

AUGUST, 1945

THE MILWAUKEE MAGAZINE



THE RETURNING VETERAN
SEE MR. SCANDRETT'S LETTER ON PAGES 2 AND 3

PUBLISHED BY THE CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD

THE RETURNING VETERAN

The figure striding across the cover is symbolic of the many Milwaukee Road men who are being released from military service and are returning to the railroad now that victory in Europe has been won. A tribute to the returning veteran at this time does not mean that the railroad is unmindful of the fact that for thousands of its men the war is far from over. It does mean that the time has come to make good the Milwaukee Road's promise of a job for each returning veteran.

The following letter, which H. A. Scandrett recently addressed to the heads of all departments, bears on that promise.

Editor

THIS is the most important letter I have ever written to you. The subject of it is the return to the Milwaukee Road of our fellow employes who left the property to enter the armed services, some of whom are now on their way back to us and, please God, it will not be too long until all are home except those who will have given their lives for their country. As to them we humbly pray we may prove ourselves at least in some small part worthy of their heroic sacrifice and service. One way in which we can prove this is in our treatment of their comrades.

There are legislative enactments defining their rights. These we will observe scrupulously, but it is not of them I wish to speak. What I want to try to outline is how we, their fellow employes, can best help them to meet their problems in the period of confusing change that lies ahead of them. While they have been away we have tried to keep in touch with them, to make them feel they are still part and parcel of the railroad, that we miss them and are hoping for their safe return to us. Their letters show how very much this has all meant to them. Now we are to be put to the proof of what we have been saying and writing.

I am sure they don't want us to make a fuss over them, and I know that many, and perhaps most, of them will not want to talk about their war experiences. What they will want most is to get back in the groove. Let our whole attitude show them unmistakably that we are happy to have them with us again and then let's prove it by the way we go about the job of smoothing the rough spots for them. In many cases no difficulties will be encountered; in others, help will be needed. Always friendly counsel should be freely given. Unless this attitude prevails



throughout our organization we shall fail in discharging our duty and responsibility. This would be unthinkable.

A good many, because of injuries, will not be able to perform their former duties. Each of these is a special case and sympathetic study and effort must be devoted to it to find the best place where these men can be fitted into the organization.

There will be many who have received specialized training during their war service, and are capable of filling more important positions than they held when they left us—in some cases in entirely different lines of work. They should be given their chance to show their new capabilities. If to do this involves complications because of our agreements with labor organizations, we should try jointly to compose such situations. I am sure the organizations will want to be helpful.

There will be cases where time for rest and recuperation is required and appropriate action for extending the period within which it is necessary to report for duty should be taken.

The type of situations I have mentioned are merely illustrative. Very many more will arise, but these suffice to indicate what our attitude and approach should be. We have the greatest opportunity we have ever had, or probably ever will have, to do an outstanding job of comradely helpfulness and our duty and responsibility are as broad as the opportunity. These fellow workers have undergone hardships and perils of which we have slight comprehension. We at home on this railroad have backed them up to our limit of hard work and endurance, and we can face them unashamed. Theirs, however, has been the sacrificial job and we shall always be in their debt.

I feel deeply about this, as I know you do, and this must be true of every right thinking man and woman in our organization. They did not fail us, nor shall we fail them.

A. W. Sandwell



Ellington Heads Industrial Development Department

J. C. Ellington, Milwaukee Road real estate agent for more than 23 years, has been chosen to head the department of industrial development which, although newly created, is a direct outgrowth of the real estate department.

Being descended from a long line of civil engineers, Mr. Ellington studied civil engineering at the University of Texas and was graduated in 1915. Later that year he was employed by the engineering department of the Santa Fe Railroad. After three years with the Santa Fe he transferred to the Burlington Road to do federal evaluation work.

On Mar. 1, 1920, Mr. Ellington was employed by the Milwaukee Road as chief land appraiser for the evaluation engineer, and when President Byram established the real estate department on Dec. 1, 1921, he gave Mr. Ellington the title of real estate agent.

According to present plans, the personnel of the industrial development department will remain the same as that of the discontinued real estate department, except that six additional civil engineers will be appointed to assist in making an extensive industrial survey of improved and vacant property adjacent to the Milwaukee Road.

The importance of this new department is indicated by the following letter which H. A. Scandrett sent to all officers and employes on July 12:

"In another notice, released today, I announced the appointment of Mr. J. C. Ellington as industrial commissioner, effective July 15, 1945. The office of real estate agent is abolished.

"Mr. Ellington will have charge of industrial development and the purchase, sale and leasing of company real estate. He will work closely with all departments of the railroad.

"Our people have done fine work in locating industries on our railroad in the past, and this work is going to be of increasing importance in the future.



J. C. Ellington

"We must keep abreast of the ever-changing conditions in the industrial field. There have been many changes, due to the war, and the transition to peacetime production will create new problems and opportunities. Then, too, there will undoubtedly be some decentralization and relocation of industries after the war with Japan has ended.

Our task of attracting industries to sites on our railroad and being able to furnish suitable facilities for their needs is of increasing importance.

"My purpose in calling your particular attention to this appointment is to enlist your support and cooperation, for it is a job in which all of us can help. In addition to our agents, traffic officers and superintendents, many others who come in contact with the public can be helpful in furnishing leads as to prospective industries."

Appointments

Office of Trustee

Effective July 15, 1945:

J. C. Ellington is appointed industrial commissioner with headquarters in the Union Station, Chicago. The office of real estate agent is abolished.

Engineering Department

Effective July 1, 1945:

E. W. Bolmgren is appointed division engineer, Twin City Terminal and Iowa and Southern Minnesota Divisions, with office at Minneapolis, Minn., vice A. Daniels, deceased.

Walter Lakoski is appointed division engineer, La Crosse and River Division, with office at La Crosse, Wis., vice E. W. Bolmgren, transferred.

I. C. Brewer is appointed division engineer, Iowa and Dakota Division, with office at Mason City, Ia., vice Walter Lakoski, transferred.

Traffic Department

Effective July 16, 1945:

J. M. Cunningham, general agent, succeeds to the duties previously performed by A. A. Wilson, assistant general freight agent, Chicago, who retired on July 15 after 50 years of loyal and efficient service.

Effective July 9, 1945:

H. H. Jacobs is appointed traveling freight and passenger agent at Des Moines, Ia., succeeding C. W. Rink, deceased.

Operating Department

Effective July 1, 1945:

W. G. Christiansen is appointed trainmaster at Bensenville, Ill., vice R. W. Graves, transferred.

Effective May 1, 1945, Eldred D. Wolf was appointed employment agent, with headquarters at 18 South Canal Street, Chicago, vice P. M. Garvey, deceased.

Army Joins Railroads in Manpower Drive

Faced with the greatest transportation task in history as the redeployment of troops from Europe to the Asiatic-Pacific theaters of operation grows in volume, the western railroads are working jointly with the army and other government agencies in an effort to recruit 65,000 civilians for railroad work. It is estimated that this number of additional men will be needed to augment existing personnel if the western railroads are to transport the military forces and equipment to west coast ports within the designated period. This is in addition to the 4,000 soldiers with railroad experience who are being given 30-day furloughs to work on the railroads.

Of the total requirements of the western railroads, the Milwaukee Road will need more than 2,000 men, according to the latest

estimate made by our own officers. These men are needed in many types of work connected with the maintenance and operation of the railroad.

It is imperative that Milwaukee Road employes understand the urgency of this need in order that they many resolve to do their utmost on the job and also do their best to prevail upon friends and acquaintances to take railroad jobs.

The army, assisted by other government agencies, has taken a dominant part in the recruitment drive due to the fact that, according to its own statement, "Not even the American railroad system, the largest and most efficient in the world, could handle so vast a traffic burden without assistance." Since the war began, 300,000 railroad work-

ers have entered military service, the railroads have been unable to obtain the additional rolling stock needed, and the volume of civilian traffic has increased to an all-time high.

3,000,000 Men Returning to States

There will be approximately 3,000,000 men returned from Europe to the United States within less than one year after V-E day, provided the army's schedule is maintained. Some of these men will be discharged, but the majority of them will be given 30-day home furloughs and redeployed to the Asiatic-Pacific theater as soon as possible thereafter.

Already the rate of return from Europe has become much higher than anticipated, and it is expected now that at the peak of the movement there will be as many as 500,000 men returning each month. It is estimated that the several trips that must be made by each of the 3,000,000 men, from arrival at the east coast to departure to the



Marc Green
Editor

A. G. Dupuis
Manager

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west coast, will aggregate the tremendous total of more than 20,000,000 man-trips by rail.

Freight Load Is Staggering

In addition to the military personnel to be transported over the western railroads, vast quantities of the 5,500,000 tons of supplies on the continent of Europe at the close of hostilities, together with new supplies to be manufactured in this country for the Pacific theater, will have to be moved to west coast ports in freight and baggage cars.

The task will be particularly difficult for the western railroads because the distance from Chicago to west coast ports is twice that from east coast ports to Chicago and there are fewer lines serving the west coast. Furthermore, freight cars will be needed at the same time to move the wheat harvest out of the western states, and other cars will have to be supplied to transport supplies and



August, 1945

President Truman Makes Plea for Railroad Manpower

Manpower shortages on western railroads so gravely threaten the flow of supplies and men to the Pacific that President Truman in mid-July dispatched a cablegram from Potsdam, Germany, where he was attending the Big Three Conference, appealing to American citizens to take railroad jobs. It read as follows:

"If the demands of the Japanese war are to be met, the railroads in the West must have additional manpower immediately. The manpower shortage is so serious that the War Department recently ordered 4,000 experienced railroad men to be furloughed from the army to help ease the situation, but they are only a fraction of the number needed.

"The western railroads today need 65,000 men and need them badly. We must keep men and material flowing into the ports as fast as our convoys can transport them to the battle zone.

"The effects of the shortage already are being felt, with the peak load still months away. Our soldiers returning from the European campaign are not getting the best accommodations because many cars are in the shops awaiting repairs and overhauling. Some troops are being delayed at the ports because trains cannot be supplied promptly. Overworked crews must be given time to rest before taking trains out on long, hard trips. Trains are often late because of short switching crews which cannot keep traffic moving at top efficiency. Unless additional manpower is found, these delays will become serious as the load increases.

"That is why I am bringing this situation to the attention of the American people. Any patriotic American who is not already engaged in essential war work can make a real contribution toward the defeat of Japan by applying for a job on a western railroad in this emergency period. Those who are now working on railroads can do a great service to their country by remaining on the job."

These soldiers, back from the South Pacific, have been given special furloughs by the army to work in our shops in Milwaukee. They are a part of the group of 30 soldiers who are there for a short period, helping to get various pieces of equipment in shape for the task of handling redeployed military personnel. The men are, left to right: Rocco Rappazzo from New York, Leonard Spoonamore from Kentucky, and Edward Harrison from South Carolina. (Milwaukee Sentinel photo.)

foodstuffs for our occupation forces and for relief in Europe.

The combination of these factors will throw the heaviest freight movement in history on Chicago railroads.

Best estimates indicate that it will take from six to nine months to reverse the European supply system and transfer the full weight of American armed might to the Pacific. Not only are Pacific distances already the longest in military history, but the reversal itself presents special problems.

"Spike the Jap" Slogan Spurs Drive

The month of August will find the Western Railroad Manpower Project at its peak. Under the direction of Lt. Col. Arthur B. Krim, the Western Railroad Manpower Project, with headquarters in Chicago, will coordinate the activities of the Railroad Urgency Committees which have been organized in 24 western cities. These committees will include representatives of the army, the railroads, the Office of Defense Transportation and the Railroad Retirement Board.

Every conceivable publicity device is to be employed in an effort to recruit the 65,000 railroad workers in the shortest possible time. There will be newspaper, radio and motion picture features in such quantity as to make it impossible for the public to overlook the importance of the campaign. Columnists and song writers are enlisted to do their patriotic best; freight trains will pull out of yards placarded with "help wanted" posters. Many devices will be employed to highlight the drive in cities and towns throughout the territory served by the western railroads. The slogan, "Spike the Jap—Get a Railroad Job" will be familiar to all Americans before the end of August.

The progress of the project will be reported in a later issue of the Milwaukee Magazine.

Arthur Daniels

Arthur Daniels, division engineer on the Twin City and Iowa and Southern Minnesota Divisions, died on June 27 at the age of 60.

Mr. Daniels was born in Marion, Ia., attended school there and was later graduated from Iowa State College with a degree in civil engineering.

He was first employed by the Milwaukee Road on June 1, 1905, when he took a job as rodman at Marion, Ia. He later worked as instrumentman and assistant engineer at various points on Lines East and West until July 1, 1917, when he was made acting district carpenter at Milwaukee. A little more than a year later he was appointed district engineer of the Northern District at Minneapolis, which position he held until July, 1935, when he went to Chicago as assistant superintendent of track maintenance. In November, 1935, he returned to Minneapolis to assume the position he held at the time of his death.

Mr. Daniels is survived by his wife; one son, Lowell, a lieutenant in the navy, stationed at San Diego; and one daughter, Dorothy, who teaches in the Minneapolis public schools.



H. A. Scandrett pays critical attention to his own telephone voice as it is played back to him on the "voice mirror". Among those listening in with him are Miss Ruth Hasten of the telephone company, at his right, and C. T. Lannon of the treasurer's office, at his left.

General Office Employees Have a "Look" at Their Voices

Following arrangements made by the Milwaukee Road's advisory committee on public relations, the Illinois Bell Telephone Company in early July conducted a series of demonstrations exhibiting the importance of good telephone manners for the employees of the road's general offices in the Chicago Union Station. In addition to a motion picture which forcibly demonstrated the importance of good telephone manners, each employee was given an opportunity to make a test of his voice on the telephone company's "voice mirror."

The "voice mirror" is an ingenious device which enables an individual to speak into a telephone transmitter and then, by waiting for a moment or two, hear his own voice just as it would be heard by the person at the other end of the wire. The "voice mirror" was a revelation to many of those who tested their voices; many made the test and went their way with the remark that they never knew they sounded like that.

One notable result of this educational program was exhibited in a remark made by one of our own general office switchboard operators a few days after the program closed. She said she had noticed a distinct difference in the tone and attitude of the general office people using the telephone.

Mr. Scandrett was an interested observer of the "voice mirror" demonstration and made a test of his voice on which Miss Hasten, the telephone company's service representative in charge of the demonstration, gave him a passing grade of "satisfactory."

It may be a sign of mental drifting to be caught talking to yourself, but the talking that people did to themselves over the telephone company's recorder should pay dividends in better telephone manners. All of us have opinions about the other fellow's voice, but unless we hear our own we are unable to have any comprehension of the way we sound when talking over a telephone.

The "voice mirror" enlightened the many who studied their voices over it and taught them some of the small but important things about using a telephone that had not occurred to them before.

Stock Story

Frank J. Newell, assistant public relations officer, tells this story in the June issue of "Trains":

"This happened years ago when I was a simple traveling passenger agent. We were riding in a railroad business car attached to a mixed train meandering through Minnesota meadowlands over a Milwaukee Road branch line. It was a delightful summer day.

"At suppertime (we didn't say dinnertime in those days) our division freight agent, a poetic soul, rested knife and fork, folded his hands, gazed momentarily and almost reverently remarked, 'Gentlemen, framed by the window is a most beauteous pastoral scene. Behold the lowing herd, wending its weary way at eventide.'

"Our freight traffic manager shot a quick glance and, without stopping to swallow the morsel he was masticating, laconically remarked, 'They'd just fill a 40-foot stock car.'"

Hawkwiz

by Bob Hawk

Quizmaster: "Thanks to the Yanks" Radio Show

1. The story "Going My Way?" takes place in what city?
2. What does CRS on a guest card in a hotel's file mean?
3. Is saliva normally acid or alkaline?
4. In what war were troops first moved by train in the United States?
5. If the mail carried by 50 planes was converted into V-mail, how many planes of the same capacity would then be required?
6. In what country was opera born?
7. Is the new baby more apt to be a boy or a girl?
8. If a recipe calls for a dash of nutmeg, how much would that be if measured?
9. What famous battle was fought in this country weeks after the war had been ended by treaty?
10. Do males vary more in intelligence or do females?

(Turn to Page 19 for Answers)

A man is not old until regrets take the place of dreams.—John Barrymore.

THE SAFETY RECORD

FIRST SIX MONTHS

	Employee Casualties			Total Man-Hours Worked	Casualty Rate
	Fatal	Injured	Total		
1945	8	394	402	49,480,513*	8.12*
1944	7	377	384	49,978,622	7.68
Increase or					
Decrease . . .	+1	+17	+18	-498,109	+0.44

*Estimated.

It's Canning Time

by L. H. Robbins

Assistant Commissioner, Agricultural and Mineral Development Department, Chicago

IT'S canning time. The tomatoes, string beans and beets are ready and mothers all over the country will soon be selecting the best ears of sweet corn to be canned and put away for winter's use.

Right now thousands of little noses are turned toward the kitchen where mothers are preparing home-made catsup as only mother can do it. Even dad swells up with pride at what is going on to preserve the surplus vegetables he has grown in his victory garden.

To mention home canning refreshes the memories of many who remember the days when there was plenty of food in most homes. Then, as now, good providers had a cellar full of "point-free" home-grown, home-canned, low cost fruits, vegetables, pickles, jellies, jams and relishes. There were some, and not a few, who were always prepared for unexpected guests. The friends got special treats, canned chicken or maybe some other canned meat or soup stock that had been prepared and put away for just such an occasion.

Far too often mothers and fathers who had the foresight to prepare for winter were referred to as being lucky. Perhaps. But maybe it was the same kind of luck as that the victory gardener enjoys who has no fear of being overtaken by the creeping food shortages.

"Never before," according to our government, "was it so important to save every edible product of the soil. Whether it be vegetable or fruit, the wise gardener or housewife will can or otherwise preserve the crops from the garden or market."

Food Shortage Is Real

The combination of bad early season weather, increased demand of the armed services and the added millions of starved and half-starved people who look to us for food has definitely removed any doubt as to possible food shortage. It is real. It is here. Ask any housewife or glance over the menu in any public eating place.

President Truman has emphasized the food situation, saying, "I call upon every American to help swell the nation's food supply in every way possible, by giving victory gardens best attention through harvest, by preserving food at home or in a community canning center, and by conserving food in every possible way—wasting not an ounce."

Good health is a family's most important asset. Good food and plenty of it is essential to the proper development and maintenance of that asset. Home canning insures the basic requirements for good health for all members of the household. It extends the "growing season" around the calendar and makes fruits and vegetables, which are so

essential in the daily diet, especially for children, available in January as well as in July.

By one method or another all home garden produce can be saved. The United States Department of Agriculture recommends canning and freezing as the best methods for those who have the equipment and facilities. Salting or brining is another method that can be used in almost any home for preserving vegetables because it requires no special equipment. Dehydration may be used successfully for many fruits and vegetables.

The inexperienced person or the housewife who would like to try out a different method of food preservation can now easily get expert advice as to how to proceed. The gas and electric companies serving practically every city have experts who will gladly supply requested food preservation information; some of them will arrange home or neighborhood demonstrations. The agricultural colleges and agricultural extension services in each state will, on request, supply bulletins that explain each step in canning, quick freezing, dehydrating, salting and storing foods. The container companies (glass jars), have excellent home canning books that can be obtained at small cost.

Vegetables and Fruits Should Be Canned in Their Prime

The best canned vegetables are the ones that are canned when they are in their prime, when they are neither too young and

immature nor too old and tough. A good way to conserve canning sugar is to let fruits ripen on the trees. The sugar content of peaches increases one-fourth to one-third if they become fully ripened on the trees.

For the benefit of home canners who have not canned enough to know how many jars given amounts of fruits and vegetables will yield, the following may serve as a guide:

One bushel beets	40 pint jars
" " string beans	17-20 quart jars
" " tomatoes	16-20 quart jars
" " peaches	20-22 quart jars
100 ears of golden bantam corn	About 14 pt. jars

There are two methods by which home canning may be safely done. Only fruits, tomatoes, preserves and pickles can be successfully canned by the open kettle method. All other foods must be processed in the jar. The United States Department of Agriculture and home economics departments of agricultural colleges recommend canning all vegetables (except tomatoes) and meats with pressure cookers. The pressure cooker makes it possible to obtain temperatures above the boiling point of water, thereby insuring a complete kill of injurious bacteria that sometimes are found in these foods when canned by other methods.

To keep its people healthy our government has divided the foods we consume into seven basic groups and urges us to eat one or more items from each group every day. The first three come from the garden or orchard. The first is green and yellow vegetables, the second is oranges, tomatoes and grapefruit or raw cabbages and salad greens, the third is potatoes and other vegetables and fruits. The home gardener and canner

(Continued on Page 21)



If your pantry or a corner of your basement looks like this at the end of the summer, you won't have to worry about the food shortage this winter.

Back from

As far as nine Milwaukee Road service men are concerned, the war is having to wait for 60 days while they catch up on the happy business of being at home—just eating, sleeping and looking at familiar faces and places. With the exception of one, who is back from a Jap prison camp in Burma, they are all men who have only recently been released from Nazi prisons.

Most of them have been in service a long time and for a while disappeared into the oblivion of the "missing in action" lists. They were forced to endure hunger and privation at the hands of the enemy, but now they are home for a rest before taking on the job of winning the balance of the war.

Undoubtedly there are others who should be included in this report on our men who are back from beyond the front, but the Milwaukee Magazine was able to locate only the ones whose experiences are briefly recounted here. Editor.

Four Men from Same Office Return

Cpl. John J. Groppi, Pfc. Gunnar S. Drangsholt, S/Sgt. Charles G. Essig and Pfc. Charles E. Baker, all from the auditor of passenger accounts office in Chicago, were back to visit their friends in the office during May and June. Thanks to the coincidence of their all being in the city at the same time, H. A. Scandrett invited them to his office where he presented each of them with a \$10 check in lieu of the ones which did not reach them last Christmas.

Cpl. John J. Groppi was captured by the Germans on Jan. 6, 1945, while fighting with the 7th Army near Saarbrücken. For four days his company was completely surrounded, but the men held out despite losses until their last round of ammunition was gone. He was confined in the notorious Bad Orb internment camp and during the few months he was there lost 45 pounds and his feet were severely frostbitten. The 6th Armored Division took the camp about Apr. 15 and he was returned to the States im-



1st Lt. Louis Bishop with his father (and former supervisor), William Bishop, chief yard clerk at Bensenville, Ill.

mediately. He wears the Infantryman's Badge.

Pfc. Gunnar S. Drangsholt fought in the invasion of North Africa and the campaign in Tunisia but was captured when he and a small group of American soldiers tried to find their way back to their own lines following a battle. Without provisions, they

traveled as best they could by night, resting and hiding during the day, but were at last overtaken by the Nazis on Feb. 17, 1943. After being moved from one prison camp to another in Italy and Germany, he was finally taken to Stalag 2-B in Pomerania, Germany. When the Russians approached, he was removed to a point near Bremen, where he was liberated by the 51st Scotch Highlander Division on Apr. 28. From Paris he was flown to Washington, D. C., where, because of his having been appointed an official at the prison camp, he was questioned in connection with war criminals. He wears the Infantryman's Badge.

Pfc. Charles E. Baker was captured at Salerno, Italy, on Sept. 13, 1943, during the first invasion of the Italian mainland. He surrendered at the command of the colonel in charge of his group which had become isolated from the main body of troops. He was later taken to Stalag 2-B, where Drangsholt was also imprisoned, but by then both men were so emaciated from hunger and fatigue that, although they had worked at adjoining desks in the auditor of passenger accounts office and were placed in the same barracks at the prison camp, they didn't recognize each other until about two weeks later. During the latter part of January, 1945, Private Baker was taken from the camp and forced to march 660 kilometers to Haudimont, Germany. He was liberated by the American 8th Division on May 2 and



Mr. Scandrett presents Christmas gift checks to the four returned prisoners of war who formerly worked together in the auditor of passenger accounts office in Chicago. Shown, left to right, are: William Kruckstein, assistant comptroller, Pfc. Charles E. Baker, Cpl. John J. Groppi, Mr. Scandrett, S/Sgt. Charles G. Essig, Pfc. Gunnar S. Drangsholt and A. M. Dryer, auditor of passenger accounts.

Beyond the Front

returned to the States soon thereafter. He also wears the Infantryman's Badge.

S/Sgt. Charles G. Essig, a Flying Fortress tail gunner, isn't able to tell exactly how the Germans got their hands on him. All he knows for sure is that while on a mission over France in late November, 1944, his plane was hit; there was an explosion and apparently he was blown out, as he was on the ground when he regained consciousness, obviously having pulled the parachute rip cord without knowing it. The Germans found him and stripped him of all his clothing (but not his wrist watch) before he realized where he was or what had happened. He was imprisoned at Stalag Luft No. 4, located in Pomerania, Germany. He, too, was made to march across northern Germany in the middle of the winter. He arrived at his home on June 17.



Pvt. John McLaughlin with his younger brothers, Wayne and Roger.

1st Lt. Louis Bishop, who formerly worked under his father, William Bishop, chief yard clerk at Bensenville (Ill.) west yard, was a fighter pilot flying a P-40 in Burma before being shot down on May 10, 1944. He was held prisoner by the Japanese until that part of Burma where the prison camp was located was recaptured by Allied troops. He was liberated on Apr. 28, 1945, and is enjoying a furlough at home before reporting for reassignment.

