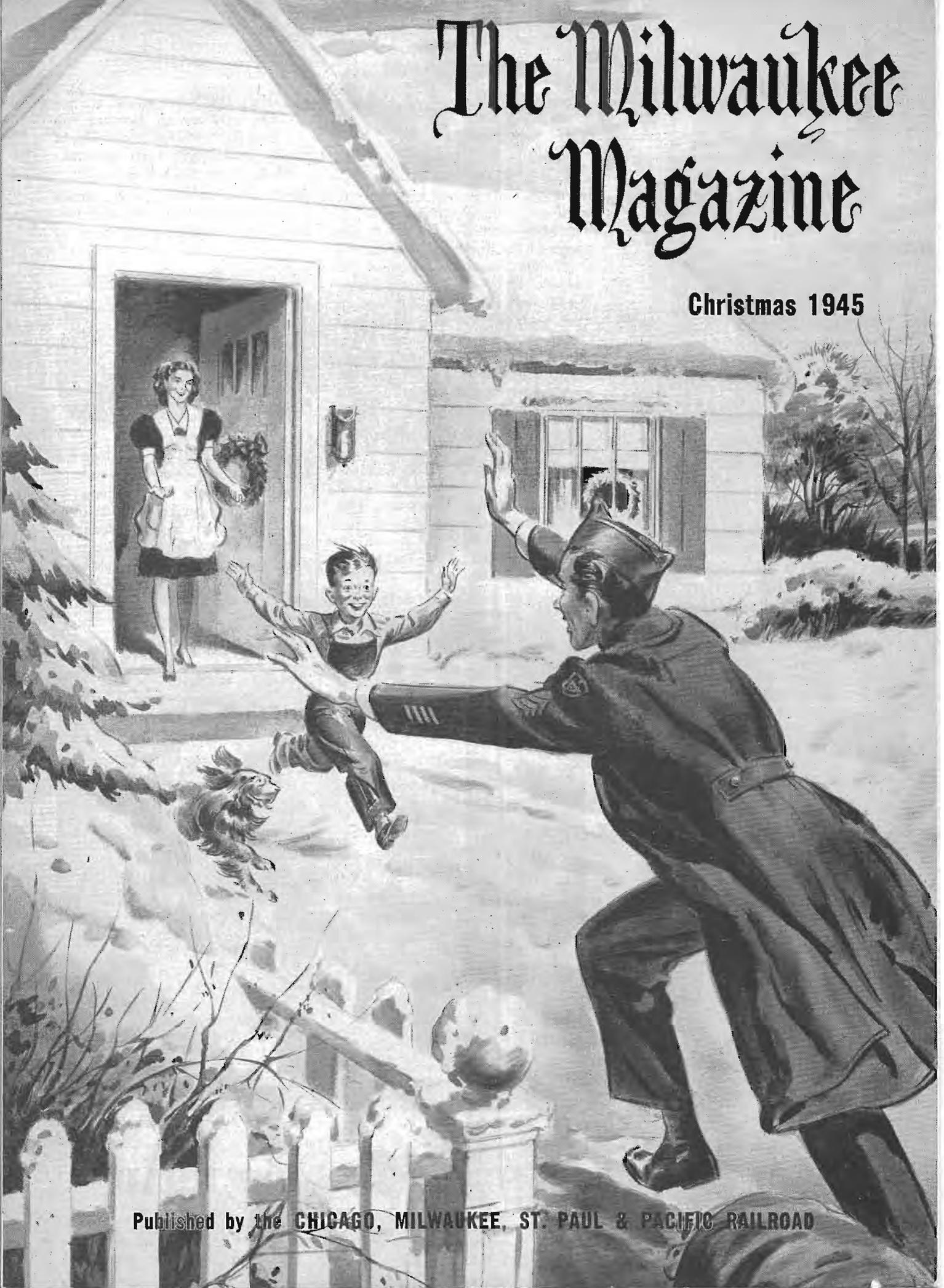


The Milwaukee Magazine

Christmas 1945



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

A SIDELIGHT ON THE

Atomic Bomb



THE tick of the telegraph key in The Milwaukee Road station at Hanford, Washington, broke the between-trains quiet of a February day in 1943. Over the wire came a message that caused the agent on this peaceful branch line to doubt his ears. And little wonder! For the government was asking that the six hundred families of the Hanford and White Bluffs communities be moved up the tracks—lock, stock and barrel.

Now, at last, the story may be told. The flash to Hanford was only the beginning. Government removal orders finally resulted in the abandonment of 600 square miles of land in the Priest Rapids and Richland areas of the Columbia River Valley. More than 1,800 families, with their goods and chattels, were re-located by The Milwaukee Railroad's Agri-



cultural Development Department and other agencies.

So the way was cleared for what was originally called the "Hanford Project." The vast extent of this project may be gauged through the fact that between April 1, 1943 and July 31, 1945 The Milwaukee Road delivered 41,633 carloads of freight . . . equal to a freight train 350 miles long . . . at re-located Hanford. Most of the scientific equipment and

industrial material was hauled westward over the electrified route of The Milwaukee Road, through the ranges of the Rockies, and then into the Saddle Mountains that flank the Cascades on the east. From Beverly, Washington, on the main line, a steady stream of oddly assorted freight moved twenty-one miles down the branch to Hanford, where it was delivered to a short-line railroad operated by the government in the restricted area.

Few indeed, other than The Milwaukee Road men who operated the heavy freight trains, had any knowledge of the magnitude of the development that was underway. The production of a new weapon, the impact of which would smash all existing concepts of war and peace, was a well guarded secret.

Only America's railroads had the capacity and flexibility which en-

abled the government, science and industry to marshal the nation's resources anywhere, in any quantity, for any undertaking, no matter how gigantic.

Moving X material for a weapon to end all weapons . . . moving ten-inch guns from coast to coast at



remarkable speeds . . . hauling PT boats from the factory to the sea . . . speeding millions and millions of our fighting men to their destinations . . . or carrying boat loads of servicemen's Christmas packages to trans-oceanic ports are examples of the wide variety of jobs which only the railroads are capable of performing.



THE Milwaukee ROAD
BUY VICTORY BONDS.

Chicago, Milwaukee, St. Paul and Pacific Railroad Company

874 UNION STATION
CHICAGO 6, ILLINOIS

H. A. SCANDRETT
President

My Fellow Employes:

It is good to be able to announce that on December 1, 1945, a most important milestone in the history of our railroad was marked, as on that date the trusteeship under which our railroad had been operated for the past 10 years was terminated.

The chairman of the new board of directors is Mr. Leo T. Crowley, a native son of Wisconsin, who has had a distinguished career in government service and is chairman of the board and president of the Standard Gas and Electric Company with headquarters in Chicago. Three officers of the railroad company are also directors—Mr. Gillick, Mr. Whitlock, and myself. The other members of the board are prominent citizens and businessmen of the territory served by our railroad.

We are now back on our own, and with a sound financial structure. We have an experienced organization of railroaders—earnest, able, and devoted to the Milwaukee Road. We are welcoming the return to our ranks of the many who left us to serve our country, and are banking on them to bring us the advantages of the improved and new skills they have acquired. I predict much hitherto unthought of progress will stem from the wide knowledge and know-how that will be brought to our railroad by these young men. In them the railroad has a valued asset, and in the railroad they will find opportunity.

The future of our great railroad is largely in our hands. In the months ahead, we shall encounter more intense competition from other transportation agencies than ever before. We can meet it successfully, but it will take all our skill, industry, and fortitude. We demonstrated our ability to meet all war-time requirements, and we are united in our determination to give the peace-time job all we have and, so doing, the railroad—our railroad—which gives all of us our living, will go forward to new and greater achievement.

The holiday season just ahead of us will be entered with rejoicing for the peace the year has brought and the promise that the New Year will herald a brighter future for our own country and for the world. On this Christmas, families long separated will be reunited, and the blessed message "peace on earth to men of good will" again will peal forth from above. May we all appraise ourselves with humility and make Christmas a day of grace and devotion to the spirit of Him whose anniversary it is. It is my heartfelt wish that all of my fellow employes may have a Merry Christmas and go forward into a Happy New Year that will hold for all the best that life has to offer.



Middleton Succeeds Penfield as Chief Engineer

R. J. Middleton became chief engineer of the Milwaukee Road on Nov. 15, succeeding W. H. Penfield, who retired after completing a 51-year railroad career, almost 44 years of which were spent with the Milwaukee.

Mr. Penfield was born on Jan. 12, 1874 in Foxbury, Pa., and was employed by the



R. J. Middleton

Buffalo, Rochester & Pittsburgh Railway in 1894. On Aug. 1, 1899, he entered the service of the Milwaukee Road as resident engineer on construction and as locating

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Marc Green
Editor

A. G. Dupuis
Manager

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engineer, which positions he held until Mar. 1, 1903, when he was appointed locating engineer for the Western Pacific Railway Company in California. In this position he did location surveys through Beckwith Pass in the Sierra Nevada Mountains, the Upper Feather River and Deer Creek Canyons, and in the Sacramento and San Joaquin River Valleys.

He returned to the Milwaukee Road on Dec. 15, 1905, as engineer of construction at Butte, Mont., with jurisdiction over the location and construction of the main line between Butte and Lombard, Mont. He was appointed assistant chief engineer in June, 1911, with headquarters in Chicago, and in February, 1913, he became engineer, maintenance of way, having general charge of track maintenance and track forces. He held this position until May, 1935, when he was promoted to chief engineer.

The employes in the engineering department in Chicago presented Mr. Penfield with three pieces of fine luggage as a token of their regard, and a group of his fellow

officers in the general offices gave him a beautiful Hamilton watch and chain. Mr. and Mrs. Penfield plan to spend the balance of the winter in California.

R. J. Middleton, a native of Greenwood, Ark., was educated at the University of Arkansas, taking a degree in civil engineering in 1903.

After leaving college, he was employed as an engineer on various projects and came to the Milwaukee Road in February, 1906, as a draftsman in the bridge and building department, and all of his subsequent railroad career has been with the Milwaukee. From 1906 until 1908 he was assistant engineer, doing bridge and building work out of Ottumwa, Ia., and for the next three years was employed on track elevation work in Evanston, Ill. From 1911 to 1912 he was assistant engineer in charge of the construction of yard and engine terminal facilities at Savanna and Bensenville, Ill. He became valuation engineer in Chicago on Jan. 1, 1912, and a year later was made engineer of track elevation, Chicago, which position he held until Apr. 1, 1916, when he resumed valuation work. From June 15, 1918, to Feb. 28, 1933, he was assistant chief engineer in Seattle, and from that time until Nov. 16, 1935, held the same position in Chicago, continuing in that capacity until his recent appointment to the position of chief engineer.



W. H. Penfield

"Purely Routine" Service

(To F. N. Hicks, passenger traffic manager, Chicago.)

In my own way I would like to say a few commendatory words about one of your employes, C. W. Alberth, a trainman on the Chicago-Round Lake run.

My wife and I, traveling on a recent Sunday, were extremely fatigued. Mr. Alberth went out of his way to make us comfortable and suggested trains on the return schedule that would avoid the crowds at later hours. When I thanked him for his courtesy, he said that it was purely routine, a part of the Milwaukee service. Mr. Alberth added a great deal to the pleasure of our journey and we hope to meet him again on our future trips.

LLOYD VAN PATTEN.
Chicago, Ill.

The Milwaukee Magazine

Place America's Children on Your Christmas List

HIGH on the Christmas gift list of all Milwaukee Road officers and employes who want to lend a helping hand to victims of infantile paralysis will be the Sister Elizabeth Kenny Foundation which is currently making its second annual appeal for funds.

Sister Elizabeth Kenny is the Australian nurse who discovered a new and highly successful treatment for combating the paralyzing effects of this dread disease, known now merely as "polio." Sister Kenny came to the United States a few years ago in the belief that here her discovery would be adopted and proved. Today she is widely regarded as the one person in the world who has done more than any other to bring polio within the realm of curable diseases. She has restored thousands of victims to lives of usefulness and happiness.

Polio is still a spectre to be feared, but the brilliant success of the Kenny method of treatment points to the probability that if the foundation which bears her name is enabled to carry on its work, there will be an infinitely brighter future for the children of America.

The Kenny Foundation is a non-profit organization. Of the net funds collected in each state, 50 per cent will be returned to the state committee at the termination of the drive. The remaining one-half of the proceeds will be used by the national organization to treble the inadequate facilities at the institution, erect a dormitory for student technicians, provide facilities for visiting physicians and scientists, and to inaugurate an extensive research program. No part of the funds collected for the National Community Fund is allocated to the Sister Kenny organization.

This is an appeal to everyone in the Milwaukee Road family. Place the children of the nation on your Christmas list.

Checks should be made payable to Sister Elizabeth Kenny Foundation and sent directly to Bing Crosby, National Chairman, 9028 Sunset Blvd., Hollywood, Calif.

Pioneer Post Honors Scandrett for Veteran Employment Policy

A DELEGATION representing the Milwaukee Road Pioneer Post No. 768, The American Legion, headed by Commander George A. Berghauser, presented a resolution to H. A. Scandrett on Nov. 14, expressing the post's appreciation and approval of his policy with regard to the employment of war veterans, as expressed in a letter to department heads, dated July 20, 1945. That letter, which was published in the August issue of the Milwaukee Magazine, called upon all supervisors and fellow employes to lend a helping hand in every way possible to the returning veteran. Mr. Scandrett's appeal was well epitomized in the following statement, quoted from the letter:

"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."

The following is an excerpt from the resolution prepared by Pioneer Post:

"Whereas said H. A. Scandrett has so aptly outlined the proper and desirable attitude and approach to the problems confronting the returning men and women of World War II, which is in keeping with the principles and ideals of Pioneer Post No. 768 of the American Legion,

"Now therefore, be it resolved by Pioneer Post No. 768, The American Legion, in regular meeting assembled on this 4th day of September, 1945, that the importance and character of the message conveyed in said letter of July 20, 1945 be recognized as in keeping with the highest American ideals and that Pioneer Post No. 768 of The American Legion hereby goes on record as expressing appreciation to said H. A. Scandrett for the timely message in his letter of July

20, 1945 and pledges its full cooperation.

"Be it further resolved that a copy of this resolution be sent to H. A. Scandrett and to Milwaukee Road Post No. 18 of The American Legion at Milwaukee, Wisconsin and to the Jim Gillick Post No. 475 of The American Legion at Minneapolis, Minnesota.

"Whereunto the seal of Pioneer Post No. 768, The American Legion is affixed this twenty-first day of September, in the year of Our Lord one thousand nine hundred and forty-five at Chicago, Illinois, in the County of Cook.

"Attest
(signed) Anthony G. Naatz, Adjutant.
(signed) George A. Berghauser, Commander."

In accepting the copy of the resolution, Mr. Scandrett said:

"The sentiments I expressed in my letter are the sentiments of all of us on the railroad. I have the deepest appreciation of what you've done in adopting the resolution and presenting me with this beautiful framed copy. I can recall nothing I have ever received that has made me prouder."

The fine engrossing of the three copies of the resolution was done by Ray J. Petrie, a draftsman in the office of mechanical engineer, Milwaukee.

Choral Club Announces Yuletide Program

Singing Christmas carols in the main waiting room of the Chicago Union Station has become a traditional activity of the Milwaukee Road Choral Club and this Christmas season will be no exception, concerts being planned as follows:

- Dec. 20—11:30 a. m. to 1:00 p. m.
4:30 p. m. to 6:00 p. m.
- Dec. 21—4:30 p. m. to 6:00 p. m.
8:00 p. m. to 9:30 p. m.
- Dec. 22—11:30 a. m. to 12:30 p. m.
- Dec. 24—9:00 a. m. to 10:00 a. m.
11:30 a. m. to 1:00 p. m.

For the past several months this group of employes from the Chicago area has been rehearsing special Christmas music for these occasions. However, time was taken out at the rehearsal of Nov. 12 to welcome back Sgt. Merle Buchholtz who has again taken up his place in the tenor section. Merle is the second member to return from the armed forces, the first to return having been Lt. Jerry Dapper.

Prior to the concerts at the Union Station, the choral club will present special Christmas music programs at the Hauge Lutheran Church at Central Park and Wabansia Avenues on the evening of Dec. 7 and at the Seminary Avenue Federated Church at Lill and Seminary Avenues, Dec. 16 at 4:00 p. m. Members of the Milwaukee Road family are invited to attend on both of these occasions.

Employes interested in choral singing and whose voices will qualify may be admitted after Jan. 1 to membership at any rehearsal. Rehearsals are held every Monday night at 5:45 p. m. in Room 312-A, Chicago Union Station.

Noble Accepts Position with Development Organization

After 15 years of efficient service, Dan B. Noble resigned his position with the Milwaukee Road Nov. 15, to become secretary-manager of the Pacific Northwest Development Association, Portland, Ore.



Dan B. Noble

The first 10 years of Mr. Noble's service with the Road were spent as agricultural agent, with headquarters at Lewistown, Mont. For the past five years his office has been in Spokane, Wash., and his assigned territory has been areas served in those two states by the Milwaukee Road.

The Pacific Northwest Development Association is an organization of businessmen, doing business principally in Oregon, Washington, Idaho and western Montana. Its program calls for the earliest possible development of the agricultural, industrial, and natural resources of those states.

