, and he says he is still kicking—about everything.

Lt. Lester Kleiber now writes from his B-29 Super-Fortress air base, where the crews complete their training before leaving for overseas, and they really need a lot of room to handle those babies. Les says the roar is terrific when a flight goes over, each plane having 8800 horsepower. However, he is more interested in watching for the stork, due for a visit any day.

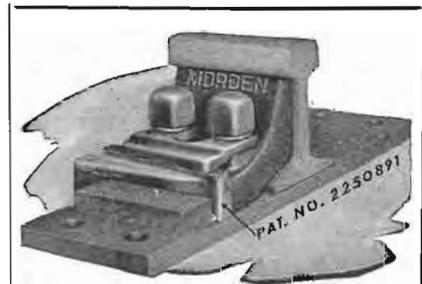
Bob Waters, instrument repairman for the telegraph department, and general fixer-upper for the depot in general, doffed his apron for good on Sept. 30. He started work at Mordred, then was at Tacoma for a long time until that office was closed, and came to Milwaukee from there. Bob was guest of honor at a party at the Medford Hotel sponsored by fellow employes in the signal and telegraph department. He plans to take life easy at his home in Oshkosh.

If it seemed to you that Myrtle Pershing was walking on air that was because her son, Jack, was home on leave after two years in the Southern Pacific, where he has more than been in the thick of things.

The daughter of Charles Crowley, night switchboard operator, now has a little brother, born Oct. 15.

More stars were put on the Red Cross blood donor honor roll after the names of Elenore Francey, Josephine Mueller, Melvin Malchow, Herbert Shipman, Jerry Smigelski, and yours truly. Still a lot of room for more names, and the need is increasing every day, so do your share.

When you stop to think, don't forget to start again.



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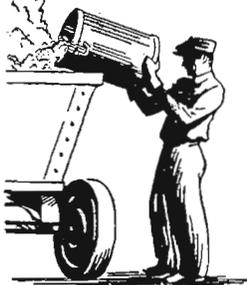
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Second District

*F. J. Love, Correspondent
Beloit, Wis.*

The remodeling of the Racine freight office is in progress and soon everything will be in first class shape and everyone will be happy.

Sgt. Jas. Murphy of the Air Corps, formerly clerk at Racine, was home on 21-day furlough after a series of 50 missions in Italy. He has left for a new assignment and expects to have a crack at the Japs.

Ray Gilday, former clerk at Racine, has about completed his training for pilot and expects a commission very soon.

James, Jr., son of Agent Springer at Freeport, left Oct. 4 for service in the navy.

Glad to see Dan Desmond of Freeport back on the job after about a month off, due to sickness; he was in the hospital about three weeks of that time.

Bob Fuller says he has to answer lots of calls from people asking when No. 70 is going to go through Freeport. Still lots of people coming down to see the 44 and 45 go by.

V. L. Rockwell, Union Grove, received a nice letter from Glen Miller, who is with a railway operating battalion in France and is he busy! If he could put in the same hours on the railroad here that he is now putting in in there, he is sure he would be making about \$400 a month. He says the French people are nice but that they have many ways that are hard to get used to.

Conductor Robert Dilley had his automobile stolen from a parking lot in Milwaukee, but understand that it was found at Madison and he now has it back.

Tom Bamlett is going to write a book about goose shooting. I cannot tell any more about this except that he will advise that a fellow should always take his gun out of the car when going to check up on what might be a flock of geese.

Warehouse Foreman Wm. Rick of the Beloit freight office retired on Sept. 30.

A. C. Morrissey has been transferred to the position of trainmaster at Savanna.

The sudden death of Ralph Koper, carman, came as a great surprise to everyone who knew him. He had just finished the inspection of No. 325 at Beloit when he passed away with a heart attack. Mr. Koper had been in the car department at Beloit since 1920, part of which time was spent at Rockford. He is survived by his wife and three children, and three grandchildren. His son, Clark, a bombardier, was killed over Germany in March of this year.

Tony Boziel was married on Oct. 18 in Indiana; he and his bride took a wedding trip out West. Best wishes to the happy couple.

"Old Line"

*Hazel Whitty, Correspondent
Ticket Clerk, Horicon, Wis.*

George M. Hellman, former agent at Berlin, Wis., passed away Oct. 5 at the home of his son, Dr. Geo. G. Heilman, at Wauwatosa, following an extended illness. His wife and son survive him, to whom sincere sympathy is extended. He was in the service of the railroad 52 years. It may be said of Mr. Hellman that he spent himself for others. I recall an occasion when Mrs. Carpenter Kendall, former Magazine editor, came on the division and went with me to Berlin. When we arrived there, Mr. Hellman was waiting to welcome us and, with a gallant bow, presented each with a bouquet of red roses. As an agent he was one of the finest the Milwaukee Road ever produced. The public relation program now so stressed because it is known to be the most reliable means of retaining and securing business, was to him a daily creed. Strictly a Northern Division product, he took pride in training boys whom he likewise imbued with wide vision and tolerance. Among which are Roger Stewart, agent at Granville; Fred Fischke, agent at Fond du Lac; W. J. Shebelske, agent at Berlin; Wm. Fiebelkorn, chief clerk at Beaver Dam.