Pvt. John McLaughlin, who worked in the locomotive department at Dubuque, Ia., before entering the army, was taken prisoner at Cassino, Italy, on Jan. 22, 1944, while in action with his infantry division. The Nazis took him to a prison farm where, in the company of boys from many countries, he was kept busy at regular farm labor. He says that the food given them was neither too good nor plentiful, but that an occasional Red Cross package would arrive and that was "manna from Heaven." As the Russians approached, he was required to march from Stalag 2-B across northern Germany to Rostock, where he stayed until May 1, 1945. They were soon "put on their own" when the Russians again approached and the Nazis fled the camp. John and several

August, 1945



Lt. Clifford Wendell, shown at the extreme right, front row, with his Liberator bomber and its crew. The plane was later shot down.

of his buddies figured that the next move was theirs, but they were on the road only a short time when they were overtaken by a small band of Russian soldiers, who fed them well; later the same day they joined a force of English and American troops. He arrived in Dubuque on June 15 and will report to Hot Springs, Ark., at the end of his furlough. He has a brother, Pfc. Robert McLaughlin, who served under General Patton in Europe and who is now at Hot Springs, looking forward to John's arrival.

Five minutes' time and a cigarette paper profitably used by a thoughtful young medic resulted in news being brought to Mr. and Mrs. R. J. Reidell of St. Paul that their son, Pfc. Charles H. Reidell, was alive and well. Charles, a former St. Paul roundhouse employe, who entered military service on July 28, 1942, had been officially reported missing in action. While attached to the 423rd Infantry he was captured by Von Runstedt during the fighting in the Belgian bulge on Dec. 19, 1944, near Schoenburg, and spent five months in a prison camp at Luckenwald, Germany. The medic mentioned above was an exchange prisoner who had been at Luckenwald for two years, a year and a half of which had been spent trying to convince the doubting Germans of his status. Five minutes before he was released in January, 1945, he mentioned to Charles that he was also from St. Paul. Charles hurriedly wrote the telephone number of his father (R. J. Reidell, a LaX&R Division engineer) on a cigarette paper and the "Doc" promised to phone his folks, which he did. The Russians liberated the men in the camp on Apr. 29 and treated them very well, doing everything they could for them, in marked contrast to the Germans, who, among other things, had confined their diet to grass soup.

Charles was flown to France by the Russians and arrived in St. Paul on June 17. Among those waiting there to greet him was his eight-months-old daughter. He leaves for Hot Springs, Ark., on Aug. 27 for reassignment.

Lt. Clifford Wendell, formerly a carman at the Minneapolis shops, entered military service in February, 1941, trained with a railway battalion and later transferred to the Army Air Corps. In September, 1943, he went overseas as the pilot of a Liberator bomber christened Red Wing and began flying combat missions over southern France, northern Italy, Austria and Greece. On Dec. 28, 1943, during a raid on Vicenza, Italy, an



Pfc. Charles H. Reidell

overwhelming number of Nazi fighter planes attacked the bomber and, although Lt. Wendell's crew shot down four of them, the Red Wing was badly damaged and the men all bailed out when it caught fire. Lt. Wendell was picked up by two Italian soldiers, spent the afternoon in jail and then was turned over to the Germans, who took him to Frankfurt, Germany, and put him in solitary confinement for four days. After receiving food and clothing from the Red Cross he was taken to a prison camp at Barth, Germany, where he remained for 16 months. He says that if it had not been for the Red Cross many of the men would not have lived, as it would have been impossible to maintain good health on the meager rations provided them. He was liberated by the Russians on May 1 and two weeks later the American forces came and flew him to France. He arrived in New York on June 17. He will return to Miami, Fla., at the end of his furlough.

Pfc. Paul E. Rion, former section laborer from Paralta, Ia., was reported missing in action on Apr. 2, 1945, but it was later found that he was taken prisoner in Germany while he was in action with the American 9th Infantry Division. He was with the first wave of troops to cross the Rhine at Riemoggen, but he and his outfit got too far ahead of the main beachhead and were taken prisoner. The treatment accorded them, he reports, was good, although the food was poor, consisting of thin soup and black bread. While on their way to the first camp, at Hemor, they were fed nothing but two bowls of soup in six days. They were liberated on Apr. 14 by the 7th Armored Division and sailed from France one month later. He intends, he says, to go back to work for Section Foreman Albert Switzer at Paralta when the war is over. He has a son and three daughters.



Pfc. Paul E. Rion with Section Foreman Albert Switzer, his former boss, at Paralta, Ia.

Although tattooing predates Christianity, no way to obliterate it was discovered until a few years ago. Today, 18 methods are in use.



There is nobody asleep at the switch here, as Charles, Richard and Thomas Kearney (left to right), grandsons of R. H. Kearney of La Crosse, a retired passenger conductor, do a big job of railroading in their basement in Grand Rapids, Mich. (Grand Rapids Herald photo.)

"Milwaukee Road" Operates in Grand Rapids

THE three Kearney boys of Grand Rapids, Mich., sons of C. F. Kearney, Sr., and grandsons of R. H. Kearney of La Crosse, Wis., who was a passenger conductor on the old Dubuque Division before his retirement after 52 years of service, are doing a sizable job of railroading. And, out of affection for their grandfather, they have made it a transplanted piece of Milwaukee Road, in miniature.

The railroad first made its appearance on Tom Kearney's sixth birthday, last January, but his brothers, Charles, 8, and Richard, 3, assist in the operations. Since then it has grown from two small used train sets to a three-line system which occupies a 12 by 18 foot section of the basement playroom. There are more than 500 feet of track, 22 remote-controlled switches and train cars of virtually every type found in use throughout the country.

Noticing the interest and good behavior the two trains created among the boys, their father advertised and bought a few more trains.

Soon the railroad system was moved from its original location on a ping-pong table to more spacious quarters in the basement. While traveling throughout the country as a representative of the Gold Seal Asphalt Roofing Co., the father stayed on the lookout for miniature railroad equipment, and many pieces were given to the boys by friends who shared the boys' interest in the model line. Consequently, the Gold Seal Line, as it is called, has grown rapidly.

Most of the trains and cars now operating on this layout are the one-quarter inch full scale type and are handmade from kits. Many of the pieces have been bought from model railway fans. The boys' father has made others.

Sell Excess Equipment

The railroad increased in size until the Kearneys' found that they had more trains than they could handle easily, so the youthful railway operators sold several complete train sets some time ago in order that other boys might be able to have trains this coming Christmas.

Included in the present equipment are a log loader, coal elevator, freight depot, passenger depot, signal towers, block signals, two steam-type "yard goats," two diesel switchers, two Mogul freight locomotives, three Hudson passenger locomotives, three streamlined passenger engines, a Hiawatha train, Southwest Limited train, more than 60 box cars and reefers, six hopper cars, eight flat cars and 10 tank cars.

There also are two army cars, one navy car, work train cars, a wrecking crane, snow plow car, nine cabooses and one "Dan Patch" gas-electric motor car.

The operation of the train is controlled by separate 250-watt transformers from a control board in the center of the layout, around which the boys have constructed a miniature village, with houses, garages, factory, trucks, automobiles, streetlights and a park.

As might be expected, friends often drop in to take a peek at the layout, which is especially impressive when, in the absence of the overhead lights, the illuminated cars, headlights, colored switch lights, and those from the buildings light up the miniature scene and the speeding trains.

The war is costing the United States more than \$10,000,000 an hour; \$175,000 is spent every minute; \$3,000 each second!

The Milwaukee Magazine

Perfect Shipping

W. A. Radabaugh, roundhouse foreman at Aberdeen, S. D., is the author of the following letter, which was adjudged one of the three winners in the letter-writing section of the Perfect Shipping campaign contest conducted during April of this year. He and two others won a \$25 War Bond each for the ideas, attitudes and methods proposed in their letters. In addition, five employes won \$10 each in War Stamps for the best loss prevention slogans, and ten won \$10 each in War Stamps for the best loss prevention suggestions. The Milwaukee Magazine will publish from time to time as many of these letters, suggestions and slogans as space will permit. Mr. Radabaugh's letter follows:

IT SEEMS to me that the handling of passenger and freight traffic is as complicated and at the same time as simple as the winning of a football game, it being merely a matter of education and teamwork.

The various departments, all of which necessarily mesh like the teeth of gears in shop machinery to turn out parts for our high-speed streamliners, freight locomotives and switchers, can be compared to the players on a football team.

Like the football coach at the beginning of a season, our executive officer has in this crucial period found it necessary in almost every department to train new men to take the place of those who have answered the call to the colors and to expand the ranks to handle the ever increasing flow of traffic so vital to ultimate victory in the war effort.

The heads of departments, as assistant coaches, should take extra care and personal pride in training each new man in his particular line, as one fumble in any department by any one man will delay part or all of a shipment as surely as it will lose the ball for a gridiron team.

To elaborate further in our comparison, let us designate as "center" of our rail team the freight handling department, which has a firm grip on the ball by its thorough training in checking, loading and stowing, be it livestock, grain, rough or package freight. At left and right "guard" we have, respectively, the car and locomotive departments, who must efficiently service and maintain the cars and locomotives in safe and suitable condition. In positions of left and right "tackle" we have the store and B & B departments, whose problems at

present with priorities, or rather the lack of them, and the scarcity of vital materials create many a headache for all departments and set a brake on the smooth operation of the team, but nevertheless doing their job. At left and right "ends" we have signal and service and the track departments, whose duties require that the avenue of steel and its communications and service be kept open 'round the clock.

Consider the Backfield

With our line positions thus filled, let us consider the backfield; at the position of "quarter" stands the yardmaster and his crews whose duties are to switch and make up the trains, call his moves to "line" positions, at which time the ball is snapped from center and passed to the fellows who really carry the ball in daylight, dark, and inclement weather—"the iron horsemen." At "left half" are the engine and train crews; at "right half" the train dispatchers, and in "fullback" position is Old Man Safety, who, incidentally, has been unanimously elected captain of the team, without whose timely suggestions and examples a number of our team might be out of the game and on the bench.

With such a team we are prone to be optimistic and perhaps a little overconfident, no doubt due to the fact that at the apparent close of the first half in world events, with the war in Europe finished, we consider our score from the vantage point of a healthy lead.



William A. Radabaugh (left), roundhouse foreman at Aberdeen, S. D., and a winner in the Perfect Shipping contest, is shown with Machinist Rudolph Laeffler.



L. G. Fisher, agent at Albany, Ill., who won a prize in the Perfect Shipping contest with this slogan:

"To a little thought add a bit of care
And damaged shipments will become rare."

But let us not be too hasty in declaring the game won. Last year the opposing team chalked up a score to the tune of \$1,200,000 in freight claim loss. At each position in our lineup we have formidable opponents in the guise of mishandled freight or livestock, with resultant loss. Failure of store departments to deliver the goods, holding up needed equipment. Fires in buildings, stock pens, coal sheds and bridges not only contribute to further loss but require valuable time and material for B&B departments to replace. Signal failures due to storms and other causes hamper and delay operations, as do washouts on the line or ordinary wear and rail damage that the track department must overcome. Yard service crews are confronted with sideswipes and rough handling, resulting in damage to equipment and lading in the cars.

True, we are also sometimes thrown for an additional loss by wrecks on the road or an occasional long meet on the siding, but, thanks to the practice of good old common horse sense and safety measures in all departments, we can, if each one of us will consider himself a vital and responsible member of the team, set the shipment down safe and sound at its destination with far less loss than last year.

Don't forget the slogan recently coined on the Milwaukee Road—"As the company prospers, so will the employes." I heard this slogan at our last Service Club meeting. Let's all attend these meetings, which are being conducted for the mutual benefit of the company and employes, and thereby learn more about the "know how" of handling our own jobs by hearing of the other fellow's problems and resolving to help by clearing up our own departments of failure and delays, thus improving ourselves in rail-roading.

—◆—
"Say, Aunt Melissah, what am a paratrooper?"

"Honey, a paratrooper am a sojer what climbs down trees he never clumb up."

—◆—
"Did Clarice enjoy her date with Joe last night?"

"She was never so humiliated in her life. When he started to eat his soup, five couples got up and danced."



FRONT AND CENTER



Pfc. Robert E. Sampson, formerly a fireman operating out of Bensenville, Ill., is the son of Michael Sampson, who has been employed at the roundhouse in Savanna, Ill. for the past 45 years. He is with an infantry division in the Philippine Islands and recently took part in a hard-fought battle against Japanese Maj. Gen. Kuga Susukin and several hundred Japs who made a last ditch stand on Jolo Island.



H. J. Thayer, Jr., petty officer 3/c, son of Chief Dispatcher H. J. Thayer of Savanna, Ill., has been in the navy since July 7, 1944 and is now stationed at a naval hospital in Oakland, Calif.



S/Sgt. William R. Sanderson, was formerly a brakeman on the Idaho Division and also worked out of Cle Elum, Wash. on the Coast Division before entering the army. He was recently awarded the Air Medal in recognition of his "courage, coolness and skill" while serving as radio operator and gunner on a Flying Fortress based in England.



Jerome Reidell



Vernon Reidell

Jerome Reidell, F 1/c, and Vernon Reidell are sons of R. J. Reidell, an engineer on the LaX&R Division. Both boys are in the South Pacific, Vernon being a gunner with an airborne squadron, and Jerome being with an amphibious force which participated in the Apr. 2 invasion of Okinawa. Another son, Pfc. Charles Reidell, is now home on furlough following a long period of service in Europe with an infantry division, and several months in a German prison camp.



Lt. Willard K. Peterson, former operator at Sanborn, Ia., entered military service in March, 1943, received his commission in the Signal Corps, and is now on duty with the Transportation Corps at New Orleans.



Sgt. Henry H. Godwin, son of Harold Godwin, employed in the maintenance of way department at Washington, Ia., is an instructor in aerial gunnery at Muroc air base near Los Angeles. During the World Conference at San Francisco he was selected to drive the automobile for the prime minister of the Netherlands. He used to work in the section gang at Washington during school vacations.



Harold J. Tritz, boatswain's mate 2/c, son of Mathew A. Tritz, agent at Roundout, Ill., enlisted in the navy on Dec. 18, 1941 and has been overseas for 1½ years. He is now stationed at New Caledonia.



Cadet Nurse Helen Iwan, formerly employed in the interline bureau, freight auditor's office, Chicago, is now at Grant Hospital in Chicago.



Flight Officer Byrd T. Miller, son of Byrd Miller, Chicago Terminal yardmaster, is serving in India with the Army Air Force. He has been overseas four months.



Marie Caine



Don M. Caine



Peggy Caine

Conductor Ira Caine of Miles City, Mont., has a son and two daughters in uniform. Lt. (j.g.) Marie Caine is a navy nurse at Farragut, Idaho. Don M. Caine, seaman 1/c, is an air crewman serving somewhere in the Pacific theater. Lt. (j.g.) Peggy Caine is a Wave stationed at navy headquarters in Seattle.



Cpl. Harold Conrad, an Iowa Division B&B department employe before entering the army, is with an ordnance company in the Hawaiian Islands. He has been overseas 33 months.



Cadet Nurse Martha Anne Thouvenell, daughter of J. L. Thouvenell, is in training at St. John's Hospital in Tulsa, Okla. Another daughter has been accepted for training as a cadet nurse at Methodist Hospital in Madison, Wis.



Peter Pauley (father)



Warren P. Pauley



Eugene H. Pauley



Maynard C. Pauley



Homer D. Pauley

Engineer Peter Pauley of Austin, Minn., who was an infantry captain from March, 1942 until the time of his leaving the army and returning to the Milwaukee Road in April, 1944, has four sons in military service. Capt. Warren Pauley is commandant of headquarters, 157th Labor Supervisory Center, in France. 1st Lt. Eugene H. Pauley is commanding officer of an air corps ordnance depot in Manila, Philippine Islands. S/Sgt. Maynard C. Pauley is

stationed at the marine corps air station, Brown Field, Quantico, Va. Cadet Homer D. Pauley is in training at Lowry Field, Colo. Engineer Pauley's work in the army included the activating and organizing of a prisoner of war camp at Camp Phillips, Kans. He was assigned as compound commander to supervise the administration and activity of 1000 Nazi prisoners. He also activated the 743rd Military Police Battalion at Camp Phillips.



Stanley O. Jones (left) and Francis H. Bradash

T/Sgt. Stanley O. Jones, former operator at Owatonna, Minn., and T/Sgt. Francis H. Bradash, an operator at Comus, Minn., are now train dispatchers with the 744th Railway Operating Battalion. The picture was taken in Charleroi, Belgium.



T/5 Robert F. Elliott, former electrician apprentice at Western Avenue coach yard in Chicago, is now located in Manila, Philippine Islands, with an aviation engineering battalion.



Pat (left) and Peg O'Neill

Pat and Peg O'Neill, cadet nurses, are the twin daughters of Conductor John C. O'Neill of Harlowton, Mont. They are in the senior class at St. Patrick's School of Nursing in Missoula, Mont.

THESE letters are selected from those addressed to H. A. Scandrett by Milwaukee Road men in military service upon receiving the road's Christmas gift check of \$10:

Army—France

This is to let you know I received your Christmas check, for which I am truly grateful and want to thank the whole Milwaukee through you.

I am proud to be in the Milwaukee service and hope this is all over soon so we can all return to the Milwaukee and live a normal life once again.

Roy E. Bork,
Laborer, Track Department,
Carpenter, Ia.

Marine Corps—FPO San Francisco

I really enjoy reading the MILWAUKEE MAGAZINE. It helps to keep me in contact with the doings of the Milwaukee Road. I am especially interested in the St. Paul news. It does the old heart good to realize the old friends are still around.

I want to thank the Milwaukee Road officials for the Christmas check. I sure put it to good use. It really is good to know the Milwaukee Road still thinks of its employes. I can't wait till I get back to the old job. I have been in the marine corps four years

August, 1945

Briefly Quoted

now and I am just about ready to get back in the saddle and do a little railroading for a change.

Here's saying hello to the gang at St. Paul. I sure wish they would drop me a line.

Cpl. John J. Tworoski,
Laborer, Track Department,
Twin City Terminals.

Army—Germany

Just a line to thank you for the nice Christmas letter and check. It makes a person feel good to know the people at home are thinking of you.

We here know what a fine job the railroads at home are doing and certainly appreciate it very much. I sure hope that in the not-too-distant future I will again be employed by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company.

Sgt. C. K. Fritz,
Laborer, Track Department
Aberdeen, S. D.

Army—Los Angeles

I was very glad to get that \$10 for a Christmas present—it was kind of late but it came in handy. I would like to get the MILWAUKEE MAGAZINE every month so I can get the news about what's going on all over the Milwaukee Road system. The army is treating me swell, but I suppose I'll have to wait till the war with Japan is over before I can get out. I am 38 years of age and have 22 years of service with the road. Give my best regards to all my fellow workers through the Magazine.

Pfc. Charles W. Swiadek,
Laborer, Track Department,
Chicago Terminals.

Navy—South Pacific

Just a few lines to thank you and to acknowledge the fine letter and check sent out at Christmas. I am sorry that I have been so late in doing so, but better late than never.

I enjoy the MILWAUKEE MAGAZINE very much. It seems as if I were talking to an old friend when I read the items written by the various division reporters. I have "rail" friends from LaCrosse to Milwaukee and they're all swell people.

I like to tell the boys I used to work for
Continued on Page 19)

Joint Party Held at Aberdeen

The first joint indoor party of the Aberdeen Service Club and the Milwaukee Women's Club was held at the last regular meeting in June at the Eagles' Hall. Car Foreman H. J. Morse was acting chairman in the absence of Chairman Carl Borgh, who was on duty in Sioux Falls. After welcoming the group of approximately 200 men and women, Chairman Morse called on Lisle Young, public relations representative, who explained the public relations program and pointed out the importance of every employe taking an active part in it.

Superintendent L. W. Palmquist gave a very interesting talk on the problems of railroading today, and the importance of each man's job, expressing his appreciation of the efforts made by all employes.

The two sound films, "Railroaders Always" and "Life Line of the Nation," were shown. It was with a great deal of pride that the employes witnessed the tremendous tasks that our railroads are doing today and the obstacles which our men overseas, trained in their work of railroading, have overcome to make the movement of supplies possible to attain victory. Agent E. L. Feddern made the arrangements to have these pictures shown, and our thanks go to Mr. Donaldson of the Socony Vacuum Oil Co. for providing a projector and operating it.

Mrs. Roy Smith, president of the Women's Club, expressed her pleasure in the fine attendance and returned to the kitchen as head of the "eats committee," assisted by Mr. and Mrs. Bill Mertz, Martin Silvernail and others. And there was some very appetizing food. Two long tables were laden with cold meats, sliced tomatoes, green onions, cup cakes, ice cream and coffee. Dancing and cards followed the lunch. Two bonds were given away, with Pump Repairman Prunty and Roy Dickinson from the supply yards the winners.

Green Bay Club Picnics at Bay Beach Park

The progressive Green Bay Service Club enjoyed its traditional picnic at Bay Beach Park, Green Bay, Wis., on Sunday, July 8. The prayers of the officers were answered with a bright sunny day.

A number of employes had to work to keep the Superior Division running on war-



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Service Clubs

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time schedule, but others turned out in fine style and relaxed in the fun of getting together. In the ball game the married men proved too tough for the bachelors, whipping them 9 to 6. Another game pitted the railroad men against the transport drivers. Highlighted by the umpiring of Harvey Verheyden and Ed Saboda, the score showed a 1 to 0 decision in favor of the truckers.

Frank Skorczewski played his accordion near the refreshment stand, thereby making it even more popular.

Thomas C. Dwyer, city attorney and also a Milwaukee Road locomotive engineer, was introduced by Superintendent F. T. Buechler as guest speaker. Reminding the employes of their essential importance to the community, the speaker paid tribute to railroad workers and their contribution to the war effort. He quoted authentic figures relative to what the rails have accomplished in meet-



Above. The Green Bay club officers. Left to right are: W. F. Kramer, second vice chairman; John Phillips, member of picnic committee; Ed Saboda, first vice chairman; George Buntin, chairman; D. E. Bronoel, treasurer; Ed Reeves, picnic chairman; H. K. Matthews, secretary.

Below. Thomas C. Dwyer, Green Bay city attorney, addressing the crowd at the Green Bay club picnic.



Gloria Linquist, talented young tap dancer and singer, who was one of the entertainers at a recent meeting of the Black Hills club.

ing every demand, and complimented railroad workers as a whole for their handling of record-breaking traffic despite the limitations of materials, equipment and manpower. "Yet, despite the magnitude of the demands upon the railroads and the unusual problems which have accompanied these demands, the job has been done—and has been done well," he said.

A \$25 War Bond went to John E. Miller, B&B foreman at Marinette; another to Louis Nimz, clerk at Green Bay, and the third to Burnell Porter of Commonwealth, Wis. Five

dollars in War Stamps was won by Alvin Linder, locomotive engineer, Green Bay, and Bill Hoffman, TFA, Milwaukee, Wis.

Hiawatha Service Club Does It Again

On June 17 the Milwaukee Hiawatha Club brought a little cheer to the men who should not be forgotten—the confined veterans.

Twelve hundred bedridden patients of the Veterans Administration at Wood, Wis., now have the stationery, envelopes, stamps and the pencils to put their thoughts into writing, which in most cases is the only means of being close to the loved ones back home.

On June 19 the club received the following letter from Rolf B. Amundsen of the recreation department at the home:

"On behalf of the disabled soldiers, permit me to thank you for the very grand gifts that you gave to the boys in the hospital on Sunday, June 17, 1945.

"I have talked to many of the boys, who have expressed to me how grateful they are to you and how much they enjoyed your



At a recent meeting of the Quad Cities Service Club in Davenport, Ia., Chairman Carroll surrounded himself with pulchritude and did a little crooning. On the bench with him is Mrs. R. Roenfeld. Standing, left to right, are: Miss Marion Geyer, Mrs. Harrington, Mrs. George Welch, Mrs. Harry Conniff and Mrs. R. W. Schultz.

visit and those gifts. Such visits the boys enjoy, not from the standpoint of gifts, but the visits from you take up some of the slack moments during the day, and many fine new acquaintances are made."

One of the primary objects of the Service Club is to improve relations with the general public. Perhaps the gifts in themselves were not too much in value, but human values are immeasurable when forgotten men are remembered. An occasion such as this fulfills that objective and does a great deal more.

Service Club Highlights

The city park in Horicon, Wis., was again the site of the annual Old Line Club picnic which this year was held on Sunday, June 17. The day's schedule included a ball game, dancing, cards and refreshments, as well as a picnic dinner and supper. I. C. Meyer, agent at Beaver Dam, won a \$25 War Bond. Mr. Knope, a business man in Horicon, won a \$3 prize, and Trainman Grunke of Portage came away with a \$2 award.

Presiding at his first meeting, Chairman Oliver Schumacher of the On Wisconsin Club arranged for the showing of the two entertaining films, "Railroaders Always" and "Lifeline of a Nation," at the meeting on June 20. A particularly delicious lunch was prepared by Mr. and Mrs. Schumacher.

The Janesville Service Club members have voted to hold their Aug. 16 meeting in Howard Haffery's yard. Howard has a yard that is a yard, with a brick fireplace, umbrella table, electric running fountain and lights carefully strung to enhance the beauty of the surroundings. The meeting is expected to be a humdinger.