Mr. Noble has a host of friends on the railroad and in the northwest who wish him a continued full measure of success.

You know people who seem to like everyone instinctively and are liked in return. They may be "big" men in key jobs or they may be key men in "small" jobs. Position or rank doesn't count. What does count is that they treat others as they would like to be treated themselves. Be courteous to your fellow employes and the public alike. To be really sincere in your public relations, you can't be courteous to the public and then snarl at your fellow employe. Apply the Golden Rule to all alike.

J. E. LEAHEY, Agent,
Chestnut Street Station,
Milwaukee, Wis.



Mr. Scandrett receives the engrossed resolution from Commander Berghauser. Left to right: Anthony G. Naatz, adjutant; Howard C. Smith, vice commander (senior); James A. Anderson, vice commander; H. A. Scandrett; A. B. Montgomery, past commander, Pioneer Post, now commander of the Sixth District, consisting of 43 posts and approximately 7,000 members; George A. Berghauser, commander; Leonard F. Anderson, past commander; Harold J. Eaton, past commander.

AMERICAN ADVENTURE

The Story of the Lewis and Clark Expedition

By R. H. Fletcher

Chapter V

THEY were in beaver country now and the beaver dams and ponds had the bottom land well covered. Clark had been sick and so stayed with the boats while Lewis went ahead on foot searching for signs of Indian camps. There were the usual moments or hours of indecision when the canoes reached a fork. The work of progressing against the current was daily growing more difficult because of swift water and shoal rapids, but the country was new and grand and they were spurred forward by the belief that they had almost reached the backbone of the continent and would soon be sliding down hill to their destination.

By the time the Clark division of the party was halfway up the Beaverhead fork of the Jefferson, Lewis with three men, well in advance, was ascending the Horse Prairie fork of the Beaverhead and trailing horse tracks on an old Indian road. They camped Aug. 10 near the top of the continental divide in a pretty basin which they named Shoshone Cove. Next morning while scouting to pick up the horse trail which had dimmed out the day before, Captain Lewis saw a mounted Indian approaching. The Indian soon espied the captain and his men and in spite of the captain's signs of friendship, reined his cayuse to the rear and very diligently went away from there. It was a great disappointment in one way, in fact Captain Lewis was "sourly chagrined," according to his journal. But in another way it was most encouraging. At least and at last they were within shooting distance of the Indians they had hoped to reach.

Next day Captain Lewis and his men

That part of "American Adventure" which appeared in the October and November issues told of the purchase of the Louisiana Territory by the United States and of President Jefferson's selection of Lewis and Clark to head an exploring party. Thus far, the story has recounted their departure from St. Louis, Mo., on May 14, 1804, and the slow, determined progress of the small band of pioneers northwestward along the Missouri River. The first winter was passed in a fort of their own construction on the Missouri River in what is now the state of North Dakota. With the coming of spring the westward trek was resumed and on July 27, 1805, they reached the present site of Three Forks, Mont., where the Gallatin, Madison, and Jefferson Rivers (so named by Lewis and Clark) flow together to form the Missouri. Three Forks, rich in Indian and pioneer history, is the point on the Milwaukee Road where the line from the Gallatin Gateway to Yellowstone Park connects with the main line.

On July 30, the party of explorers again headed westward toward the Continental Divide and the Pacific Ocean beyond.

hiked hopefully on and were rewarded by finding a broad, plain Indian road that led through a pass over the divide, and the day after that they came upon an old Shoshone squaw, a young woman and a little girl. The Indians were terrified. The young woman took to her heels while the old squaw and

the little girl crouched on the ground expecting the worst. By means of presents and signs, the captain convinced them of his friendly intentions and with the help of Drewyer succeeded in having the old woman recall the one who had run away. The squaws then guided the three explorers to their people.

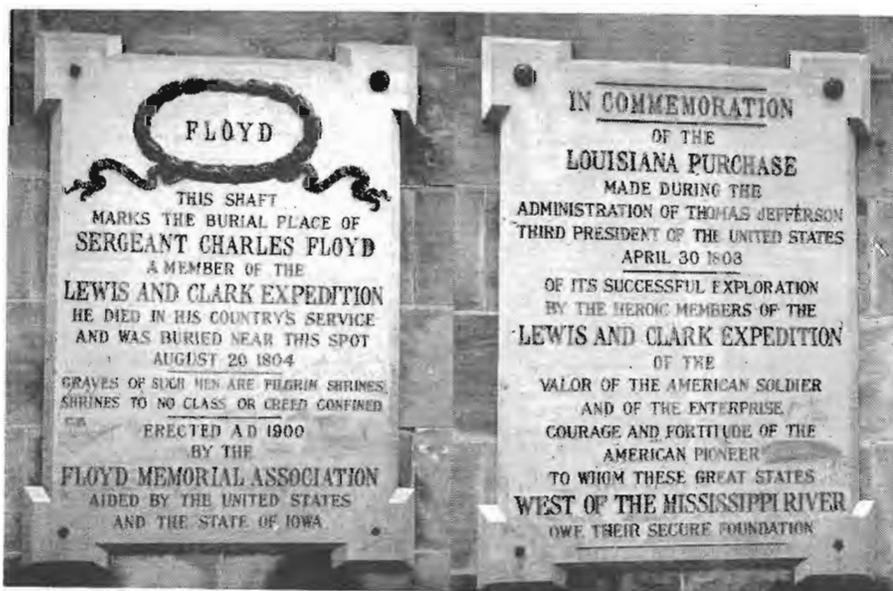
This mountain tribe was camped on the banks of the Lemhi River (Idaho). They were short of provisions and were making plans to meet other mountain tribes near the three forks of the Missouri for a big hunt. Lewis explained to them as best he could without an interpreter familiar with the Shoshone tongue, that his brother chief was advancing with a much larger band of men; that there was a Shoshone woman with them; that they wanted to travel west to the big salt water; and that they needed horses to pack their goods over the divide.

They told him in return that it would be impossible to navigate the Salmon River into which the Lemhi flowed. They agreed to go with Lewis to meet the boatmen and were willing to parley and trade for horses. Captain Lewis used great diplomacy in handling these temperamental natives and when they wavered or grew suspicious of his motives he aroused their curiosity by telling them about the strange black man, York. York's skin and hair had astonished all Indians encountered en route who had never seen a Negro.

It had taken days to persuade the Indians to go with him to the forks of the Beaverhead so imagine Lewis' dismay upon reaching the forks to find no sign of Clark. Fortunately he bethought himself of a note he had left for Clark attached to a stick placed in the center of the stream. He pretended to find this epistle and explained to the Indians that it had been left for him by a scout sent out from Clark's contingent and it said that the other white chief would be there soon. Well, that was big medicine and he induced the restless reds to linger until Clark arrived at the 11th hour.

What a sigh of relief Captain Lewis must have heaved when he heard the boatmen coming! It had been a delicate situation. But the dramatic climax came when Sacajawea recognized the Shoshone chief as her brother, Cameahwait. Here was truth stranger than fiction and fortune had once more lavished favors on the young explorers. With Sacajawea to plead their cause they rose high in the esteem of her people.

Tablets on the base of the imposing monument near Sioux City, Ia., pictured on page 7. The circumstances attending the death and burial of Sgt. Charles Floyd, the first member of the Lewis and Clark party to die while on the expedition, are to be found on page 19 of the October issue.





Standing on a high point near Sioux City, Ia., this monument commemorating the Louisiana Purchase and marking the burial place of Sgt. Charles Floyd is visible for many miles. In the distance flows the Missouri River as it did 140 years ago when the Lewis and Clark Expedition passed this point.

They had reached the limit of water travel on the east side of the divide. In fact, one of the men had planted a foot on either side of a small branch near the crest of the divide and exclaimed, "Thank God, I have lived to bestride the Missouri River"! They now needed enough horses to pack their outfit over the mountains to navigable waters of the Columbia drainage system. Cameahwait agreed to sell them the ponies and while he and his people went after them to the camp on the Lemhi, accompanied by

Captain Clark and 11 men, Lewis and the rest of the expedition cached supplies that would not be needed until the following year, and then went about the business of making pack saddles in anticipation of the horses to come.

The 11 men who went with Clark were to build canoes. Apparently it had never occurred to Lewis and Clark that the upper tributaries of the Columbia might not be navigable. They were skeptical when the Shoshones told them that they couldn't get

through by way of the Salmon River and Captain Clark proceeded to make an investigation for about 70 miles downstream. He came to the conclusion that the Indians were right and the expedition might find a more practicable route.

An old Shoshone, "Old Ocean," who had been Clark's guide on this exploratory excursion volunteered to guide them across the mountains to reach an Indian trail which they could use to advantage. Lewis and his men had reached the Shoshone camp in the meantime and on the last day of August the entire expedition left from near the present site of Salmon, Idaho, and started to cross the Bitterroot range where it merges with the continental divide. The old guide's intentions were good but before they reached the crest of the mountains the trail had petered out and they were having difficulties in a maze of rocks and down timber. There is no true pass in this vicinity although U. S. highway No. 93 crosses at a point now called Lost Trail Pass.

Upon descending the steep north slope they came to a little valley at the head of the Bitterroot River (Ross' Hole) and found a camp of some 400 Flathead Indians with a herd of 500 horses. It didn't take long for Lewis and Clark to augment their pack string by trading for more cayuses with this friendly tribe. An oil mural depicting this episode and painted by Charley Russell, Montana's famous cowboy artist, is in the House Chamber of the State Capitol of Helena, Mont.

By Sept. 6 they were headed north down the Bitterroot Valley of western Montana with 40 horses and three colts. They traveled until they reached "a fine bold creek of clear water about twenty yards wide and we call it Traveller's Rest Creek; for we determined to remain for the purpose of making celestial observations and collecting some food."

They lingered for two days and then were off on the old Nez Perce Indian trail to

"Know Montana" Ad Series Tells Story of Many Milwaukee Road Towns

ENCOURAGED by the interest which the people of Montana have taken in the history of their state, as emphasized by the celebration of the 140th anniversary celebration of the Lewis and Clark Expedition, the Anaconda Copper Mining Company is running an unusual series of advertisements in Montana weekly newspapers. Called simply "Know Montana," the ad series first appeared in October and is planned to continue for several years. The historical background of many Milwaukee Road counties, cities and towns will make interesting reading for employees of the railroad.

Each advertisement covers, in approximately 150 words each, the brief history of two towns or two counties. Each item is by-lined by a Montana editor, some of whom are amplifying the material concerning their home town and county by publishing additional historical material in the editorial columns of their papers. Some of the publishers are printing copies of each advertisement for distribution to schools and study groups. It is possible that after the series has been completed, a pamphlet will be published covering 120 towns, 56 counties, and numerous subjects treating with such subjects as rivers, mountains and national forests within the boundaries of the Treasure State.

The Lewis and Clark celebration is largely responsible for the Montanans' renewed interest in history. This is a natural development, considering that Lewis and Clark spent more time and traveled more miles in what is now Montana than in any of the other 10 trail states. Montana was the sponsor state of the national commemoration, which activity resulted in the organizing of 79 chapters of the American Pioneer Trails Association.

During 1945 scores of Montana communities sponsored Lewis and Clark and Pioneer Day celebrations, erecting, dedicating and rededicating historical markers, staging pageants and engaging in similar activity. Montanans gave time and attention to the rich pioneer heritage with which they are blessed. Keen interest was taken in the history of home towns and counties, paving the way for the collection and dissemination of data on all communities. The "Know Montana" series is the natural result.

The advertising campaign is handled from the office of the department of information, Anaconda Copper Mining Company, Butte, Mont., and is the brainchild of Joe L. Markham, Butte newspaperman who, as executive vice president of the Montana Council of the American Pioneer Trails Association, organized Montana's 79 trail chapters.

cross the Bitterroots once more via Lolo Pass. The next two weeks were to test their endurance beyond anything they had encountered so far. The Idaho country south and west of Lolo Pass is a jumble of mountains, ridges and spurs, slashed with deep rugged gulches and canyons. The old Shoshone was constantly leading them astray, game was scarce and food supplies ran precariously low. In fact, they were glad to eat bear grease, horse meat and even coyote before they emerged from this forested geographical maze to reach the Clearwater River in Idaho and the camps of friendly Nez Perce Indians.

As a result of this fasting, privations and a partial diet of roots, most of them were sick and exhausted yet they established a camp and began building canoes. On Oct. 7, they left their horses with a band of Nez Perce Indians and took to the water once more. On Oct. 10 they camped at the junction of the Clearwater and Snake Rivers opposite the present Lewiston, Idaho. On the 18th they reached the main channel of the Columbia at the present site of Pasco, Wash. and started down the big river. They were able to make as much as 30 to 40 miles a day. In less than a week they had reached the falls and portaged around them. They navigated the Dalles, camping at the present site of The Dalles, Ore., and negotiated the Long Narrows. They met Indians all along the river and signs of white traders began to appear among them.

They passed the Cascades and at long last reached the mouth of the Columbia where, drenched with rain, cold, hungry and without shelter, they were very miserable for a while. Hunters immediately began scouring the hills for game, the captains explored the coast in search of a suitable camp site for building winter quarters, and they traded with the Indians for a stock of edible roots and dried fish. On Dec. 8 they went three miles up the stream now called Lewis and Clark River on the south side of the Columbia, and there built Fort Clatsop in a pine grove well above high tide.

Chapter VI

The winter of 1805-06 was a decided contrast to the one spent at the Mandan villages. Broken hills, swamps and ocean replaced the Dakota prairie and cottonwood-lined river bottom of the previous year. Their neighbors, the Clatsops and other Columbia River Indians, were expert canoe and salmon fishermen but had no horses. The rain and fog of the coast bit through their clothes worse than the cold, dry air of the Mandan country. There were no buffalo nor antelope. Their menu was restricted to lean and hard-to-get elk, fish and roots. They were out of salt, too, though they soon cured that shortage by establishing a salt works on the beach at the present site of Seaside, Ore., where by boiling sea water in a kettle they could obtain three to four quarts of salt a day.

They moved into their Fort Clatsop cabins on Christmas Eve. By way of preserving the Santa Claus tradition, the captains divided the small remaining tobacco supply among the smokers and presented each of the non-

smokers with a handkerchief. The winter continued very wet and the dampness and exposure made the men "rheumatic." The time was spent in improving the defenses of the fort, hunting, making salt and trading with the Indians. From the 1st of December to the 12th of March the hunters killed 131 elk and 20 deer. Even smoked meat spoiled quickly in that climate.

One unusual incident broke the regular routine. News came by word of mouth, perhaps verified by the breeze from that direction, that the carcass of a whale was stranded on the beach several miles away. An excursion was organized at once to investigate this phenomenon and the plan evoked the only real complaint that Sacajawea made on the entire trip.

No one had thought to include her in the whaling jaunt. That was too much. She protested that she had trudged and worked her passage from the Mandans to the great salt water. She had helped them with her people and had pointed out the way. Now, when there was something really remarkable to see and smell they were snubbing her and leaving her behind. She was just as interested in seeing the monster of the deep as they were. Her arguments carried weight with Captain Clark. Sacajawea saw the whale.

Though they had few goods left for barter, the captains had plenty of ammunition. They needed some of the well built Indian canoes, in addition to their own, for the return trip up the Columbia. They succeeded in getting two from the Clatsops. Anxious to be backtracking, the little flotilla started the long journey east Mar. 23, 1806.

Strangely enough they missed the Multnomah or Willamette River when they passed its mouth, both coming and going. By chance, Indians from that vicinity told them about it and so Clark went back down the Columbia with them and ascended the big tributary as far as the present site of Portland, Ore.

(To be continued)

Tax Commissioner Wins Prize in Quiz Program

Milwaukee Road employes in the Chicago area who chanced to be listening to the popular Sinclair Quiz Club program on Station WBBM on Nov. 17 were surprised to hear Floyd Williams, Milwaukee Road tax commissioner, who had been called up from the audience.

After identifying himself and stating that he had been with the railroad for 40 years, Mr. Williams went to work and earned \$25, turning in a perfect score.

Among the questions asked and correctly answered by Mr. Williams were:

Q—The Mother's Day Proclamation was issued by which president of the United States?

A—Woodrow Wilson.

Q—According to Emily Post, what is the largest number of gardenias it is proper for a lady to wear?

A—Two (three small ones are also in good taste).

Q—Armistice Day, Nov. 11, is the first

day of the open season on what game in Illinois.

A—Pheasant.

Having a liking for that particular radio show, Mr. Williams has attended seven times since February, 1945 and by sheer happenstance has been called out of the audience three times to answer the quizmaster's queries. The studio seats 500. The first time he made \$10; the second time, \$25; and the Nov. 17 performance brought the total to \$60.

Willie: Pop, I won this book as a prize in natural history.

Papa: Natural history? I thought that was your weakest subject.

Willie: Well, it was like this. The teacher asked how many legs an ostrich has, and I said three.

Papa: But an ostrich has only two legs.

Willie: I know, but the rest of the kids all said it had four.