The shortage of homes in Horicon has caused Retired Conductor Charles Chambers to move to Milwaukee. C. L. Nungesser has also had to make a change of residence and may be found in the business section of the city.

Silver wedding anniversaries seem to be quite the vogue. Two trackmen, Herman Matthes and Julius Kovaleske, having celebrated theirs at Berlin and Fox Lake respectively.

The Milwaukee Road baseball team from Milwaukee Terminals played the inmates at Wisconsin State prison at Wau-pun on Sept. 27 and beat them by a score of 5 to 2. This team is composed of school boys who worked in the maintenance of way department during the past summer.

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I & D DIVISION

Marquette - Sanborn
Margaret C. Lownsberry
Division Editor
Mason City, Iowa

In the last issue we announced that Peter Tosevigen had retired. We are sorry to say now that he died Oct. 9 after an illness of two months. Pete worked for the Milwaukee 47 years, and our deepest sympathy is extended to Mrs. Tosevigen and family.

Mrs. Harold Roark, wife of Relief Clerk Harold Roark, passed away Oct. 10 at a local hospital after a short illness. Our sincere sympathy is extended to Harold and the two boys.

The death of C. E. Ring occurred in Chicago on Oct. 9. Mr. Ring was at one time employed as division accountant at Mason City. We extend sincere sympathy to Mrs. Ring and family.

On the morning of Sept. 21 one of the new half unit 5400 h.p. diesel engines made its first appearance in Mason City. It runs on trains 62 and 63 between Sioux Falls and Marquette.

We were sorry to learn of the automobile accident involving Engineer and Mrs. Alex Meurs on Sunday, Oct. 1, near Kensett, Ia. We are happy to report, however, that Mrs. Meurs has been dismissed from the hospital and is making a speedy recovery at her home. Mr. Meurs was uninjured.

Roy D. Lyman has returned from Clinton where he visited his son, Ora, who is a patient at the Schlick Memorial Hospital. Ora returned to the States on the Gripsholm recently.

Sterle Crandall, carman, was inducted into the service in September. He is in a railroad battalion, taking his basic training at Cheyenne, Wyo.

Albin Groth was a visitor in the office recently. Albin was formerly a stenographer in the superintendent's office and is now chief clerk to K. F. Nyström at Milwaukee.

In case you haven't heard, the reason for the big broad smiles on the faces of L. J. "Mike" Delaney and Stanley Veit, is that they are proud grandfathers.

Sanborn-Rapid City

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

Harold Lindal, shipfitter 1/c, formerly of the roundhouse, recently spent a furlough in Mitchell with his family and other relatives. Ted has been overseas for the past two years, located in the Solomons.

Night Roundhouse Foreman Tom France has been confined to his home recently, due to illness.

P. Derr, west end freight brakeman, jumped the ranks of bachelor and took unto himself a bride on Oct. 1.

Superintendent Ingraham and party enjoyed several days of pheasant hunting in South Dakota recently and we understand the limit was bagged every day.



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THE P&M CO.

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Janitor Moreland has been rehearsing the past several weeks on how to make his cigars last longer. One suggestion is not to light them.

We are rather short on news for this period and would appreciate occasional items of information from the stations on this division.

Sioux Falls Line

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

Pfc. Dick Larson, former coach yard employe, has completed furlough from Scott Field and reported to new base at Greensboro, N. C.

On Sept. 21 at 3 p. m. we witnessed the arrival of the first Diesel locomotive in Sioux Falls on freight train 163. It departed same afternoon with meat and stock train 162 which will be a regular assignment. In order to turn the Diesel, it was necessary to extend the turntable eight inches, which is understood to be an engineering feat without replacing the table.

Alvin Foster, seaman 1/c, and former switchman at Sioux Falls, is home on survivor's leave. On Sept. 12, a German torpedo ripped into the stern and tore away the rudder and propeller of his Liberty ship on her maiden voyage from Florida to New York, leaving it helpless off of the South Carolina coast, missing the ship's ammunition by inches. Then at 4 a. m. the hurricane struck, lasting 12 hours with great waves 60 to 80 feet high rolling over his ship, breaking the line and capsizing the cutter which had come to the rescue.



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Cpl. X. W. Colgan, son of Ticket Clerk Earl Colgan, Sioux Falls, with the Air Corps in Italy, reports his group is celebrating their 350th mission and has the highest rating of any squadron there.

Pvt. Lyle C. Riley, baggageman at Sioux Falls passenger station before entering the service, was recently on furlough from Camp Hood, Tex., and will be reporting to new base in North Carolina.

We regret to announce that the first gold star to appear on our honor roll at the Sioux Falls passenger station is for Lt. Donald D. Tanck, who was killed in action during the Italian campaign.