Chairman Earl Thompson of the A. J. Elder-Dubuque Club, intent on holding club interest at a high level, appointed H. A.

Unmacht, R. E. Beauvais, E. G. Boyd and E. W. Olson to a committee to help formulate plans which will help the club officers in making the meetings interesting and appealing. To stimulate participation in the Seventh War Loan Drive there was a special showing of films depicting invasion operations of islands in the Pacific by the combined air, sea and land forces.

With the John Morrell & Company furnishing a projector and operator, the Ottumwa Club members enjoyed the two A.A.R. releases, "Railroaders Always" and "Lifeline of a Nation," at the June 26 meeting. Both films pay a high tribute to all railroad employees.

The Seattle Service Club is not having regular noon luncheon meetings during July and August, although one such meeting will

be held. Beginning in September, it will go back on its regular schedule—a luncheon meeting every Tuesday.

The Central Montana Club met on June 30 and the films, "Lifeline of a Nation" and "Railroaders Always," were shown. Like many other area clubs, this one has been very faithful in holding regular meetings regardless of conditions.

At the June 21 meeting, the Mt. Tacoma Club also unreeled "Lifeline of a Nation" and "Railroaders Always" before a large attendance. Ice cream and coffee were served. The group is planning a picnic in August.

The Miles City Club's annual picnic was held in Pump House Park on June 30. Ordinarily this is one of the outstanding events of the club year, but this time the weather

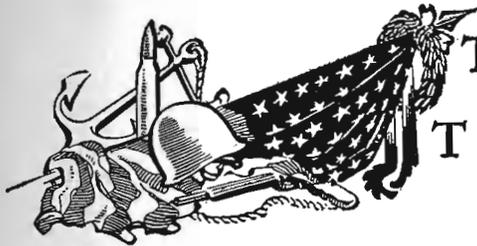


M. J. Biller presents a trophy to Stanley Tabaka, chairman of the Passenger Shop Unit of the Milwaukee Hiawatha Service Club, which unit had 310 members in 1944, the largest membership of any unit in the club. Left to right are: Paul Bubolz, unit vice chairman; Mr. Biller, 1944 general chairman; John E. Breuer, 1945 general chairman; Mr. Tabaka, and George F. Thoms, secretary-treasurer.

man was determined that it was too early to hold a picnic; more than 200 were on hand but were unable to remain long because of the chilly winds. But it's "hats off" to Chairman Rodgers for the excellent program he had arranged, and to Sam Leo for the cowboy band he had ready and the "Mulligan stew" he prepared.



As Cadet Nurse Martha Zilka (left) and Nurse Mary Tenaglia look on, John Barrett, a patient in the Veterans Administration Hospital at Wood, Wis., receives a gift from the Milwaukee Hiawatha Service Club's committee for the distribution of USO funds. The committee members are, left to right: Stanley Tabaka, general vice chairman of the club; John Breuer, general chairman; Rudolph Freuler, George Thoms and Frank Kleinmaus.



THEY GAVE THEIR LIVES

2nd Lt. Robert C. Andrus, son of Engineer Homer S. Andrus, was killed about one year ago when the B-24 bomber on which he served as navigator was shot down.

Pvt. Billy C. Shafer, 19-year-old son of R. L. Shafer, agent at DeKalb, Ill., was killed in action in Germany on Apr. 12 while serving with an infantry division. He had worked as extra clerk at his father's station at various times before entering military service. A memorial service was held in his honor on July 1.



John Jagielski

Pfc. John Jagielski, formerly employed on the section at Wausaukee, Wis., was killed in action at Bischwiller, France, on Jan. 13 while serving with an infantry division. He wore the Infantryman's Badge, awarded in recognition of his having taken part in combat action.

2nd Lt. Edward F. Roark of the marines, son of Frank Roark, district passenger agent at Seattle, was killed on June 17 during the battle for Kunishi ridge on Okinawa Island. He was a former University of Washington student and an outstanding football player. A brother, Pfc. Thomas Roark, was with the army in Italy at last report.

Flight Officer Donald Wangness, son of Clarence Wangness, ticket agent at Mitchell, S. D., was killed on Mar. 4 while engaging in a bombing mission over Austria. He was attached to the 15th Army Air Force in Italy at the time his plane was shot down.



Billy C. Shafer



Roy A. Mikkelsen

Pvt. Roy A. Mikkelsen, formerly employed as section laborer at Davis, Ill., drowned on May 12 while swimming in the Umiray River on Luzon, Philippine Islands. His father, Matt Mikkelsen, is also employed on the section at Davis, Ill.

RETIREMENTS

The following employes' applications for retirement were recorded during June, 1945

Chicago General

CALDWELL, JOSEPH
Gen. Passenger Agent.....Chicago, Ill.
HAUENSTEIN, AUGUST
Steward.....Chicago, Ill.
WOODRUFF, SAMUEL
Waiter.....Chicago, Ill.

Chicago Terminals

BIANGO, FRANK
Section Laborer.....Chicago, Ill.
DIXON, FRED
Boilermaker.....Bensenville, Ill.
HALL, GEORGE S.
Loco. Engineer.....Chicago, Ill.
JAKOBI, OSKAR
Air Brake Man.....Chicago, Ill.
LEE, WARREN F.
Boilermaker Foreman.....Bensenville, Ill.

Coast Division

KELLER, ERWIN H.
Loco. Engineer.....Port Angeles, Wash.
LAST, ALBERT H.
Lumber Inspector.....Tacoma, Wash.
DOUGHLIN, STEPHEN
Carman.....Tacoma, Wash.
ROGERS, EWING H.
Loco. Engineer.....Cle Elum, Wash.
RUSSELL, CHARLES A.
Frl. Trucker & Checker.....Seattle, Wash.

Dubuque and Illinois Division

BELSHAN, JAMES J.
Section Laborer.....Elgin, Ill.
SARTWELL, LEON F.
Switchman.....Savanna, Ill.

SCHNAUFER, JOHN
Loco. Engineer.....Preston, Minn.
SWINGLEY, HARRY F.
Car Inspector.....Savanna, Ill.

Hastings and Dakota Division

MONTIEL, ROBERT M.
Telegraph Operator.....Fargo, N. D.

Idaho Division

FALLSCHEER, HERMAN
Boilermaker.....Spokane, Wash.
MANSFIELD, CHARLES T.
Janitor, Traffic.....Spokane, Wash.
PETERSON, RICHARD C.
Train Dispatcher.....Spokane, Wash.

Iowa Division

CLEVELAND, FRANCIS J.
Time Reviser.....Marion, Ia.
HOBERT, ALBERG H.
Roadmaster.....Monticello, Ia.

Iowa and Dakota Division

LEINBACH, ROY F.
Switchman.....Sioux City, Ia.
LYNBERG, OVE J. A.
Loco. Engineer.....Sioux City, Ia.
THOMAS, FRED N.
Loco. Engineer.....Sioux City, Ia.

Iowa and South Minnesota Division

FARMER, ELMER L.
Loco. Engineer.....Madison, S. D.
HOWE, WM. L. S.
Machinist Helper.....Austin, Minn.
KENNEDY, PETER X.
Agent.....Montgomery, Minn.

SCHRADER, GEORGE G.
Train Baggage man.....La Crosse, Wis.

Kansas City Division

CARROLL, JOHN E.
Conductor.....Kansas City, Mo.
DE MOSS, JACOB E.
Conductor.....Kansas City, Mo.
JONES, WILLIAM T.
Carman Helper.....Kansas City, Mo.
MILLER, CAUSSES C.
Boilermaker.....Ottumwa, Ia.
WILFORD, FRED J.
Machinist.....Ottumwa, Ia.

La Crosse and River Division

ANDREWS, KEITH W.
Lineman.....New Lisbon, Wis.
BOHAGE, CHARLES R.
Loco. Engineer.....Portage, Wis.
HUVEN, MATT J.
Section Foreman.....Merrill, Wis.
JOHNSON, JOSEPH C.
Loco. Engineer.....Minneapolis, Minn.
PETERSON, HANS J.
Asst. Extra Gang Foreman.....Sparta, Wis.
TAYLOR, CARL D.
Conductor.....Minneapolis, Minn.

Madison Division

SMITH, PATRICK H.
Conductor.....Madison, Wis.
WELKE, ALOY C.
Loco. Engineer.....Madison, Wis.

Milwaukee Division

HAGELUN, PAUL A.
Conductor.....Milwaukee, Wis.

Milwaukee Terminals

KOOP, FRED F.
Asst. Shop Supt.,
Loco. Dept.Milwaukee, Wis.
MATJE, ALBERT
Painter, Car Dept.Milwaukee, Wis.
NAUS, ALBERT F.
Boilerwasher.....Milwaukee, Wis.
PAPROCKI, PETER J.
Machinist Helper.....Milwaukee, Wis.
STARKE, FRED J.
Machinist Helper.....Milwaukee, Wis.

Rocky Mountain Division

CULLEN, LOUIS C.
Section Laborer.....Tarkio, Mont.
McVAY, DAVID L.
Brakeman.....Great Falls, Mont.

Seattle General

WAXMAN, HARRIS
Freight Solicitor.....Seattle, Wash.

Terre Haute Division

BELL, ANDREW P.
Machinist.....Terre Haute, Ind.
JORDAN, ALVY P.
Section Laborer.....Grammer, Ind.

Trans-Missouri Division

LARSON, ROBERT J.
Carman.....Miles City, Mont.
McMILLION, MILTON H.
Telegraph Operator.....Lemmon, S. D.

Twin City Terminals

MARSHALL, NORMAN A.
Switchman.....Minneapolis, Minn.
ODBERG, HERMAN
Conductor.....Minneapolis, Minn.
WEINBERG, LOUIS
Flue Borer,
Loco. Dept.Minneapolis, Minn.

Sgt. Marlow Reports from Inside Germany

The following are excerpts from a letter which S/Sgt. Walter Marlow, in Germany with the Military Railway Service, and formerly employed in the district storekeeper's office in Milwaukee, recently wrote to friends in the office:

"... I'm getting awfully fed up with the non-fraternization policy. Not because I think it's wrong, because we all know it's the only thing, but it's pretty hard to walk away from a little German three-year-old who grabs your hand and smiles up at you. The German civilians are all busy now cleaning up all the debris and repairing their homes and factories, and I'll bet any amount of money that the Germans finish their reconstruction of war damage just as soon or sooner than the Italians or French. Germany is the first country I've been in

where you see homes built along American lines of architecture and some of them are beautiful. They have housing projects located around the factories in the Ruhr that look just like our government housing projects in the U. S. I went through the Ruhr for the first time on this last trip and you never saw so many factories located in one section in your life. If it hadn't been for our air force we'd be fighting this war for at least two more years I'm sure."

"Chippewa" Flies Sixty Missions

The pride which all Superior Division employes feel in their Chippewa train came to the fore when M/Sgt. John A. Malecki



The "Chippewa" at her former base in England. The plane is now in the United States.

named the Flying Fortress which he kept in repair as ground crew chief. He named it the "Chippewa" and then painted on a Milwaukee Road trademark for good measure and good luck. Sgt. Malecki, a former laborer in the track department at Green Bay, Wis., was overseas 33 months, stationed in England with the 8th Army Air Force, but returned to the States in June, flying across the Atlantic in the "Chippewa."

From the time the plane was placed in his care in November, 1944, until hostilities ceased in Europe, it flew 60 missions over Germany without a single member of its crew being injured. It was banged up a few times, but the men came through unscathed.

Sgt. Malecki, who has now reported back at Fort Sheridan, Ill., has been awarded the Good Conduct Medal, the American Defense Ribbon, a Presidential Unit Citation and four battle stars.

Brakeman Reports on Germany

The following is quoted from a letter which A. G. Dupuis, assistant public relations officer, recently received from Pvt. Joseph J. Weber, a former Twin City Terminal brakeman, now serving in Germany with the 713th Railway Operating Battalion.

"Germany sure has a swell railroad system; a grand roadbed and 135 pound steel,

just like back there. They have mostly four-wheel cars and a few eight-wheel cars from the last war. Their new engines are pretty big, but not as good as ours at home. We have some U.S.A. steam engines and some 600 and 1,000 h.p. diesel engines. All the trains are air, and that seems good—just like old times.

"France is a fairly nice country but I like Germany a lot better; it is cleaner. The Germans have some very big farms coming along nicely, but I don't think that they will have enough help this fall to harvest. Before, they used prisoners of war.

"I may be back by fall, as I have 94 points. I sure will be glad to get back and work on a good railroad again."

Sgt. Labrie Threw First Switch East of Rhine

Sgt. Leo Labrie of Harlowton, Mont., who was a Trans-Missouri Division conductor prior to entering the army, is a member of the 746th Railway Operating Battalion. He was at Aachen and Bonn during the fighting there and crossed the Rhine with other members of his battalion without any railroad equipment; they hiked 18 miles and brought back the least damaged of six German engines, repaired three bullet holes with wooden plugs and the engine is still in operation.

Labrie is credited with throwing the first switch and running the first Allied train



Sgt. Leo Labrie

east of the Rhine River. For some time he was working out of Kassel, Germany, transporting thousands of Russian and Polish liberated prisoners to the Russian lines. He is now yardmaster at South Warburg, Germany, and has both American and German crews. He bids the homeward-bound GI's "bon voyage" and hopes some day to join them.

Sleeping and Dining Car Department Men See Action

S/Sgt. James E. Jennings, Lt. Clarence W. Allen, Sgt. Buell Mathews and Andrew M. Harden, steward 2/c, are among the men formerly employed in the road's sleeping and dining car department who have seen active duty in the war.

S/Sgt. James E. Jennings, a buffet attendant prior to entering military service, participated in two major invasions, saw action in Germany, and has five battle stars. He is the father of a two-year-old boy whom he has not seen since the child was two days old.

Lt. Clarence W. Allen, a sleeping car porter and a licensed airplane pilot before entering the army on July 15, 1942, saw action in Italy with the famous 99th Pursuit Squadron. He flew 123 combat missions, and wears the Air Medal with Two Oak Leaf Clusters, as well as the Distinguished

Flying Cross. He was twice shot down by ack-ack fire. The second time he came down behind the enemy lines and went without food for five days while working his way back through the enemy lines. After 18 months overseas, he is now assigned as an instructor somewhere in the South.

Sgt. Buell Mathews, a dining car waiter before entering military service, was among the troops who invaded Normandy on D-Day, and he has since seen action in the South Pacific. He holds five major battle stars, a Presidential Citation and the Good Conduct Medal.

Andrew M. Harden, steward 2/c, was a sleeping car porter before entering the navy on Dec. 3, 1943. He is assigned to an aircraft carrier and has seen action in both the Atlantic and Pacific. He has five major battle stars and a Good Conduct Medal.



M/Sgt. J. A. Malecki

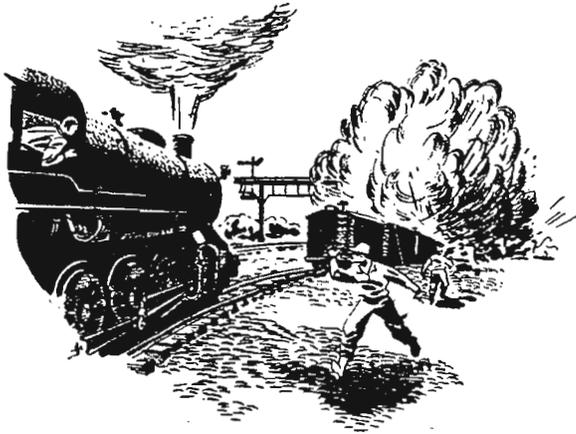


S/Sgt. James E. Jennings Lt. Clarence W. Allen

Sgt. Buell Mathews

Andrew Harden, U.S.N.

Lt. Gongaware Saves Twenty Cars In Oil Train



This is a story about 1st Lt. Edward Gongaware, Sr., who was a conductor on the LaX&R Division before entering the army. The story, entitled "Hold That Train!", and the illustration, appeared originally in the July 14, 1945, issue of This Week magazine.

The lieutenant was standing in a railway station somewhere in France when it began to happen. He was 1st Lt. Edward Gongaware, of Wausau, Wis., attached to the U. S. Army Transportation Corps. He was waiting with other officers to take a train due to pull out in a few minutes. This time he was traveling as a passenger, though he knew the inside of most of the engines in that station as well as he knew his mother's kitchen.

He listened for a moment to the familiar signal of a freight engine making a switch with its cars on another track. When he looked up, he saw the engine and its load cut loose from the siding and start to swerve wildly.

Lt. Gongaware turned to the captain beside him. "Hold my cap," he yelled as he shot out like a rocket toward the runaway.

In the cab of the hurtling engine T/4 Benjamin Tate, of Steele, Ala., was desperately applying the steam jam and trying to set up the hand brake.

It was out of control—rolling downgrade with the gathering momentum of a landslide.

Applied Brakes

The fireman, Pvt. Clarence Chandler from South Chicago, was on top of the last of the 34 cars when the train broke loose. As soon as he realized what was happening, he began jumping catlike from car to car applying hand brakes that were heartbreakingly ineffective.

Both men knew the freight they were handling: petroleum, oil and lubricants. Enough to make an inferno of the whole train yard if it caught fire.

As Lt. Gongaware reached the top of the hill he saw the last cars of the train disappearing around a bend over a mile away.

A half-minute later the screech of metal plunging into metal cut through the rail yard. Immediately, a spurt of flame shot into the sky. The oil had caught fire.

Lt. Gongaware turned back toward the station, saw another train waiting, with full steam up, ready to pull out. His feet barely touched the cinders as he ran toward the engine.

"I need your engine," he shouted as he dived in between the engine and the passenger cars, uncoupled them and in a second he was up in the cab taking over the controls.

He highballed the big locomotive down the tracks to where the twisted mass of iron was blazing away.

Saved 18 Cars

Coupling the engine to the rear of the train, he pulled 18 cars to safety. As he went back toward the wreckage, he saw Pvt. Chandler running beside the tracks.

"Are you okay?" he called.

"Okay, sir," said Chandler. "Just a little sore. Tate and I jumped from the gondola just before we crashed."

As the engine slowed down, Chandler got into the cab.

The two decided to take a chance and save two more cars. The lieutenant ran into the intense heat between the burning cars, uncoupled the last two that hadn't yet caught fire, attached them to the engine and backed away as flames tore through the 14th car.

Safely out of range of the fire, Pvt. Chandler told how the brakes hadn't worked while making the switch in the yard. "Once she started rolling downgrade nothing could stop her—except that diesel loco we crashed into. Couple of jerricans of gasoline spilled and all hell broke loose. Lucky that Tate jumped in time, too," he said. "But I sure wish we could have stopped her."

The lieutenant backed the locomotive into the main line where he had gotten it. "That was a big help," he said to the engineer. "Saved 20 cars."

He walked casually back into the station where the captain was still holding his cap. "Gosh, I hope we haven't missed our train," he said.

"Missed it?" the captain asked, wide-eyed. "How could we? You had the engine!"

Sgt. Norberg Tours Southern Germany

The following letter was recently addressed to O. G. Edwards of the law department by T/Sgt. Leonard Norberg, formerly employed in the tax department in Chicago, who is stationed in Germany with an anti-aircraft outfit.

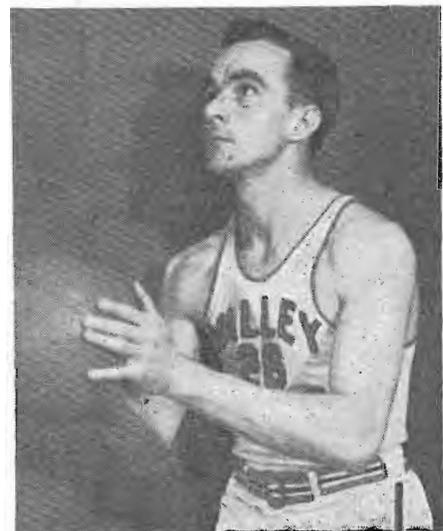
"After leaving Antwerp and the buzz bombs, we received our last wartime assignment in the remains of the city of Wesel on the Rhine River, protecting the first railroad bridge over the river. About a week after V-E Day we moved into the southern

Germany area for the purpose of flak disarmament, collecting and sorting German AA equipment. Transportation has been authorized and we have had the opportunity to see some of the interesting places in this region.

"Have seen the city of Munich and the infamous beer hall, the place of the early meetings of the Nazi Party. The next week we visited Hitler's former mountain retreat at Berchtesgaden, or rather, what remains of it. Last week we included the village of Oberammergau in our travels, the site of the Passion Plays. On that day we also visited King Ludwig's castle, which was quite a show place in his day as monarch of the kingdom of Bavaria, and which still is a place of interest because of its beautiful location and extravagant furnishings. Most of these trips have taken us through some of the beautiful Bavarian Alps region, the mountain tops still covered with snow, and the small villages looking like postcard scenes because of their picturesque and quaint appearance. We were also able to see Garmisch-Partenkirchen, the scene of the 1936 Winter Olympics on the way back to Augsburg. Some of the art treasures which the Nazis appropriated from other countries are stored in a lovely castle in the city of Fussen, but, unfortunately, we were not permitted entry. Neither were we permitted to enter Dachau, the first and most dreaded of the concentration camps. Those who go through this camp must be sprayed with disinfectant upon leaving and also receive a typhus shot as a further precaution against the spread of disease.

"Our disarmament work is not keeping us very busy, as the Germans destroyed most of their equipment as they abandoned their positions. However, a few places have been located where equipment in apparently good condition had been stored.

"No doubt the Milwaukee Road is anticipating a big rush of business now that full attention will be centered in the Pacific. Am sure that the tremendous job of shifting to the Pacific area will be done well and efficiently, although there will be more than one headache for the railroadmen involved."



S/Sgt. Harold A. Metzen, son of Arthur F. Metzen of the general storekeeper's office, Milwaukee, is assigned to the rehabilitation staff at Valley Forge General Hospital. He plays on the hospital basketball team, which last winter won the army championship.

The Milwaukee Magazine

Lt. King Discusses Air Freight

Lt. Robert J. King, who was formerly employed in the Seattle yard office, recently addressed the following to the Milwaukee Magazine:

"Since I left the Seattle yard in June, 1942, I have earned my wings and a commission, having been promoted to first lieutenant on Mar. 16, 1944. I saw action with the 11th Air Force Fighter Command in the Aleutians during the Attu and Kiska campaigns, where I was stationed for 14 months.

"After returning to the States I was assigned to this field [Biggs Field, Tex.] and am now flying C-47 air transport planes for the 2nd Air Force. So, you see, I really didn't get out of the freight business after all. However, I don't particularly like this business, as I still prefer the railroads for shipping freight. Naturally, we have the advantage of speed but there are other elements to consider. Some people think that anything can be transported by air, never thinking of the impracticability of it. We spend a great deal of time hauling B-29 engines about the country and to date I have been from San Francisco to Cuba, Puerto Rico and Jamaica. These engines, with mounts and accessories, weigh approximately 3,300 pounds each, and our maximum allowable gross is less than 6,000 pounds, so you can readily see that with two engines aboard it becomes impractical from the safety angle. This, no doubt, is the point where the railroads should take over, but due to the priority placed on this and other freight, its shipment must be expedited.

"Another thing to consider is the pilot's
(Continued on Page 21)



Lt. Robert J. King

Briefly Quoted

(Continued from Page 13)

the Milwaukee, and I hope the day isn't far away when I can board No. 16 and ride those cushions back to good old Montana and stop in Deer Lodge.

I would like to send a "hello" to Mr. H. A. Grothe, Mr. Greenman, Mr. R. R. Miskimins, Earl Medley, Harold Morris, and Mr. DeGarmo, wherever they are. . . . Maybe some day I'll be fortunate enough to see them all again in person.

Paul G. Rainville, SF 2/c,
Store Helper, Harlowton, Mont.

Army—England

I received your Christmas present last week and certainly was surprised to think that you were still thinking of me. It was a bit late for Christmas but then, as the old saying goes, "better late than never." It is quite comforting to know that not only our families but our friends and employers as well are still thinking of us and still pitching.

I receive the MILWAUKEE MAGAZINE regularly and enjoy reading it very much. It

August, 1945

keeps me up to date on the gang back there.

Now that V-E has come and gone, we are all sweating out a trip to the good old U. S. A. again. I hope that Japan throws in the towel soon, too, so that we'll all be able to get back in civvies again.

M/Sgt. Lester Stephans,
Laborer, Track Department,
LaX&R Division.

Army—Germany

I am writing to thank you for the Christmas gift you sent me. I appreciate it very much. I am in a railroad outfit over here and we have come a long way together. We have built a railroad where there wasn't any; our outfit built a railroad yard in Cherbourg, France right up to the docks where the ships could unload freight cars right onto the tracks. I have been out at nights telling the trainmen where the weak spots were so they could get through safely with supplies to the front, and I am mighty proud of the railroad engineers. I hope there is a place open for me when I get back.

Pfc. John McDonald,
Laborer, Track Department,
Iowa Division.

Army—Germany

I wish to acknowledge receipt of the Christmas check which reached me the other day. It has followed me since last October, through England, France, Belgium and finally caught up to me in this little town near Mannheim, in western Germany.

Even though it looks like we will be scheduled to stay over here for a while, supervising German prisoners of war and displaced personnel companies, in the Military Labor Section of this army, it is good to know that we are still in your thoughts. It will be a happy day when I learn I can return to New York, 52 Wall Street, and to your employ.