You'll Be Home for Christmas

(About this time last year Mrs. Eleanor Roosevelt, in her daily newspaper column, expressed the wish that the men and women in the armed forces, destined to be lonely during the holiday season, could know the sentiments of those at home, affected by their absence from the family circle. Inspired by this remark, Mrs. E. D. Calhoun, wife of the Milwaukee agent at Varina, Ia., wrote the following poem, which has been published in the American Legion Magazine, and which is significant to the Calhoun family, as they have a son and daughter in military service):

Dear Son:

You'll be home for Christmas,

You'll come the night before,

And as I trim the Christmas tree

You'll be with me once more.

You'll straighten out the angel's wings—

It's getting rather worn—

You see, your father brought it home

The year that you were born.

And after you have gone to bed,

I'll tiptoe to your room

And, stooping, kiss your curly head

(I know that you're eighteen).

Then, bright and early Christmas morn.

I'll hear your young voice call,

"A Merry Christmas, Dad and Mom!

I want flapjacks most of all."

And as I fix the turkey

You'll say "Mom, what a bird!

Please, may I have a cookie?

That only makes the third."

And as you sit and talk with me

About the girl next door,

Oh son, I hope that you can see

That you are here once more.

And as I say the Christmas grace,

Tears swelling in my heart,

You, too, are sitting in your place;

We are not miles apart.

And when we sing our Christmas hymns,

I'll hear your dear voice too,

"O Little Town of Bethlehem,"

It was your favorite too.

And when the Christmas day is done

And I kneel down to pray,

I pray that lasting peace will come,

So you'll be home to stay.

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FRONT AND CENTER



Pvt. Edward Hiher, who was formerly employed at the Savanna roundhouse, is a son of Arthur Hiher, Savanna machinist. Edward is at present near Manila, Philippine Islands, with the 128th Infantry.



Pfc. George H. Myren, formerly a carman in the Minneapolis shops, has been in service since April, 1942, with the 756th Railway Shop Battalion. At the present time he is with the occupational forces in France but expects to return to the States in the spring.



George Garvey, AMM, has participated in 14 major battles as a member of the crew of the *USS Natoma Bay*. Out at the Minneapolis coach yard his friends are proud of George, who, prior to his enlistment, was a yard car cleaner.



Lt. Ruth M. Fosnes, army nurse stationed at Wenters General Hospital, Topeka, Kan., is a graduate of the Sioux Valley Hospital School of Nursing and received her degree in 1944 at Brookings State College, Brookings, S. D. She is the daughter of Oliver Fosnes, Milwaukee agent at Alpena, S. D.



Edward Altenbern, S1/c, RM, is the son of J. F. Altenbern, special officer at Savanna, Ill. Seaman Altenbern is at present stationed at Samar, in the Philippine Islands.



V. G. Brundage, CCS, who was formerly employed as a fireman on the L&R Division, has been hospitalized somewhere in the South Pacific due to injuries sustained in the invasion of Wake Island. He is the son of A. E. Brundage, H&D engineer.



Sgt. George J. Vetter sent this photograph from Mindoro in the Philippine Islands, where he is now stationed. It was snapped at Okinawa, in front of a Japanese building, close to Kakazu Ridge. George, who worked on the section at Miles City before his induction, is also a veteran of the Leyte invasion.



Lt. William J. Cary, photographed in an officer's club in France, is at present stationed in Rheims, with the 722nd Field Artillery. His father, Bill Cary, Sr., is a train clerk at Muskego yard and Bill was also a clerk at Muskego for a number of years before entering military service.



Frances Simmermaker, yeoman 1/c, enlisted in the Spars in June, 1943, and received her training as a court reporter in New York City. At the present time she is stationed with the U. S. Coast Guard at Tampa, Fla., in the Merchant Marine Hearing Unit. Her father, Engineer H. F. Beyer of Mason City, Ia., is a veteran of 38 years with the Milwaukee Road.



Pvt. Kenneth E. Stelzel of the marines is the son of E. P. Stelzel, chief clerk in the freight office at Milwaukee, Wis. Kenneth also worked for the Road, as a yard clerk at North Milwaukee, which is a long way from his present post, somewhere in China.



Sons of Ivan Little. Left to right: Gordon, James, Robert and Russell.

Assistant Roundhouse Foreman Ivan Little of Portage, Wis., who was a member of "Les Terribles" in World War I, has four sons in military service. Gordon A. Little, S1/c, is on duty in the South Pacific, while James A. Little, AS, is training at Great Lakes. S/Sgt. Russell E. Little, who served in the Aleutians and the European invasion, has been wounded twice in action, and Robert E. Little, SQ2, in service since 1942, is stationed in the Hawaiian Islands. James and Russell were employed at the Portage roundhouse prior to entering service.



Pfc. LeRoy J. Schwister is at present somewhere in the Pacific area. He was formerly a stower in the freight house at Milwaukee, Wis.



Cpl. Robert J. Brown, a former clerk at the Muskego yard, is the son of General Car Supervisor G. A. Brown, who has been working for the Road approximately 37 years. If his expectations are fulfilled, Robert will be back in Milwaukee and on the job some time in January. His last address was with an amphibious tractor battalion at Panay in the Philippines.

Sgt. Daley Reviews Gas Train Crash

Sgt. Gerald J. Daley, who was a conductor on the Superior Division before entering military service, recently volunteered his version of an accident which occurred on Feb. 16, 1945, in the railroad yards at Chatelaineau, Belgium. This episode was recounted in detail in the August, 1945, issue of the Magazine and the Lt. Edward Gongaware who figures in the story is also a Milwaukee Road man, formerly a conductor on the La Crosse and River Division.

It was the middle of the afternoon, about



Gerald J. Daley

2:30, when Sergeant Daley, on duty as yardmaster, glanced from his switch engine and sighted the approaching menace: a runaway gasoline train tearing down a six degree grade with the blind fury of a charging buffalo and twice as dangerous. It wasn't the first time that he had faced a tense situation; as a young soldier in World War I he could remember several other predicaments. But the immediate concern was for action. Drawing on the resources of an old

railroad hand, he steeled himself for the impact; but let us refer to his own account of what threatened momentarily to be a major calamity:

"Lieutenant Gongaware was on duty at the time of the collision. The rebound sent my engine in the opposite direction, where our crew was at work. I expected the worst but finally managed to crawl up into the cab and set the steam brake, just before I crashed into a string of cars on the track. I was the first to unload. As the train tore around the curve, Engineer Tate and Fireman Chandler had jumped just before we hit; a mighty lucky thing, as I have never seen such a hot fire. One second later it was a roaring inferno, with gasoline cans rocketing a hundred feet into the air. Lieutenant Gongaware and I tried to save a diesel locomotive on an adjacent track, but the old girl refused to move; guess the heat had burned her wires. We did manage to uncouple an engine from one of the passenger trains and pulled 18 cars from the danger zone. Eddie and I then commandeered a little switch engine from Montigny and I coupled on to two more cars, but by that time it was too hot to hang around so I had to let the rest of them go up in smoke." Just another day's work for the 744th Railway Operating Battalion, whose history is dotted with similar hazardous incidents.

Sergeant Daley served for three years in this war, two of them on overseas duty. Originally he was assigned to the 95th Division and was later transferred to the 714th Railway Operating Battalion on the Alaskan Railroad between Seward and Fairbanks. While in a hospital at Camp Shanks, N. Y., recovering from injuries incurred in Alaska, he contacted Lt. Col. Walter J. Hotchkiss, who effected, in record-breaking time, his transfer to the 744th (Milwaukee Road activated railway operating battalion).

Several other Milwaukee Road men have distinguished themselves in the battalion's annals, among them Lt. Homer Philips, former conductor from Milwaukee, Wis., and Lt. M. P. O'Loughlen, dispatcher from



Scene in the railroad yard at Chatelaineau, Belgium, after the gasoline train crashed.

Madison. Both of these men were companions of Sergeant Daley on a mission designed to outwit the Germans at the battle of Ardennes, by evacuating five trainloads of gas and lubricants. Instructed to destroy the gas if escape was cut off, the boys spent 11 trying days running around in circles, trying to locate a sanctuary for their unwelcome and dangerous cargo. They also survived a bombing at Arlon but that time General Patton came through and saved the day.

Reviewing the occurrences of the last few years, now that he is back at work, ex-Sergeant Daley said that the men and officers of his unit worked in perfect coordination. "I have seen crews labor for 100 hours without rest and with very little to eat, but we always 'kept 'em rollin.'" Despite all the trials and tribulations we endured, I do not regret the experience. I know that railway transportation was the backbone of the army and victory."

Persian Gulf Command Honors Colonel Snellgrove

Brig. Gen. Donald P. Booth of the Persian Gulf Command recently commended two former railroad men for "superior performance of duty." One of the two officers honored was Lt. Col. Neal F. Snellgrove of Elgin, Ill., formerly a special accountant in the office of comptroller in Chicago.

Colonel Snellgrove was chief accountant



Left to right: Mr. and Mrs. Walter Nowinske and sons, Harry, Daniel, Peter, Joseph, Alex, George and Stanley.

Walter Nowinske, crossing flagman at Ripon, Wis., and Mrs. Nowinske, have contributed seven sons to the allied cause, one of whom sacrificed his life in the fight for victory. This is the largest group to be brought to the attention of the Milwaukee Magazine. T/5 Harry Nowinske is in the South Pacific at Saipan. Pfc. Daniel Nowinske, who participated in the European invasion, was killed in

action on Jan. 16, 1945. Cpl. Peter Nowinske is at present in Japan, and T/5 Joseph Nowinske is stationed in California. Pfc. Alex Nowinske has just been discharged from service after four and a half years campaigning in Europe, and George, also a private first class, is at present in Luzon, in the Philippines. Capt. Stanley Nowinske is attached to the occupational forces in Austria.

of the 3rd Military Railway Service from Nov. 28, 1943, to Aug. 1, 1945, and General Booth's commendation was expressed in these words:

"When you became chief accountant of the 3rd Military Service the accounts of the Iranian State Railway were in a chaotic condition as a consequence of the added pressure of maintaining records for huge quantities of Allied military supplies being transported to Russia. You completely re-organized the accounting department, established new and efficient accounting procedures, and trained both American military and Iranian civilian personnel in modern accounting methods." The general added that as a result of Colonel Snellgrove's methods, "the records were placed in such condition as greatly to facilitate final settlement of Allied accounts."

Corporal Hull Decorated with Silver Star

George Hull, an elevator operator in the Chicago Union Station, and until recently a corporal in the army, was awarded the Silver Star while in action with the 5th Army in Italy. Corporal Hull described his



George Hull

efforts to silence a Nazi machine gun nest in these words:

"I was plenty lucky, I guess. Ten of us started out to lay a telephone line for an artillery battery and only two of us came out of it.

"A hundred yards from our starting point Jerry opened up on us with a machine gun. We hit dirt—hard and fast! While the gun was firing, I managed to reach a point on its flank and let the Germans have a hand grenade that put them out of action but they killed eight of us. The two of us who were left went ahead and completed the mission."

Corporal Hull, who lives at 5006 Washington Street, Downers Grove, Ill., was overseas for two years with the 262d Signal Company. While in action with the "Fighting Fifth" he was also awarded the Purple Heart, the American Defense Ribbon, the Mediterranean Theater Ribbon, the Good Conduct Medal, and two Battle Stars.



The 757th Railway Shop Battalion's Rockets, softball champions of central Germany.

757th Shop Battalion Wins Central Germany Softball Title

The Rockets of the 757th Railway Shop Battalion, Milwaukee Road sponsored, captured the Central Germany softball championship in a close game at Kassel, Germany, defeating the 78th Infantry All Stars, 2-0. The Kassel station of the American Forces Network broadcast a play-by-play account of the game and between innings music was furnished by the 757th's Military Band. Refreshments were also provided for the GI fans.

Lt. Col. John Moe, battalion commander and former Milwaukee Road employe, pitched the first ball. Tight pitching and errorless fielding marked the first five innings, which were scoreless, but the Rockets broke the ice with a sixth inning spree that netted two runs. Corporal D'Amato of Brooklyn, N. Y., and Cpl. George Moroz of Cleveland, O., singled. Corporal Long of Urichville, O., tripled to right center, scoring D'Amato and Moroz with the two runs. Corporal "Bombshell" Riley of Wayne, O., fanned 18 Infantrymen and allowed only two scratch singles in pitching his shutout. This victory brings the season record of the Rockets up to 63 victories and only one defeat.



Before the game which won the championship for the 757th team, the battalion band played and three German boys stopped to listen.

Briefly Quoted

THESE letters are selected from those addressed to H. A. Scandrett by Milwaukee Road men in military service upon receiving the Road's 1944 Christmas gift check of \$10:

I was pleasantly surprised to receive the Milwaukee Road's Christmas letter and check and wish to thank those responsible for them. I sincerely hope that the time isn't far distant when I can return and get back on the job.

They lost track of some of us for a short time in the Ruhr Valley pocket until we were liberated, accounting for the difficulty that confronted you in obtaining my address. Thank you again for your courtesy.

Pvt. Willard Miller,
Yard Clerk, Operating Department,
Coast Division.

Army—United States

I am one of the Milwaukee employes who has just returned from overseas duty with the armed forces, where I received your holiday check and letter of greeting. I kept it for quite a long time and showed it to my friends before I sent it home, as it couldn't be cashed over there.

I served with a railroad unit in Africa and Italy and when I received that letter it sure gave me a good feeling to know that I'd been remembered. It was a symbol of friendliness, and friendship is the sweetest flower that grows along the dusty highway of life.

Linus C. Thomas,
Switchman,
Terre Haute Division.

Army—Philippine Islands

I wish to send my belated thanks for all you've done for me since I was sent overseas more than a year ago. Your News Briefs magazine comes to me regularly and I find it both interesting and entertaining. I also received your Christmas box and \$10 check and deeply appreciate them both. By

(Continued on page 19)

Mt. Tacoma Celebrates at Appreciation Party

For what has proved to be an outstanding year for the Mt. Tacoma Service Club, made possible by the sincere and active interest of all its members, the Milwaukee Road again said "thank you" to the employees of Tacoma, Wash., with an Appreciation Party at Fellowship Hall in the Masonic Temple



Anything for a gag! H. W. Montague, general yardmaster at Tacoma, gets a gentle pat on the head from 14-year-old Bette Herzog, daughter of Ed Herzog, assistant trainmaster, at the Mt. Tacoma Appreciation Party.

on Nov. 3. The hall was appropriately decorated with a locomotive bell to ring between dances, and a signal lantern and flags.

The party began at 7:30 p. m., with games of "500," pinochle and bridge. Mrs. W. H. Burt and E. B. Mider were first and second prize winners in "500" and Mrs. M. Schwelke and Mrs. Irene Olson won the cash awards in pinochle. Mrs. C. P. Miles and D. McMillian received the cash awards for their high scores in bridge.

"Red" Sypher's eight-piece orchestra furnished the music for dancing. During this period punch was served and during the intermission ice cream, coffee, and cake were served by the Modglin sisters. At an



The Mt. Tacoma party included dancing.



Service Clubs



appointed time during the dance the members paused briefly to honor Mr. and Mrs. C. M. Owen, who on this date celebrated their 25th wedding anniversary. Mr. Owen is a past chairman of the club and is agent at Sumner, Wash.

L. Seaman, chairman of the club and general chairman for the party, was assisted by Mrs. Clara Carrotte, Mrs. Helen Alleman, Mrs. Russell Sommers, Al Pentecost, George Ellis, H. W. Montague, and Russell Gates. On the reception committee were H. F. Love, L. A. Borden, R. R. Gardner, Ray Hannicker, Cecil Snyder, Frank McConnell, Walter Jennings, Julian Pessein, Cecil De Guire, and S. E. Herzog.

The honors for the evening went to A. M. Olson, assistant superintendent of dining car service, who arranged for the refreshments and personally prepared the punch and supervised the service.

Ottumwa Club Sponsors Waffle Supper and Carnival

The Ottumwa Service Club, one of the most civic-minded organizations on the Milwaukee system, met on Oct. 30 to discuss ways of raising additional funds for the purpose of further projecting the club personality into affairs of the community. The Ottumwa club need not be retiring when people discuss club representations in the city.

Service men and women at the local USO center were treated to another Service Club sponsored waffle supper on Sunday, Oct. 28. Mrs. D. E. Chambers was in charge of the affair.

The club members planned an indoor carnival for November as a means of spreading more Milwaukee Road good will.

Chippewa Club Concentrates on Traffic Tips

The desire to please is paramount in the minds of Chippewa Service Club members. One of the Service Club objectives is "to offer suggestions for improvement in service." Conscientiously, this club is working to offer the public the best service available under existing conditions. A customer's criticism is passed on to the proper officials in a constructive way with the object of correction or improvement. The Service Club organization should be a sounding board for the Road, where trivial irritations can be more readily adjusted. The aim of the Chippewa Club is to hold the Milwaukee Road at the pinnacle of customer estimation.

H. W. Marquardt, TFA, explained the workings of the traffic tip program at the Oct. 25 meeting. "The employe can act as a valuable contact between prospect and solicitor. Your traffic tips are our leads," he said.

The usual Chippewa card game followed the business session.



Red Sypher, orchestra leader, presents a prize to Miss Carrie Parr and Ray Fletcher, winners of the waltz contest at the Mt. Tacoma Club's party.