Sioux City and Western Branch Lines

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

Paul Card, former fireman working out of Sioux City, and now a machinist 1/c in the navy, was recently home on a furlough. He left here expecting to be assigned to a destroyer escort.

Francis Leonard Claney, SC&D conductor, died at his home in Sioux City on Sept. 19 of a lingering illness. Mr. Claney entered the service of this company as a brakeman on Dec. 24, 1927.

Train Dispatcher E. M. Isaacson was assigned to a permanent job at Terre Haute, Ind., during September. Sorry to have "Ike" leave us, but glad he has a permanent assignment at last.

Relief Agent Robert F. Billars of Charter Oak, Ia., recently was called back to Kaylor, S. D., his former home, due to the severe illness of his son. The boy was taken to a specialist at Sioux Falls and at this writing is doing as well as can be expected. "Bob" Billars is a new man on the division, and from all reports is getting along fine. He was formerly superintendent of Schools at Jefferson, S. D.

Ward Besanson, agent at Kaylor, reports that the pheasant and duck season is in full swing at his station; the birds are a little hard to find due to heavy undergrowth, but they are getting all they need. In case of doubt, drop in on the agent at Kaylor if you like to shoot behind a good Irish setter. But—BRING YOUR OWN SHELLS!

Martin "Cassanova" Noonan of the police department spent his vacation in California looking over the 1944 crop of bathing beauties.

A. G. Elder, for many years a trick dispatcher at Sioux City, and during the last two years acting chief dispatcher at Sioux City, was recently promoted to a permanent appointment as chief dispatcher at Ottumwa. Every one on the division rejoiced at the well-deserved promotion. His genial personality will be missed at Sioux City.

Ed F. Reck, veteran passenger conductor, retired to enjoy the comfort of his farm during September. Ed indignantly denies that dropping and com-

pletely ruining his watch just the week before he retired had anything to do with it.

Walter C. Givens, superintendent of the Kansas City Division, is convalescing from a severe illness in Sioux City, his former home. At the present writing his condition is favorable.

The irrepresible Jimmy Bennett, formerly train dispatcher at Sioux City, and now one of the shining lights of the navy at Farragut, Idaho, recently paid us a visit. Jimmy has just finished his boot training, and there is not the slightest doubt in the minds of all his many friends that it is only a question of days until he is promoted to vice-admiral, field marshal, captain of the poop deck, or something. We shall watch his future progress with interest.

LACROSSE & RIVER DIVISION

First District

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

Due to lack of space in the last write-up, I neglected to chronicle the passing of two of our veteran engineers. Curtis Hodge, who passed away at Portage at his home shortly after completing his run between here and Madison, and Walter Heineman, who passed away while working in the garden of his summer



Here is Ivan Little, engine dispatcher at the Portage roundhouse, shown at the age of five with his trusty eight-gauge, with which he is reputed to have knocked over rabbits. He has graduated to deer now, however.

home at Minocqua. Both veterans suffered heart attacks. Engineer Hodge was buried at LaCrosse and Engineer Heine-man at Milwaukee.

Wm. H. Jessup another veteran engineer, retired, passed away recently due to a heart attack at Portage. Burial was at Portage.

These three veterans had many friends and fine records during their years of service, and our railroad will miss them and remember them as good neighbors and as being always faithful to duty.

Often in the day's work we find some laughable situations, such was the case recently when Pat Stowers was switching the house track at Portage. A passenger who evidently was new to the railroad was asking Jim Hart the car man, who happened by, what that thing was in the track that the feller just bent over. Jim explained it was a switch, and, noticing Pat riding a car in on the house, said, "Just watch now; see that man on top of the car coming this way. He will steer it right in on the side track." He gave Pat the wink and Pat made a couple turns on the brake wheel as the car went in on the house track. The passenger, much amazed said, "By gosh, he did make it, didn't he?"

D & I DIVISION

First District

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

Richard Georges, who was employed in the engineering department at Savanna during the summer months, won the Veterans' Scholarship and is now enrolled in the University of Illinois as a freshman. He is the son of Herman Georges of Savanna.

Congratulations to the New Brides and Grooms:

Engineer Herbert T. White of Savanna was married to Miss Rita Reynolds of Rock Island on Sept. 30. They are making their home in Savanna.

Miss June Hess, daughter of Engineer Earl W. Hess, Savanna, became the bride of Robert K. Myers, naval aviation ordinance, on Sept. 20, the ceremony taking place in Port Orchard, Wash.

Ens. Jack E. Waterman, son of Switchman E. J. Waterman, Savanna, was married to Miss Beth A. Hostetter of Mt. Carroll, on Sept. 17. Ens. Waterman was graduated on Sept. 13 from the Naval Air Training Center at Corpus Christi, Tex., on Sept. 13.