T/Sgt. John W. Welch,
Clerk,
Finance and Transfer Department,
New York, N. Y.

THE following are excerpts from some of the letters recently addressed to various representatives of the railroad by customers:

Conductor and Porter Meet an Emergency

I want to express my heartfelt thanks for the kindness, service and consideration accorded my husband in time of need.

We had a drawing room on the 12:55 July 9 from Milwaukee to Wausau, Wis. At 3 a. m. my husband awoke with horrible pains across the abdomen. I called the porter, who was extremely courteous and eager to help and he furnished a pail of ice, since the condition was symptomatic of appendicitis. My husband, however, became worse. The porter consulted the conductor, who called Dr. Stearnes at New Lisbon. The doctor alleviated the pain somewhat and suggested that an ambulance meet the train at Wausau.

The conductor called ahead and the ambulance took my husband to St. Mary's for observation. The conductor also invited us

to call for his assistance if we needed him between New Lisbon and Wausau.

Such kindness, service and courteous consideration are outstanding in these times when many organizations no longer deem it necessary. We are sincerely sorry for the inconvenience we have caused. Your representatives' aid under these circumstances will long be remembered.

MRS. REDA PODOLL,
Wausau, Wis.

Notes Courtesy of Baggage-men

I want to express my sincere appreciation of the courtesies extended to us whenever we check any hand baggage through the Milwaukee station. We make a number of trips to New York during the year and I have never found your baggage-men behind the counter anything but cheerful, good-natured and polite. I know that during these times those fellows have been up to some pretty tough jobs and many times the public is unreasonable in its demands. Fellows in their position are right up on the firing line in these war years and I want you to know that at least one individual appreciates their attitude.

HARRY W. BROWN,
Milwaukee, Wis.

Courtesy of Three Employees Cited

It has been a pleasant and unusual experience in these times of transportation difficulties to purchase a ticket to Tacoma on the Milwaukee Road. After contacting another railroad and being very curtly and insolently treated, I was indeed surprised and gratified to know that your company still employs courteous and thoughtful people.

In years past I have made many trips to Minneapolis on the Hiawatha and the journey was always delightful both in accommodation and service. I am anticipating this trip to Tacoma confident that it will be equally enjoyable.

I should like specifically to mention two employees who were unusually courteous—Mrs. Seymour, who answered the "information" phone, and Miss Sullivan in the ticket office at 179 W. Jackson; also an unidentified gentleman who made my berth reservation by phone.

ROMA LARSON,
Chicago, Ill.

BOB HAWK ANSWERS—HAWKWIZ

(See Questions on Page 6)

1. New York City.
2. Check room supplies. (Indicates that same guest on previous occasion took towels, ash-trays, etc., with him.)
3. Slightly acid.
4. Mexican War in 1846.
5. One.
6. Italy.
7. Boy (1.05 to 1).
8. One-eighth teaspoon (scant).
9. New Orleans. The war of 1812 ended Dec. 14, 1814, in Ghent, Flanders, but because news traveled so slowly fighting was still going on in Louisiana 59 days later.
10. Males. (More geniuses and morons among males and a larger proportion of individuals of average ability among females.)

Chicago-Fullerton Ave. Chapter

Shirley Brandau, Historian

June meeting was held on the 12th. Supper was served in the cafeteria at 5 o'clock. We then adjourned to the club room for our meeting. Because of "V-E" Day there was no May meeting and our Mother's Day meeting was postponed and celebrated belatedly, in June. Each mother who attended the meeting received a beautiful gift towel as a remembrance of the occasion. There were 19 mothers present. Our club is happy to report that it was able to purchase the total sum of \$1100 worth of War bonds from the treasurer's office for the 7th War Loan Drive. Good Cheer Chairman was kept quite busy during the past month visiting 12 men in the hospital sending out five convalescent cards and four sympathy cards. Due to the lack of material, the Red Cross has not been very active during the past month. In 184 hours with a total of 46 attending, 1,532 Locals were cut out. Membership as of June 1 was 821, but it is hoped that by the end of the month it will be close to 1000.

Since this was a special meeting three door prizes were given, the fortunate winners were: Mrs. Ida Trana, Cora Blodgett and Sylvia Strelecki. Following the business meeting our program chairman had arranged a Bingo Party as the evening's entertainment. This being our last meeting until September we have decided to wait until Fall before starting any new activities, but there have been several suggestions, among them a guided tour through Chicago's China Town.

Austin Chapter

Mrs. Fred Valentine, Historian

April 5 meeting was called to order by president, Mrs. Pauley. The reports of the committee chairmen were given. Thirty families were reached by cards, flowers and food in time of illness and death. The club voted to donate \$10 to the Red Cross. The purchase of a \$100 War Bond was also voted upon and passed. Membership prize was awarded to Mrs. McShane. Hostesses were Mrs. Geo. Wood, Mrs. Bill Ende, Mrs. Walter Pierson and Mrs. Fred Valentine.

The Milwaukee Railroad Women's Club

Tomah Chapter

Eva Brown, Historian

Tomah Chapter held its regular meeting June 13 at Willow Park. The meeting was called to order by President Mrs. Ruff. The club motto was given, after which the minutes and the treasurer's report were read. Good Cheer reported two baskets of fruit sent and 12 calls made. Mrs. Ruff asked for help with membership. The Red Cross chairman reported 20 hours spent at Red Cross rooms.

Following meeting a social hour was enjoyed by the 31 members present. Refreshments were served by Mrs. Protz, Mrs. Reniholz, Mrs. Gleason, Mrs. Joe Heniz and Mrs. Rudoll. They were greatly enjoyed. All departed happy.

Savanna Chapter

Mrs. Raymond Schreiner, Historian

Our final meeting of the season, until October, was held June 11 with a fair-sized attendance. Mrs. Wm. Stevens, treasurer, reported a balance of \$482.60 in our treasury. Mrs. Dan Kelley, corresponding secretary, read a letter concerning club house rentals. The coin march netted us \$1.44. Attendance prize was won by Mrs. Joseph Hodoval.

After the business meeting games were played, with prizes awarded to Mrs. Bert Follett in contract bridge, Mrs. Max Cottrill in auction bridge, Mrs. Frank McDonnell in 500 and to Mrs. Henry Kalous

in 50. Delicious refreshments were served by the hostesses, Mrs. Wm. Doherty, Mrs. Jacob Lakalf, Mrs. James O'Neal and Mrs. Frank Sayer.

We are very sorry to report the death of one of our beloved members, Mrs. Clarence (Mildred Kraft) Taylor, a daughter of the late Fred Kraft, who was one of our popular enginemen. Surviving besides her husband and young daughter Barbara, are her mother, Mrs. Fred Kraft, three sisters, one brother and her maternal grandmother. She had been a very faithful worker in her church and also in our chapter, leaving our hearts saddened and we shall always have fond memories of her.

We are happy to report that engineer Harry Casselberry is home from Rochester and improving after a long illness, and also that the Casselberry's son Donald, who has been a war prisoner has been liberated and is also home enjoying a furlough with his parents, relatives and friends. We were also glad to welcome back Mrs. Nettie Lynn, a faithful club member and worker, who spent the past winter in Washington, D. C. with her daughter.

Avery Chapter

Mrs. Alma T. Koehler, Historian

Meeting held March 7th was well attended. Mrs. Ralph Townsend, retiring President, was presented with a nice gift, while Mrs. Hardy Pears, Past President, was given a bracelet with the names of all Past Presidents on it from Mrs. Earl Shook, Social Chairman. A public card party was held the following week. Mrs. Dean Hutchison, ways and means chairman, was in charge. She requested each person to bring a piece of discarded clothing well wrapped to the party. These packages were sold for a few cents. Nothing over 25 cents until each person had purchased a package. We were then told to wear the articles purchased the rest of the evening or pay a fine. Votes were taken for the best costume. Mr. Guy Esmay, who wears horn rimmed glasses, looked very demure in a Salvation Army bonnet and received the most votes. Mrs. Roy Peterson in lumberjack pants was next and Mr. Geo. Murray in a house dress two or three sizes too small came in next. Pinochle followed, high prizes going to Mr. Earl Husaboe and Mrs. Ruth Lindow. A nice lunch was served by hostesses Mrs. Dean Hutchison, Mrs. Frank La Shell and Mrs. Frank Wolf. At April meeting Red Cross Chairman, Mrs. Earl Shook, asked for volunteer sewers to make bedside bags, shirts and other articles. A Spring party was planned. A nice lunch was served by hostesses Mrs. Earl Shook and Mrs. George Curry, followed by three rounds of pinochle, high prize going to Mrs. Hardy Pears and low to Mrs. Alma Koehler.

Wausau Chapter

Mrs. A. W. Kasten, Historian

Wausau Chapter held its last meeting of the season June 12. Guest of honor at the meeting was Miss Etta Lindskog. Miss Lindskog told of the work that the various branch clubs throughout the country are doing. The membership chairman reported 16 voting and 23 contributing members added, making a total of 54 voting and 51 contributing.

The club voted to buy a \$100 War Bond. Mrs. Geneva Warner of Green Bay, a former member, and Mrs. Wm. Hovey, General Safety Chairman, of Sparta, were guests. After card playing, a picnic lunch was served, the members bringing various dishes and the club furnishing rolls, coffee and ice cream.

Madison, Wis., Chapter

Mrs. A. P. McMahon, Historian

Monthly meeting was held June 3. A pot luck luncheon was held in honor of Miss Etta Lindskog. Guest speakers were Mrs. James Nolan and Mrs. Phillip Dressler, members of the League of Women Voters, topic; "The Bretton Woods Proposal." The Sunshine Committee reported six cards and nine phone calls:

ANNOUNCEMENT

As members of the nominating committee of the general governing board, we take pleasure in announcing election of the following general officers to the offices named:

Honorary president general.....	Mrs. H. A. Scandrett.....	Chicago, Ill.
President general	Mrs. Geo. W. Loderhose....	" "
First vice president general.....	Mrs. J. T. Gillick.....	" "
Second vice president general.....	Mrs. E. W. Soergel.....	" "
Third vice president general.....	Mrs. R. C. Sanders.....	Seattle, Wash.
Treasurer general	Mrs. W. W. K. Sparrow....	Chicago, Ill.
Secretary general	Miss Etta N. Lindskog.....	" "
Recording secretary general.....	Mrs. W. R. Dolan.....	" "
General director—Chicago	Mrs. O. W. Dynes.....	" "
General director—Chicago	Mrs. E. B. Finegan.....	" "
General director—Chicago	Mrs. L. K. Sorensen.....	" "
General director—Lines east.....	Mrs. Harry C. Munson.....	Milwaukee, Wis.
General director—Lines east.....	Mrs. Roy E. Melquist.....	Minneapolis, Minn.
General director—Lines east.....	Mrs. M. L. McNerney.....	Ottumwa, Ia.
General director—Lines east.....	Mrs. L. W. Palmquist.....	Aberdeen, S. D.
General director—Lines west.....	Mrs. A. C. Kohlhase.....	Butte, Mont.
General director—Lines west.....	Mrs. M. P. Ayars.....	Miles City, Mont.

Mrs. C. C. Steed, Chairman, Milwaukee, Wis.

Mrs. A. R. Ferris, Marquette, Ia.

Mrs. M. P. Golic, Montevideo, Minn.

Nominating Committee.

All members did their part as receptionists for a period of one week at the USO. It was brought to the attention of the club that at the present time there are 136 voting and 151 contributing members. Since this was the last meeting until fall, it was voted to hold a picnic in June. Hostesses: Mrs. White, Mrs. Killian, and Mrs. Fitzpatrick.

Channing Chapter

Mrs. W. L. Meyers, Historian

At the June meeting we decided to buy another bond. It was also decided that the club would have a picnic this year. If the weather permits it will be held at Sawyer Lake. If not, we will have it at the club rooms. It will be a potluck affair. We will also dedicate our new honor roll on the same day. There are over 100 members on it.

After the meeting, which was the last before the summer recess, a social hour was enjoyed and a lovely lunch was served by the social committee.

Sioux City Chapter

Mrs. Ben Rose, Historian

Picnic, wiener roast plus, in Mrs. Edward Mattison's garden, heartily met with the July Board's approval, Mrs. J. C. Sufield assisting. They also served at USO the previous Friday evening. Business meeting followed. Mrs. George Wean reported 191 voting and 357 contributing members had been signed up for '45.

Plans for the annual employee's picnic were completed and on the following Sunday, July 8, with excellent cooperation from the Weather Man, we again made picnic history. Rationing rules were strictly observed, but the calories and vitamins were all there, in most tempting array and abundance. Mrs. F. D. Morgan, Mrs. L. E. Cotter, Mrs. J. C. Sufield and Mrs. E. A. Weiland were in charge. Club furnished ice cream and coffee.

Following the dinner, Miss Margaret Wean staged the athletic events: Tug-of-war, Shop versus Office, with the Shoppers winning; Little Tots' race came out even; Joan Boyle won the Girls' race; Jack Boyle and Kay Albreck carried ball-on-toe the greatest distance. Mixed race was won by David Albrecht and Donna Conway; Shoe race, Sharon Ann Sabin and Larry Boyle; best shoe kickers, Mrs. T. D. LaPlante and Madeline Morgan, with Carl Morgan setting a new high kick for the men.

The traditional ball game was then played, which at times threatened dire maledictions on the umpires; pitching and batting, to say nothing of the bases lost and won, as onlookers cheered their favorites on to victory and defeat.

Deer Lodge Chapter

Bessie Healey, Historian

Deer Lodge Chapter held its last meeting for the summer June 15th. A tasty dessert luncheon was served by the committee, Mrs. A. A. Woolman, Mrs. Bob Woolman and Mrs. C. D. Clark. During the meeting the bond drawing was held. Connie Evans, a machinist, was the holder of the lucky number, and Mr. Evans was presented with a \$25 war bond.

A large group of service men and women were served at the canteen by the ladies attending the meeting. Mrs. Roy Kidd and Mrs. John Dorsey entertained with music and singing.

Mrs. C. E. Ade extended an invitation to the club members to come out to her summer cottage on Rock Creek lake some day during the summer. This was most heartily accepted, so a picnic was planned. The lunch will be potluck. Bridge Keno was played during the social hour; prizes were awarded to the high and low scores. Mrs. Wm. Lintz presided over the business meeting and urged all to be at the first meeting in the fall and bring new members with them.

St. Bernice Chapter

Mrs. Wallace Jordan, Historian

On June 28th we held our Fourth Annual Banquet for the retired men and their families. A fried chicken dinner with ice cream and cake was served by Mmes. Gambill, Skelton, Griffin, Bain, McDonald, Ritter, Wadsworth, and Reed. The tables were beautifully decorated with flowers and silver candles, the matching table covers and napkins were in Hawaiian colors. A large cake with four candles centered the guest table.

After everyone was at his place at the table we sang "America," followed by Prayer of Thanksgiving by Mrs. Jess Kennedy. Mr. Vanosdale was toastmaster, Miss Lindsog, of Chicago, was an honored guest. She gave the history of the club from the beginning, and its purpose. Twelve guests were here from Terre Haute, each retired man giving some unusual experience of railroading in his day. Piano selections were played by Carol Seebren, Betty Skelton, and Mrs. Kennedy. Mrs. James Pinson gave a reading. Eighty-three were present. A very enjoyable evening was spent. We parted with the singing of "God Be with You Till We Meet Again" and a prayer.

We have again gone over the top in membership, 182 voting, 265 contributing. Total 427. Five good cheer and sympathy cards were sent in June, 12 personal and phone calls were made, and one bereaved home was served.

Wisconsin Rapids Chapter

Mrs. Howard Gibbs, Historian

On June 13 our chapter and retired railroad employees were the guests of the Service Club at an appreciation dinner and theater party given by the company at Johnny's Grill. Port Edwards, Nekoosa, Babcock, Pittsville and Wisconsin Rapids were represented. The guest speaker was Mr. E. J. Horel, public relations officer from Milwaukee, who first led the group in a community songfest and later gave a very interesting talk on postwar public relations. Our chapter contributed a very delightful share to the program in the humorous readings by Mrs. Nic Simmelhack, wife of second trick operator at Wisconsin Rapids. Mrs. W. J. Sullivan, president of our chapter, extended thanks to the Service Club for inviting us to be its guests. Mr. George Bankert, Service Club president, was master of ceremonies and in charge of arrangements.

Milwaukee Chapter

Mrs. John Ehler, Historian

The meeting on June 18 was well attended. Assistant Corresponding Secretary gave her report on a letter she wrote to Mr. Smoote thanking him for the remodeling of our kitchen. We received a letter of thanks from Margaret Sharp, Red Cross Director, for a contribution from our chapter of \$6.02. Mr. Kelly gave a report of \$194.50 made on the afghan awarded at this meeting. Sunshine chairman sent ten good cheer cards, and one spiritual bouquet. Two cards of thanks were received. One call was made. Blood plasma for June, \$4.85. Voting and Contributing total \$20. One new member.

Mrs. Ross, our Red Cross Director, wishes to express her appreciation through this magazine to the group of ladies of the Milwaukee Unit, blood donors, Milwaukee Road employees, and special tribute to the officers, as it was through their kind cooperation that it was possible for them to carry on in their work to alleviate a little pain and help to save many lives. Speaking over three Milwaukee Radio Stations she expressed her loyalty to the Milwaukee Road, which is back of all its loyal men and women overseas or on the home front, trying to bring a little cheer to make their lives a little happier through their efforts of hard work.

Her report for June: Donated 12 bedside kits, \$1.35. Donated to Home Service, \$4.85; Army mufflers, hours, 90, civilian mufflers 20, several large army sleeveless sweaters

240. Assembling one Red Cross afghan, 25 hours. Total knitting hours, 375. Surgical dressings, 4x8-630, hours 243. Workers 66. Total number of hours 618.

Last of all, the Milwaukee Road Tooters, an eight-piece orchestra, under the direction of Eugene Weber, gave us a musical treat of oldtime music, jokes, etc., accompanied by Miss Jean Lanze who sang several selections. Lunch was then served and this being the last meeting until September members wished one another a pleasant vacation until we meet again.

Lt. King Discusses Air Freight

(Continued from Page 19)

neck. Out here in this mountainous country we often have to fly at 12,000 feet to avoid the peaks. With a heavy load the plane doesn't have much climbing power left at that altitude and it is certainly no fun to be flying in instrument weather and sweating out the location of these peaks. During electrical storms, radio facilities are of little use and it is very easy to become lost. I recall that once, under these conditions, while flying on instruments, I was unable to figure wind drift and wound up about 100 miles off course, having passed a 12,000-foot peak at 10,000 feet. That is one thing you don't have to worry about on a railroad."

It's Canning Time

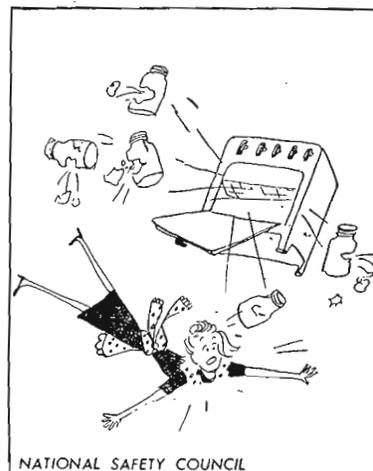
(Continued from Page 7)

can have these three essential items of a balanced diet on the table every day.

Home canning is not rationed. Take your family's favorite fruits and vegetables. Ascertain the number of ration points required to obtain each. Multiply by the number of cans your family will consume in a year. The total? Astonishing! Food for thought.

The "lucky" family, the one with the broadest smile this coming winter, will be the one with an old-fashioned fruit and vegetable cellar filled with an abundance of dad's garden crops canned as only mother can can them.

CANS AND CANTS



When a man gets too old to set a bad example, he starts giving good advice.

Pilot: "I'm forgetting women up here."

Co-pilot: "I'm for it, too."

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

CHICAGO GENERAL OFFICES

Freight Auditor's Office

J. A. Strohmeier Correspondent

Summer and the hot weather officially started June 21, the day when Jas. Murrin, review bureau, commuter from Libertyville, changed from winter suitcase to summer suitcase. We hope he will work out some consistency in the matter of weather regulation soon.

Helen Iwan, nurse aid station at Grant Hospital, was a visitor on June 21.

Pfc. Edw. Mueller, a clerk in the interline bureau when employed here, is now a veteran of Leyte and Okinawa. He was among the first ashore at Okinawa on Easter Sunday morning and did a lot more of the same in the South Pacific.

Phillip T. Hoffman, S2/c, formerly employed in W.B. filing bureau, was a visitor on June 29 and was expecting to be assigned to a ship.

Advertising seems to have paid off for Sherman Arp as indicated by the attentions he is receiving from the fair sex since undergoing a streamlining process recently. How does he do it?

For meritorious service the Bronze Star has been awarded to Pfc. Vern R. Noelting of this office. Also he has the Purple Heart with clusters, Infantry Combat Badge, the Philippine Invasion Ribbon, and others. He was seriously wounded in action on Luzon, Philippines, on May 4, was returned to the U. S. June 6, to the Letterman General Hospital, San Francisco, and on July 2 moved to the O'Reilly General Hospital and will be there for some time. Be sure to drop him a line. Address: Vernon R. Noelting, 36712680, Detachment of Patients Ward C-4, O'Reilly General Hospital, Springfield, Mo.

New employes in W.B. filing bureau: Dolores Plaatje, Janet Norman, Ruth Lind, Shelle Monroe, Dorothy Ladewig and Marion Ladewig. Ruth Pletz is proudly showing the engagement ring she received from Donald Paulin on July 7. Elaine Babzien has been awaiting the day her name would appear in this column, and we add that she is better known as Miss Bla-ha-ha.

Purchasing Department

Josephine O'Hara, Correspondent

Comments are still being made and all of them are complimentary, too, about the new window "dress" in the general office of the purchasing department. Yes, the new venetian blinds are greatly appreciated and we enjoy working in their favorable lighting effect.

While we are reading the headlines on travel restrictions, letters from Pfc. Bob Reiter tell us of the unrestricted travel he is doing for the army over there. Bob is now out of the infantry and, as he phrased it, "on the gravy train." He was called out of redeployment camp and assigned to the headquarters of the army of occupation, with his new home at the University of Paris in that city. His truck and trailer keep him on the road five or six days a week delivering rolls of paper to all Stars and Stripes warehouses throughout Germany. He covers about 2,100 miles on his trips before returning home to Paris.

It seems that the Milwaukee Road rolls along after Bob Nordin, FC2/c, wherever he goes. He recently picked up a copy of the National Geographic and saw our advertisement of the pin-up train "Hiawatha." We won't let you forget us, Bob.

A new girl, Genevieve Matusek of Franklin Park, Ill., has been added to our office force.

Marilyn Rycroft, one of the newer girls, has become quite attached to the purchasing department. In fact, Marilyn claims that her attachment is such that it touched her heart to leave the price desk to work at the opposite end of the office. And so we send flowers to the price desk.

Mr. Curtis is very much interested in seeing that the past-due orders are filled or canceled, for V-J Day is coming and our house should be in good order. "We do not want to be in a position to have to use up 'Victory' models when more substantial and improved models will be available."

Freight Claim Department

Marie Horatt, Correspondent

It was a happy reunion when Gordon Frey surprised his father, J. G. Frey, and called on him in the office June 14, after being liberated from a German prison camp.

Kenny French reports from Okinawa that he has just completed his second campaign and he hopes it will be the last. At the time of his letter everything was quiet and well in hand.

Bill Rice recently paid us a visit, being home on furlough from a hospital at Topeka, Kan., where he is convalescing from a shrapnel wound in his right leg, which he still carries in a cast.

Frank Kass is very proud that his son Richard passed his exams at Great Lakes and is now attending a radio technician school at Dearborn, Mich. Richard was a

former employe of the freight claim department.

Those who saw LaVerne Sabus and Johnnie Harris married on July 7 report that it was a very pretty wedding. LaVerne resumed her duties in the typing bureau June 12.

Hazel Nelson has resigned to devote all her time to household duties.

Typing bureau surely was in an uproar on July 12 when Ethel Haynes walked in with her two nephews, Lt. Edward (J.G.) and Lt. Robert O'Callahan. Where have they been hiding, Ethel?

Auditor of Expenditure's Office

Bernie Williams, Correspondent

We regret to report the death of Henry Strass, who passed away June 27, just two years and four months following his retirement.

Some of the boys who took care of the Nazi supermen in Europe are back home for their 30-day rest periods and dropped in to see the old office.

Sgt. William J. Rick, of the 15th Air Force, a radioman-gunner, returned from Italy and is now on his mark for B-29 training and a whack at the Japs. Willie had some 14 or so missions before the Boche gave up, and came through without a scratch. Good luck and lots of it, Bill.

Sgt. Al Kulk is also on 30-day furlough after foreign service with the Blackhawk Division. "Junior" made quite a tour of Germany and is inclined to prefer this side of the big pond. It wasn't easy, but an didn't give him half as much trouble as his baseball spikes used to in the old Shop League at Milwaukee.