Stone City Club Enjoys Appreciation Party

On Nov. 14, Milwaukee Road "appreciation" was directed at Bedford, Ind., where the Stone City Service Club was deservedly rewarded for its splendid work. Climaxing 12 successive meetings, the Appreciation Party outshone all past activities, and an even 100 met at the Greystone Hotel to accept their reward as Service Club boosters. A delicious turkey dinner was served, with Jimmy Scaggiari providing dinner music. To the accompaniment of his accordion, the group then engaged in a lively community sing.

Chairman Bill Radke had invited several navy officers from the Crane ammunition

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Group at the Stone City Club's Appreciation Party.

depot to attend the party. H. J. McManus, supply officer, paid tribute to Mr. Radke and other Terre Haute Division officers for the splendid Milwaukee Road co-operation during the crucial war period. "The Milwaukee Road people have done an excellent job handling the tremendous tonnage both in and out of the Crane depot," he stated. "I believe your Crane station handled a larger amount of tonnage than any other point on the Milwaukee system. This was a war of transportation; needed ammunition had to be dispatched to all our fighting fronts. It took the American railroads to do the job, and they got it there on time. I feel that I am among friends tonight. I always had a boyhood ambition to become a railroad engineer. To me, railroad people represent the solid citizens of the United States. I admire them—their word is their bond."

The commanding officer, Capt. L. L. Hunter, also spoke very favorably of the Milwaukee Road's contribution to the war effort. "No matter what demand was made by the Crane navy personnel, the Milwaukee Road and its employes always gave us the utmost co-operation," he remarked. "We asked, we received—both night and day. You people were always ready to serve. We cannot underestimate the value of transportation as a vital instrument of war. The railroad man did his duty and did it well. The railroads seem to be riveted together by the spirit and loyalty of their employes. I am happy and proud to be attached to the employes of the Milwaukee Road."

Chairman Radke concluded the speaking program by asking for individual support to make the Stone City Club a more active organization. "The potentialities of an energetic Service Club are great," he remarked. "However, we need the help and support of all the members if our club is to take its rightful place as an asset to the community. United we stand, divided we fall. The future success of our club depends on the wholehearted support of all its members."

Program Chairman Mrs. W. Williamson had scheduled an enjoyable hour of entertainment. Mrs. L. A. Clark presented two clever recitations, "Bargain Day," and "More About Men." Mrs. Noel Griffith added her fine voice to the program with "Always" and "You Always Hurt the One You Love," with Mrs. W. Denny at the piano. Rheadawn Cook recited "You Always Pick On Me." Who would want to pick on four-year old

Rheadawn?; she is the daughter of Mr. and Mrs. Earl Cook. An impromptu request was made for Mrs. W. P. Radke to show how husband Bill is entertained at home, and a piano medley was her contribution. Jimmy Scaggiari entertained with a few selected solos, following which he and Mrs. Radke furnished the music for dancing.

Quad Cities Offers Constructive Suggestions

With the purpose of keeping their railroad in the public eye, many good suggestions for improved service were offered by the Quad Cities Club at both the Oct. 19 and the Nov. 7 meetings. A Christmas party was planned for the month of December.

J. W. Bowman of the car department was elected club secretary. Former secretary, Glenn J. Edwards, was transferred to Kansas City, Mo.

Barbershop Quartet Entertain La Crosse Club

A considerable discussion was held at the Nov. 2 meeting of the La Crosse Service Club in preparation for the Milwaukee Road Appreciation Party to be sponsored by the railroad company. Committees were appointed to start preparations.

Superintendent W. J. Whalen spoke on traffic tips, asking for more intensive action along these lines from the employes of the L&R division. "Other divisions can do it—so can we," he said.

Following the business session, a barber-

shop quartet composed of John Flanagan, Charles Duell, Pat Busse, and Roy Clace, blended their voices in close harmony. Not to be outdone, the other members assisted in reviving some of the good old-tunes.

The La Crosse members rounded out the evening at the card tables.

Tomah Service Club Invites the Ladies

For the first time in its history, invitations were extended to the ladies by the Tomah Area Service Club. The guests and members viewed an entertaining film, "India on Wheels," and another short reel, more to the men's fancy, "The Louis-Baer Fight." Mrs. J. Toohy, wife of the storekeeper, played a few selections on the piano before Vice-Chairman Bob Fuchs called the meeting to order; Chairman L. Stoiber was ill.

Mr. Fuchs opened the meeting by expressing his views on the problems confronting the railroads and the need for employe assistance which can be rendered through Service Club activity. "Milwaukee Road employes at Tomah should have the largest and most active organization in the city. We employes are Tomah," he said.

John Reinehr, shop superintendent, urged the employes to support their Service Club. "One third of the people of Tomah are dependent on the Milwaukee Road payroll," he stated. "Milwaukee Road prosperity means Tomah prosperity. The false prosperity of the war will soon disappear and business will again become normal. Normal times will bring more and more rail competition. This club should be the top ranking organization in the city, and could be very helpful in promoting the business of the Milwaukee Road."

Joe Thouvenell, agent at Tomah, stated that the employes were the contact men between the railroad and the public. "We do a good job of public relations by making friends for our railroad," he said. "ODT regulations have forced much of our business to competing lines—business which will be difficult to get back to the rails. We at Tomah were fortunate to secure the business attendant to the erection of the government hospital. Ninety thousand dollars in revenue has already gone to the Milwaukee Road, and this is only the beginning."

Messrs. A. Harris, C. Hemsey, O. Teske, and V. Blaske, added further informative comment.



Principals at the Stone City Club's party. Left to right: Mrs. Mabel Bedwell, club vice chairman; Walter J. Rhode, club treasurer; Capt. H. J. McManus, Crane depot supply officer; W. P. Radke, club chairman; Capt. L. L. Hunter, Crane depot commanding officer; J. R. Wood, club secretary.

Davies Yard and Terminal Unit Elect Officers

The first unit of the Milwaukee Hiawatha Service Club to hold an election of officers for 1946 was Unit 5 of the Milwaukee organization. The following were chosen as leaders for the ensuing year: Charles J. Michalski, chairman; Leonard L. Mulholland, vice-chairman; August Beier, secretary-treasurer. This puts Messrs. Michalski and Beier back in the driver's seat, which speaks well for their past record.

At a gathering on Oct. 13, M. L. Hynes, general car department supervisor, asked for the men's continued support of the Service Club movement to help counteract the intensified competition which the railroads must face. "It is gratifying to see such a fine turn-out this evening," he remarked. "It speaks well for the employes of the Davies yard unit. There is no doubt that our concentrated efforts and actions are of immeasurable benefit in attracting and holding people to the Milwaukee Road."

E. F. Palmer, general car foreman, asked some questions and provided his own answers. "What is a Service Club?" he queried: "A Service Club is an employe organization which belongs strictly to them. Milwaukee Road employes can discuss their mutual problems and bring about a better feeling and understanding between themselves, not only in business, but in a social way as well." "Why should there be Service Clubs?" was the second question: "More definite and desired results can be obtained through organization," was Mr. Palmer's reply. "And why the need for these organizations?" he continued: "Because the railroad man can be helpful in insuring his own job, as encroaching competition not only reflects on railroad revenues, but railroad jobs as well. The time has come for the railroad man to fight for his own interests."

John E. Breuer, general chairman, spoke on the value of traffic tips. "With the war now over, it would be appreciated if more attention were given to this subject and we should again be on the lookout for prospective business." Mr. Breuer concluded his remarks by reminding the members of the gala Appreciation Party which was in prospect for Oct. 27.

Delicious baked ham sandwiches were on the luncheon menu and refreshments were served, followed by dancing.



Group at a recent meeting of the North Montana Service Club in Great Falls, Mont.

Bond Drive Highlights Elder-Dubuque Meeting

Over 100 Service Club members were the recipients of Milwaukee Road appreciation at Dubuque, Ia., on Oct. 24. Recently re-organized, the Elder-Dubuque Club has gained momentum with each succeeding meeting and the Appreciation Party was the Road's medium of saying, "Your efforts are appreciated."

With Charley Pullen acting as master of ceremonies, things got under way at the Veterans of Foreign War's Hall with the introduction of two guests, invited to speak for the Victory Loan drive.

John Eilers, payroll division director for the state of Iowa, made an appeal in behalf of the Victory Loan, as did Elmer Dowell, United States Treasury Department midwest labor advisor.

A. G. Dupuis, assistant public relations officer, commenting on the drive, said: "Allowing patriotism to be put aside, selfish motives alone should prompt us to invest in War Bonds. There is no safer way to invest our savings." Remarking on the Appreciation Party, he continued, "The Appreciation Party is a sincere 'thank you' from the management to you people. The existence of your club makes it possible for Milwaukee Road employes to identify themselves as a group. Your pay checks help support the merchants in this community and your local government, as all of you are taxpayers. Milwaukee Road employes are important people and by keeping your Service Club banner flying high, you appreciably help in identifying our business. The Elder-Dubuque Club has a fine future as a club organization."

Kenneth Kilby extinguished his cigarette in Mr. Dupuis' handkerchief, without a semblance of a burn, and cut Herb Unmacht's tie into pieces, only to produce it again, intact. Water was pumped from Agent Duffy's brain and a rabbit produced from nowhere. Mr. Kilby, being a prestidigitator of some repute, proved that the hand is quicker than the eye, or else that sleight of hand is merely a misdirecting of thought. The magician's act entertained the crowd and had them stroking their figurative beards in bewilderment.

The boys certainly did not lack for food. Committee members Earl Thompson, Charley Pullen, Harvey Wilson, Merlin Geishack-



E. J. Hoerl, regional assistant, public relations department (right), greets Chairman Earl Thompson at the Oct. 24 meeting of the Elder-Dubuque Club. Others in the group are, left to right: Stanley Lang, treasurer; Charles Pullen, party master of ceremonies (behind Lang); L. A. Schuster, vice chairman.

er and Al Schaetzle, endangered a good night's sleep. The refreshments were plentiful, and music was also furnished. Many of the boys spent an hour or two in a lively session of cards. To be sure "Legerdemain Kilby" was not invited to take a hand in the card games.

Public Relations Is Keynote of Green Bay Discussion

The women who accepted the Service Club's invitation to the Oct. 31 meeting of the Green Bay Club heard an instructive talk by A. G. Dupuis, assistant public relations officer. It was Hallowe'en, but there was no jesting in his remarks as he pointed out the effect of employe apathy on the community.

"Green Bay is a progressive community," Mr. Dupuis said, "and Milwaukee Road employes contribute much to its prosperity. Your pay checks are spent with merchants; you pay taxes in support of the local government, and a huge self-supporting, tax-paying industry stands behind you. It would be an irreparable loss to the city if the Road and its employes should be removed. Certainly, you employes are worthy of club representation in this city; your importance speaks for itself. Club interest should not be confined solely to these club rooms. Many Service Clubs have successfully projected their personalities into the affairs of the community. The potentiality is great and the results are beneficial, not only to the railroad, but to the employes as well. Civic and commercial groups welcome Service Club assistance, and it enlarges the Service Club to its own advantage."

Superintendent F. T. Buechler commented on various legislative bills affecting the railroads and paid a special compliment to the noted improvement of the Milwaukee Magazine.

George Savadis, trainmaster, relayed public feeling on the moving of the Green Bay depot. "From my contacts and by remarks overheard," he said, "I have deduced that the people of Green Bay are very much pleased."

"Ma" Buntin's home-baked beans made the boys forget railroading temporarily, and TFA Bill Hoffman's piano playing brought the songbirds to the piano for their monthly harmonizing session.

Madison Club Hears All About Fire Prevention

Members of the Madison (Wis.) Club heard an informative and instructive talk by E. J. Page, city fire chief, at their Nov. 6 meeting. After absorbing Chief Page's remarks, there is a great possibility that many Madison employes may be searching for fire hazards at this moment.

Mr. Page said, in part: "In spite of repetitious talks, this country has suffered a three billion dollar fire loss in the last 10 years. Every day there are 1,000 fires. Every day of the year we burn seven schools, seven churches, three hospitals, one hundred factories, and 90 per cent of them should never have occurred. At least 75 per cent of all daily fires could at least be controlled if first aid appliances were at hand and were properly used. While on inspection service just recently," he said, "a test was made in an industry. An employe grabbed an extinguisher, turned it upside down and received a good dose of the solution smack in the face, not knowing that the first thing to do was grab the hose in order to have complete control of it.

"We have three alarms every day in the city of Madison. I would venture to say that 75 per cent of Madison homes are replete with fire hazards. This is not meant as a criticism, but as an indication that people do not fully realize what constitutes a hazard.

"Let us start from the attic. Do you have combustible material stored there? Christmas tree trimmings, old paper, clothing or blankets? How is the wiring, open or conduit? Do the stairs to the attic allow for free access? Is the kitchen gas range clear from curtains and walls? How are the electric extension cords in the living room? Are you overloading the circuits? A fuse is no safety device and many people use a stronger fuse when overloading the original wiring. How is the heating unit in the basement, has it been periodically cleaned?

"In some instances of fire, people do not know how to find their way out of their own homes. A definite plan of escape should be made, and also a plan for an accounting of the family or tenants.

"A question often asked by the inquisitive is, 'Why is a hole cut in the roof of a burning building?' We, in our business, have learned that no matter where the fire is located, the higher one goes, the hotter it gets. Opening the roof allows for ventilation and the escape of gases. In many instances, where the fire was confined solely to the basement people have been found on the second and third floor burned to death not from actual flames but from intense heat. In other cases, fires have been ignited where the actual flames have been far removed from the new point of ignition. Direct flames in a burning building are not necessary, as each object has a definite point of ignition for spontaneous combustion.

"And now for a little advice. In case of fire, the most important thing to do is to control yourself; subdue your excitement. Never open any door unless you have first felt the door and knob for intensity of heat. If it is hot, do not open it. The pressure from smoke and gasses will sear your lungs and this means instantaneous death. If the

The Eyes Have It!



door is hot, it is too late to provide assistance for those on the other side, rather, open the windows and call for help."

After Mr. Page's fine talk, the members got down to some serious Service Club business. Superintendent R. A. Woodworth, who was present, could appreciate why the Madison Club has made a name for itself. Joe Tomlinson was appointed chairman of the mammoth potluck dinner-dance, on Saturday, Dec. 1.

Platte-Stickney Club Honored at Appreciation Dinner

The Platte-Stickney Service Club, the first organized on the Milwaukee Road system, held an Appreciation Dinner at Wagner, S. D., on Nov. 8 with an attendance of approximately 80. The dinner was served by the Ladies of the Eastern Star in the Masonic Temple dining room.

Chairman A. S. King introduced Lisle Young, public relations representative from Aberdeen, S. D., who acted as toastmaster for the evening's program, including the entertainment, which was provided entirely by Ward Besanson of Kaylor, S. D. There was a male quartette, piano solos, blackface comedians, and a band.

Each agent attending the meeting brought as his guest a prominent business man from his town. All of these guests were called upon for a few words; their praise of Milwaukee Road service during the difficult years of the war was extremely gratifying.

A large engine, carved from wood by a nephew of Chairman King, made an eye-catching centerpiece at the speakers' table. Following the program, "Ma" Doering, mother of Agent Ed Doering of Avon, S. D., was presented with a large box of candy in appreciation of the beautiful homegrown flowers she brought for the tables.

Civic Activity Planned by Mississippi Palisades Club

Wartime discontinuance of the Mississippi boat excursions deprived the Mississippi Palisades Club of a profitable source of revenue. Some time ago the club co-sponsored

an excursion as a means of feting the farmers in this community. Early spring will most likely bring resumption of the excursions.

Chairman Henry Thayer commented at the Oct. 17 meeting that an affable smile is never wasted. "Every pleasant word, every thoughtful act, makes someone's job easier. We expect courteous treatment when we walk into a store; our customers expect the same of us."

A. J. Reinehr, agent at Savanna, gave an interesting talk on public relations. "Public relations is very much in the foreground on railroads today and we should pay close attention to the subject. Milwaukee Road patrons supply the revenue for our pay checks. It is to the employe's benefit to win over public patronage of his source of livelihood. Opinions of a company are formed by the actions of its employes." Mr. Reinehr expressed the hope that the Service Club would soon be able to project more civic activity into its plans. He also asked for full support of the reactivated traffic tip plan.

"Let the business man know that you are working for the Milwaukee Road," Car Foreman John Fischer said. "No one will stand for high pressure, but it is no more than fair that we diplomatically indicate that Milwaukee Road money is being spent at our local stores every day."

Dining de Luxe

The modern streamlined diners
Trimmed in silver, glass, and chrome,
Are well prepared to cater
To the traveler far from home.
But recollections haunt me,
With their own nostalgic charm,
Of lunches Aunt Jo packed for
My return trip from the farm.

"Now here's your railroad ticket
And be sure to hold it tight,
And when you reach the city
Please remember, dear, to write.
And just in case you're hungry
And should like a bite of lunch,
I've fixed a little snack on
Which I thought that you could munch.

"I packed it in this shoe box
And it's really not a lot,
But mind that you don't tip it,
For that apple pie is hot.
It's next to the tomatoes,
Freshly picked; and in that jar
Is buttermilk; it's filling
When you're traveling so far.