Miss Mary K. Davidson, only daughter of Switchman Earl Davidson, of Savanna, became the bride of Sgt. Gardner S. Williams of Regina, Saskatchewan, Canada, the ceremony taking place in St. John's Rectory on Sept. 19. They are residing for the present in Miami, Fla., where Sgt. Williams is located, having been transferred there from Canada where he had been stationed for two years.

Francis Michael made his appearance at the home of Roundhouse Employee Frank Zubaty, Jr., in Savanna on Sept. 24. Fireman and Mrs. Glen Gunn and Labor Foreman Frank Zubaty, Sr., are the grandparents.

Dispatcher and Mrs. Z. G. Reiff, Savanna, attended the capping exercises of a class of Wesley Memorial Hospital nurses held in Thorne Hall, Chicago, the latter part of September, their daughter, Beatrice, being a member of the class.

Robert L. Hicks, extra dispatcher in the superintendent's office at Savanna, has accepted a position in the office of the assistant general manager in Chicago, beginning his new duties on Oct. 6—best of luck to Bob.

News from Our Boys in the Army and Navy:

Milton Kelsey, seaman 2/c, of Farragut, Idaho, and brother, Robert Kelsey, petty officer 2/c of the Coast Guard, visited with their parents, Roadmaster and Mrs. N. F. Kelsey, during the middle of October, and called at the office, as did one of our former clerks, Charles Thompson, yeoman 2/c, who was on leave from Farragut, Idaho, visiting with his parents, Machinist and Mrs. Niels Thompson.

Henry J. Thayer, Jr., seaman 2/c, completed his boot training at Farragut, Idaho and spent his leave with his parents, Chief Dispatcher and Mrs. H. J. Thayer, Savanna.

Corp. J. L. Breitbach, former signal department employe, has arrived in France.

Ens. Marvin Hawkins, formerly operator on the First District of the D&I Division, is now stationed at a naval aviation base in San Diego, Calif.

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Callers at the division office during September were retired Conductor O. T. Welch, who looks as well as he did when he retired (known to the readers as "The Fashion Plate."); retired Operator John Duhigg, of Davis Jct.; and retired K. C. Division Engineer John Sweeney, of Chillicothe, Mo. All three of these old-timers put in many years of faithful service and we are glad to see them any time.

Local Chairman of the Engineers—First District of the D&I Division, John W. Revere, who has been confined to the city hospital in Savanna, is improving every day and is now able to be up and about for a short while each day.

COAST DIVISION

Tacoma

*R. R. Thiele, Correspondent
Agent's Office*

Mr. Gillick, accompanied by Messrs. Thompson, Penfield and Harstad, paid a visit to Tacoma the early part of October; it will not be violating a military secret to say that judging by reports, they found this part of the railroad in very good condition and doing a big business.

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Ray Powels, chief clerk at the local office, is a nimrod of renown. When the deer season opened, Ray got up shortly after midnight and laid low in the woodshed out at his Lake Tanwax villa in order to meet a stag who was reputed to frequent the surrounding country. Sure enough, an animal showed up in the first blush of the dawn. Ray feverishly pointed his gun at the exposed flank of the beast and pulled the trigger. Unfortunately, he had failed to release the safety catch and the gun didn't go off. Before Ray was able to release the catch, there was a "whoosh" and a fair-sized bull calf jumped away, thus saving the hunter considerable expense.

We take pleasure in reporting the marriage of Miss Jeanne Olinger, stenographer at the car department, to Theodore F. Raess, which took place at the First Methodist Church of this city on Sept. 9 before a company of relatives and friends; the ceremony was followed by a wedding trip to Plentywood, Mont. The groom is a technical engineer, attached to the navy at the Tacoma Todd yard. Mrs. Raess is keeping her job for the present.

Willis Herbart is breaking in on the demurrage desk at the local office.

Mortimer Eshelman and Cyril Nelson of the staff at the local office are both sick at this writing but expect to be back on the job before long.

Bill Caldwell, brakeman, is back on the job again after being held up by two thugs, between Longview and Kelso one night recently, and severely beaten, besides being robbed of his watch and a sum of money.

Mrs. H. L. Wiltrout, who was seriously ill recently, has now improved considerably and is around the house.

Ray Moyles was given a birthday party at the yard office the other day. There was a piece of cake for all present. He was 53 this time.

The following are passing out cigars: Glen Graham, yard clerk (a boy); L. A.

Fischer, brakeman (a girl); Lloyd Whelan, brakeman (a girl); Vic Wardlow (we don't know whether it's a boy or girl).

Jimmie Irvin, operator at Tacoma Junction, but now in the navy, was home on a furlough recently.

Walt Jennings of the store department, on Oct. 1 took a group of ladies, all employees of the store department, to Sunrise Park, high up on the flank of the mountain. They spent a glorious time on the trip and desire to thank him thus publicly for the treat.

Fred Ewers, boilermaker helper at the shops, and W. G. Alexander, machinist, both retired on Sept. 30. We wish them a long and enjoyable retired life.