(Continued on Page 24)



A. A. Wilson, assistant general freight agent, Chicago, is shown receiving a cake at an informal farewell party given him by the employes in his office on the occasion of his retirement, which became effective July 15. Mr. Wilson completed 50 years of service. The employes also presented a War Bond to him and Mrs. Wilson. General Agent J. M. Cunningham was absent due to illness. Standing, left to right: Frank Strokes, Robert E. McGowan, Arthur W. Sabey, J. S. Doherty, George F. Sunagle, Ted Dragula, W. R. Roberts, Elmer Wyse, Paul A. Larson, Rex Anderson, J. W. Slattery, Clarence P. Schwarz, J. M. Hutchins, W. J. Keating, W. J. Roach, E. B. Finegan, chief traffic officer, and Earl White. Seated, left to right: Mrs. A. A. Wilson, Mrs. O. T. Cull, Mrs. Dorothy Raasch, Miss Cecelia Monahan, Miss Eva Willigan, and Mr. Wilson. Mr. and Mrs. Wilson will make their home in Denver, Colo.

Traffic Tip Cards Submitted During June, 1945
as Reported by Division Offices

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Chicago General Offices					Idaho Division				
Bluhm, M.L.	General Solicitor	Chicago, Ill.	2		Allen, Blanche M.	Wife of Roadmaster	Spokane, Wash.	4	
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.	1	1	Osborne, A.M.	Engineering	Spokane, Wash.	1	
Burtness, T.W.	Secretary	Chicago, Ill.	2		Stoll, E.J.	Engineering	Spokane, Wash.	1	
Cull, Kittie	Clerk	Chicago, Ill.	1					6	0
Gallagher, Margaret	Clk., Car Acct.	Chicago, Ill.	1		Iowa Division				
Graves, Vila M.	Asst. Secretary	Chicago, Ill.		1	Bryant, Mrs. Lowell	Wife of Check Clk.	Council Bluffs, Ia.	1	
Gunter, Helen M.	Steno., Real Est.	Chicago, Ill.	1		Dettmann, Clarence A.	Mech. Dept.	Perry, Ia.	1	
Hammel, Walter F.	Clk., Frt. Aud.	Chicago, Ill.	2		Godwin, E.E.	Passenger Brkmm. Agent	Marion, Ia.	2	
Lowrie, George H.	Aud. of Cap. Expend. Off.	Chicago, Ill.		1	Miller, L.J.		Springville, Ia.	1	
May, E.M.	Asst. Frt. Aud.	Chicago, Ill.	1					5	0
Mueller, Marie W.	Operator	Chicago, Ill.	2		Iowa and Dakota Division				
Nolan, J.J. Jr.	Clk., Transp. Dept.	Chicago, Ill.	1		Costello, F.L.	Clerk	Sioux City, Ia.	1	
Oberlaender, Gabrielle	Tax Clerk	Chicago, Ill.	1		Flynn, Helen	General Clerk	Sioux City, Ia.	1	
Roth, Alfred	Draftsman	Chicago, Ill.	2		Hansen, J.T.	Asst. Supt.	Sioux City, Ia.	1	
Weber, Robert W.	Clk., CPR & MS	Chicago, Ill.	1		Hanson, W.M.	Machinist	Sioux City, Ia.	2	
Zorn, F.W.	Clk., Aud. Stn. Accts.	Chicago, Ill.	1		Hurley, R.W.	Tapeman	Mason City, Ia.	1	
			19	3	Parker, A.W.	Rndse. Foreman	Mitchell, S.D.	3	
Chicago Terminals Division					Paullin, Florence	Clerk	Mitchell, S.D.	2	
Bishop, N.	Asst. Agent	Galewood, Ill.		5	Serakos, Chris	Section-Laborer	Mason City, Ia.	2	
Boeck, H.F.	Chief Clerk	Galewood, Ill.		9	Sizer, R.E.	Trainmaster	Mason City, Ia.	1	
Borman, H.	Route Clerk	Galewood, Ill.		4	Snow, H.C.	Freight Agent	Sioux City, Ia.	1	
Brown, H.	Rate Clerk	Galewood, Ill.		4	Thoma, C.H.	Yard Conductor	Mason City, Ia.	1	
Dietzel, C.J.	Police Dept.	Chicago, Ill.	1					16	0
Dyba, T.	Rate Clerk	Galewood, Ill.		1	Iowa and Southern Minnesota Division				
Ensor, A.	Rate Clerk	Galewood, Ill.		1	Beatty, V.L.	Stenographer	Austin, Minn.	1	
Ewing, J.J.	Clerk	Galewood, Ill.		6	Dosey, E.H.	Cashier	Bloomington, Minn.		35
Hanson, H.	Clerk	Galewood, Ill.		4	Hayes, Albert	Operator	Albert Lea, Minn.	5	
Kerwin, J.J.	Rate Clerk	Galewood, Ill.		4	Johnson, Charles	Agent-Operator	Sherburn, Minn.	3	
Kucera, Miles	Car Order Clerk	Chicago, Ill.		2	Keck, Harry J.	R.H. Foreman	Austin, Minn.		3
LeMire, G.E.	Rate Clerk	Galewood, Ill.	125		Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	2	
Miller, John H.	C/L Notice Clk.	Chicago, Ill.		2	Olson, Helen	Daughter of Agt.	Brownsdale, Minn.	2	
Oesterling, J.J.	Rate Clerk	Galewood, Ill.		18	Olson, Kenneth	Son of Agent	Brownsdale, Minn.	1	
Strate, T.H.	Div. Engineer	Chicago, Ill.	1		Ratlidge, C.	T.B.M.	Austin, Minn.	1	
Van Alstine, S.	Clerk	Galewood, Ill.		1	Vandover, H.E.	B.M. Helper	Austin, Minn.	1	
Willison, H.	Asst. Chief Clk.	Galewood, Ill.		5	Wohde, Oscar	Pipefitter	Austin, Minn.	1	
			2	191	Wopat, E.L.	Agent	Chandler, Minn.	1	
					Wopat, Mrs. E.L.	Wife of Agent	Chandler, Minn.	1	
					Wopat, Judy	Daughter of Agt.	Chandler, Minn.	1	
								20	38
Coast Division					Kansas City Division				
Anderson, Millie	Clk., Frt. Off.	Tacoma, Wash.	1		Carlson, I.R.	CC to Agent	Ottumwa, Ia.	1	
Bahl, George E.	Sand Point Air Base-Navy	Seattle, Wash.	1		Gibson, James H.	Brakeman	Ottumwa, Ia.	1	
Clover, D.	O.B. Rev. Clerk	Tacoma, Wash.	1		Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	2	
Cook, R.A.	Engineer	Tacoma, Wash.	1		Hampshire, F.J.	Car Clerk	Ottumwa, Ia.		1
Dein, Mrs. Evelyn	Check Clerk	Seattle, Wash.	1		O'Malley, A.J.	Rate Clerk	Ottumwa, Ia.		1
Goldsbrough, A.	Station Force	Tacoma, Wash.	1	1				4	2
Herbert, W.N.	Demurrage Clerk	Tacoma, Wash.	1		La Crosse and River Division				
Sargent, Juanita	Switch Clerk	Tacoma, Wash.	1		Blanchfield, E.C.	Cashier	Merrill, Wis.	1	
			7	1	Flanagan, J.E.	Tel. Opr.	La Crosse, Wis.		1
					Frazier, I.L.	Rate Clerk	Merrill, Wis.		1
Dubuque and Illinois Division					Frye, Milton J.	Chief Clerk	Merrill, Wis.	1	
Baker, Richard	Cutter	Dubuque, Ia.	1		Ruder, George	Whse. Foreman	Merrill, Wis.		1
Blaser, J.P.	Crossing Flagman	Dubuque, Ia.	1		Ruder, William	Yard Clerk	Merrill, Wis.		1
Davidshofer, J.	Laborer	Dubuque, Ia.	1		Schaad, Gregory	Station Force	Merrill, Wis.	3	
Davis, D.R.	R.H. Foreman	Savanna, Ill.	2		Stien, John M.	Ret. Conductor	Watertown, Wis.		5
Dubmeyer, A.	Cutter	Dubuque, Ia.		6				5	5
Fisher, D.D.	Checker	Savanna, Ill.	2		Madison Division				
Goltz, L.W.	Storehelper	Marquette, Ia.	1		Coleman, James F.	Retired Clerk	Madison, Wis.	1	
Herron, D.J.	Storekeeper	Marquette, Ia.	1		Conlin, R.A.	Asst. Cashier	Madison, Wis.	1	
Herron, M.A.	Laborette	Marquette, Ia.	1		Coyle, J.	Clerk	Madison, Wis.	1	
Keck, Walter	Cutter	Dubuque, Ia.	1		Higgins, B.L.	Clerk	Madison, Wis.	1	
Kelly, James	Cutter	Dubuque, Ia.	1					4	0
Kurt, Francis B.	Clerk	Waukon, Ia.	5	2	Milwaukee Division				
Lartz, W.J.	Clerk	Savanna, Ill.	1		Eramer, John	Conductor	Horicon, Wis.	2	
Long, Wm. E.	Ret. Machinist	Savanna, Ill.	1		Gallenbeck, H.	Coal Shed	Horicon, Wis.	3	
McDermott, Anne	R.H. Clerk	Savanna, Ill.	2		Heerkes, John	Ret. Carman	Freeport, Ill.	1	
Millar, Lucille	Clerk	Dubuque, Ia.	1		Hughes, W.J.	A.M.M.	Beloit, Wis.	4	
Urmacht, H.A.	Gen. Foreman	Dubuque, Ia.	1		Jager, A.	Traffic	Berlin, Wis.	1	
Urmacht, James H.	Laborer	Dubuque, Ia.	1		Kreps, A.F.	Sec. Foreman	Berlin, Wis.	1	
Vetrissek, A.J.	Air Brake Man	Savanna, Ill.	1		Noel, M.E.	Roadmaster	Horicon, Wis.	1	
Willmers, Roy	Cutter	Dubuque, Ia.	1		Willers, J.	Sec. Foreman	Horicon, Wis.	5	
Withhart, F.M.	Baggage Man	Savanna, Ill.	18					18	0
			44	8					
Hastings and Dakota Division									
Campbell, Dwight	Solicitor	Aberdeen, S.D.	2						
Henningsen, Dorothea	Clerk-Steno	Aberdeen, S.D.	1						
Kaufmann, Mary	Secy. to Solicitor	Aberdeen, S.D.	2						
Lilly, Elaine C.	Rndhse. Clerk	Aberdeen, S.D.	1						
Menzia, Anton	Lumberman	Aberdeen, S.D.	2						
Moriarty, W.J.	Chf. Clk. Store	Aberdeen, S.D.	1						
Murphy, William H.	Chf. Clk. to DMM	Aberdeen, S.D.	1						
Seiler, J.J.	Chief Clerk	Aberdeen, S.D.	1						
			11						



Pfc. Wilbur Blume, former car repairman at Bensenville, Ill., tries to accustom himself to the change in scenery as William Bennett, car foreman in charge of the Bensenville repair track, points out the extensive changes recently made in the north hump yard. Private Blume fought through the campaign in France and Germany, but is now home on a convalescent furlough, recovering from a knee injury. As a member of an anti-tank company, he was in the so-called "Battle of the Bulge" in Belgium.

Car Accountant's Office

Harry M. Trickett, Correspondent

Pvt. James F. Ward received a medical discharge from the army on June 13 after two years' service, and returned to his former position in the office. He was inducted on Feb. 7, 1943, and was injured in training on July 25, 1943, since which time he has submitted to five operations on his arm.

Lt. Harry J. Reinhart was married to Rita O'Malley on July 7 at the Queen of Angels Church. His best man was Lt. Carl Jensen who had served with him in the South Pacific and both had attended and graduated from O.C.S. together. A War Bond was presented to the couple as a gift from his co-workers.

Wm. Dinoffria, H.A. 2/c of the navy, who had been stationed at Long Island, N. Y., for many months, has been sent to the west coast at Shoemaker, Calif.

Geraldine Stubing was wearing a bright smile and a diamond ring on June 29. Margaret Roth also appeared on July 7 wearing a diamond ring, and Dorothy DeWald with a new watch on July 9, all of which they had received from their respective admirers recently returned from overseas service.

Veronica Mazzanti, who had been with us since November, 1943, was given a baby shower on June 16 when she resigned to take up her household duties.

Marie Simpson, who had been on a furlough since Apr. 1, announces the birth of a baby girl on July 15.

Veryl (Berg) Zavoskey, formerly in our office for several years, proudly announces the birth of a baby girl on July 13 at Atlantic City, N. J., where her husband is an instructor in the Air Corps.

Helen (Seyan) Skaja, who was married

August, 1945

CHICAGO TERMINALS

Galewood Freight Station

Herman F. Boeck, Correspondent

On June 20 a 9½-pound son arrived at the home of Walter J. Pugesek.

Beda Seabloom, bill clerk, returned to work on June 26 after serving over two years in the Wacs, having been honorably discharged on June 20. Welcome back, Beda. We sure need bill clerks.

Madge Baldwin, car record clerk, was married on June 2. Best wishes to the bride and groom.

The following boys in the military service recently paid us a visit while home on furlough: Edw. Jachec, D. J. O'Herron, Jr., and Glanz Dierking.

George Wealer, who was wounded in the European theater, was reported on his way back to the United States on June 15. Hurry back, George, and get well soon, as we are still looking for car record clerks.

The many friends of Division Engineer T. H. Strate will be glad to know that he is making good progress toward complete recovery following an operation performed at Wesley Memorial Hospital on July 2.

at Lakehurst, N. J., on May 19 to the brother of Margaret (Skaja) Marshall, visited us on July 12 while on a brief visit to Chicago. On July 3 Margaret Marshall started on a two month furlough because of ill health.

Clyde Osborn suffered a heart attack on July 16 and was removed to his home but was back on the job in a few days.

Margaret (McCarthy) Gallagher took a bad fall in the office on July 11 sustaining a sprained ankle. She was taken to the hospital for treatment.

A delegation of several Chinese railroaders visited us on June 25 while making a survey of the American railroading system in order that they can restore operation of their own roads, which have been mostly destroyed in the war. They were very elated over our dictaphones which even accepted their Chinese dictation.

IDAHO DIVISION

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

During the absence of Mrs. Rosemary Henningsgard, trainmaster's stenographer, Spokane, who returned to her former home in Bismarck due to the illness of her mother, Mrs. Ruth White, assistant cashier at the freighthouse, has been filling in here in Trainmaster Devlin's office.

With Mrs. White in the trainmaster's office at the Union Depot, Mrs. Helen Snure, wife of Chief Clerk W. A. Snure at the freighthouse, has been substituting for her.

Having a Mexican track gang working on this division, nationals from Mexico under contract to the Milwaukee, this reporter has come to the conclusion that it would be well for a great many of us to be fully equipped with a working knowledge of Spanish, as it seems that some of these Mexicans are always around, voicing their native tongue and not even their ready smiles, gestures and "si's" help much.

At present this Mexican track gang is located at Lind, Wash., ballasting and laying rail.

C. W. McMillan, Malden, has been appointed to the new job of traveling fireman on the Rocky Mountain and Idaho Divisions. Good luck to Mr. McMillan.

There has been a vacancy created in the superintendent's office, that of stenographer to the chief clerk, a position yet unfilled, due to the resignation of Mrs. Virginia McAnear, who, because of illness in the family, returned to California to live. During Mrs. McAnear's employment with the company she made many good friends and they are all sorry to see her leave.



BACK ON THE JOB. Donald G. Mielke, 19 years old, is again working as a fireman on a Chicago suburban train after receiving his second honorable discharge from the marine corps. He joined the marines on Jan. 14, 1943, when only 16 years old, but when he arrived at Pearl Harbor he learned that he was to be released due to his age. He re-enlisted on July 28, 1944, served in the Southwest Pacific and was discharged again on June 1, 1945. He was awarded the Purple Heart.

Foreman Glen Webber's bridge crew has finished the making of alterations and repairs on the freight depot at Newport, which is being leased to the Co-Operative, and has moved to Metaline Falls, where they will work on the 1945 bridge repair program.

Mrs. Fay Pritchard, cook in Anton Parson's bridge crew, was married to John W. Taylor of Mr. Parson's bridge crew on July 2. They plan to return to the crew shortly. This bridge crew is now making changes in the depot at Plummer to take care of carrier equipment.

Friends of Sgt. John Jacobs, former brakeman on the Idaho Division; will be happy to learn that he has recently been appointed third trick yardmaster in one of the yards the army is operating on the island of Luzon.

Donald Allen, also a former fireman on this division, is a sergeant working as a train conductor in the same battalion as Sgt. Jacobs.

We extend our welcome to E. D. Jefferson, the new traveling engineer on this division, now on the Iowa Division.

The request of the Great Northern and Milwaukee Roads for co-ordination of their lines between McGuire and Coeur d'Alene has been approved by the Interstate Commerce Commission and the work of carrying out the plans for the job will start very shortly.

General Foreman Pat Angelo's extra gang is back at Pedee after finishing improvements in the St. Maries yard and is now relaying rail and surfacing curves between Ramsdell and Plummer Junction.

Pvt. Joe Gengler, Jr., former fireman on this division before entering the service, writes from Paris to his father, Joe Gengler, Sr., chief clerk to the master mechanic, Spokane, that due to a serious infection in his hand he was hospitalized and that was the reason for his not writing these past four months. Pvt. Gengler has



William P. Morton, city passenger agent in San Francisco, represented the Milwaukee Road for more than two weeks at transportation headquarters of the United Nations Conference on International Organization. He was given the title of travel consultant and made a member of the international secretariat, which permitted him to move with freedom in many restricted areas in and about the hotels and the main convention hall; he was also given free automobile transportation anywhere in the city. A certificate bearing the U.N.C.I.O. insignia and the signature of Edward R. Stettinius, Jr., then Secretary of State for the United States, stated that he had, "... by faithful and diligent performance of duty, contributed to the creation of the Charter of the United Nations."

been overseas since shortly after D-Day, taking part in the invasion of Germany. He is in the hospital trains maintenance division of a railway battalion.

General Foreman Williams' gang is at Moses Lake, installing tracks for taking care of the potato business which is expected to be extremely heavy on the Warden line this year.

KANSAS CITY DIVISION

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

District Safety Engineer C. W. Riley, a recent surgical patient in the St. Joseph Hospital, Ottumwa, is convalescing at his home.

Jay C. Gilman, a member of our engineering department for the last year, who was employed by the city of Ottumwa to serve as a city engineer, effective July 1, was unable to assume his new duties because of a blood clot. He is a patient in the St. Joseph Hospital.

Engineer Henry McCoy speaks very proudly of his granddaughter, Betty Rae Cline, age 17, who was pictured in the Kansas City Times several weeks ago doing a perfect swan dive on the occasion of the opening of the Swope Park pool in Kansas City. She has a four-month contract with the Hollywood Caravan Troupe, doing several specialty numbers, one a Russian dance on roller skates. They will travel through the Middle West and their final destination will be Hollywood.

It is said that one can always demonstrate his talents better away from home. We learn that the Excelsior Springs newspaper included Engineer and Mrs. C. W. Becker in a recent writeup of an evening's entertainment at the Wapoo Club. Their whistling and singing acts, together with their story-telling stunt, got plenty of applause and special mention.

Among the group of teen-agers comprising the gang put on at Blakesburg early in June laying rail is Robert H. Nevins, Jr., whose father, Lt. Col. Robert H. Nevins, is now in Bonn, Germany, in charge of main

army depot. Col. Nevins was at one time a fireman on the K. C. Division.

We lost a faithful employe when Everett H. Bradley of the store department accepted an offer of better opportunities and higher pay. He had nine years of service with our company. Best of luck to him in his new work.

Traveling Freight Agent C. W. Rink of Des Moines died unexpectedly on June 18 of cerebral hemorrhage. He was buried in Council Bluffs, the place of his birth and where he started with the company as office boy. He is survived by his wife of Des Moines, a son, daughter-in-law and granddaughter of Anchorage, Alaska, also one sister living in Los Angeles.

While reading the Mystic Sentinel we noted an article concerning our agent at Mystic, stating they wished to place in nomination for the title of "typical railroad agent" I. S. Williamson, who presides so admirably as representative of the Milwaukee Road. It spoke of his genial manner, mentioning that he stands ready and willing to be of service in every way possible.

Effective July 16 Ed Schoech was appointed roadmaster on the West Kansas City Division, with headquarters in Chillicothe.

C. M. Blackman, who held the position of operator at Seymour Tower for a number of years, was assigned as agent at Haskins, vice F. B. Sutton, who has been assigned as operator at Excelsior Springs.

After 43 years of excellent service as a locomotive engineer, John LaBelle retired on June 26. He has been motorman on the passenger train operating between Ottumwa and Cedar Rapids during recent years. He and Mrs. LaBelle will continue their residence in Ottumwa for the present.

It was a very happy day for Brakeman George Reading and wife when their son, Sgt. Gerald, arrived home on July 6, his birthday. He had been taken a prisoner in Africa on Feb. 17, 1943, and was released by the Russians from a German prison camp on Apr. 21, 1945. At the end of his 15-day furlough he will return to the Schick Hospital in Clinton, where he was a patient before being granted a leave.

Former Brakeman Dale B. Jensen, now EM 3/c, writes that his ship was sunk last January in the Philippines and he was sent to Shoemaker, Calif., for reassignment. After being on sea duty for a time he was given a leave and on May 1 was married in Vallejo, Calif.

E. F. Carlo of the 48th Armored Infantry Battalion was in Germany last March with Hodges' 1st Army and met the Russians in Berlin.

On June 19 Fireman Leo M. Ullrich was inducted into military service; now I learn that his military address is Great Lakes, Ill., as he was placed in the navy instead of the army. He originally reported at Jefferson Barracks, Mo., on June 19.

Cpl. Alicia M. Reed was recently awarded the Good Conduct Medal at McChord Field, where she is stationed. She has been assigned to duty as a clerk-typist in the air inspector's office.

Pfc. Russell Stogdill, at one time section laborer at Sewal, was seriously injured on July 1 when he was struck by a car while



JOHNNY SHOEMAKER SEZ..

"Where there's smoke, there's 50 people lined up to buy cigarettes."

Achilles was the first guy to appreciate a good heel. If he'd lived in these times, I reckon he'd be in the shop asking for Hood Suprex Rubber Heels.

Yep, and you don't have to know who Achilles was to appreciate the long-wearing qualities of Hood Suprex Heels in these days of shoe rationing. Just look for the Hood Arrow."



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The Milwaukee Magazine

crossing Michigan Boulevard in Chicago. He has been in the army since July, 1941, and twice sustained injuries in battle. He was on guard duty in Chicago during the truckers' strike.

Engineer L. J. Frost has welcomed home one son, Richard, who has been discharged from the army under the point system after three and one-half years of service overseas. He was a member of the first group of servicemen to land in Ireland, having been sent overseas in 1942 with the Medical Corps. The unit to which Richard was attached was usually located within three to ten miles of the combat lines.

Pvt. Keith Decker spent a 10-day furlough in Ottumwa with his wife and two daughters, then was sent to Ft. Ord, Calif., for overseas duty. His brother, George, is convalescing in a hospital at Palm Beach, Fla., recovering from rheumatic fever. Both were brakemen on this division before being inducted into the army.

Pvt. Burdette A. Savage, who was wounded on Okinawa Apr. 14, is spending a furlough with his wife and son in Ottumwa and with his parents, Mr. and Mrs. A. E. Savage.

H & D DIVISION

East H&D

*S. A. Brophy, Locomotive Engineer
Correspondent*

Due to the increase in business all vacations for engineers and firemen have been cancelled.

We regret to report the death of retired Engineer Charles Fox, retired Con-



Lt. Col. James D. Shea (extreme left), former trainmaster at Aberdeen, S. D., and now commanding officer of the 724th Railway Operating Battalion, is shown somewhere in Europe with other battalion officers. They are, l. to r.: Capt. Edward J. Gentsch, Lt. Walter E. Oliver and Lt. Mark A. Lambert. Since this picture was taken, Colonel Shea's headquarters have been established in Paris.

ductor S. J. Deering and James Elder, engineer, who for the past 10 years has been superintendent of air brakes. Mr. Elder was No. 1 on the engineers' seniority list.

Our former traveling engineer, Heine Dersch, who has been located at Spokane, passed through Monte on June 14 en route to his new field at Marion, Ia.

Several new firemen and brakemen have been added to the service the past month.

Retired Conductor F. C. (Scotty) Brown has joined the ranks of Sherlock Holmes and has learned how to track an elephant.

This writer and wife enjoyed their vacation on a ranch near Spokane, Wash., later going to Seattle and Vancouver, B. C.

West H&D

*Charles E. Speer, Conductor
Correspondent*

"Pop" Soliday, retired locomotive engineer, visited Aberdeen in June. Believe it or not, his favorite hangout was the station platform about train time, and the roundhouse, where he found most of his former buddies and checked up on what had happened since he moved to Fairmont, Minn. Charlie is looking fine and really enjoying his vacation. He had to hurry back to help "Ma" can strawberries.

Alice McGuire, third-trick operator at



WHEN IT'S TIME TO RELAX

He who relaxes after one hard job is better able to carry on with the next. Light up a Dutch Masters and see what comfort its mellow goodness gives you—see how much more you feel like going back to work.

DUTCH MASTERS CIGARS

Selby, is back on the job after a vacation at her home in Minnesota. She is doing a fine job of operating.

Ed Champlain, passenger engineer on the Olympian, has taken the pension after 43 years of continuous service. He made his first trip as a fireman on June 28, 1902, and on Aug. 24, 1906, he made his first run as engineer.

Agent Lortscher at Mellette, S. D., has been off several weeks due to sickness.