"There are powdered sugar doughnuts
Made especially for you,
A liver sausage sandwich
And a big banana, too.
Some chocolate-frosted cupcakes
And a pickled hard-boiled egg,
A slice of raisin pound cake
And a nice fried chicken leg.

"And don't you talk to strangers,
Keep your feet off of the seat,
Your hands inside the window
And your shoes and stockings neat.
Remember what I told you
About holding to your grip?
And eat that lunch all up, for
Ninety miles is quite a trip."

—MARIE HOTTON.

RETIREMENTS

The following employes' applications for retirement were recorded during September and October, 1945

SEPTEMBER

Chicago General

FITZGERALD, THOMAS F.
Clerk, Aud. Pass. Accts. Chicago, Ill.
LANE, JOHN D.
Porter Chicago, Ill.
ROEDER, IRVING H.
Clerk, Supvr. of Payroll Taxes. Chicago, Ill.
WOODLEY, JOHN E.
Porter Chicago, Ill.

Chicago Terminals

BUSSE, HENRY J.
Yard Clerk Chicago, Ill.
DOBAK, JOHN
Coach Cleaner Chicago, Ill.
HISCOX, ELMER E.
Electrician Foreman Chicago, Ill.
JOHNSON, CHARLES E.
Checker Chicago, Ill.
OLSEN, FRANK B.
Tinner Chicago, Ill.
WILLIAMS, CARADOG
Car Inspector Bensenville, Ill.

Dubuque and Illinois Division

FREEMAN, THOMAS J.
Conductor Bensenville, Ill.

Hastings and Dakota Division

JOYE, JAMES
Section Foreman Aberdeen, S. D.
RYAN, JOHN
Extra-Gang Laborer Aberdeen, S. D.

Iowa Division

DEDUAL, GEORGE B.
Machinist Perry, Ia.
HILDRETH, MASON L.
Clerk, Store Dept. Perry, Ia.
KLERSEY, HERBERT B.
Switchman Cedar Rapids, Ia.
MOORE, GEORGE W.
Conductor Des Moines, Ia.
REIMERS, FRED H.
Hostler Helper Cedar Rapids, Ia.
SWENNING, WINFRED J.
Telegrapher, Traffic Omaha, Nebr.

Iowa and Dakota Division

DOUGHERTY, GEORGE
Blacksmith Mason City, Ia.
O'BRIEN, JOHN F.
Clerk Sioux City, Ia.

Iowa and Southern Minnesota

BRIMACOMB, MAITLAND S.
Blacksmith Helper Austin, Minn.
HEALY, JOHN S.
Section Foreman Austin, Minn.
MEINICKE, ANDREW A.
Loco. Engineer Madison, S. D.

Kansas City Division

YEOMANS, SIDNEY E.
Loco. Engineer Ottumwa, Ia.

La Crosse and River Division

CHAPMAN, ALBERT F.
Loco. Engineer Milwaukee, Wis.
GENRICH, HERMAN F.
Foreman, Frog Shops Tomah, Wis.
KANZENBACH, CHAS. F.
Roundhouse Laborer Portage, Wis.
KIRCHENS, BERNARD
Engine Watchman Hastings, Minn.

OCTOBER

Chicago General

JOHNSON, RICHARD Z.
Ticket Clerk Chicago, Ill.

Chicago Terminals

FAMULARO, ANGELO
Steamfitter Chicago, Ill.
LASZLO, LOUIS
Carman Helper Chicago, Ill.
NOGA, JOHN
Box Packer, Car. Dept. Chicago, Ill.
ROTH, SYDNEY S.
Timekeeper, Local Frt. Off. Chicago, Ill.

LOWE, RALPH R.
Instrumentman LaCrosse, Wis.
SCHMASOW, WM. F.
Machinist Helper Tomah, Wis.
SURDICK, GEORGE F.
Crossing Flagman Wausau, Wis.

Madison Division

HINKINS, LESLIE G.
Conductor Platteville, Wis.
MALLVITZ, WILLIAM A.
Section Laborer Whitewater, Wis.
McCLOSKEY, GEORGE J.
Conductor Madison, Wis.

Milwaukee Division

EDWARDS, WALTER
Loco. Engineer Milwaukee, Wis.
FOLGER, RICHARD C.
Loco. Engineer Chicago, Ill.

Milwaukee Terminals

HARTMANN, HERMAN H.
Carpenter Milwaukee, Wis.
HORVATH, DOMINIC
Lumberman, Store Dept. Milwaukee, Wis.
HUEPPER, JOHN A.
Machinist Milwaukee, Wis.
KUGI, VALENTINE
Carman Milwaukee, Wis.
LARSON, JAMES P.
Steamfitter Milwaukee, Wis.
MUELLER, FREDERICK W.
Boilermaker Milwaukee, Wis.
PETTERSON, SIGURD
Molder Milwaukee, Wis.
PFEIFER, JOHN
Machinist Milwaukee, Wis.
PHILLIPO, CHARLES A.
Machinist Milwaukee, Wis.
RODENKIRCH, NICH. J.
Cabinetmaker Milwaukee, Wis.
WACHOWIAK, NICK K.
Machinist Milwaukee, Wis.
WEING, VALENTINE
Carman Helper Milwaukee, Wis.
WIRTH, WENZEL S.
Molder Milwaukee, Wis.
ZILAVY, MARTIN J.
Car Repairer Milwaukee, Wis.
ZIMMERMAN, REINHARD A.
Machinist Milwaukee, Wis.

Rocky Mountain Division

ULVER, CARL
Machinist Deer Lodge, Mont.

Terre Haute Division

KYLE, ROBERT E.
Switchman Faithorn, Ill.
McDONALL, JOHN H.
Loco. Engineer Terre Haute, Ind.
TAYLOR, JOSEPH G.
Conductor Terre Haute, Ind.
VAN WINKLE, CHAS. L.
Loco. Engineer Terre Haute, Ind.

Twin City Terminals

CARLING, SEXTON L.
Tractor Driver Minneapolis, Minn.
CORSE, ARTHUR D.
Machinist Minneapolis, Minn.
LUKE, GEORGE T.
Machinist Minneapolis, Minn.
McLAUGHLIN, JAMES W.
Loco. Engineer Minneapolis, Minn.
MILLER, HENRY F.
Machinist Helper Minneapolis, Minn.
NELSON, ERNEST J.
Carman Helper Minneapolis, Minn.

Coast Division

CURRY, CHARLES D.
Equipment Maintainer Morton, Wash.
LAGRANGE, BENJAMIN L.
Locomotive Engineer Tacoma, Wash.
LARSON, NILS E.
Machine Op., Car Dept., Tacoma, Wash.

LEMM, HENRY H.
Switchman Tacoma, Wash.
SWANSON, CARL E.
Carman Tacoma, Wash.

Dubuque and Illinois Division

ERVIN, CHARLES S.
Boilermaker Helper Savanna, Ill.
HOLY, CLEVELAND
Machinist Savanna, Ill.
PRYSLOPSKI, SEMKO
Laborer, Loco. Dept. Marquette, Iowa
RAINE, CHARLES A.
Brakeman Dubuque, Iowa
SMITH, GEORGE W.
Pump Repairer Savanna, Ill.

Hastings and Dakota Division

BRENNAN, JOSEPH M.
Locomotive Engineer Aberdeen, S. D.
LETTIS, HARRY W.
Section Laborer Milbank, S. D.
RYAN, PATRICK J.
Conductor Aberdeen, S. D.

Idaho Division

*DIXON, FRANK E.
Car Cleaner Spokane, Wash.
HASELBAUER, JOHN C.
Conductor Cle Elum, Wash.
MILLER, HARRY R.
Chief Clerk, B&B Dept. Spokane, Wash.
OHMAN, JOHN A.
Machinist Helper St. Maries, Idaho
*Deceased

Iowa and Dakota Division

BERGEMEYER, JOE E.
B&B Foreman Mason City, Iowa
BUSHNELL, GUY N.
Conductor Sioux City, Iowa
GALLANT, FRANK M.
Conductor Sioux City, Iowa
HENDRIKSEN, JACOB H.
Locomotive Engineer Rapid City, S. D.
LANGE, MIKE E.
Boilermaker Mitchell, S. D.

Iowa and Southern Minnesota Division

O'MARRO, MARTIN S.
Brakeman Austin, Minn.
TEFF, JOHN P.
Locomotive Engineer Austin, Minn.

Kansas City Division

BELL, WILDER C.
Agent Washington, Iowa

La Crosse and River Division

DURANSO, LOUIS C.
Section Laborer Merrill, Wis.
FLINT, BERTRAM L.
Yard Clerk Portage, Wis.
GLASS, EMIL J.
Train Baggageman Milwaukee, Wis.
VANDERZEE, GEORGE P.
Section Foreman Dakota, Minn.

Madison Division

DIETRICH, RALPH G.
Yard Clerk Madison, Wis.
DUNWIDDLE, FLOYD
Machinist Madison, Wis.
KADING, CHARLES T.
Agent Whitewater, Wis.
SIKHART, JOHN M.
Agent Mineral Pt. Wis.

Milwaukee Division

DOBBERT, CHARLES F.
Conductor Milwaukee, Wis.
OPPERMAN, WILLIAM C.
Section Laborer Milwaukee, Wis.
PORTER, WALTER D.
Telegraph Opr. Fond du Lac, Wis.

Milwaukee Terminals

BERTRAND, RANDOLPH J.
Switchtender Milwaukee, Wis.
BLADY, VALENTINE
Carpenter, Car Dept. Milwaukee, Wis.
BRINER, FRANK J.
Carman Helper Milwaukee, Wis.
DEUSTER, GEORGE P.
Laborer, Car Dept. Milwaukee, Wis.
DIBBERT, WILLIAM K.
Car Inspector Milwaukee, Wis.
DI'ER, HARRY E.
Locomotive Engineer Milwaukee, Wis.
ENTERS, HERMAN R.
Machinist Milwaukee, Wis.
HAMMERNIK, ANTON G.
Mach. Hand, Car Dept. Milwaukee, Wis.
KAMMERS, THEODORE J.
Molder, Foundry Milwaukee, Wis.
MARTINSEK, ANTON J.
Carman Helper Milwaukee, Wis.
McAULIFFE, DANIEL J.
Switchman Milwaukee, Wis.
MILLER, FRED E.
Locomotive Engineer Milwaukee, Wis.

MORTL, FRANK A.
CarmanMilwaukee, Wis.
NOLAN, JOHN A.
Car InspectorMilwaukee, Wis.
ROEDER, JOSEPH M.
CarmanMilwaukee, Wis.
ROESCH, JOHN G.
SwitchmanMilwaukee, Wis.
SCHAEFER, PHILLIP W.
Locomotive EngineerMilwaukee, Wis.
UNZ, MATHIAS
CarmanMilwaukee, Wis.
WILL, RICHARD O.
YardmasterMilwaukee, Wis.
ZINSELMAYER, CHAS. F.
CashierMilwaukee, Wis.

Rocky Mountain Division

BADOVINAC, NICK
Section LaborerHarlowton, Mont.
BRINK, ELLERD F.
AgentAlberton, Mont.
ELBERSON, WILLIAM
BoilermakerDeer Lodge, Mont.
KEENAN, JAMES
Extra Gang LaborerLewistown, Mont.
OWENS, CHARLES F.
CarmanDeer Lodge, Mont.
SURBROOK, FRANKLIN L.
Section LaborerMissoula, Mont.
TAVENNER, FRANK L.
General Foreman, Electrification
Dept.Butte, Mont.
WILLARD, SIDNEY W.
ConductorChanning, Mich.

Terre Haute Division

FARIS, MARLEY C.
AgentTerre Haute, Ind.
SIVEY, ALBERT M.
CarmanTerre Haute, Ind.
TINDALL, CHARLES I.
BrakemanTerre Haute, Ind.

Trans-Missouri Division

BENSEL, EDMUND G. H.
MachinistMiles City, Mont.
MARSHALL, JAMES D.
Locomotive EngineerMoberidge, S. D.

Twin City Terminals

BLYBERG, ERIC
MachinistMinneapolis, Minn.
BOYUM, HANS J.
Machinist HelperMinneapolis, Minn.
FOSS, ANTON
CarpenterMinneapolis, Minn.
GOLDEN, JACOB J.
Pipefitter HelperMinneapolis, Minn.
PRICHARD, CHARLES E.
Ticket Aud., TrafficMinneapolis, Minn.
RISDAHL, LARS D.
Laborer, Store Dept.Minneapolis, Minn.
ROBINSON, FRANK
Stationary EngineerMinneapolis, Minn.
SANDGREN, OLAF E. A.
CarmanMinneapolis, Minn.
WYATT, THOMAS H.
Car CleanerMinneapolis, Minn.

At the meeting of a local council there had been some discussion regarding the type of milk which should be provided for the school children.

To conclude the debate, the chairman rose portentously to his feet.

"Gentlemen," he declared, "what this town needs is a supply of clean, fresh milk, and the council should take the bull by the horns and demand it."

Rabbit Transit

The First Subway

Long, long ago, before the Ark was freighted,
Before the glaciers marched in crystal
masses,

An engineering bunny excavated
The Primal Subway under roots and
grasses.

The other bunnies viewed the yawning funnel,

At first with doubt; but then, resolved to
chance it,

They chased each other through and through
the tunnel—

An that's the origin of Rabbit Transit.

December, 1945

Veteran Employes Association

We have at this time 8,154 members, of which 452 have been added since our last report a year ago. In the same period we have lost by death a total of 203 of our faithful members, many of whom were retired from active service. This is an unusually heavy loss, heavier than in any previous year.

It has been a long time since we have been able to get together for a convention and we have all missed one another, but I feel it is safe to say now that with present improved conditions we may look forward hopefully to another enjoyable and inspiring meeting next summer, of which you will all receive notice in due time.

Respectfully submitted,

MRS. GRANT WILLIAMS,
Secretary-Treasurer.

Treasurer's Report

August 1, 1944 to July 31st, 1945

Cash balance in Bank and on hand—July 31, 1944 \$10,014.72

RECEIPTS

Initiation Fees \$ 475.00
Membership Dues 4,357.00
Overpayment of Dues 6.00
Sales of Membership Buttons & Pins 4.50
Miscellaneous Receipts75
Interest on Savings Account 46.76

TOTAL RECEIPTS 4,890.01

DISBURSEMENTS

Postage \$ 70.84
Printing and Stationery 145.32
Office Supplies 5.42
Overpayment Refunds 6.00
Dues Refunded 3.50
Collection Expense 3.13
Express Charges 1.35
Dodge, Inc.—Membership Buttons and Pins 735.86
Secretary's Salary 1,200.00
Auditing of Accounts 25.00
Flowers for D. J. Marlett Funeral 20.00
Miscellaneous Expenses 4.00
Bank Exchange and Charges 4.00

TOTAL DISBURSEMENTS 2,224.42

BALANCE

July 31, 1945

First National Bank of Chicago, Checking Account \$ 8,262.99
First National Bank of Chicago, Savings Account 3,777.31
Cash on hand 640.01

\$12,680.31

INCOME ACCOUNT

Total Cash Receipts—August 1, 1944 to July 31, 1945 \$ 4,890.01
Total Disbursements 2,224.42

NET INCOME—Year ending July 31, 1945 \$ 2,665.59

NET WORTH

Cash Balance—July 31, 1944:
First National Bank of Chicago—Savings Account \$ 3,730.55
First National Bank of Chicago—Checking Account 5,602.95
Cash on hand 681.22

\$10,014.72

Investment in U. S. War Bonds (Par \$10,000.00) 7,400.00

NET WORTH—July 31, 1944 \$17,414.72

ADD

Net Income—July 31, 1944 to July 31, 1945 2,665.59

NET WORTH—July 31, 1945 \$20,080.31

Made up as follows:

First National Bank of Chicago—Checking Account \$ 8,262.99
First National Bank of Chicago—Savings Account 3,777.31
Cash on hand 640.01