H. A. Masher, branch line train dispatcher, is ill at this writing. We extend our best wishes for his early recovery. J. R. Piatt is relieving him and H. L. Hitchcock is relieving Piatt.

Kenneth Alleman, who was recently assigned to the new outbound revising job, has now transferred his affections to his old flame, the yard office, and has bid in a position as car clerk.

Two new employes on the local office force are Wm. M. Torrey, who has signed up as a dock checker, and J. McVey, who is on the cashier's force.

Lucille Taylor of the yard force is off at this writing, undergoing an operation for appendicitis.

Seattle General Offices

*J. M. Wilhelm, Correspondent
General Claim Department*

Armed Rails

Attorney Thos. H. Maguire was pleased to receive word from Tim, Jr., in France, that he had been advanced to staff sergeant and then to technical sergeant. He stated in one of his recent letters that he could tell his folks he and his crew spattered a considerable number of German planes over a considerable area in France, but the censor would not let him tell how

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CHICAGO

many or where. He has been awarded the Good Conduct Medal. Tim was stationed in England several months and liked the English people very much—made some very good friends and found them swell folks. He has acquired a slight smattering of French while over there and finds the French people very hospitable and friendly—too much so sometimes. The other day he was taking a bath in his helmet in a wooded area at dusk. He noted a Frenchman and his 14-year-old daughter coming toward him, so he dried himself with one swipe of the towel, hurriedly donned his trousers and embarrassedly greeted the couple. They, undeterred, came over to him, proffering a drink of apple cider. *Oui, oui, Monsieur. c'est la guerre.*

Sgt. H. W. Sievers from the other side of the globe sent his dad a snapshot of Carol Landis taken on her recent visit to his camp. As this is their favorite pin-up picture, he wanted this one saved, and quoting his letter of transmittal: "She really has nice eyes." Yeah man!

Jim Rubart, yeoman second class, was in the office recently, quite happy. He will be transferred to Seattle in a short time as an instructor.

Greetings

To Miss Ann Reese, filing clerk in the Seattle city ticket office.

To Mrs. Gladys Atkinson, clerk in the general manager's office.

On the Home Front

Bob Bigelow was present and accounted for last week with one big smile. Mrs. Bigelow and he were presented with twin girls, Patricia Jane and Pamela Jean, on Oct. 3. One could think of no finer way to celebrate Pappa Bob's promotion to chief clerk at Aberdeen, Wash.

The Milwaukee Road Service Club at Seattle is now going in high gear again. Under the able leadership of Chairman John Andrews, noon luncheon meetings he'd each Tuesday have been received with much enthusiasm and the attendance is growing in pleasing proportions each week. An educational program has been inaugurated and questions concerning various phases of the Milwaukee operations, submitted by curious members, are referred to the proper departments and explained in concise and detailed answers by members of the department in question. Repartee often goes thick and fast and even to the side-liner has been most interesting. All those in Seattle are invited to attend the weekly meetings each Tuesday, 12 noon, at Meve's Cafeteria, 1116 Westlake Ave., Seattle.

Miss Ruth Fowler, clerk of the Milwaukee Land Company, while visiting her family during her vacation in Pittsburgh, Pa., entered the hospital for a major operation and is now recuperating at her brother's home. Her position is temporarily being filled by Mrs. Lois Meyers.

Another of our operators, Mrs. May Notske, was married to Brent Clinton at the St. James rectory. The couple honeymooned in Victoria, B. C., and we are glad to have Mrs. Clinton back with us again. Mr. Clinton, also a railroader, has been with the Seattle Transit System for 30 years.

Virgil W. Chapin, for the past 10 years chief operator at the Seattle relay telegraph office, retired Oct. 6. He was born in western New York in 1872, entered the service of the Erie Railroad in 1888 as telegrapher and also served with the Northern Pacific in Wisconsin, coming to the Milwaukee in 1907. He was wire chief at Malden, Washington, when that office was opened here in the White Building. He is a member of the Milwaukee Pioneers Club. Mr. Chapin will make his home with his son, Louis, in Los Angeles. He was presented with a very nice Sheaffer pen and pencil set and also a traveling kit, Operators Bill Holly and F. D. Reynolds doing the honors. Mr. Chapin is succeeded by W. L. Mason.

Demure Miss Jean Richmond, clerk in

In Wartime, Too!

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the purchasing department, was married to John N. Beerman, machinist mate 1/c, at the home of her parents on Aug. 29. The Beerman's honeymooned via the rails to the groom's home in Columbus, Ohio, and we are glad to have the new Mrs. back on the job again.

MILWAUKEE TERMINALS

Fowler St. Station

Dorothy Bertha, Correspondent

I want to compliment the employes on their answer of the Red Cross call for blood donors a few months ago. A member of the Red Cross blood donor unit informs me that there has been a serious drop in volunteers since the invasion of France. It is beginning to appear that people believe the war is won and that there is no further need for blood. On the contrary, the need now is more urgent than it has ever been before. The casualty list has hit a new high. We have a greater number of boys overseas now and the fighting has speeded up and is far more intense. Station employes who want to give blood can make an appointment with the chief clerk in Mr. Dummler's office.