Being ill, Don Owens is temporarily away from his window at the ticket office. During his absence Bill Nye is carrying on for him.

2nd Lt. Robert C. Andrus, son of Engineer Homer S. Andrus, has been officially declared killed in action after being listed for a year among those missing. Lt. Andrus was an outstanding student throughout his high school and college years and was associate editor of the Sun-Advocate of Utah at the time he entered the Federal Bureau of Investigation at Washington, D. C. Upon entering the service in 1941 he was first attached to the Signal Corps and later transferred to the Air Corps. He was navigator on a B-24 and had nearly completed 20 missions at the time his plane was shot down. He had been missing for 41 days once before, returning to his base safely.

I & S M DIVISION

East End

H. J. Swank, Division Editor
Office of Superintendent
Austin, Minn.

The employes of the I&SM Division were shocked to hear of the death of Arthur Daniels, division engineer, which occurred at his home in Minneapolis on June 27. Superintendent Dodds had been with Mr. Daniels the entire day before. Our deepest sympathy is extended to the relatives.

With all the rain we have had this spring and summer, we have been fortunate that we haven't had more track washed out than we have had. On June 27 there were washouts between Ramona and Junius, and Junius and Madison, which put the line out of service for a day and a half.

The work on the canopy over the new freight house platform at Austin is drawing to a close. The new arrangement will facilitate the handling of merchandise, and the canopy will improve the working conditions for the freight handlers as well as keeping the freight out of the weather.

Recent appointments on the division include: Erle Jorgenson, assistant ticket clerk



BACK ON THE JOB. Howard H. Leischer is back on his old job as section man at Le Center, Minn., after 7½ months as an infantry private. He was separated from his old company when it went to Italy, and remained at the Infantry Replacement Training Center, Camp Blanding, Fla. He is shown here with his wife and daughters, Dorothy, 9; Shirley, 5; and Delaine, 3. "I sure was glad to get back home with my wife and daughters," he says, "and to know that my job was there for me."

at Austin, replacing Doris Ondrick who was appointed agent's steno-clerk at Austin; Barbara Wacholtz is the new steno in the Austin store department office, replacing Arline Mueller who resigned, we understand, to practice culinary duties in anticipation of a coming event. Wm. E. Poeschel was senior bidder for the position of cashier at Albert Lea. The position of assistant cashier at Austin is now on bulletin. Edw. M. Haskins was appointed clerk at Pipestone.

The two employes who were borrowed from Rosemount to assist in handling the work at Beverly, Wash., have completed their work out there and returned to the division. Jimmy Hanscom went back to his former position as transit clerk at Fari-bault and Herb A. Lick to his position as chief clerk at Rosemount. Welcome home, boys.

We welcome to the division Trainmaster R. W. (Bob) Graves, whose appointment was effective July 1, replacing W. J. Lieb, deceased.

Best wishes for a speedy recovery are extended to Mrs. Ray Hoffmann, wife of chief carpenter's clerk, who entered the hospital for a major operation on July 13.

News From the Front

Our news the past month consisted of more visits than mail. Conductor Claude Hallman said his surprise was a double one, and in addition to having his son, Captain Paul, home on furlough, son Bob was also home on leave from the navy while repairs were being made to his ship which had been badly damaged by Jap suicide planes. The two boys were visitors at the office on June 27.

We also had a short visit with Cpl. Leonard J. Kuechenmeister on July 2. He was en route to Miami, where he is stationed as transportation officer.

A letter received at the office from Clarence ("Red") Post, former pump repairer, now a member of Uncle Sam's navy, stated he is in the South Pacific and enjoys the climate and his work, although it does get a bit warm during the day.

A letter received from former Agent-Operator Chas. M. Olson, S2/c, stationed at

Oahu, states there are two boys from the I&D Division in his outfit and they do quite a bit of "railroading" in their spare time. He would gladly exchange some of their drought for a bit of the rainy weather we have been having here.

I & D DIVISION

Margaret C. Lownsberry
Division Editor
Mason City, Ia.

After six years as division engineer at Mason City, W. Lakoski received an appointment as division engineer on the La Crosse and River Division and left July 6 to assume his new duties. Mr. Lakoski's position at Mason City was filled by I. C. Brewer, formerly of the LaCrosse Division. We all wish Mr. Lakoski good luck in his position and welcome Mr. Brewer to Mason City.

Sympathy is extended to Grace Moran on the recent death of her mother.

R. R. Replogle, traveling engineer, and H. L. McCaughey, roundhouse foreman, attended a two-week diesel instruction course at La Grange, Ill., during the month of June.

Congratulations to Mr. and Mrs. Thomas Peterson on the birth of a daughter, Judy Ann, born June 29. The proud father is a machinist at the Mason City roundhouse.

Mr. and Mrs. M. M. Wolverton and two children are spending their vacation at the W. F. Ingraham cottage at Clear Lake. Mr. Wolverton was formerly traveling freight and passenger agent at Mason City.

Harry Stanfield, night clerk at the roundhouse, is off due to illness, but he is slowly improving.

Lt. Willard K. Peterson recently spent a 15-day leave at his home in Sanborn, Ia., visiting his wife and two sons. He is stationed at New Orleans, but is being sent to Camp Beale, Calif., where he will be before leaving for duty in the South Pacific. Lt. Peterson was recently appointed agent at Sanborn, Ia.

Cpl. James E. Colloton was home on a two-week furlough before reporting to Lincoln, Neb., for assignment to his crew on a B-29. Cpl. Colloton was a brakeman on the I&D Division before entering service.

Kathleen A. McDonald, daughter of train dispatcher F. J. McDonald, was married July 7 to Lt. Frank J. Jewell of Mason City. Mr. and Mrs. Jewell left for Carlsbad, N. M., where they will make their home. Lt. Jewell is stationed as instructor in the Army Air Corps at that point.

Sanborn-Rapid City

Margaret Kelly, Correspondent
Mitchell, S. D.

Reed Thomas, brakeman, is the first employe of the I&D first district to return to the service from the armed forces through the point discharge system. Reed has served Uncle Sam for over three years and is the son of retired Engineer Fred Thomas.

Fireman Norbert Jelden, I&D first district, left us in July, headed for the army.

Frank Boyle, the "man about the railroad" at Mitchell has yet to explain the "decoration" he was recently wearing. We think it was becoming even if we weren't allowed a close inspection.

We had a very pleasant visit with our new division engineer, I. C. Brewer, in his recent trip over the line.

Present plans for the modernization of the passenger station at Mitchell promises to make it one of the most beautiful stations to be found anywhere, and when completed can be looked at with pride.

Engineer Charles Forrest, I&D, Black Hills, first district, is retiring Aug. 1, after faithfully serving the Milwaukee for 39 years.

It has now been officially reported that Flight Officer Donald Wangness was killed in action over Austria on Mar. 4, while on a bombing mission. Don was previously reported missing in action. He is the son of Clarence Wangness, Mitchell ticket agent. He was attached to the 15th AAF in Italy at the time his plane was shot down. His parents are his only immediate survivors and to them we extend our sincere sympathy.

Sioux Falls Line

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

Engineer Herman F. Baumheier, 54, whose residence was at Sioux City, died of a heart attack June 30 at his cabin at Lake Herman, near Madison, S. D. He was in good health prior to the attack.

Operator T. P. Cavanaugh made a two-week tour of the Black Hills for the first time on July 15 and reports a great trip.

Art R. LaCroix, carman at Sioux Falls, relieved Car Foreman Ralph Leming of Madison during July. Art is a great fisherman and was glad to be so near the lakes.

Trainman Harold Peters was called to Klamath Falls, Ore., where his daughter met with an accident and on his return reports her condition to be favorable.

E. C. Todd, roundhouse foreman, has returned from the General Motors Electro-Motive plant in La Grange, Ill., where inspection and instruction on diesel locomotives for a group of employes was held.

Sioux City and Western Branch Lines

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

Cecil B. Davis, train dispatcher of Sioux City, underwent a serious operation in June. He is now doing nicely and working every day.

Frank Leggett, veteran brakeman of Sioux City, recently retired and will live in Seattle.

Ed Mattison, engineer, who has been out of service since last September due to illness, has returned to work.

Engineers Walter Shugart and Al Watler spent their vacation at the Minnesota lakes fishing.

Conductor John Dunham was recently presented with a fine large cookie by an elderly lady who stated that the cookie was a reward for his being "the first pleasant conductor she had seen since she left Texas."

Retired Engineer William F. Luth was in the Veterans Administration Hospital at Des Moines from May 27 to June 26 undergoing two operations on his nose. Bill now has a beizer that would do credit to a Hollywood movie star.

Retired Section Foreman Joe Pompey passed away at Avon, S. D., on July 9, 1945.

John E. Henke, formerly engineer in Sioux Falls yard, and who has been out of service for some time due to poor health, is now working as main line hostler at Sioux City.

John F. O'Brien, rate clerk at Sioux City freight office for many years, retired on Aug. 1.

Leonard Lonseth, former switch clerk at Sioux City freight house, drew the position

of tariff clerk at Sioux City freight house made vacant by the retirement of Walter Holmes, and Mrs. Gladys Murphy drew the job of reconsigning clerk.

COAST DIVISION

Tacoma

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

We mentioned the retirement of Paul Jasmer a month ago; today we mention the death, on June 23, of Mrs. Jasmer. Her body was taken to Winona, Minn., by her husband.

Thomas J. Smith, a retired blacksmith helper at the local shop, died July 3.

Arthur O. Burton, who was agent at Hillsdale from 1916 to the time of his retirement in 1937, passed away in May, but we failed to mention it at the time. He reached the age of 72 years and left no relatives.

Charles P. Levee, retired switchman at Tacoma yard, where he had been since 1912, died in June at the age of 73, having retired in 1937. He is survived by his widow and a son to whom we extend our sympathy.

Earl Bartle, a sergeant in the Army Air Corps, is home on a furlough which he improved by getting acquainted with the store department, his old love. He saw service in Africa and the Mediterranean countries.

Larry Baines, nephew of Walter Jennings of the store department, has seen much service as sergeant in the 3rd Army in Africa, Italy, France and thereabouts. He has been discharged from the army and is looking for his old job.

Carlton Ziemer, 23, son of Ticket Clerk Carl Ziemer, was seriously wounded June 23 on Okinawa. The family know nothing beyond the mere fact; we hope that his injuries may not be as serious as expected.

Hazel Fern is wearing a big diamond ring and it is rumored that she will soon be married. Details are not yet at hand, but we extend our best wishes.

Mrs. Ingrid Mann, operator on first trick at our private board exchange, has been in St. Joseph's Hospital for two weeks but has now recovered sufficiently to return home, although not to work. Bernice Clark, from the night shift at the same board, is relieving her, and Lillian Welch, relief operator at the same board, is relieving Bernice.

Mrs. Clover of the local office staff advises us that she has heard from her son, Kingsley, at Paris, France. We take this opportunity of addressing our greeting to him.

William E. Smith, who was formerly employed as a stenographer in the district accountant's office at Tacoma, recently died at his home in Puyallup. Our sympathy goes out to his father and mother, who, we believe, are the only relatives.

John Alleman, engineer from the Madison Division, is now visiting his brother, F. J. Alleman, who was formerly agent here. F. J. Alleman is up and around but by the doctor's advice is refraining from excursions beyond the home. We are all wishing him well.

Mandelle L. Seawell is a new clerk in the store department since June 28.

Sadie von Clasen of the store department has gone to California to visit her husband in the service there.

Guy Bell, chief time reviser at the superintendent's office here, has returned to

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work after a full month's leave of absence, much of which he spent playing golf with his wife up and down the beautiful shores of Oregon. We are glad to see him back at work again.

Ruth Miller from Cle Elum is working as operator at the Tacoma yard.

John Lucchesi and Ed Alleman paid a visit to Tacoma offices. Both boys are looking fine. Ed brought an enviable tan back from the South Pacific.

Ann Beaumont is still absent due to illness. Her fellow employes are hoping she will return soon.

Three new brakemen have joined the Milwaukee recently, E. M. Minor, Fred Larcher and H. B. Edwards. There is still need for a great many more.

Ralph Moyle continues to keep the yardmaster's office supplied with flowers from his yard. On these hot days he tells all and sundry about his cool back yard.

Seattle Local Freight Office and Marine Dept.

*F. W. Rasmussen, Correspondent
Local Freight Office*

Pvt. Jack Werner, former interchange clerk, was a recent visitor at the Seattle local office. He was enroute from Camp Hood, Tex., where he has been in training, to Fort Ord, Calif. Jack is assigned to the tank destroyer division.

Lorenzo Fox, retired, former general warehouse foreman, recently suffered a heart attack and is confined to his home.

Charles Ramdall, team track checker is still confined to his home on account of sickness.

Cpl. Gerald Brundage, son of City Freight Agent W. W. Brundage and former expense bill clerk in the local freight office, is home on a 30-day furlough. Gerald looks fine and is anxious to get back to the South Pacific to help finish the job.

Jeanette Nubank is the new switching clerk, vice Mildred White resigned.

Fay Chapman, barge reclaim clerk, was married to Ted Blackburn of Seattle on June 30. Honeymoon in Vancouver, B. C.

Mrs. Grace C. Rasmussen, reclaim clerk and wife of your correspondent, is now home from the hospital and has improved considerably. She wishes to express her thanks to the many Milwaukee employes who so kindly remembered her.

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Evansville

Stanley Yates of Chicago has established Seattle as his headquarters. His duties are those of freight service inspector.

Carlton F. Stetson, chief cooperer, Seattle freight house, is confined to the Virginia Mason Hospital where he underwent an operation. He is doing nicely and will be back on the job in a few weeks.

Lt. Richard D. Rasmussen, at one time an employe of the maintenance of way department and son of your correspondent, has been promoted to commanding officer of the LST ship that he has been executive officer on for some time. He was in the first invasion of the Philippines and Okinawa and has covered the Far East as far south as New Caledonia.

Last year's comebacks from school are Margaret Oldenburg, Dorothy Combs and Johanna Hansen. New employes are Sadie Patton, Marie Baskett, Margaret Randall, Elva Hay, Genevieve Roberts, Cora Harris, and Charlotte Aldridge.

Seattle Yards

F. J. Kratschmer, Storekeeper
Correspondent

Ivan Hawley, writeup man on the car repair tracks, Seattle, entered a local hospital in June for a minor operation. Ted Beaumont switched over from yard inspection to relieve Ivan while he was off.

Johnny Lee, day boardman in the yard office, Seattle, spent his vacation at home in dear old West Seattle, where "the sun always shines and the weather is always above par." Johnny returned to work on July 3 much refreshed.

J. B. Dede, public relations representative with headquarters in Spokane, recently visited Seattle, where he installed quite an elaborate Milwaukee Road display in the lobby of the Peoples National Bank of Washington at 1414 Fourth Ave. This display depicted graphically the great consumer which the Milwaukee is of materials and supplies. A few of the 70,000 items

which the Milwaukee is annually in the market for were shown in the display, which ranged from vegetables, meat and produce to railroad iron, track tools, lumber, oils, etc. On each item in the display was a card upon which was neatly printed the annual consumption of the article and the amount of money involved in the purchase, the total of all purchases running up to the \$35,000,000 mark.

No one ever writes about the correspondent, so I will have to put in a little item about myself. Spent the Fourth around Spokane and Twin Lakes, Idaho, where I vacationed a few days with our old friend and former Idaho Division brakeman, Merle Miley. Oldtimers will remember Merle, as he was a brakeman between Spokane and Metaline Falls for a number of years. He now has quite a resort at Twin Lakes, running a store, icehouse, renting boats and cottages. We also visited Spirit Lake, Ida., which once boasted the finest shops on the Milwaukee system. But the old place "ain't what she used to be." Where the fine shop buildings once were is now nothing but the wide open spaces.

S. Ryel, switchman in Seattle yard, is back on the job again after an extended illness which confined him to the hospital.

The work of extending the yard tracks at Black River has been completed. All five tracks were extended so they will hold 100 cars each. John Olson, foreman from Tacoma, was in charge of the work and he received assistance from the local track force under Sam Wilson.

Mrs. Frieda Nelson, former clerk in the track foreman's office, left for California early in July to visit with her husband who is in the service.

ROCKY MOUNTAIN DIVISION

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

Several important things have happened on this division the past month. First, Walter Klare is back; he is a nephew of Engineer and Mrs. Sam Haffner and was raised in our town, making his home with the Haffners. Walter has been places and looks it. He could tell you things, too, if—like most of the rest of those who return from the far places—you could get him cornered and he couldn't get away. Right away what did he do but pick out the head end of the train to work on and start right out same as Uncle Sam on the engine; he has already made several trips.

Which reminds me, these enginemen being used to the motors where they more or less can dress up a bit, now no more than get as far as the front gate if they are called on the east end, when the Mrs. calls them back. . . . "Super Suds or no Super Suds, I am not going to wash a suit of over-clothes every trip you make just because you catch that steam helper out of Harlowton, you come right back here and wear that suit you wore yesterday another trip. Those steam engines are such messy things." The truth, too, and there is a steam helper between Harlowton and Loweth on account of the big increase in business, especially passenger business.

Carl Lebert has returned home after several years in the employment of Uncle Sam, most of the time in Africa, and late of Iraq. Carl was shaking hands with old friends up and down Main Street and hasn't changed much.

Mrs. Brand, wife of Conductor Sam Brand, has returned home after a major operation in the Townsend Hospital. She is greatly improved.

Train Dispatcher R. E. Joiner has left this division after many years as trick dispatcher and agent. Mr. Joiner was agent at Bozeman for a considerable time. He and his family have moved to Tacoma, where Mr. Joiner will work a trick, and the best wishes of the Rocky Mountain go with them. Dispatcher Wickersham is now working first trick on the east end, formerly worked by Dispatcher Joiner.

Engineer and Mrs. Lieb have been enjoying a visit from their son, Charles, who is a major in the army. He has now returned to his post in Vancouver.

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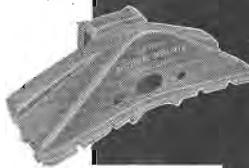
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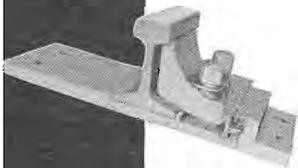
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A. E. Fairhurst of Marion, Ia., a brother of Tommy Fairhurst, has returned home after several weeks spent here, mostly trying to beat the fishing records of all and sundry. Heard he did, too.

MILWAUKEE DIVISION

"Old Line"

Hazel Whitty, Correspondent
Ticket Clerk, Horicon, Wis.

Through rare good fortune, Section Foreman Herman Zweiger of Ripon has his son, Walter, home. Walter, a former section laborer at Ripon, and a veteran of the war in New Guinea, is now serving as a prison guard at Ripon. He says it is a wonderful respite from the jungles, with sniping Japs always lurking around, and with rain, mud, glaring sun and stifling heat to contend with. The German prisoners are working in a canning factory.

William York, a veteran of the B&B department, died at Beaver Dam on July 12 after an illness of about two years. He retired in 1938.

Two sons of employes have been home: Dennis Porten, son of Operator Porten, and Norris Olson, son of Roadmaster Olson. Dennis was on a 30-day furlough, but Norris has been discharged.

MILWAUKEE TERMINALS

Coach Yard

Richard Flechsig, Jr., Correspondent
Milwaukee, Wis.

We wish to extend our sympathy to the family of Joseph Galica, who passed away after a long illness. Joe worked on the second shift at the depot.

After a long period of illness, Anton Weiland was forced into retirement. Tony was an air man, on days, for many years and was very well liked. He comes down to see the boys once in a while.

Nick Esser, air man on the third shift, came on days to take Tony's place, and Albert Mueller is on Nick's job on the third shift.

Albert Lisiecki left us because of bad health and Peter Mark took his place as third shift stationary fireman. Pete worked here before and then left, but he must have been lonesome for the place and came back again.

The reason for Clyde Masters walking around in a dream is simply this: His two sons just received their discharge from the army.

Henry Kasper passed out cigars the first part of last month. His wife gave birth to a baby boy on July 4.

Fowler St. Station

Dorothy Bertha, Correspondent

Saw Lt. Bill Flynn around the office and understand that he was on a 30-day furlough after completing 40 missions in the South Pacific. He expects to remain in this country as an instructor.

Cpl. Ed Kurtz writes from Colburg, Germany, that he has only 54 points, so will probably be gone for a while yet.

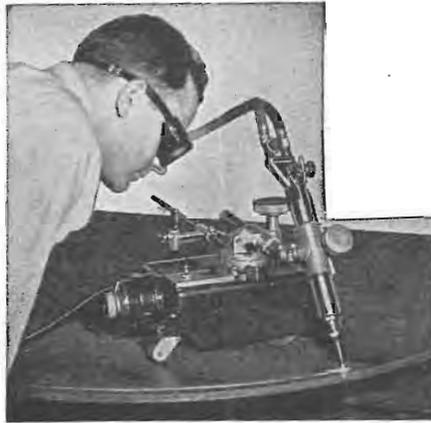
Cpl. Steve Stetz recently enjoyed a 12-day furlough in Paris. We are worried about what that did for Steve.

Angeline Jankowski, steno, was a lovely bride on July 21. She will now be addressed as Mrs. Henry Tilidetzke.

We are wondering how Henry Brever, PM clerk, is going to like his new quarters. There is a new office and waiting room at the Maple Street docks.

Ralph Kanies, fruithouse foreman, was in his usual good humor in spite of the patch on his nose. We hope it was nothing more than too many chocolates.

I want to take this space to let you know how much I have enjoyed writing for the Milwaukee Magazine. I am leaving the service of the company.



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MILWAUKEE

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

Dick Steuer, Correspondent

A beautiful ceremony at Holy Assumption Catholic Church united Charley Barth and Lorraine Berg on June 23. The young couple honeymooned in the Rugged Wisconsin Dells area, and they struck it rich right away . . . steak dinners thick and delicious.

With Charley joining the ranks of "ball and chainers," it's now two down and one to go. Jim Madushaw led off June 16, and rumor has it that someone else will be taking his chance soon. Yup, love is blind and as Barnum said so many times, "There's one born . . ."

What is summer without a sun tan? The girls at Chestnut Street are spending a noon hour now and then at Bradford Beach, acquiring the healthful make up. I'll bet it's better than leg makeup any day—or night for that matter. Our hero, the "A" driver, was asked to drive the fair damsels, but it appears at this writing that they will be out of luck. . . . It seems that he misplaced his ration coupons and "don't know where to find them."

The next time Frank Vail goes fishing with Ted Wojtasiak, he will insist on driving the car, and that's that. Last time out, Ted was preparing to park alongside the road, when he ran into a ditch parallel to the dirt road, and his puddle jumper almost tipped over. Frank never moved faster in his life, leaving Ted with one lonely Ford, slightly tilted.

Recent surprise visitors were Mr. and Mrs. Herman Trescott. Herman is the distant voice we hear daily from Chicago asking for a certain beer report. Guess he had to see how the amber fluid was made, and we expect that he enjoyed his stay with us.

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MONTREAL

In a six page letter to his buddy, Frank Lahm, Pfc. Ernie Reinhardt informed us of his observations down in Biak, that little island off the Northern tip of New Guinea. According to his description, the natives must be having a tough time of it. As soon as a GI throws his ration tin away, there is a native ready to retrieve it and lick the insides clean with his tongue. Ernie casually mentioned that he was convalescing in an army hospital, while a hole "big as a quarter but not as good looking" healed. He is anxious to hear about Milwaukee, and says that the Milwaukee Magazine is like a long letter from home. Write him when you can.

While Buck Spellman is waiting for his "sick siege" to leave him, George Baehr is handling the PFI position.

MILWAUKEE SHOPS

Store Department

Earl L. Solverson, Correspondent

Pfc. John F. Kempinger writes from the Western Pacific that he is feeling well but it is a bit too warm. Says the place is not bad at all except that they can't get any sleep due to the night raids. He used to kick about being in Texas but he'd go back there any time.

Sgt. Norman D. Bakken states that he has been receiving the papers and the Milwaukee Magazines, also received the deck of Hiawatha cards, razor and blades from the Victory Committee. Expresses his appreciation. They have a few air raids to provide some excitement. Says hello to all of the gang.

Pfc. Emil Bruder visited the shops recently while on a 30-day furlough. Spent 22 months in Burma and seven months in India. He does not want to see those places again.

Harold Leack, EM 2/c, brother of Gilbert Leack, chief clerk to the DSK, is on a repair ship which has been rebuilt and is now ready for further service. In the May, 1945 issue of "Our Navy" there was an article about his ship, calling it the "Lucky P." During the battle of Leyte an 8 inch Jap bomb struck it, going through the engine room and landing in the washroom without exploding but filling the ship with water to within 18 inches of the deck. Fortunately, no one was hurt, although 27 holes were counted in the ship when the battle smoke cleared away.

Pfc. Harold Stremmlau writes from Montecaniti, Italy, that he left the hospital and they moved so often that he could not find the time to write. Was only a few miles from the Brenner Pass. They are in a summer resort hotel, the first time while overseas that he has stayed in a building. States that there are beautiful buildings, beautiful girls, and that it would be an ideal place for a certain person at Milwaukee shops. He is looking forward to joining The American Legion and enjoying future reunions and conventions. Signed "T/6 Satchel."