\$12,680.31

Investment in U. S. War Bonds 7,400.00

\$20,080.31

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted																																																																																													
			Pass.	Frnt.				Pass.	Frnt.																																																																																												
Off Line Offices and Miscellaneous Group					Terre Haute Division																																																																																																
Welch, J.	Asst. Secy-Treas.	New York, N.Y.	1		Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		27																																																																																												
			1	0				0	27																																																																																												
Milwaukee Terminals and Shops					Trans-Missouri Division																																																																																																
Bross, A.S.	Chf. Clk. to ASMP	Milwaukee, Wis.	2		Grant, R.A.	Stenographer	Miles City, Mont.	1																																																																																													
Chelhar, Anton	Jr. Rate Clerk	Milwaukee, Wis.		6	Haling, G.W.	1st Operator	Roundup, Mont.	1																																																																																													
Doss, Mickey	Fowler St.	Milwaukee, Wis.		2	Handley, Chester	Scrap Sorter and Cutter	Miles City, Mont.	1																																																																																													
Hoerl, Joseph M.	Supvr. of Rates	Milwaukee, Wis.		4	Heward, B.L.	Chf. Clk. to Div.	Miles City, Mont.	1																																																																																													
Kabacinski, C.M.	Load Inspector	Milwaukee, Wis.		1	Revlng, O.O.	Stkpr. Conductor	Miles City, Mont.	1																																																																																													
Kowalski, Bruno J.	Rate Clerk	Milwaukee, Wis.	1					5	0																																																																																												
Liebnow, E.H.	AAR Clerk	Milwaukee, Wis.	1																																																																																																		
Madushaw, James	Yard Clerk	Milwaukee, Wis.	1																																																																																																		
Michalski, Charles	Carman	Milwaukee, Wis.	2																																																																																																		
Mulholland, L.	Carman	Milwaukee, Wis.	2																																																																																																		
Richter, G.H.	Clerk	Milwaukee, Wis.	1																																																																																																		
Rieboldt, Fred	Ret. Painter	Milwaukee, Wis.	2																																																																																																		
Sobczak, Alice	Rate Clerk	Milwaukee, Wis.		1																																																																																																	
Starosta, Joseph	Asst. Foreman	Milwaukee, Wis.	1																																																																																																		
Warner, H.M.	Frt. Serv. Insp.	Milwaukee, Wis.	1	1																																																																																																	
Wendell, Abbie	Steno-Clerk	Milwaukee, Wis.	1																																																																																																		
Woelfl, M.L.	Cashier	Milwaukee, Wis.	1	1																																																																																																	
Zielinski, I.	Carman Helper	Milwaukee, Wis.	1																																																																																																		
Zywicke, John Frank	Boiler Shop	Milwaukee, Wis.	1																																																																																																		
			14	22																																																																																																	
Rocky Mountain Division					Twin City Terminals Division																																																																																																
Cedarholm, Bruce	Operator	Lewistown, Mont.	1		Allard, Richard B.	B&B Carpenter	Minneapolis, Minn.	1																																																																																													
Lancaster, W.C.	Clerk	Lewistown, Mont.	1		Andren, Joel S.	Clerk	St. Paul, Minn.		1																																																																																												
Mundt, Ed	Car Foreman	Lewistown, Mont.	1		Moberg, Walter H.	Engineer	Minneapolis, Minn.	1																																																																																													
Newbury, Mabel	Supt's Clerk	Lewistown, Mont.	2		O'Neil, W.H.	Smoke Abatement Engr.	Minneapolis, Minn.	1																																																																																													
Nummerdor, C.A.	Asst. Supt.	Lewistown, Mont.	2		Peck, William	Car Foreman	Minneapolis, Minn.	1																																																																																													
Rebich, Aileen	Clerk	Butte, Mont.	3					4	1																																																																																												
Reuther, Ann B.	Rate Clerk	Lewistown, Mont.	1																																																																																																		
Samuel, Gus	Carman	Lewistown, Mont.	1																																																																																																		
Tackmier, B.	Checker	Butte, Mont.	2																																																																																																		
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Seattle General Offices					The name of a prospect on a traffic tip card is half the job of making a prospect a customer.																																																																																																
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Briefly Quoted

(Continued from page 11)

these things you have brought us closer to home which is of course uppermost in our hearts, perhaps more so now than ever before.

LESLIE W. FREDERICKS,
Switchman,
Milwaukee Terminals.

Army—Karlsruhe, Germany

I want to acknowledge the receipt of your letter enclosing the Christmas check and extend my sincere thanks.

I landed at Casablanca 30 months ago and since then I have worked as an engineer in Morocco, Algeria, Tunisia, Italy, France, and Germany. The experiences have

been varied, some pleasant and many not so pleasant, but we are proud of the record we made. My time in service, plus six Battle Stars, entitles me to 94 points.

My thoughts are now turning toward home and I anticipate again becoming a member of the Milwaukee family.

E. O. Dehn,
Fireman, Milwaukee Division.

Army—Philippine Islands

I just received a copy of the Milwaukee Magazine and was mighty well pleased. It reminded me of the friendship existing between the Road and its employees.

I haven't seen any standard gauge railroads since I've been overseas, but I have seen plenty of link and pin couplings and ridden on a railroad equipped with mahogany ties.

Again I wish to express my appreciation and also my thanks for the Christmas check.
Pfc. Hurley H. Green
Switchman, Terre Haute Division.

Navy—Okinawa

I just received your Christmas letter and check and wish that I could thank you personally.

At present I am on Okinawa and everything is as quiet as a church on Monday morning now, although it was kind of rough around the edges for the last few months.

I am looking forward to returning soon and spending next Christmas in the States.

J. A. Wilson, CM2/c,
Rodman, Tacoma, Wash.

The newest thing in news is not when a man bites a dog but when a bull throws a congressman.

Bensenville Chapter

Mrs. James M. Calligan, Historian

On Oct. 3 Bensenville Chapter had the great honor and pleasure of a visit by Mmes. H. A. Scandrett, Geo. W. Loderhose and W. W. K. Sparrow, and Miss Etta Lindskog. At 2 p.m. a delightful luncheon was served by Mmes. R. Smith, L. O'Donnel, L. Johnson and C. Waldron, with beautiful Hallowe'en decorations, after which our guests were introduced. A lovely corsage was presented to each of them, also to our president, Mrs. P. Sturm. The ladies graciously thanked the club and responded with talks. We also had with us our own past president, Mrs. Jean Brossard, formerly of Bensenville, now of Milwaukee.

Meeting was opened with the pledge of allegiance to our flag, followed by community singing, Mrs. R. Sieber at the piano and singing led by Mrs. L. Roper. A short business meeting followed. The first drawing of our blanket club, which has proved a huge success, was held. The winners were Mmes. J. Capoot, R. Smith, W. Masotti and C. Brouard.

We hope our guests enjoyed our meeting and will visit us again soon. Needless to say it was a great pleasure to us to be able to have them with us, also quite an inspiration.

Black Hills Chapter

Mrs. Harris Dillabough, Historian

Oct. 8 regular meeting was held in our club rooms, Mrs. N. O. Frizzell, president, conducting. Good cheer report was 25 personal and phone calls made. Next meeting will be election of officers. Margaret Kemerling was appointed chairman of the nominating committee, assisted by Bessie Smith and Anna Saxer.

President reported that we received a check for \$25 for going over the top in the membership drive. A delicious lunch was served by Mmes. Art Berger and Stanly Core.

Merrill Chapter

Mrs. Frank J. Mattson, President

Our first meeting of the fall was held in the Bradley Shelter House at Tomahawk, members at Tomahawk serving lunch and dinner. Many members from Irma, Merrill, and Minocqua were present. A very enjoyable day was spent among the beautiful pines.

Through the kindness of Superintendent Whalen we have been provided with the Odd Fellows' Hall for our monthly meetings. We greatly appreciate having been supplied with a meeting place and hope to have an increased attendance as a result. We have purchased dishes and a cupboard in which to keep them.

On Sept. 29 we had a get-together party, also a farewell party for Mr. and Mrs. H. Wenzlik, who were leaving town. Mrs. Wenzlik has been a faithful and loyal member ever since our chapter was organized.

Portage, Wis., Chapter

Mrs. B. A. Gothompson, Historian

On Monday evening, Oct. 29th, the Women's Club of Portage gave a Harvest Home dinner in honor of our returned service men who were members of the families of the club, or former railroad employees before their service in the armed forces, also to all members of the club. Turkey and all the "fixings" was served, to more than 100 guests. All voted their hope that this would become a regular event.

At our November meeting the officers for next year were elected. They are Mrs. Floyd Cafisch, president; Mrs. Mary Ryan, first vice-pres.; Mrs. Val Biscup, second vice-pres.; Mrs. Harry Taylor, rec. sec'y.; Mrs. Fred Lessman, treasurer; Mrs. Edmund Lessman, cor. sec'y.; and Mrs. G. A. Gothompson, historian.

Mrs. Herman Manthey, program chairman, gave a reading in observance of Navy Day, Armistice and Thanksgiving Day.

The Milwaukee Railroad Women's Club

There was also discussion of coming activities, but more regarding this later. Mrs. James Robinson and her committee served refreshments at close of the meeting.

Green Bay Chapter

Mrs. W. F. Kramer, Historian

Regular monthly meeting was held on Nov. 1st with Mrs. Russell Anderson, president, presiding. Election of officers for the coming year took place and the following members will take over their duties in January: Mrs. Russell Anderson, re-elected president; Mrs. George Gunn, first vice president; Mrs. F. T. Buechler, second vice president; Mrs. W. F. Kramer, recording secretary; Mrs. S. Einaron, corresponding secretary; Mrs. A. J. Maloney, treasurer; and Mrs. E. Muster, historian.

Cards followed, prize being won by Mrs. Anton Johnson. Mrs. H. E. Bennett won the attendance prize. Wives of Service Club members were guests at their regular monthly meeting held on Oct. 31st.

Aberdeen Chapter

Mrs. Lisle Young, Historian

Aberdeen Chapter elected new officers at its Nov. 5th regular meeting, the following being elected to serve for the ensuing year: Pres., Mrs. W. A. Radabaugh; 1st Vice Pres., Mrs. L. W. Palmquist; 2nd Vice Pres., Mrs. Francis Heckler; Recording Sec'y., Mrs. J. M. Keelan; Corresponding Sec'y., Mrs. Art Schreiber; Treasurer, Mrs. A. E. Hatten; and Historian, Mrs. Lisle Young. The honor for the largest membership of any chapter on the system was won by Aberdeen chapter with 1,206 members, a cash prize being awarded to it by the General Governing Board.

Our club is very proud of its record of war work. Since Pearl Harbor we have a record of hours of Red Cross work as follows: Over 500 hours, Mrs. Joe Maketzky; over 200 hours, Mnes. A. E. Hatten, H. Murphy, Mary Karr, and W. J. Kane; over 100 hours, Mmes. Geo. E. Benz, Wm. Beckel, I. Feddern, H. Lucas, H. Morse, P. Mundy, W. Radabaugh, H. Ryan, R. E. Ryan, Rose Ryan and Ed Soike, with many others contributing under 100 hours.

The very attractive advertisement which the Milwaukee Road has in many of the leading magazines as well as our Milwaukee Magazine on the pheasant sandwiches served at our Canteen, makes us proud indeed of our part in this project.

Alberton Chapter

Ruby F. Leary, Historian

The Alberton Chapter has three successful meetings on their fall calendar. A card party was given in October as their first social activity. Plans are under way for a farewell dinner party for the Paul O. Zuelke family.

At the November 7 meeting, election of officers for the ensuing year was held with the following results: President, Mrs. E. J. McClain; 1st Vice Pres., Mrs. A. J. Rock; 2nd Vice Pres., Mrs. Roy Johnson; Secretary, Mrs. Arthur DuBois, and Treasurer, Mrs. E. Cornwall. Mrs. Harbison, wife of the new agent at Alberton, was a guest at the November meeting. Our members thankfully acknowledge the presentation to the chapter of a check for \$20 from the Governing Board for increasing its membership. We already have several prospective new members and will strive to make 1946 another successful year.

Perry Chapter

Mrs. Nell Snipe, Historian

On Friday, Nov. 2, a pot-luck dinner was enjoyed by all who attended. Following the dinner our president, Mrs. Ora DeLany, presided at the business meeting, at which we voted to donate to the Iowa Children's Home, also to the War Chest. Welfare Chairman reported on expenditure of \$15.00 for welfare work. Upon adjournment a social time was enjoyed playing Bingo, White Elephant prizes being given.

Milwaukee Chapter

Mrs. John Ehlert, Historian

Milwaukee Chapter was delighted to have three honored guests, Mrs. H. A. Scandrett, Mrs. H. C. Munson, and Miss Etta Lindskog at their birthday dinner which was held on October 15. Mrs. Scandrett spoke on club activities and Service Boys returning home. Mrs. Munson expressed her pleasure at being with us. Miss Lindskog spoke on membership and commended the fine work which we have accomplished. The birthday dinner, amid Hallowe'en decorations, was a success. One hundred were served. A net profit of \$23.41 was realized.

The meeting was called to order at 8:00 o'clock. Reports were as follows: A letter from the Red Cross expressing thanks for the Home Service money. Membership voting 276 and contributing 726. Sunshine two cards sent out, one sympathy, no welfare. Home Service donation \$3.95, one new member. Mrs. Steed spoke on U.S.O. contributions and it was decided to donate cakes and other foods, which will be delivered at a future date, also \$25. At this meeting our president selected three well chosen members as a nominating committee to select new officers for election.

Our two pianos have been tuned. Gimbel Brothers invited our chapter to a rose display which was held on November 5 and 6. Our Christmas dinner and party will be held Dec. 17. Here's hoping our long absent members will attend.

Red Cross October report 24 pairs Hospital Socks, one large sleeveless sweater, assembling of Baby Red Cross afghan. Donated 15 6" squares approximate value \$2. Total number of hours worked by groups 305. The meeting was dismissed, followed by 11 tables of cards.

Spencer Chapter

Mrs. E. John Wiedemeyer, Historian

The Spencer Chapter enjoyed a delicious pot-luck supper given by the club members in the basement of the Farmers Trust and Savings Bank Monday evening, Nov. 12. Sixty persons were present. The monthly meeting was conducted later by the president, Mrs. Jake Erkes. A unanimous vote was passed that present officers hold their offices for the coming year of 1946. Officers are: Pres., Mrs. Jake Erkes; first vice-pres., Mrs. Koenecke; second vice-pres., Mrs. Rose; sec'y., Mrs. Floyd Merchant; treas., Mrs. Leo Blanchard; historian, Mrs. E. John Wiedemeyer.

It was also decided that the annual Christmas party be held Dec. 21, with the exchange of gifts. Committees were appointed by the president, as follows: Decorating, Mrs. Leo Blanchard and Mrs. Lee Santage; program, Mrs. Floyd Merchant, Mrs. P. A. McCauley and Mrs. E. John Wiedemeyer; refreshment, Mrs. Rohde; miscellaneous, Mrs. Jake Erkes, Mrs. Clyde Snere and Mrs. Marian Rose. Bills were presented and the meeting closed with the penny march. The remainder of the evening was spent playing cards, singing and informally. Mrs. Vrooman was an outside guest present.

Chicago—Fullerton Avenue Chapter

Shirley Brandau, Historian

Our November meeting was the occasion of a very special evening, it being a party held in honor of Mrs. H. A. Scandrett, honorary president general; Mrs. Geo. W. Loderhose, president general; and the past



Guests of honor at the Chicago-Fullerton Avenue Chapter's Nov. 27 dinner and get-together. Seated, left to right: Mrs. George W. Loderhose, president general and past president of the chapter; Mrs. H. A. Scandrett, honorary president general; Mrs. W. W. K. Sparrow, treasurer general and past president of Fullerton Avenue Chapter. Standing, left to right: Mrs. E. P. Heyn, past president; Mrs. Grant Williams, first president; Mrs. A. J. Frandsen, Mrs. O. P. Berry, and Mrs. Carl Barclay, past presidents; and Mrs. H. M. Borgerson, president of Fullerton Avenue Chapter.

presidents of our chapter. It was preceded by a delicious turkey dinner which was served to approximately 150 members in the chapter's cafeteria. It was truly a Thanksgiving for our recently enlarged and newly decorated club rooms, for which we are all very grateful.

Our guests of honor were Mrs. H. A. Scandrett, Mrs. George W. Loderhose, and the following past presidents of Fullerton Avenue Chapter; Mrs. Grant Williams, first president, and (in the order they served) Mrs. O. P. Barry, Mrs. W. W. K. Sparrow, Mrs. Geo. W. Loderhose (now president general), Mrs. H. M. Borgerson (who is also our present president), Mrs. A. J. Frandsen, Mrs. E. P. Heyn, and Mrs. C. A. Barclay. Each received a beautiful corsage for the occasion. They all expressed their pleasure at being with us and told of how much the club meant to them. Mrs. Scandrett, who is also general good will chairman, called attention to the good will work recently taken up by the club and the many ways in which our club can do good, and asked the cooperation of members in carrying

on this activity. We were very sorry Mrs. Geo. F. Baker and Mrs. T. J. Martin, past presidents, were unable to attend.

We also had with us some of the members from the Union Station Chapter—Mrs. Harry L. Anderson, president, and several members of her board, as well as some past presidents of that chapter.

Under new business was the report of the nominating committee, submitted by Mrs. W. D. Steubner, chairman. This report was accepted and the officers proposed were elected, with Mrs. H. M. Borgerson re-elected as president.

As for welfare, during the month, one family was helped. Good cheer chairman reported five convalescent and five sympathy cards sent. For our entertainment we had a very interesting talk by a recently discharged Wac, Miss Emily McDyer, who was and is employed in the Fullerton Avenue Building. She told of her many interesting experiences overseas in England, France, and Germany, and expressed many thanks to the Women's Club. We had two door prizes, and by some strange coincidence the first prize

(a two and one-half pound fruit cake) was won by Miss McDyer—the other by Miss Agnes McGrath. The evening proved very interesting and enjoyable for all.

Our last month's tour of "Little Mexico" in charge of Mrs. T. J. Martin, program chairman, proved quite successful and we are all looking forward to another tour or get-together of that kind.

Mobridge Chapter

Mrs. A. W. Grothe, Historian

At the October meeting our president, Mrs. George Gallagher, announced that the regular servicemen's canteen service has been discontinued, but that the boys will be served on holidays and at any time that is requested due to lacking dining car service. The canteen service has been a very active part of our club for the past several years as well as a most gratifying effort. In the month of July of this year 5,435 boys were served and 5,830 in August.