Our former trainmaster, Lt. Col. C. E. Crippen writes: "We had a beautiful moonlight night when we started and it was a wonderful trip. I was not sick and thoroughly enjoyed some of the

tioned with the Medical Corps at the Chicago Navy Recruiting Station.

The Hiavatha Club is planning another party and meeting on Nov. 18. We are expecting to see you all there.

Muskego Yard

Grace Johnson, Correspondent

Roundhouse Rumbblings, which have been light, are gradually getting heavier, and Bert Cummings has taken to wearing white shirts on Thursdays. No one knows the answer so far and Bert is a sphinx when it comes to information about it. Lawrence Ewart, second trick caller, had to make a hurried trip to California and found that his influence with the Milwaukee Road did not extend him any additional privileges in that state, as he was only allowed to spend one night in a hotel. He says you are checked every day and nobody is allowed more than one night. That may or may not be true, but perhaps they saw Lawrence coming. His story is that in order to board any train one must receive a number and stand in line and board the train in order.

Frank Bunce has just returned from his vacation. He spent part of his time at Green Bay and the other part in Chicago, supposedly visiting his sister. We wonder. More than likely he was night-clubbing. Charlie Beckendorf handled his work while he was gone and was a very capable general foreman, pro tem.

Caller Ben Schwartz has been on the

of May and has since become a gentleman farmer. He has been living up at Moen Lake near Rhinelander this summer and is remodeling his summer place into a year-round home for him and Mrs. Axtell. Jack looks fine in spite of the fact that he traded switching for picking up potatoes.

All of the friends and fellow workers of "Candy" Shoars were grieved to learn of his death. He was quite an old-timer, having entered the service of the road in November, 1908, retiring on July 9, 1937. "Candy" was 67 years old when he died on Oct. 1, 1944.

Martin Farrell, former switchman in Milwaukee Terminals, stopped in to say hello. In fact, he did more than that, he worked for us during his furlough. Said it was fine to get into the swing of good old railroad work again. He is stationed at Punta Gordo, Fla., with the Air Corps there. He left Milwaukee in April, 1942. If his appearance was any indication of what army life can do for one, no doubt all of you fellows will still want to get in.

Philosophy note from the scrapbook of Roadmaster F. V. Mc.: Always look for a good disposition in a woman; the face is secondary.

Switchman Arthur Weidig brought in some interesting old copies of the Milwaukee Railway System Employee Magazine. We understand Art has quite a museum at home and tells us that all visitors are welcome (no admission charge). The copies he brought in were the June, 1914; February, 1917; and June, 1919. It was quite a publication in those days, containing everything from household recipes and crocheting patterns to fine editorials and lengthy articles on railroading in the days of the first World War. One especially important item we found was mention of a letter of commendation written to Mr. Weidig by Superintendent Hinrichs for quick thinking, thus averting an accident. We know that Art didn't bring this particular copy in to cash in on old-time publicity, because his reputation as the "Sea-Gull" now outshadows anything he had previously done. Another item announced the birth of a son to the Weidig family.

Coach Yard

*Richard Flechsig, Jr., Correspondent
Milwaukee, Wis.*

The main conversation in the coach yard is about an electrician helper and his name is Lester Leiberg. Les is looking for a house to buy or rent and we wonder why. Could Les be married or will he be?

Christina Milanovich is the happiest woman in the coach yard, and she has a very good reason to be, her son who was wounded in France is home on a furlough.

The bowling team at this time is tied for first with three other teams. Rich Seiden got hot and shot 612. The team is doing a lot better this half than they did last year.

Governor Bricker, the Republican vice-presidential nominee, had his special train in the yard on Oct. 6, and it really gave the boys a workout.

Jim Palmer, former night foreman, who is now somewhere in France with a railroad battalion, writes that he is getting along fine. He is helping restore transportation that the Nazis blew up and tells us that there are plenty of men for the job, but no material or tools to work with. Understand that he picks up wrecks with a button hook and repairs cars with a pocket knife and plenty of putty and paint. Good work for Jim.

When shooing trouble, do not forget a good shoe is a safety shoe.

Nature is wonderful! A million years ago she didn't know we were going to wear spectacles, yet look at the way she placed our ears.



An interior view showing part of the newly redecorated Fowler Street freight office in Milwaukee.

sights, including Buckingham Palace, London Bridge, Tower Bridge, St. Paul's Cathedral, Houses of Parliament and the Tower of London. In France I have seen Cherbourg, St. Lo and some of Paris, including the Eiffel Tower and the Arc de Triomphe." Colonel Crippen is still in France and very busy supervising the French railroads.

Ran into Sam Pirino, former Reed St. yard clerk, who was delayed en route to Fort Bliss. He looks mighty fit and says he is enjoying the army.