Pvt. Edward K. Rasmussen called at the shops on July 12. He was taken prisoner in Italy with some of the survivors of his regiment and was a prisoner of war in Germany for 19 months. Had to hike 800 or more miles. Worked on farms from 5 a. m. to 10 at night. Subsisted mostly on potatoes and the Red Cross packages which they usually received each week—if not held out by the Germans. Weighed about 98 pounds when a prisoner, but has now gained 45 to 50 pounds.

John W. Ewald, located in Paris, has been promoted to a staff sergeant. Indicated that the American Hollywood stars can run circles around the French mesdames.

Sgt. Hubert (Casey) Gorman writes from Erfurt, Germany, that he has not received a reply to his letter from the correspondent. He was awarded the Bronze Star Medal on June 9, which gave him five more points. The division was awarded two more battle stars and now has five. He has a grand total of 83 points. American trucks are hauling German soldiers, fully



BACK ON THE JOB. M/Sgt. Chester Raasch received his discharge from the army on May 14, after three years and three months of military service, and is now back on his old job in the district storekeeper's office in Milwaukee. Attached to an armored division, he went through the invasion of North Africa and Sicily and can boast of having bathed in the king's tub at Palermo, Sicily. Later he took part in the invasion of southern France, and just as the 7th Army stood at the banks of the Rhine, he received the news that he was to go home on furlough after 29 months overseas. His 45-day furlough ended on V-E Day and when he reported to Fort Sheridan he was informed that his 97 points entitled him to an honorable discharge.

uniformed, to various cities where they are released to go home and work on the farms. He asks that the boys and gals write to him.

The store department arranged a party on July 10 at the North Avenue depot for store department employees who were home on furlough and those who had been discharged to date. Invitations were sent to all that could be located. About 65 employees attended. The girls from the DSK and other offices furnished refreshments. Pfc. Norbert Kubiak recently returned from Germany with the 86th division for a 30-day furlough, and Emil Bruder was also on a 30-day furlough from India. Ex-servicemen Fred Braun, Frank Klich, Joe McLean (Vet of Wars 1 and 2) and Chester Raasch also attended. Many thanks to the girls for their large turnout and for the many good things to eat.

2nd Lt. Howard Kreuser visited Section G on July 13. He served as a bomber pilot on a marauder, completing 65 missions.

Herbert A. Lukaszewski, aviation machinist's mate 2/c, was awarded a Gold Star in lieu of a second Air Medal, for meritorious performance as a member of the crew of a bombing plane carrying out submarine offensive patrols in the Bay of Biscay, north of 40° North latitude. He is the son of William Lukaszewski, foreman of the builders' section.

Pfc. Frank Brewa writes from Fontainebleau, France (Rudy Freuler's location in 1917-1919) that he's enjoying some French beer made under U. S. supervision. It lacks the hops, but after the 3rd and 4th glass the floor rises up to smack you. Writes

The Milwaukee Magazine

that he is not anxious to go home until he finds out which way the street cars run in Japan and China. Twenty of his gang made a trip to Germany to bring back 20 M-4 tanks and en route they visited a brewery at Stollberg and "borrowed" two half barrels of beer. Claims that it was as good as Schlitz anytime. Writes of beautiful scenery. Aachen has not a building standing.

Letter from Sgt. Jerry Johannes in the Philippines states that he has been receiving the Briefs, Sentinels, etc. His brother was killed on Okinawa on May 21, with the 6th Marines. He will miss their usual hunting and fishing trips together, as they were close pals. Jerry's son is 18 months' old and Jerry is most anxious to see him. They are expecting the typhoon season soon and get plenty of instructions about tying down their tents and other equipment. The natives do their laundry with wooden paddles and really get it clean. They pay 30 centavos (15 cents) for a pair of khakis or fatigues. He asks that the girls and boys write to him.

Two letters from S/Sgt. Robert Metzfeld from Dingalfing, Germany. He is awaiting the arrival of the Milwaukee Magazine with his photo and article about conditions at Camp Buchenwald. Bob often serves as an interpreter for the C.O. and has opportunities to talk to the German people. They tell him stories that are not fit to print of past conditions. Bob writes that while looking for a place to bivouac they spotted a big estate outside of Bickendorf which was the home of a baron. The baron was haughty and did not understand how the Americans could invade his private property. A barn had been converted into a paper cartons factory by the Germans. The Americans told the baroness (who could speak English) to have it cleaned out for sleeping quarters and she replied that the former Russian workers should do it. The Russian leader objected and they notified the burgomaster to get a crew of civilians to do the job. He protested but was soon convinced. The Russians and Americans watched them and developed a friendship. The Russians



Clare Wilson, a sergeant until very recently, is the first veteran of this war to be employed in the office of mechanical engineer at the shops in Milwaukee. He was given his discharge on June 2 of this year after almost five years of service, during which time he saw a great deal of action on both land and sea in the Southwest Pacific area. His last assignment was as radio instructor at Camp Gruber, Okla. He was awarded the Bronze Star Medal. Ex-sergeant Wilson plays the piano accordion, as well as tennis and baseball.

August, 1945

cooked several meals for the Americans and provided brandy and cognac and also some worthwhile shows. A second letter from Bob states that on his birthday he received a picture of his daughter. They were building a stage for some expected USO shows. They toured through an ancient castle at Landshut which is about 700 years old—the palace of the Bavarian kings. Walls are decorated with murals several hundred years old. Contained about 140 rooms. It is surrounded by a moat which once contained ferocious wild animals instead of water.

Stockman Fred A. Scheibel, age 46, alderman of the 23rd Ward of the City of Milwaukee, drowned while fishing on Franklin Lake near Minocqua, Wis., on June 21. His companion, Erwin Smith of Burlington, also drowned. Scheibel, an employe of the Milwaukee Road for the past 27 years, was a bachelor and lived with his brother Joseph. He was a veteran of World War 2 but had been discharged due to his age.

Anthony J. Mueller, retired, recently called at Milwaukee shops to visit. He was full of pep and threatened to take on all comers.

Jerry Meyer returned from a week's vacation at Tomahawk. Sent a postcard stating that he caught 48 fish the first day.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

Word has been received from an upholsterer who is now recuperating out at Muirdale Sanitorium—Al Condohr—the little fellow who tossed the big bowling ball for many a year. He is out there for a good rest and is doing fine. Says "Hello" to all and sends his best. If any of the boys are out Muirdale way, don't forget to stop in and see Al, or if not, drop him a few lines.

Wanted: A 16-alley bowling establishment for the Milwaukee Road Bowling League. Thus far the league has been unable to find any alleys for the coming year.

Part of the Hiawatha Band (the biggest part, including Fat Weber, Fat Graf and Fat Schultz) put on a rally for the Milwaukee Road Hiawatha Service Club Picnic during the noon hour on July 13 and visited several parts of the shops. Picnic Banner Carrier Vernon Kulk in front and Picnic Banner Carrier Clyde L. Emerson bringing up the rear seemed to be the only boys in step. Note: This is Clyde's first appearance with the band.

Emil Mater of the test department is quite a hitch hiker. He got a lift to work one morning and let the driver take him past the railroad over to Harnischfeger before he told him he wanted to get off a mile back at the railroad shops.

Hank Kundert offered a pint and a quarter of his blood to help out a friend. The time to fulfill that offer came on July 9. Hank was jabbed seven times before they could find the right vein. He replaced the lost liquid the next day.

Rudolph "Drooten" Broeksma has now started his official vacation. He started his vacation in the middle of the week so that when he comes back he will only have a half week to work that week.

Phritz Wiegatz has big black letters on the back of his "T" shirts for his initials "P. W." and also has one of those "Baron Von Muenchausen" haircuts to match. All Phritz needs now is a monocle.

Fritz Buettner, our old janitor, stopped in to say howdy and to josh with all his friends. He looked well and says hello to those he missed.

Tom Wilson, upholsterer, took his wife and seven youngsters to Crooked Lake near Kewaskum while on vacation. An old 1927 Oldsmobile did the trick. This same Oldsmobile has a chance of exchanging hands if it makes the vacation trip in good style. It is rumored that Jack Benny is anxious to get rid of his Maxwell but only to acquire one that will go his one better. Tom has an extra supply of bailing wire and adhe-

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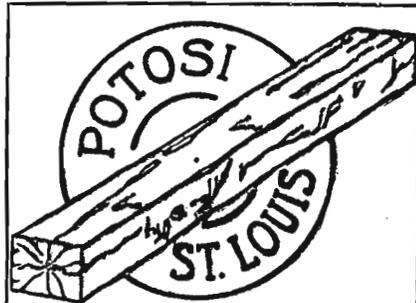
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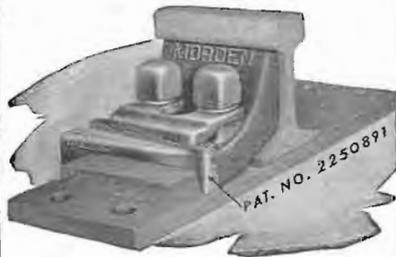
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sive tape along, just in case. Tom is a brother of J. Clare Wilson, draftsman.

V. L. Green, L. L. Lentz, Ode Odegaard, E. F. Reinke, L. D. Horton and J. J. Drinka were among the first to have their blood tested at St. Mary's Hospital to see if their blood can be used to someone's advantage at a later date.

Word has just been received (oh yes, cigars, too) that Eugene Weber, Hiawatha Band director, has become the proud father of Robert Henry, born July 16 at Deaconess Hospital. Butch had a tough time of it but some encouraging words from the Mrs. and—well, he just managed through it. Now Jane Lois has a brand new baby brother.

Anthony Radke, tinsmith out of Willie Erdmann's shop, is again back at his old job after three years in the navy. "Tony" has profited quite a great deal, having been many places and having seen many things.

David A. Strassman is the young Washington High School junior who is working in the M.E. office during his vacation. Dave started June 18, on his 16th birthday, and already is showing the benefits reaped from his manual arts and mechanical drawing teachings at school. Could be also that Dave has acquired some of the magic of the pen from his dad, Archie Strassman, a draftsman at the City Hall.

Irene Shinnick, Mr. Hoppe's secretary, spent her vacation at Lake of the Woods, Kenora, Ontario. She had a very pleasant time and the food, she said, was superb and plentiful!

Burton Stark reports he is now doing radio and signal duty on Luzon Island. During time out he plays softball and his outfit has a real team—winning 12 out of 13 games. Says hello to all his S.C.D. co-workers and friends.

Insect bites had their toll, Horton on the left elbow, Jack Armstrong on the right elbow and Henry Kundert was bitten on the left arm by a seven-pronged monster. All recuperated after several days of discomfort.

Ray Petrie is (after many years of practice) finally getting in the win column in the "Bowling on the Green" sport. Could be that all those old fellows (opponents)

are getting older quicker than our Raymond. After taking a day of rest on July 19 to celebrate his 25th wedding anniversary he should be in still better stead to take the "old" boys on.

Ralph Haslam, usher-in-chief at the runway at Borchert Field went to Chicago to meet his ball-player friends with the Chicago Cubs, who formerly were with the Milwaukee Brewers. Cholly Grimm, Mgr. Johnson, Secory, Heinz Becker, Hy Vandenberg, Erickson and Hanyaszewski. Ralph brought good luck to the Cubs as they went out and won a double-header against the New York Giants.

Bob Jonas writes from Great Lakes that the boot training is tough. Mostly all washing and keeping things clean. Bob is the honor man of his company so he profited much by his affiliations back here with Rudy Brucksma, Jack Armstrong, Fritz Wiegatz, John Schinell, Hank Kundert and Clyde Emerson. He has acquired something from each of these boys to make him really a threat in his future role as a navy man.

Shirley Folz, our little mail mistress, has undergone a tonsilectomy and is doing nicely. The "Old Reliables" Marty (S.C.P.) Service Club Pusher Biller, and Bernice (Bunny) Kruse took over nicely while Shirley was convalescing.

The Herman W. Klatt family were hosts for two weeks to Herman's father and mother, the William H. Klattes, and brother Fred, who came up from Terre Haute to spend their vacation. So the Klattes all spent their vacations together.

Locomotive Department

Ray Stuart, Correspondent

Congratulations are extended to F. W. Bunce, former roundhouse foreman, on his promotion to the position of assistant shop superintendent in charge of the shops, roundhouse and foundry, vice Mr. Koop, retired. E. A. Ryan is the new roundhouse foreman. We want to wish them both the best of luck in their new duties.

Superintendent Motive Power Office

Congratulations to W. Bates on his graduation from the Electro-Motive school at LaGrange, Ill. Walter was very obliging about it all—he donned his "cap and gown," and really you never saw such a fine looking graduate. And that sheepskin—there certainly wasn't anything artificial about it. We've seen a lot of diplomas, but this particular one certainly takes the prize, wool and all. No one could possibly dispute the fact that it was a genuine sheepskin. We all paid due tribute to the distinguished looking graduate by filing into his office, one by one, and extending best wishes.

More congratulations. Jean Flood, daughter of Ed Flood, chief clerk to D.M.M., was married to Roger Bonchar on July 7 at St. Bernard's Church, Wauwatosa. We understand she was a very lovely bride and Ed was a very proud father. The best of wishes to the newlyweds.

Again we have to take out the sick list and add Earl Williams' name. Earl is up at St. Joseph's Hospital but the latest report states that he is back on the road to

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recovery and it won't be long before he will be juggling figures for the labor and material statement.

Audrey Smith, stenographer in the S.M.P. office, spent a week's vacation at Hartland and Harvey Trevillian, clerk, spent two weeks at Minocqua. Ramona Kopitsch, Jessie Ewart and Dorothy Pettel spent a weekend in Minneapolis visiting Miss Thelma Huff of Mr. Blyberg's office. They had a good time and are still talking about that super Minneapolis hospitality.

On the sidelines we can report that while out in the country recently we happened to be waiting for the Hiawatha to pass when one of the men in the crowd, a lieutenant in the army, passed the remark, "You know, of all the roads I have ridden, the Milwaukee has the finest service; the employes seem to go out of their way to make things pleasant for the servicemen, and, what's more, they have the cleanest and most comfortable coaches." He wasn't aware that some of us were employed by that same company, and the sincerity with which he said it made us feel a bit proud that we belonged to that Milwaukee Road family.

EXTRA! EXTRA! The stork flew over the vicinity of 54th and Greenfield lately and stopped at the home of Walter Weingart, Jr., machine foreman, leaving that little bundle of joy, Walter III. Congratulations!

Shops

We still haven't run out of congratulations. Edward Heidel, boiler shop foreman, has some coming too. On June 29 he passed another milestone in his railroad career—40 years with the Milwaukee Road. We can't understand it—40 years is a long time, but Ed looks younger every day. Apparently he has discovered the Fountain of Youth, but won't tell the rest of us where it is.

Ed Heidel, Jr., was home on a 30-day furlough and visited the shops on June 16. He had been overseas for about a year, having served with the Army Air Corps in the European theater. After his furlough he reported for reassignment in the Pacific area.

Another gentleman returned from overseas service visited the shops on June 19: Robert Richter, former machinist apprentice, now with the navy. He told a lot of interesting stories about his journeys at sea. He was serving on a destroyer and one of their assignments was the escorting of the "big boys" to the Yalta conference. While they were docked there the rich chief of the East who had presented the late President Roosevelt with some beautiful Oriental rugs, visited the ship and gave each one of the sailors 10 pounds (approximately \$41). They were hoping they would have more visitors like that. Robert had a 10-day leave after which time he was to report to Boston for reassignment.

Roundhouse

Mr. Joseph C. Kravetz, former caller in the roundhouse, visited the office. He had been serving with the army in Italy

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where he was wounded. He is home on a 90-day furlough but will report to the Mayo General Hospital at Galesburg, Ill.

Foundry

The foundry bids a hearty welcome to David Geil, the steno-clerk in the office. He has returned from California where he worked in the shipyards. Imagine gazing at Lana Turner, Betty Grable, Georgia Carroll, etc., and then coming home. Must be a good reason for that, but we have not found out as yet who she might be. Hope you enjoy our company, Dave.

Ray Sear, former foundry clerk now in U. S. service, writes that he expects to visit us some time soon. He has been in the European theater and recently visited Nancy, France, which is a rest camp. Tells us that he has lost a lot of weight—going from a size 44 trouser to a 34. On you it should look good, Ray.

We extend sympathy to the family of Mike Kogih, who passed away on June 29. He was a laborer in the foundry.

Diplomacy is the art of getting something as though you were giving it.

Sandwiches have an interesting history, dating back to approximately 1750 when, the story goes, they were invented by the fourth Earl of Sandwich. An inveterate card player, he disliked laying down a hand even to eat. One evening, on a sudden inspiration, he ordered his servants to bring him a slice of meat between two slices of bread so he could continue to play while holding the meal in one hand and munching it at the same time.

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Chicago and Duluth, and are now at home at 243 West Gilman Street. Best wishes are extended to them.

Freight Agent and Mrs. J. E. Conlin are entertaining their son Charles, Top Gunner on a B-29, from Camp Amarillo, Tex. He will report to Clovis (N. M.) Army Air Field for further training.

Andrew Zimmerman, of the car department, Madison, has retired after 33½ years of faithful service.

Sgt. Robert E. McDermott recently returned to Ft. Sheridan, Ill., after spending a 30-day furlough with his parents, Warehouse Foreman and Mrs. Thos. McDermott, of Madison. Sgt. McDermott served with the Eighth Air Force in England as a mechanic-gunner on a Flying Fortress.

Lt. Geo. Morgan, formerly employed as brakeman on the Madison Division, was recently home on furlough from Camp Swift, Tex.

B&B Carpenter and Mrs. Vern Huffar of Delavan announce the arrival of a son, Thomas Bruce, on June 27.

Seaman Phil J. O'Connor was home on a short furlough. He has been attending school at Memphis, Tenn. Phil was employed in the Freight Department, at Madison, prior to enlisting in the navy.

Lt. Peter Schlom, of the freight department, Madison, is home on furlough after spending 12 months in the European theatre.

Machinist Jos. R. Moquin is ill at the Madison General Hospital.

Roadmaster and Mrs. Tony McMahon have as their guest Navy Lt. LeRoy McMahon, who has been in foreign service for a year.

LA CROSSE & RIVER DIVISION

First District

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

The poet's quip about "What is so rare as a day in June?" could be changed to read, "What is so rare as a quiet day in June?" Counting the wheels on rolling stock that goes through Portage daily amounts to some three thousand cars, which is a lot of cars and we don't have to pad it with the Soo Line, either!

We are sorry to report the death of Mrs. Thomas Clarey, wife of retired veteran engineer Thomas Clarey, which occurred on July 8 while she was a patient at St. Savior's Hospital in Portage. Surviving are her husband and three daughters.

Trainmaster P. J. Weiland is kept busy these days with the gravel trains, extra gangs, and hiring new men for train service.

You have heard the expression, "What's cookin'." Well, that is all changed. Now they say, "Where'd you get it?"

When a girl begins to call you by your first name, it's really your last name she's after.

Cute Chick: "What ever happened to the girl who wore cotton stockings?"

Grandma: "Nothing."

The Milwaukee Magazine

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MADISON DIVISION

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

S/Sgt. Ralph Hoessel has been released by the army and arrived at his home in Black Earth the latter part of June. Ralph, formerly employed as a section laborer, has been in service since August 1941, having served on the African, Italian and German battle fronts.

Capt. John F. Conlin, son of Freight Agent J. F. Conlin, of Madison, is receiving treatment at the Burns General Hospital, Santa Fe, N. M. Capt. Conlin received wounds during the Belgian campaign in December and was returned to this country early in June.

Lt. and Mrs. Frederic Liegois and their daughter, Pamela, spent a short leave in Madison from the Clovis (N. M.) Army Air Field. The flier, a B-29 navigator-photographer, has returned to the New Mexico field to await an overseas assignment. Frederic was employed in the ticket office at Madison, and is the son of Maj. Fred W. Liegois, of Seattle, Wash.

On account of an illness contracted early in the year, Engineer Al Welke retired as of Mar. 1. He has 34 years of excellent service to his credit with the Milwaukee and we will miss him.

Conductor and Mrs. Myron Welty visited their son, Cpl. Robert Welty and wife, at Orlando, Fla.

On June 21 occurred the marriage of Mrs. Lydia E. Silvola and Frank Ziermann, ticket clerk, Madison, in the Hunt Chapel of Christ Presbyterian Church. The newlyweds spent their honeymoon in Milwaukee,



BACK ON THE JOB. After 42 months in the army, Martin T. Vanderlan has returned to his job as section foreman at Whittemore, Ia. Most of his time overseas was spent in Iran on the rail supply line to Russia. "It feels great to be back on the Milwaukee Road," he says.

IOWA DIVISION

Iowa Division—Middle, West

Staff Sgt. Donald Brooks, a real photographer in the marines, was home for a visit with his father, Conductor Roy Brooks.

Conductor Clayton West's wife was the first blood donor when the Mobile Blood Unit visited Perry. Their son has been overseas for three years.

Earl H. Adams, for many years a conductor on the Des Moines division, died in Des Moines the latter part of June after an illness of a few days.

Clyde Holdifer, for many years an Iowa Division conductor, died of a heart attack in early July.

A son was born July 2 to Brakeman and Mrs. Charles McDonald.

A son born to Mr. and Mrs. Ralph Simpson is a new grandchild for Conductor William Simpson.

A daughter born in Santa Ana, Calif., to Lt. and Mrs. Gene Jackson, is the first granddaughter for Train Dispatcher Frank Jackson.

Sgt. Delmar Noah spent a couple of weeks with his family at the home of Engineer Frank Stapleton, after two years of overseas duty.

Chief Boatswain Mate Chester Vodenik, who has eight years in the navy to his credit, was home for a visit in July. His brother, Robert, has just received a medical discharge from the army.

Mrs. Nora Murphy, widow of the late Engineer W. T. Murphy, died at a Chicago hospital the fore part of July. She is survived by two daughters and three sons,

all of whom are Annapolis graduates and high ranking officers in the navy.

C.P.O. Jerry Griswold, a Yeoman instructor in the V-12 program at the University of Minneapolis, was married on July 8 to Gene Peterson of Marathon, Ia.

Fireman A. W. Nicholson, now with the coastguard, was home from Mississippi for a visit with the home folks in July.

T/Sgt. William Jacobs, a Des Moines Division brakeman, came home on leave in July and was married in Des Moines to Lauralee Horner of that city.

Oliver Jensen, Perry engineer, spent several weeks in a Des Moines hospital for observation and medical treatment.

Home from overseas duty for furloughs in July were S/Sgt. William Ranes, son of Mrs. Viola Ranes of the Perry depot force; Sgt. B. M. Robinson, a former operator on the Iowa Division, and son of the agent at Collins; Keith Fish, a former Perry fireman who is serving in the navy; Pfc. Thomas Kanealy, son of Conductor James Kanealy. Pfc. Kanealy is in the marines.

Sgt. John Ranes, son of Mrs. Viola Ranes, was awarded the 5th Bronze Oak Leaf Cluster to the Air Medal. He is with the 9th Air Force in France. John was recently married to a young lady from Stone, England.

Coxswain's Mate Eugene Blaisdell, son of Harvey Blaisdell of the shops force, was wounded in Okinawa.

Hank Yale, one of the 25 Chinese trainees sent to this country to study American railroad operation, spent some time on the Iowa division in June with the signal department forces.

The death of Mrs. W. F. Keefe, widow



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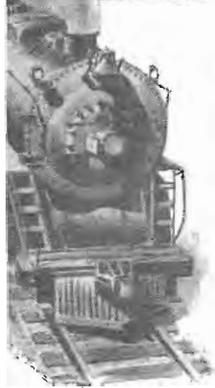
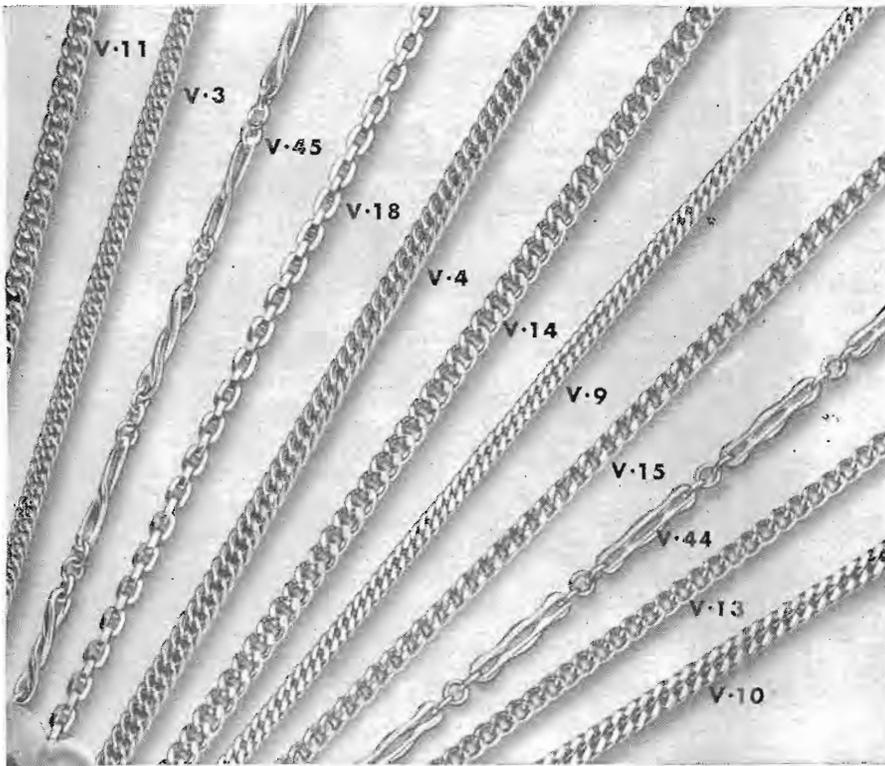
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ATTLEBORO, MASSACHUSETTS

of the division freight and passenger agent at Dubuque, passed away on the Hiawatha at Grimes early in July while enroute to Des Moines to visit friends. The remains were taken back to Dubuque for burial. A son in the service survives.