A very nice letter from Miss Lindskog was read commending the Mobridge Chapter on its canteen work. We members owe a great deal to Mrs. George Gallagher and Mrs. Henry Erickson for their faithfulness and constant efforts during this past year as chairmen of this work.

Ways and means committee reported \$43.64 received from the sale of hamburger sandwiches and coffee during the Northern Show of Progress. A nominating committee was appointed with Mrs. Harold Sizemore chairman. After a pleasant program doughnuts and coffee were served.

Janesville Chapter

Mrs. J. W. Higgins, Historian

Meeting of Janesville Chapter was held on Nov. 6 with Mrs. Pat Wallace, our president, presiding. Thirty-six dollars and fifty-nine cents was reported taken in on the rummage sale held the latter part of October. We were all so pleased at this return because of the fact that there were two other rummage sales held at the same time. Thirteen dollars and eighty-one cents was spent for sunshine during the month of October, reported by sunshine chairman, Mrs. W. B. Wilcox. It was voted to give each Milwaukee Road boy or girl returning to civilian life a one-dollar bill, to be sent in a pretty little envelope. We have 141 on our honor roll. Mrs. Clara Naeser awarded bank nite award at November meeting. The following officers were elected for 1946: President, Mrs. Stanley Reilly; first vice-



Some of the members who attended the dinner held by the Chicago-Fullerton Avenue Chapter in the chapter club rooms. First row, left to right: Mrs. Charles H. Ordas, Mrs. Grant Williams, Mrs. Carl Barclay, Mrs. W. W. K. Sparrow, Mrs. H. A. Scandrett, Mrs. George W. Loderhose, Mrs. W. R. Dolan, Mrs. L. K. Sorensen and Mrs. Harry L. Anderson.

pres., Mrs. Jas. Stearns; 2nd vice-pres., Mrs. Laura Drawheim; rec. secy., Mrs. Hugh Davey; cor. secy., Mrs. Walter Seitz; treas., Mrs. Ed Lueck; historian, Mrs. J. W. Higgins.

On Hallowe'en night we held our annual Hallowe'en party, and to say we all had a grand time is putting it mild. We still can get a case of giggles on recalling it. Delicious lunch was served by Mrs. Geo. McCune and her capable helpers.

Deer Lodge Chapter

Mrs. Joe Healey, Historian

Election of officers was the chief order of business at Milwaukee Women's Club Friday afternoon, Nov. 17, following the 1 o'clock luncheon. Mrs. Wm. Lintz was elected president; Mrs. A. R. Kidd, first vice-pres., and Mrs. John Dorsey, as sec. vice-pres.; Mrs. Peter Lavis, sec'y., and Mrs. James Dennis re-elected treas. The members served canteen to a large number of service men and women on train 15. Hostesses for the afternoon were Mrs. Joe Healey, Mrs. J. J. Flynn and Mrs. J. E. Lingenfelter.

Ottumwa Chapter

K. M. Gohmann, Historian

Our club house is "behind the mountain" for sure, with the dirt from excavating for construction of the abutments for the new Race bridge piled high in front of the building, obstructing the entrance; the water, light and heat disconnected, our club house is temporarily on the discarded list and for the present we shall make use of the auditorium of the Ottumwa Gas Company, where a luncheon was served at one o'clock on Nov. 2 to 32 members, followed by monthly meeting.

Judging from the letters read, received from the Soldiers' Home at Marshalltown and the Veterans' Hospital in Des Moines, the books, games, puzzles, etc., which were sent to these institutions are serving a good purpose and are deeply appreciated and enjoyed. Including the two series "F" bonds which we decided to purchase during the Victory Loan drive, our chapter has a total of \$800 invested in war bonds. After transaction of business several games of bingo were played and prizes were awarded to Mrs. J. N. Brown and Mrs. Frank Chrisman.

Sparta-Unit Tomah Chapter

Mrs. W. Hovey, Chairman

Our October meeting was enjoyed by twenty members at the home of Mrs. Chas. Shutter with Mrs. Jess Cross assisting hostess. After a brief business meeting another auction sale was enjoyed on which we realized \$16.92. Several of our women are again taking up Red Cross work for the winter, also are giving much of their time to the Victory Loan Drive. Mike Weise from Viroqua and Geo. Kiefer have just completed another flower bed. Mr. Weise donated varieties of his prize iris bulbs which will make a splendid early spring showing on our depot lawn near the freight depot. Games in line with Hallowe'en and a delicious lunch completed the day.

Wausau Chapter

Mrs. A. W. Kasten, Historian

Wausau Chapter met Nov. 13 with a good attendance. In the absence of Mrs. John Whaley, our president, Vice-President Mrs. Slomske took charge. Election of officers took place. The new officers for the coming year include Mrs. James O'Brien as president and Mrs. Leo Zeibell as treasurer. Mrs. Wm. Adamcheck was re-elected secretary for the second term.

Good Cheer Chairman Mrs. Obey reported that \$13.50 was spent for good cheer work during October. Several thank-you letters were read. The door prize went to Mrs. A. W. Kasten. Cards were played and after card playing refreshments were served by Mrs. Wm. Adamschek and her commit-

tee, Mmes. Randrup, O'Brien, Vascheau and Gilham.

Milbank Chapter

Mrs. Geo. Lewis, Historian

The club met Wednesday afternoon, Oct. 31, opening the meeting with a salute to the flag and reciting the club motto. A business meeting with committee reports followed. Mrs. Frank Reeves reported having two tamarack trees planted on clubhouse grounds during the summer. Mrs. Ernest Hansen and Mrs. Chas. Mayer reported on the Red Cross work. Mrs. Frank Reeves has completed 45 kit bags. The afternoon was spent playing cards with Mrs. Jake Hammer and Mrs. Frank Reeves winning prizes. A very tasty lunch was served by Mrs. Jack Huben. Mrs. Morris Leines and Mrs. William Huben. The bank award of \$1 went to Mrs. Geo. Eastman of Mound, Minn.

New Lisbon Chapter

Mrs. George Oakes, Historian

On October 9th, regular meeting was called to order at the home of Mrs. E. Tierney. The following reports were given: Five personal and phone calls made, one card sent and five families reached. Ways and Means profit \$7.46. We received an award check of \$40 for going "over the top" in membership and being the first chapter in our group to do so. The following nominating committee was appointed by the president: Mrs. R. Zielsdorf, Mrs. J. McKegey and Mrs. L. Ormson.

A motion was passed to send Xmas gifts to our railroad men and women in service. Luncheon was served by Mesdames E. Tierney, O. Anderson, J. Gibson, G. Gray, F. Hunter, A. Hurd and A. Nuttall.

Avery Chapter

Mrs. Alma T. Koehler, Historian

There was a good attendance at both October and November meetings. Officers elected for the coming year are: Mrs. Frank La Shell, pres.; Mrs. Ralph Townsend, first vice-pres.; Mrs. Geo. Murray, second vice-pres.; Mrs. Hardy Pears, secy.; Mrs. Herbert Utley, treas., and Mrs. Alma T. Koehler, historian. A public card party was held in the club rooms Nov. 1 sponsored by our ways and means chairman, Mrs. Dean Hutchison. Mrs. Ralph Townsend was appointed good-will chairman for the balance of the year. Lunch followed the business sessions after which cards were played. Prizes were furnished by the hostesses.

Miles City Chapter

Mrs. N. A. Helm, Historian

Miles City Chapter met for its November meeting with Mrs. Ruth Rehn presiding in the absence of our president. Mrs. Irene Gilbert, who has a new addition to her family. A young son has made his appearance. Mrs. Marette Gilmore, Mrs. Phillips and Mrs. N. A. Helm had charge of social and refreshments. There was a "dress-up" party which caused a lot of merriment, and Mrs. Umhoefer, attired as a gypsy, told fortunes, which netted the club \$9.00. Mrs. G. Moss, treasurer, reported \$207.33 in treasury. Mrs. Fuller, welfare chairman, reported five families given aid. Membership chairman, Mrs. W. Walters, reported 137 voting and 161 contributing members. Mrs. Hilderman, housing chairman, reported \$75 rental. Mrs. Eastwald reported \$20 for Christmas wrappings; Mrs. Mildred Brisbane, Red Cross chairman, reported seven kit bags made, 19 hours; special service, 52 hours; canteen, 93 workers.

Nominating committee, which was composed of Mrs. Grace Moss, Mrs. Mildred Brisbane and Mrs. Feeley, submitted its report. The following officers were elected for the coming year: Pres., Mrs. Ed Rehn; first vice-pres., Mrs. M. P. Ayars; second vice-pres., Mrs. Arlie Wickersham; rec. secy., Mrs. Chas. Shine; cor. secy., Mrs.

Frank Spear; historian, Mrs. N. A. Helm.

It was voted to have our annual Christmas party at next meeting, gifts to be exchanged. Mrs. John Gray, Jr., accompanied by Miss Phyllis Richards, sang "The Old Refrain" and "Wings of the Morning." The Bobby Sox Chorus from Custer High School sang several numbers which we all enjoyed. Mrs. Phillips received the \$2 bank prize.

Lewistown Chapter

Mrs. C. A. Nummerdor, President

The officers of our chapter were hostesses at a social gathering Sunday evening, Nov. 11, for old and new members, including contributing members. Bingo was the diversion of the evening. A delicious lunch was served. All reported a pleasant time.

We are glad to have with us again recently discharged veterans—Stanley Short of navy, John Robinson with railroad battalion, Ernest Samuels, air corps mechanic, and Burton ("Doc") Spring, army air corps.

Madison, S. D., Chapter

Mrs. Harvey Gregerson, Historian

At the business meeting held Nov. 13, the following officers were elected for the coming year, President, Mrs. Milo Potter; Vice Presidents, Mrs. A. D. Walker and Mrs. Fred Wagner; Rec. Sec'y., Mrs. George McKinney; Cor. Sec'y., Mrs. A. D. Smith; Treas., Mrs. H. G. Gregerson and Historian, Mrs. Earl Allen.

A new standing committee was added at this meeting to be known as the Good Will committee with Mrs. Guy Winesburg as Chairman. A donation of \$5.00 was made to the National War Fund. A set of tea towels that has been raffled was awarded to Mrs. Earl Allen.

Channing Chapter

Mrs. Jack Meyers, Historian

The November meeting opened with President Mrs. Tuttle presiding. The club motto was repeated and songs were sung by the 22 members present. It was decided that we would have a Christmas party, details to be arranged at the December meeting. Mrs. Porter, who is retiring from the railroad, was presented with a purse by the members of the Women's club in appreciation of her services in the past. She is a charter member of the Channing chapter.

The slate for election of officers was presented by Mrs. Geo. Carey and Mrs. Sam LaValley. It was accepted as read, the following officers being elected: Pres., Mrs. Wm. Tuttle; 1st Vice, Mrs. Wm. Porter; 2nd Vice, Mrs. L. Osborne; Recording Sec'y., Mrs. F. Van Oss; Cor. sec'y., Mrs. V. Cuculi; Treasurer, Mrs. R. Whitenack; Historian, Mrs. Jack Meyers.

The business meeting then closed and was turned over to the social committee which included Mrs. H. Lince, Mrs. Felix Meyers and Mrs. H. Van Oss. Cards and bunco were played. A delicious lunch was served, the centerpiece on the table being a beautifully decorated cake.

Tomah Chapter

Eva Brown, Historian

Tomah Chapter opened its November meeting by reciting the club motto. All officers gave reports, treasurer reporting a balance of \$460.72 in bank at close of month. Good Cheer chairman reported, four baskets of fruit, one baby blanket, one funeral, 12 calls and six cards sent. House and Purchasing committee announced an Armistice Day dance, to be held at Tomah Armory.

Nominating committee reported the following officers for 1946: Pres., Mrs. Archie Ruff; 1st Vice, Mrs. Oliver Kinsey; 2nd Vice, Mrs. Herman Lauke; Secretary, Mrs. August Gabower; Treasurer, Mrs. Joseph Jerdee. After the meeting a committee of eight ladies served lunch to members and their husbands. There were 53 present for card playing.

INFORMATION TALES TIDINGS
 EXPERIENCES BULLETINS CHATTER VERSE VIEWS HUMOR
About People of the Railroad
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 STORIES

TWIN CITY TERMINALS

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

George W. McMillan, 83, who retired in 1936 after 46 years as depot ticket agent for the Milwaukee Road in Minneapolis, died Nov. 27. He was with the Road for 56 years, starting as a telegraph operator at Arlington, Wis. Mr. McMillan was widely known among Milwaukee Road employes, and took an active part in the affairs of the Milwaukee Railroad Veteran Employes Association. Don G. McMillan, general agent passenger department in St. Paul, is a son and the sole survivor.

St. Paul Traffic Department

Brooksie Luth, Correspondent

Now that our department is settled in its new quarters, I know very little of what goes on as far as St. Paul news is concerned. The boys in this office behave so circumspectly that I can't tell on 'em, and none of them managed to break any arms or legs (thank goodness), so my scant news this month comes from the passenger department.

Fred Grunewald, former stenographer in the passenger department, has decided to stop being a master sergeant for Uncle Sam, and is now sporting one of those shiny gold buttons. Good for you, Fred, and after you've had your rest, we'll be glad to welcome you back to the fold.

Another master sergeant still at it is Leon Stelling, also a former stenographer in the passenger department. Leon writes that his headquarters are on the second floor of the Union Depot, Manila, Philippine Islands. Stu Olson says that he believes the Manila Union Depot is on the corner of Mayhem and Confusion Streets. From what we read in the papers, Stu could be right.

The ticket office is really in an uproar now that it's in the midst of being remodeled. I've stopped in every now and then to see that the boys are behaving, and each time the office looks more "squished" together. Just hang on to your frayed nerves, boys, some day the banging and crowding will be over and you'll spend all of your time admiring your bee-yootiful surroundings.

South Minneapolis Locomotive and Store Depts.

Thelma Huff, Correspondent
 Office of Shop Superintendent

Wanted: A brand new excuse for requesting the old pay check a day early.

Although the military correspondence is on the wane, a few letters are drifting in. Remember Raymond Haeg, B&B man? Ray writes from the Island of Oahu and says that his unit is situated on a hill overlooking the pass which the Japs came through on Dec. 7, 1941, and that when they sailed into Pearl Harbor they saw several hulls of wrecked ships that were really torn up.

Among our visitors this month were Ens. Merrill V. Riccius, who has been stationed at the naval air station at Corpus Christi, who says that following his month's leave, he is to report to Norfolk for duty. With Merrill was Herbert J. Lathrop, A. S., navy V-12, the son of Locomotive Carpenter Herbert Lathrop, of Miles City, Mont. Young Lathrop is attending the University of Minnesota, mechanical engineering his specialty.

When former St. Paul roundhouse man, now Cpl. John F. Boogren, gets back from Okinawa, all you baseball players want to be in trim, for Johnny's getting a lot of practice over there.

There are some happy hearts in the "ladies' department" at Southtown. From

now on steno Marion Pherson is going to discredit the old theory that "13" is unlucky, for on Nov. 13 hubby Ralph returned home after a year in China.

Not to be outdone, Doris Johnson of the store department confided on Nov. 13 that hubby-to-be Ralph Decker is back at Great Lakes after 15 months overseas. Among other things he took part in the Okinawa campaign, the occupation of Ominato naval base, and was at Honshu, Japan, when the peace treaty was signed.

Gold Button Department

There is an ever increasing percentage of lapels sprouting gold buttons at Southtown, among the most recent of whom are:

Leonard John Armstrong, who until Oct. 2 was aboard the USS Lake Champlain, the only ship, according to Armstrong, to be christened and commissioned on the same day, June 3, 1945. He was a machinist in the engine room.

Saturday, Nov. 10, was a real Thanksgiving Day for Boilermaker Walter Nichols and family due to the fact that for the first time since before Pearl Harbor all four sons were together. During the war years, although the boys were all in various branches of the navy, they never seemed to be able to stage a complete reunion. Melvin Nichols, the only one of the four boys connected with the Milwaukee Road, returned a month ago, wearing the Purple Heart and other decorations for distinguished service. Melvin is now back on the job swinging his switchman's lantern. The Nichols' are wearing beaming smiles these days and say that their investment in "Victory" has paid off 100 per cent.

On Oct. 28, 1945, Per Lofblom, the oldest blacksmith in point of seniority at Minneapolis locomotive shops, passed away after working about 42 years. Mr. Lofblom was buried in Sunset Memorial Cemetery on Oct. 31.

I also received word that Victor Brown, H&D Division engineer for more than 30 years, died suddenly on Nov. 2.

St. Paul Freight House

Allen C. Rothmund, Correspondent

Elyse Pearson, former clerk in this office, was married on Nov. 10 to Lieutenant Keller.

In the mail recently we received a ticket from a woman now residing in the state of Washington. It was a railroad ticket issued by the Chicago, Milwaukee & St. Paul Railway to cover one fare from St. Paul to Mendota, Minn., and was stamped in the year 1878. It is in good condition and the stamped date is very clear. It is a real relic. The sender said she found it while looking over some old papers. Joseph Collins was still in the hospital at last report.