Read two letters from Willard Kinast, now a corporal in the army. He enclosed pictures in both letters and is certainly getting a nice tan. Has been sightseeing in Washington, D. C. Said that he enjoyed all the sights, especially the Waves and Marines. He is now waiting to embark and promises another letter as soon as he has joined our boys "over there."

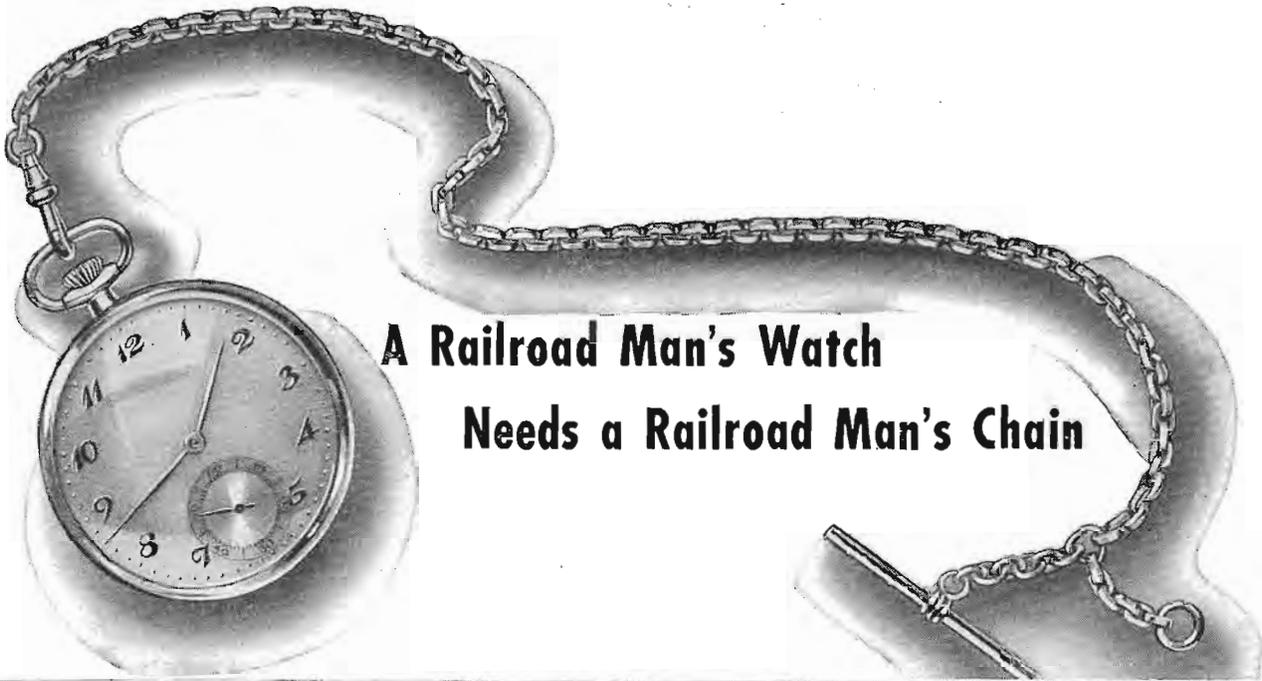
Pfc. Fred Coerper is still in Trinidad and is now assistant to the chief clerk in the ordnance section.

Walter Heinan's son, Dr. Fred Heinan, has left for overseas. Former biller in the freight office, Fred has been sta-