Lt. Ned Willis with the 12th AAF in Italy was awarded the D.F.C. for courage and skill as pilot of a B-25. He also wears the Air Medal with five clusters.

Mason Hildrith, for 27 years an employe of the Perry store department, retired in July and went to California to make his home.

Ray Hickey, conductor, who retired five years ago because of ill health, died at his home in Perry in July.

TERRE HAUTE DIVISION

*Berniece Sparks, Correspondent
Faithorn, Ill.*

Little Nancy Carol put in her appearance at the home of Fireman George Heppe on June 25.

Cpl. Richard Buell, son of Roundhouse Foreman "Wink" Buell, was home recently on a 15-day furlough. It is expected that he will be sent overseas in the near future.

Sgt. Walter Ziems, whose father is Fire Knocker Fred Ziems, has been discharged from the army after serving overseas for two years.

"Ollie" Duensing, former equipment maintainer at Faithorn, stopped in to see us recently. Too bad we didn't have some cokes on hand.

Lt. Donald Lewis, a navigator in the AAF, has been assigned to a group located in China. Lt. Lewis is the son of Agent Lewis of Chicago Heights.

TWIN CITY TERMINALS

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

August Johnson, train announcer in the Minneapolis passenger station, has received the Courtesy Award presented by the Minneapolis Daily Times, which bears the following citation: "Presented to August Johnson who, without thought of recognition or award, was found by a committee of Judges to have put into practice principals of human kindness which makes everyday living



BACK ON THE JOB. Raymond Holmson, mail and baggage trucker at Minneapolis, is back at work after 2 years and 10 months as a purser in the merchant marine, with the rank of lieutenant (j.g.). He was stationed for a while on oil tankers operating to Aruba, Netherlands West Indies; later he was on freighters carrying general cargo to Murmansk, Russia, and to the beachhead in Normandy. He returned to his old job four days after being discharged.



BACK ON THE JOB. After three years in the army, Stephen Koval is again working as mail and baggage trucker in Minneapolis. He was a private first class. On July 3, 1944, he was in a building in London when it was struck by a buzz bomb and he was confined to the hospital for 30 days, recovering from the injuries he received. The Purple Heart was awarded him. He was back on his old job three days after receiving his discharge.

more enjoyable, and to have gone out of his way to perform a special act of courtesy which makes this award possible."

Our congratulations to Miss Irene Hughes, who recently completed 35 years of continuous service; and Miss Florence Almen, who has completed 30 years of service with the Milwaukee Road. Miss Hughes started her railroad career as stenographer in the superintendent's office, River Division, Minneapolis, and Miss Almen's services started in the store department at South Minneapolis under former Storekeeper A. T. Sexton. Most of their services were performed in the Twin City Terminals up to the time the northern district accountant's office was transferred to Chicago five years ago. Their many friends in the Twin City Terminals extend best wishes to both Miss Hughes and Miss Almen.

St. Paul Freight House

Allen C. Rothmund, Correspondent

Employees discharged from military service and now returning to their old jobs will please get in touch with me. The editor wants your picture and some information for publication.

Another newcomer at the freight office is Eloise Pearson.

The house situation is troubling Frank Hennessy. His home was sold and he never had a liking for tents.

Peter Isaac is our new messenger.

Denny Harrington, retired, pays us a visit now and then.

Checking up on all past bond drives, I find this office has handled more than \$50,000 in cash for the purchase of U. S. War Bonds.

Minneapolis Local Freight and Traffic Dept.

Gladys Mirocha, Correspondent

Clinton K. Hogenson of the Air Corps, son of Einar Hogenson, of the local freight,



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CHICAGO

now home on leave, has been awarded the bronze Star Medal with the following citation: "For meritorious service as crew chief of a B-17 Aircraft from July 8, 1944 to Jan. 29, 1945. The technical skill, professional knowledge, and devotion to duty of this enlisted man resulted in the achievement of a record of 56 consecutive missions by his aircraft without an abort. Sergeant Hogenson displayed outstanding qualities of leadership, resourcefulness, and judgment in supervising and directing the enlisted men working under him, so arranging and ordering their activities that the greatest economy and efficiency of effort was attained. His discharge of all responsibilities was at all times unusually successful despite frequently adverse

weather and working conditions. The actions of Sgt. Hogenson reflect great credit upon himself and the armed forces of the United States." Clinton entered the service June 14, 1942 and has been overseas in England with the 8th Army Air Corps since Jan. 1, 1944.

Irvin Groven, former employe, is home on leave from France, preparatory to leaving for the Pacific.

Milton Kutz, also a former employe, is home on leave for 19 days.

Two more new employes have been added—Gloria Rossi and Mary Ruffenach.

St. Paul Traffic Department

Brooksie Luth, Correspondent

Maj. Robert Burns, son of General Agent R. A. Burns, spent a short leave at home recently before going to the west coast. He will return to duty in the Pacific Theatre, where he has already seen 19 months of service. He was awarded the Air Medal upon his return to the States after that tour of duty. His wife and son, James, will live in St. Paul until he returns.

Another visitor (from Florida) was S/Sgt. William Grevett, son of Harry Grevett, our chief clerk. Somehow Bill's furloughs have never quite jibed with decent weather for a trip to the Grevetts' cabin in northern Minnesota. They always hope, but with the weather we've had lately, such a trip could only be wet or cold.

Our other visitor was Fred Grunewald, former steno in the passenger department, who has returned from service in the European theatre. Fred expects further overseas duty after an all-too-short furlough of 30 days at home.

Except for our occasional visitors, office life is tranquil. Victory gardeners are busy being victorious, and vacations are leaving temporary vacancies.

Now that some of our former Milwaukee employes are returning to our service after release from military duty, I hope that my various "spies" in St. Paul will keep me supplied with names of these men who are returning and all about 'em. My roller skates are pre-pre-war in vintage, and couldn't make the trip if I were to do my own snooping in the yards and at the roundhouse, etc. Please, dear spies, report facts 'n' figures to headquarters.

Incidentally, I haven't had many reports from my spies about anything for a long time. I'll take your names off my gumdrop payroll if I don't hear from you soon.

South Minneapolis Car Dept. and Coach Yard

*Oriole M. Smythe, Correspondent
Car Department*

James Culley, merchant marine seaman, former helper in the light repair yard, is visiting home folks following eight months of service in the South Pacific area with a lot of action in the danger zones.

T/Sgt. Dave Harrington, with a railroad battalion in France, is building cars and doing other railroad work.

Pvt. George Myren wrote from France, near Marseilles, that they are hard at work assembling flat cars, tank cars and low-side gondola cars and that they received a bronze battle star while under shell fire, adding that they felt like they lost 10 years of their lives.

Sgt. Robert Ingvaldsen, somewhere in India, says the temperature only rises to about 130 degrees Fahrenheit.

Pvt. Donald Johnson, stationed in same area, also thinks longingly of Minnesota and our cooler weather.

Adolph Tweder, wrecking car foreman, retired on July 1 following 37 years of service with the Milwaukee, with 25 years continuous service on the wrecking crane. Mr. Tweder started to work for the Milwaukee at Montevideo as carman, was promoted to foreman at that point and transferred to Minneapolis in 1918 as wrecking foreman. All fellow workers wish him good luck and much enjoyment at his Camp Nebe Wa Nibi, near Boy River, Minn.

Edward L. Erickson has been appointed

wrecking foreman, replacing A. Tweder, retired. Floyd Manser has been appointed assistant foreman on the light repair track, following Erickson's promotion. Both Erickson and Manser served four-year carman apprenticeships and have worked in train yards and on repair tracks since 1922.

A baby boy was born to Mr. and Mrs. Henry J. Myrtvedt on June 19. We hope he will be another railroad car inspector.

Minneapolis General Office

Kitty Carll, Correspondent

We received a great shock on the morning of June 27 at the death of Arthur Daniels, division engineer at Minneapolis, caused by a heart attack. He had fully recovered from his injuries sustained in an automobile accident in May and was back to the office. The day before his death he made an inspection trip from Mendota to Faribault on a motor car. Mr. Daniels entered the employ of the railroad at Milwaukee in 1903 and was transferred to Minneapolis in 1918. He was widely acquainted in the Northwest, being active in civic and railroad circles. He is survived by his widow, one daughter and one son.

Harry Gee keeps in close touch with all of the boys of his department who are in the service, writing weekly letters to those who are in Italy, Germany and India. Stephen Koval is the first to be discharged and back on the job. Lt. Raymond Holmson and Pfc. John Bion were home on furlough and called on friends in the depot.

Clarence Prescott was helping out in the division engineer's office at Tacoma for a few weeks, and while there he saw a destroyer which was undergoing repairs after the Okinawa action when seven Jap planes crashed into her. Clarence says one really has to see these damaged ships to realize how hot a spot the boys are in during naval battles.

E. W. Bolmgren has been returned to Minneapolis and all of his old friends were on hand to welcome him back home.

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Adolph Tweder, wrecking car foreman at the South Minneapolis shops, who retired on July 1 after 37 years of service.

We were saddened by the death of two friends who were familiar around the station a few years back, Frank L. Brackett and William J. Lieb.

Pfc. Frank A. Quirk, wearing five bronze battle stars, and displaying a swastika flag, was home on furlough after 15 months in Germany. He is now taking further training in the field artillery observation service at Camp Bowie, Texas, getting ready to meet the Japs.

South Minneapolis Locomotive and Store Depts.

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

The solution to the Pullman situation is simple but only a general boiler inspector named Al Novak would think of it. He has requisitioned four bicycles, four lunch boxes and four blankets, one each for Axel Edlund, Harold Chandler, Joe Ashback and himself. Arrangements are under way to grade the roadbed on one side of the track downhill westbound and downhill eastbound on the other side.

Shop Foreman Lawrence Hindert is back plodding among us plebes again after four months on the move and greeted us with one of his old standbys: "The coat and pants do all the work and the vest gets all the gravy."

Information has reached us via the grapevine route that Winnie Hurst, née Ryan, former Minneapolis store department steno, has been blessed with an infant son. He was born at Aberdeen, S. D., on June 30 and the name is Michael Frederick. S/Sgt. Jack received the news of the new son via telephone at Pearl Harbor where he is doing service in the intelligence department.

A son whom they've named Ronald Eugene Martin, was born to Blacksmith Welder Cloyd R. and Mrs. Martin on May 14.

And now, the grand honors go to William T. LeEVERS, store department employe, who boasts of two grandsons born within an hour and a half of each other on June 25, namely: Thomas William LeEVERS at Devils Lake, N. D., son of Norman J. LeEVERS; and Thomas Stanley Blackburn at Swedish Hospital, Minneapolis, son of Stanley H. Blackburn.

What we want to know, Mr. Anthony, is who is that traveling engineer going around

so cleverly concealed behind that bow tie?

After an illness of nearly a year, Blacksmith Welder Arthur J. Sanford passed away on June 30. Mr. Sanford served the Milwaukee Road at South Minneapolis Shops for 27 years.

The reward for their labors—alias vacation time—is upon the Minneapolis locomotive shops. Understand Machinist John Schramek is off to Buffalo and Foreman Joe Tange has promised us a first-class fish story for the next issue.

"I'll take anything north of the Mason-Dixon Line and Minneapolis is plenty good enough for me." That from Lt. L. C. Krogh, Minneapolis locomotive shops machinist, now an engineering officer with the Army Air Corps down at Sweetwater, Tex., when he was home on 21-day furlough. He's doing his bit to maintain those P-47 Thunderbolts. Lt. Krogh says you can see 50 miles in any direction from Sweetwater—nothing but rolling hills, and the people down there feel smothered and shut in if there is a tree anywhere around. "What I would like is a fishing resort on one of these Minnesota Lakes when this thing is over."

Pursuant to graduation at Pensacola, Ens. Merrill V. Riccius, furloughed at Minneapolis for a month, took time out for a short visit at Miles City. Merrill, you know, is the son of former Shop Superintendent and Mrs. H. E. Riccius. His next destination is Corpus Christi, where he is to take operational training in patrol bombers.

Wearing a wrist watch on each hand, Pfc. Otto Madson literally had "time on his hands," enough to give us a sketch of his activities. He just did six months across, England and the Continent, with the 765th Railway Shop Battalion. Says the language the English people speak is almost harder to understand than the French. Otto saw Captain Bill Hotzfeld at Thionville, France, in April. He arrived in Boston July 3 and planned to surprise his wife but the news reached her via radio two days before he did.

Another July visitor was Francis L. Brady, F1/c, with four short days and home and then it's back to New London and his warship, where they'll iron out any flaws that present themselves in preparation for their first long trip.

And Chanute Field, Ill., is operating without Instructor T/Sgt. George Hernz for a couple of weeks. His experience as machinist apprentice at Minneapolis shops stood him in very good stead for work on the B-29 engines. George stated that his brother, Sgt. Robert, is now in Belgium. Both are sons of Peter Hernz, car department freight car painter. The B-29 instructor is returning to Chanute Field where he has been for the past six months.

Would say that the reflections of Pvt. Les Soderman, written to Assistant General Storekeeper Anderson, are quite universal among our military personnel: "Not much entertainment except movies but we aren't here for a good time or a vacation so we don't mind so much. The main thing is to get it over with and return home again." And to Bill Creighton, Les writes: "Suds (beer) situation could be better. Have tried the Jap and Philipino cigarettes which are almost like small between-act cigars. 'Down Under' sure doesn't start to compare with back home and after this is over I never want to leave Minneapolis again."

The stationery on which Bob Akermark wrote a breezy note indicates that he is down at Army and Navy General Hospital, Hot Springs National Park, Ark.

R. L. Nordstrom, M 3/c, is anticipating a respite from his South Pacific duties in September. Ray says they have 86 inches of rain per year down there—that they are very busy but have good fresh food and a movie every night.

The little black boy didn't mind being called "Midnight" by his little white playmates, but when another little black boy called him "Midnight," he indignantly exclaimed: "You's jes' about a quarter to 12 yo'self."

D & I DIVISION

First District

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

Congratulations to Fireman and Mrs. Glenn W. Giles, Elgin, on the arrival of triplet daughters, June 22. They have been named Martha, Margaret and Mary.

C. H. Kuntz, operator at Elgin station since 1905, retired on July 1 after serving the Milwaukee Road as an operator since Mar. 1, 1898. We hope that he will have good health and much happiness through his remaining years.

On June 8 occurred the marriage of Miss Janet Elaine Elder, daughter of Mrs. A. J. Elder, Savanna, to Paul W. Moen, son of Mr. and Mrs. S. E. Moen of Ellsworth, Wis., in the Bethel Lutheran Church, Madison, Wis. Following a wedding trip to Milwaukee and Chicago they are at home at 2122 West Lawn Ave, Madison, the bridegroom being at present a navy V-12 medical stu-

FOR VICTORY

FOR FREEDOM

BUY WAR BONDS



**FIRST WISCONSIN
NATIONAL BANK**

OF MILWAUKEE

Rail oddities

THOUSANDS OF AMERICAN RAILROAD MEN—THE "G.I." RAILROADERS OF THE ARMY TRANSPORTATION CORPS WHO "FOUGHT THE NAZIS WITH ONE HAND AND LAID TRACK WITH THE OTHER" OPERATED UNDER CONDITIONS BOTH DANGEROUS AND CHAOTIC IN THE EXTREME.

ONE "G.I." ENGINEER PULLED HIS TROOP TRAIN THROUGH THE NIGHT UP TO A RAILROAD YARD IN FRANCE, AND RIGHT INTO A FIRST-CLASS SCRAP. FOOT SOLDIERS AND TRAIN CREW PILED OFF AND TOOK UP THE FIGHT. . . HELD THEIR POSITION UNTIL THEIR OWN ADVANCE PATROLS CAME UP. ONLY THEN WAS IT LEARNED THAT THIS TRAIN HAD BEEN FIRST TO PENETRATE THE "IMPREGNABLE" FORTRESS OF METZ.

MANY OF THESE "COMBAT RAILROADERS" LITERALLY LIVED ABOARD THEIR TRAINS. . . COOKED THEIR EGGS ON A COAL SHOVEL HEATED BY LOCOMOTIVE STEAM. . . TOOK THEIR BATHS IN THE LOCOMOTIVE'S TANK.

"MAKE MINE SUNNY SIDE UP"

ASSOCIATION OF AMERICAN RAILROADS (645)

dent in the University of Wisconsin.

Walter Roche, retired Iowa Division conductor, fell the early part of July and fractured his hip and now is confined to Mercy Hospital in Clinton, Ia.

Captain of Police George P. Layton of Savanna passed away at his home in Savanna on July 3 following an illness of about six weeks. Mr. Layton came to Savanna in 1889 and shortly thereafter began his career with the Milwaukee Road as telegraph operator and worked in that department until 1902 when he transferred to police department service. Funeral services were conducted in St. Paul's Episcopal Church, with Masonic services at the grave. Casket attendants were Superintendent W. G. Bowen, Division Master Mechanic Rabun, Assistant Superintendent G. H. Rowley and Division Engineer Wuerth of Savanna, Captain of Police C. F. Carlson of Chicago and Captain of Police R. J. Worthington of Sioux City. He is survived by his widow and other relatives. Mr. Layton's loss is felt keenly by the D&I employees, as he was friend and adviser of all.

Peter Morgano, 87, retired Milwaukee roundhouse employe, died in the home of his son, John Morgano, at Savanna on June 16 following a week's illness. Mr. Morgano retired about 10 years ago. Surviving are his son and two daughters.

Army and Navy News

Ruby Almqvist, Wave pharmacist mate 2/c, daughter of Roscoe Almqvist, roundhouse employe of Savanna, has been as-

signed to duty with the hospital corps in Hawaii and will sail for Honolulu soon. She has been on duty at the medical supply storehouse, Norfolk naval base, Norfolk, Va., for the past 15 months.

Cpl. Jack Hummel, who has been in the army for over four years, recently spent a 30-day furlough in Savanna with his father, Engineer Roy Hummel of the Iowa Division, and other relatives. He has seen service in England, France, Ireland, Germany and North Africa.

On July 8 in the Oliver Presbyterian Church in Minneapolis occurred the marriage of Miss Barbara Jean Peterson of Marathon, Ia., and Chief Yeoman Gerald M. Griswold of Savanna. Before entering the service Gerald was employed in Assistant Superintendent King's office in Chicago Terminals. He served 32 months in Trinidad and returned to the United States in December, 1944. He is now in the office of the V-12 program of Reserve Officers Training Corps, University of Minnesota.

TRANS-MISSOURI DIVISION

West End

Pearl Huff, Correspondent
Miles City, Mont.

T/Sgt. Verian F. McCauley, son of Frank McCauley, Miles City, Mont., is home with his parents, having received his discharge from the army. He served 37 months overseas with the Army Air Force and is authorized to wear four battle stars on his

Asiatic-Pacific theater ribbon, as well as the Philippine Liberation Ribbon and Good Conduct Medal.

Frank Holter, AOM3/c, has been home visiting his parents, Mr. and Mrs. Everett Holter in Miles City. He came home from duty with the navy in South America and has gone back for reassignment.

Cpl. Dora D. Hudson and Pfc. Leona Hudson, daughters of Mrs. John Smith of Miles City, have been authorized to wear the Good Conduct Medal, according to a recent announcement made by Col. J. W. Gurr, commanding officer of the Air Transport Command's ferrying division base near Reno, Nev. This award signifies that these young women have completed one year of continuous active military service while the United States was at war and have both demonstrated their fidelity through faithful and exact performance of duty.

Mrs. Amyleigh Essex, clerk of the Miles City store department, is confined in the hospital following a major operation on July 10. She is slightly improved. We all wish her a speedy recovery.

We were happy to have a visit recently from Ens. Merrill V. Riccius, who was in Miles City for a short visit with his cousin, George Barber, and family. Merrill was a graduate from Custer County high school in Miles City, attended Montana State College at Bozeman and the University of Minnesota before entering the service in 1943. He received his wings at Pensacola, Fla., and has now gone to Corpus Christi, Tex., for operational training in patrol bombers.

Machinist Mark F. Greer passed away while working in a hay field on June 28. He had been employed at Miles City for about 28 years. Sincere sympathy is extended to Mrs. Greer and family in their loss.

Nick Patch, son of Joe Patch of Miles City, reached home recently after spending one of his three years overseas in a German prison camp. At the expiration of his 79-day furlough at home he expects to receive a discharge at an army base in Virginia.

Harry E. Knesal, son of E. W. Knesal of Miles City, has received an honorable discharge from the army and has accepted a position with the Milwaukee Road as brakeman. As staff sergeant he wore seven battle stars, having been with the headquarters squadron of the 9th troop carrying command in a number of theaters of war. He was with the army in the Tunisian campaign, in Cairo, in the Italian campaign, England and northern France. Mrs. Knesal is at the home of her parents in Manchester, England, and hopes to come to the states soon after the first of August to make her home in Miles City.



AS YOU LIKE IT

By Berton Braley

Buy a bond—to check inflation.
Buy it as an obligation.
Buy it as a Noble Mission,
Or a Business Proposition,
What's the difference why or how?
Buy a bond—and DO IT NOW.

The Milwaukee Magazine

GIVE 'EM ROOM



Millions
of fighters
**MUST
TRAVEL**



SOME are headed home for good—but millions more will stay only briefly before they go on to finish the job in the Pacific.

These fighters are now on the move—and this is the No. 1 reason why trains are so crowded these days.

If it comes to a choice between your taking a trip—and a returned soldier's getting to see

his home folks before moving on to an embarkation point—we know you will understand who deserves the right of way.

The railroads must continue to devote all their energies toward hastening final victory and the day when the boys can come back home for good.

We know that's the way you want it—and we count on your cooperation.



"The transportation job in the first phase of the war has often been called a 'miracle.' The job ahead of us is even bigger.

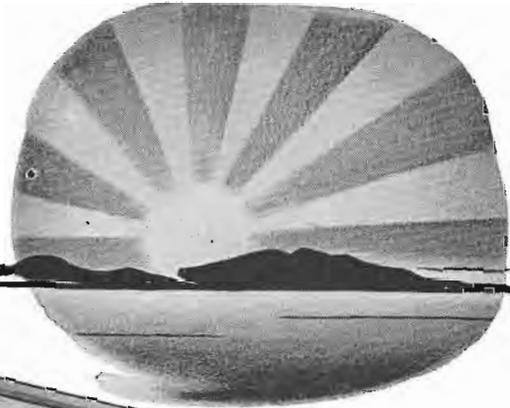
"It is important that the public understand the situation and at once lend full cooperation in order that the burden may be minimized."

—President Truman

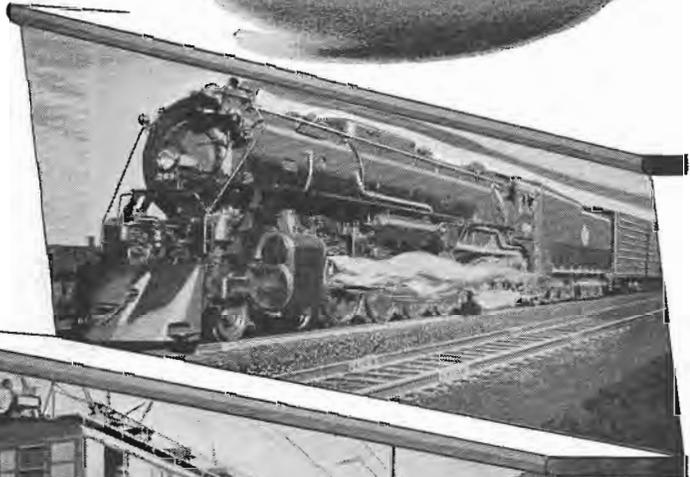
AMERICAN RAILROADS

ALL UNITED FOR VICTORY

4 Steps toward TOKYO



1 Over The Milwaukee Road giant 4-8-4 coal-burning locomotives speed military traffic across the prairie and great plains states to Harlowton, Montana—1,335 miles west of Chicago. This is the first step on the long, hard road to Tokyo.



2 Mighty electric locomotives, powered by electricity from mountain water power, haul heavily-loaded, 100-car freight trains swiftly over the Belt, Rocky and Bitter Root Mountains. This electrified zone extends for 440 miles via The Milwaukee Road.



3 5400 h.p. Diesels maintain the pace westward from Avery, Idaho, past Spokane to Othello, Washington. For 226 miles the route is along the shadowy St. Joe River and through the rugged Coulee Country.



4 The last leg via The Milwaukee Road—"White Coal" again for 216 miles—over the Cascades and down to the sea. At Seattle-Tacoma, and other Pacific Ocean ports, rails end and the Navy and Merchant Marine take on the overseas transportation job.



**THE
MILWAUKEE
ROAD**

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

To get his fighting men to their homes and then on their way to Tokyo, Uncle Sam is depending on his Railroads. They must not and *will not* fail in carrying out this tremendous responsibility.