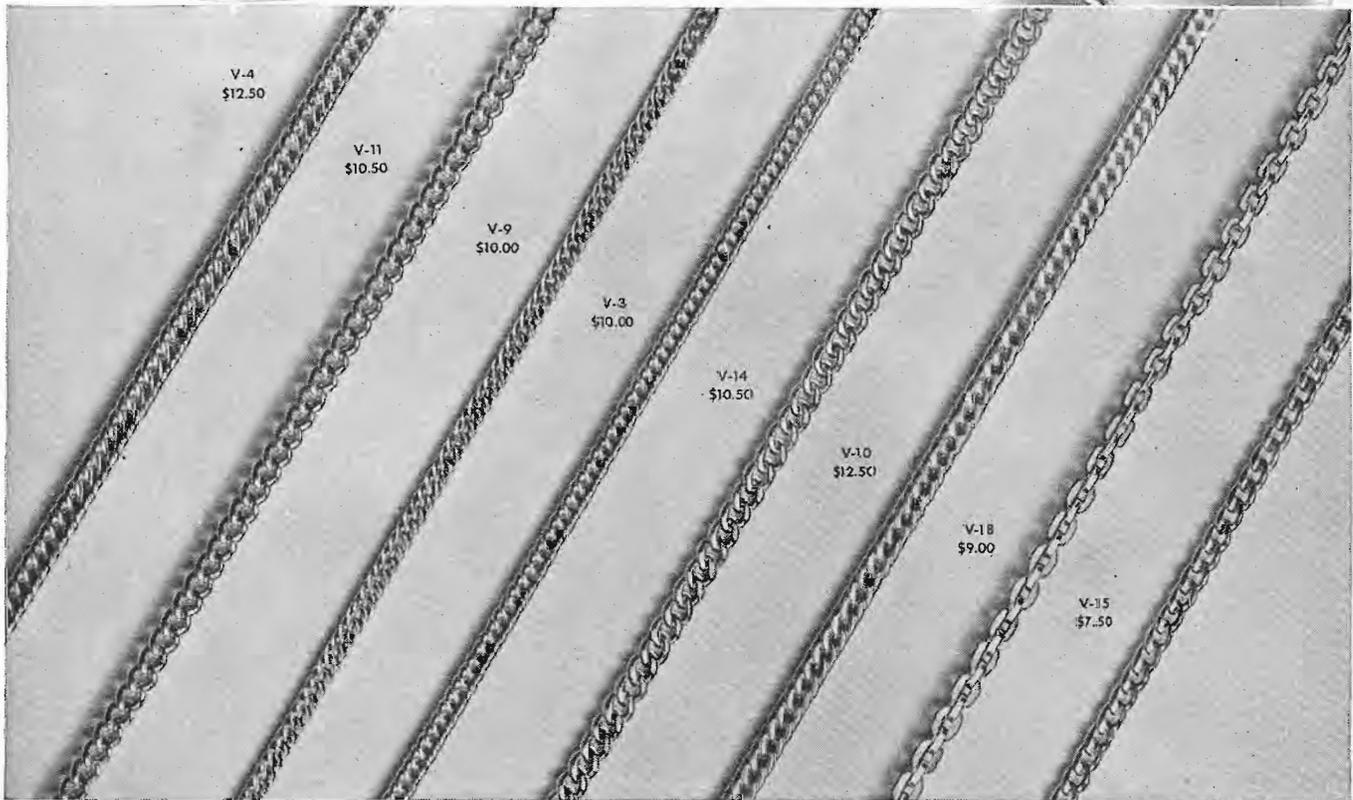
sick list for some months now. Max Kazchowski has been pinch-hitting for him during his absence, but Maxie decided that the great out-of-doors was more to his liking. Furthermore, he was needed to help check on the physical exams at the depot. Maxie, you are just too popular.

Train Clerk Larry LaRue has taken over the calling job and is sweating over the phone trying to talk the fellows into or out of something all the time. We have welcomed the new trainmaster, K. R. Schwartz, to Milwaukee Terminals. He has not been too much in evidence around the office as yet, but Milwaukee Terminals is a good-sized place to keep in operation and there's enough going on to keep two trainmasters hopping. Ray Cary is front office boy now. We are not sure how the new setup agrees with him, but we are sure that he's training for an assistant superintendent's job at least. Uncle Bulgy (car record office Apollo) has been re-named and he now prefers to be called "Kewpie Cassanova."

Jack Axtell was in to pay us a visit the other day. He retired the first part



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Yes, a watch chain that not only looks the part but also acts the part is what a railroad man needs . . . a good-looking Quality Gold Filled chain that stands up well under steady, excessive use.

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Due to war conditions only a limited supply is available but your jeweler probably still has some. See him, today.

R. F. Simmons Company

ATTLEBORO, MASSACHUSETTS



The Lady had a Baby

MR. FLINTHEART TYCOON, about to complete his work in Seattle and anxious to get back east to his plant, calls: "Eliot 6800... Drawing room on the Olympian for Tycoon to Chicago, please... No chance? A compartment, then... None for thirty days? Maybe a bedroom?"... Mr. Tycoon compromises with dignity and takes a lower berth.

On boarding the Olympian he found *the Lady*—who was to occupy the upper of his section—*had a baby*. It seems the Lady had been bidding good-bye to her Tokyo-bound husband, and the baby to his or her (Mr. Tycoon never knew which) Tokyo-bound father.

In the smoking room, an hour out

of Seattle, Mr. Tycoon was heard telling a hard-boiled colonel—"First time I've ridden in an upper since I was a youngster beating my expense account. But confound it! What could a man do?"

Later the colonel was chuckling as he switched off his berth light... the Pullman conductor was chuckling with the steward over a late coffee... "Imagine! Mr. Tycoon says to me, 'Give my lower to the Lady with the baby.'"

* * *

Aboard transcontinental trains, such as the electrified Olympian, little happenings make big news. Mr. Tycoon, usually distinguished as "the prominent industrialist," was distinguished by his fellow travelers on this trip as "the man who gave up his lower to the Lady with the baby." It was a new experience, and Mr. Tycoon enjoyed it, thoroughly.

The incident illustrates the unselfish spirit that's kept train travel free of rationing. It's a spirit that augurs well for the future—holds promise for the Babies of the Ladies.

The Milwaukee Road

SERVING THE SERVICES AND YOU

THE MILWAUKEE MAGAZINE