Joseph Trudeau and T. C. Fleury have returned from military service and are back on their old jobs in the freight house.

Hazel McMillan is back to work in the office.

Bill Burfend of the navy is due back in the office soon.

My son, Capt. John Rothmund, arrived in Seattle about the middle of November; he has been in Japan. What a homecoming it will be!



On Oct. 30, when this picture was taken, "We Made It! How About You?" was the happy theme song of the employes in the office of general agent, Duluth, Minn., as they learned that they were the first group in the city to go on the industrial honor roll in the Victory Loan drive. The staff made 107 per cent of its \$400 quota. Shown are, left to right, standing: Edmund Chevalier, chief clerk, Raymond Kolhoff, city freight agent, Charles T. Sponsel, supervisor of the Duluth War Finance Committee, and Esther Johnson, steno-clerk. Seated is Paul P. Gehrig, general agent, who acted as Victory Loan chairman of the office. (Duluth News-Tribune photo).



BACK ON THE JOB. Thomas C. Fleury, formerly a first sergeant in the 104th Infantry, was inducted in October, 1942, and saw action in France, central Europe, and Germany, where he was wounded. Numbered among his decorations are three Battle Stars, the Silver Star, the Purple Heart, the Combat Infantry Badge, the American Theater Ribbon, and the Good Conduct Ribbon. He was discharged from service in late October and returned to the freight house in St. Paul on Nov. 6.

Bob Stewart is back on his old job in the office after many months of duty in the European area. Minnie Heinrich is the name of the new second trick telephone girl. The Victory Bond drive is off to a good start here and the new \$200 bonds seem to be favorites.

South Minneapolis Car Dept. and Coach Yard

*Oriole M. Smythe, Correspondent
Car Department*

Honorable discharges from service signal the return of many former employes to Milwaukee service; a welcome to all.

Ernest L. Benson of the Coast Guard resumed work as car repairer on Oct. 15. "Ernie" made several Atlantic boat trips and served many assignments on shipboard in New York harbor.

Harold C. Anderson, formerly with an anti-tank unit, returned as carman on Oct. 15, after service in North Africa, Sicily, Italy and France.

Clifford Wendell returned from the Army Air Corps to his position as carman on Oct. 29. "Cliff," who was a bomber pilot, was a German prisoner of war for two and a half years, due to a forced landing.

Mike Rollins, formerly in the Infantry, returned to work on Nov. 5, following service in North Africa, Italy, France and Germany.

John J. Ridzik returned from the army to his job as carman on Nov. 7, after serving in Italy and France.

David Harrington, who was in railway battalion service in France, returned to his former position of working foreman on Nov. 2, reporting that his former buddies, George Myren and Herb Kassin, stationed in France, are hoping for a speedy return to Milwaukee service.

T/5 Edward G. Ryberg is now stationed with a hospital train detachment at Ft. Lewis, Wash.

George Garvey, AMM, former Minneapolis coach yard employe, who served on the USS *Natoma Bay*, tells us that the

ship's log records participation in 13 major engagements between February, 1944, and June, 1945. Brother Richard, a sailor on the USS *Missouri*, witnessed the signing of Japan's surrender in Tokyo Bay. George and Richard are the sons of Assistant Foreman P. A. Garvey, Minneapolis shops.

Transfers and promotions: Best wishes to H. L. Hewing, our former general car department supervisor, on his transfer to Lines West on Nov. 1, as district general car foreman, with headquarters at Tacoma, Wash.

Congratulations to our former general car foreman on his promotion to district general car foreman of the northern district at Minneapolis shops, succeeding Mr. Hewing.

Births: A baby girl to Mr. and Mrs. Orville Berrier, on Nov. 9. Congratulations, and we hope for another Milwaukee worker.

Retirements: Anton Foss, on Oct. 1, following service with the Milwaukee Road since 1900. Carl B. Johanson also retired on Oct. 1, terminating 30 years service as caeman. Christ Sharva, a car oiler for 30 years, retired on Nov. 1.

Deaths: Florian M. Kassin, on Nov. 6, who was struck by an automobile while crossing the street near his home. Mr. Kassin retired in June, 1943, and has four sons in the armed forces. Sympathy is extended to his surviving relatives.

CHICAGO GENERAL OFFICES

Car Accountant's Office

Harry M. Trickett, Correspondent

Lt. Harry J. Reinhart received his discharge from the army at Camp Plauche, La., on Oct. 13 and returned to work at his former position on Nov. 5.

Cpl. Jerry Nowakowski paid us a surprise visit on Nov. 5, having returned from Germany on a victory ship on Oct. 31. He has been given a discharge from service.

Our former "candy kid," Eddie Colby, wrote from the Admiralty Islands on Oct. 18, saying that he is waiting for transportation home. The temperature has been up to 147 degrees; he is directly south of the equator.

Sympathy is extended to William Het-



BACK ON THE JOB. Kenneth F. Anderson is out of the navy and back at his old job of welding in the blacksmith shop at Minneapolis, after several hectic experiences with minesweeping-demolition operations. Kenny was on the USS *Long* when it was sunk, Jan. 6, 1945, was picked up by the USS *Hovey*, and 17 hours later was again dumped into the briny. This time he was afloat for five hours before his rescue by the USS *California*, and was subsequently hospitalized for six and a half months. He has been awarded the Purple Heart and has seven Battle Stars.



The former Lucille M. Wenninger of the engineering department, Chicago, is shown with her husband, Pfc. Roy C. Gangware, following their wedding in St. Jerome's Church, Chicago, on Oct. 30. Private Gangware recently returned from 40 months of active duty in the Pacific area and has taken a job as switchman in the Chicago Terminals.

tinger in the passing away of his beloved wife on Oct. 26.

Mr. and Mrs. H. (Veronica) Mazzanti announce the birth of a baby boy on Oct. 24.

Patricia Buerger resigned her position on Nov. 10 to accept a position as cashier at the Palmer House.

Adele Kleine resigned on Nov. 3 and will take up her domestic duties at home.

Caroline Heiser was granted a furlough on Nov. 6, and Viola Asa had some more unfortunate luck on Nov. 13, spraining her ankle, which has confined her to her home.

Ann Littwein, who has been on furlough since Oct. 1 because of ill health, is showing great improvement and is expected to return to work soon.

Jake Lewin is convalescing at home after his return from the hospital.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Adelaide Simonds, who retired about two and a half years ago, passed away on Nov. 12 after a brief illness. Services were held at Our Lady of Sorrows Catholic Church and she was laid at to rest at Mt. Carmel, Hillside, Ill. Pallbearers were all former co-workers—Frank Shannon, Fred Miller, Louis Gauthier, Joe Crowley, Joe Martin, and Bill Tidd.

Carl Jensen, Chuck Essig, Gunnar Drangsholt and Ted Padgett have all returned to the fold within the past month and it is beginning to look like old times.

Lil Schoepf, on her way to work, fell and broke her wrist and has gone to California while it mends.

Joe Sherman's son was married on Nov. 17. He has just returned from extended service in the ETO.

Rudy Rinka and Virginia Davey were married on Nov. 24. This office presented them with a cash gift and wish them lots of luck and happiness.

Harry Krumrei and his wife spent an enjoyable vacation visiting friends at Brigham City, Utah.

Herb Gumz, our prize bowler, broke his streak of 12 games over 600. Quite a nice record and one we hope he'll repeat several times before the season is over.

We hear Hollywood's talent scouts got a glimpse of "Red" Spordler's latest portrait and the rush is on. Line forms to the right, girls.

Edythe McKenna Sammartino has been forced by ill health to take a furlough. We hope she will soon be back with us.

LeRoy "Buzz" Martin paid us several visits while on furlough after his harrowing experiences in the Pacific.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

Old timer of the Road, Thomas W. Hughes, died Nov. 2 at the age of 67, at his home in Spokane, Wash. Mr. Hughes had retired from service on pension in January, 1944, after 36 years on the railroad. Born in Ireland, Tom settled on the west end, beginning work for the Milwaukee at Othello in July of 1909, as a clerk in the roundhouse. His first service in the accounting department began in February, 1919, as a time inspector, the position he held until his retirement. Funeral services were held in Spokane. We extend our sincere condolences to his wife and children.

November was chuck-full of returning veterans to railroad jobs, visiting veterans who are "sweating out" discharges, and others taking a well-earned rest before resuming railroad duties. Already back on the job were ex-GIs Ted Livas, Joe Kirchen and Otto Heimann, all of whom went to work for Tom Walters in the bill and voucher bureau. Bob Wilson, much traveled sailor, went to work on a statistical bureau job for Karl Hahn. Another long among the missing returned too: John Brock came back to Mr. Murray's machine room. It was June, 1941, when John took off, and this is our first glimpse of him since.

Among our visitors were Harry Rau, discharged from the navy at Great Lakes and back with his own little gang on the south side. Emily McDyer, our globe-hopping WAC, was in for a visit and says that she'll be back to work soon. Johnny Benson and pretty wife were here, on their way to the West Coast. Len Bigott, fresh from Pacific waters, breezed through for a short visit, a few days afterward. Discharged vet Stan Peterson and Mrs. Peterson, were visitors on a little vacation before Stanley dons railroad clothes again.

Leaving us this month was Leah Williams of the statistical bureau. Leah moved downtown for other employment, after 8 years in the accounting department.

Also departing from our midst was Helen Koerner of the material bureau. Miss K was off to be married, information on which has been previously censored.

Scholastically inclined John P. Walker, No. 1 extra gang timekeeper, became one of 600 new students at the University of Notre Dame on Nov. 5. We doubt the



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rumor that Johnny already has a job as timer on the track team, but definitely the dictaphone corps lost a good performer. We'll see you come next football season, John.

A marriage in our midst was Jean Stephenson's "quickie." She is now Jean Anders and back with the payroll bureau.

Newest proud papa, candy and cigar distributor this month was Carl Holmgren. The happy arrival of young Miss Holmgren occurred on Nov. 8 and now the Holmgren trio is a foursome. The book matches were a sharp idea, Carl.

Congratulations to Eric B. Gehrke, once again a traveling accountant, after five years in charge of the war bond and prior service bureaus. Those departments must think that their ex-boss is quite a guy from the way they presented him with testimonial gifts.

A late arrival at press time was Carl Cacioppo, returning to his old job of timekeeping in the chief disbursement accountant's office. Three years of naval service over, Carl looks just the same, probably better.

Mr. Murray's keypunch section will soon resemble the Lindbergh Beacon; another solitaire has joined the rocks there. Agnes Robinson is doing the exhibiting while William Binder, radarman 2/c did the honors.

Janet Tanis and Dorothy Gagnon are a couple of gals whose ships came in. Their husbands received discharges upon returning from overseas.

A visitor in khaki was Pvt. Bill Leventino, who was on his way to Camp Lee, Va.

A newcomer to the machine room—Charles Brown—also joined the "proud papa" class on Nov. 12. This is the third son for the Browns. Congratulations, Charlie!

Freight Claim Department

Ray Allen, Correspondent

Have you noticed a subtle change in the atmosphere lately—when you answer the phone doesn't the voice on the other end ring a little merrier—don't the casual "good morning" greetings sound a little gayer—aren't the smiles more frequent and sincere? Yes, sir, it's the Christmas spirit just a-poppin' out all over. In spite of our behavior 11 months of the year, when Dec. 1 hits the calendar people just seem to grow mellow. As to your Christmas shopping, no doubt the worst is over and you can now sit back, relax, and enjoy the festivities of the most joyous season of the year. It's a gay, wonderful, exciting time, and here's hoping that Santa stops off at your house and makes it the happiest Christmas yet.

MERRY, MERRY CHRISTMAS!

Anna Nasheim celebrated her birthday Oct. 16. Anna is in charge of the typing bureau.

June Husmann left freight claims to attend Purdue University. She will enter as a sophomore, having formerly attended the University of Chicago. June says she will major in dietetics.

Frances Gordon is on a 30-day leave to get re-acquainted with her husband, Capt. Guy E. Gordon, who is just finishing up a four and a half year hitch in the army. the last two years overseas.

Congratulations to Mac McClintock on his appointment to traveling adjuster. So, fellas, if you have any of those tough claims lying around on your desk just



The annual Hallowe'en party for employes in the office of supervisor of payroll taxes was a howling success, as usual. There was a gala crowd, mostly in holiday regalia.



George Chocel (standing, left) of the freight claim department, Chicago, with two friends, Frank Budilovsky and Al Zertel, display the results of a recent hunting trip in South Dakota. Al Barr, an employe from Yankton, S. D., was also in the party but was not present for the picture.

put that little white slip on them marked, "for traveling adjuster."

Virginia Kuhrt is vacationing in New York.

Joe Harrington has returned to work following a two-week visit to Norfolk, Va. No doubt Joe will have some interesting stories to relate.

"Boomer" Bill Stewart has been a busy little boy lately entertaining friends from Buffalo, a brother, and several old friends who have returned from overseas. Have Bill tell you how his brother made \$4,000 the day before he left Saipan.

I hear when Sgt. Bob Wurth was returning from overseas and first sighted the Statue of Liberty he remarked, "Honey, you can lay down that torch now, I'm back." Bob will be returning to work soon—we hope.

Shirley Pabst threw a party (all girls—darn it). Those attending from the office were Jean Perlick, Elizabeth DeBusmann, Ann Tonelli, Marion Mattson, Lovey Names, Lorraine Held, LaVerne Harris, Loretta Pajak, Phyl Brodd, Marge Julian, Rosemary Milles, Marilyn O'Donnell, and a few others.

The Milwaukee's Booster Club dance was a huge success. The freight claim department was well represented and from what I can see everyone had a gala time. Many FCD jive artists were present. Oh, brother, it was no wonder that the joint was really jumpin'.

Dorothy Christensen is all aglow these days; her man, George Cherry, is being discharged from the army after four years' service. George formerly played with Raymond Scott's band but is now busy organizing one of his own.

Anita Slade, who has been singing "When Johnnie Comes Marching Home" to these many months, can stop now, as her "Johnnie boy" has done just that. Anita also just celebrated her 20th birthday.

Dorothy Jerz recently received a phone call at the office and from the scream she let out when answering we all thought it was from the man from Mars; but not quite—it was her sweetheart (that's what she called him), calling from San Francisco. He is T/Sgt. Edward A. Lesiak, USMC, three years overseas. A few of his anxious moments were in the invasions of Jadalcanal, Saipan, Tarawa—brother, hat's plenty.

Ens. Allen Rank (you can call me "daddy" now) of the Navy Air Corps is back home from the South Pacific and discharged. Allen had a pretty hectic first week—discharged on Saturday, back to work Monday, and he became a father on Tuesday—a bouncing baby boy, seven and a half pounds, Ronald Lee Rank. Mrs. Rank and the baby are doing O.K. I hear Allen was doing quite a bit of "hall duty" at the

hospital but the nurse told him to sit down and relax as they hadn't lost a father yet. A suggested theme song for Allen is "Rub-a-dub-dub, Three Men in a Tub." Stay right in there and pitch, Allen—all of us fathers have had a few laundry chores in our time, too.

George Chocel has returned from a very successful hunting trip in South Dakota, as you will note from the picture in this issue. Ed Ewald, Ralph Burton, and your correspondent thank Mrs. Chocel for the delicious pheasant dinner party, a scrumptious meal with all the trimmings.

Shirley Heyman is on a leave of absence, convalescing from a goitre operation.

Rosemary Milles has gone to San Francisco to see her sailor husband, Roger, before he leaves for overseas.

Gil Catanzaro, S2/c, "dropped anchor" in the ol' freight claim department one day last month. Gil is just as good looking as ever and created quite a sensation among the younger queens of the office.

Dick Kass, Gene Podraza, and Kenny French write from the South Pacific that things are looking pretty good out there. Ken is hoping to get home but quick. We wish all of you could be here for the holidays, and here is a great big MERRY CHRISTMAS from the whole gang.

Phyl Brodd's soldier-boy friend, Pfc. Gene Adornetto, is home on leave and they are quite busy hitting the jive joints, Christmas shopping, etc.

Three new claim adjusters were hired last month. They are: Howard Balow, just discharged from the army; George Butcher, formerly of Montgomery Ward & Company, and Bill Bostwick, previously employed by the Cheapeake & Ohio. Welcome to our office, boys.

It's open house at the Allen's during Christmas week, so if you are in the neighborhood, surprise us.

That's all for now—see you next year.

Purchasing Department

Josephine O'Hara, Correspondent

While the atomic bomb is under international discussion, one of our members has delivered a local opinion. It brought the only relief he enjoyed during the four years he served as chairman of the Elmwood Park ration board. Yes, Grover Doody gave a deep sigh of relief after the second atomic bomb was dropped because its quick effects ended his worries about gasoline rationing. Now Grover is about to become an ordinary citizen again, for Elmwood Park ration board 13-1 will be absorbed in the Chicago metropolitan area after Dec. 1. Our congratulations for the fine record he established in his work for victory.

There has been a certain "look" about Lorraine Byers of late, which made us feel happy too, and the reason—her Jim is on his way home after three and a half years of overseas service.

The personnel of the purchasing department wishes to extend to Ben Perlick its appreciation for his enthusiasm in bringing the activities of the Milwaukee Road Booster Club to us. Our co-operation cannot be too great to match the interest Ben instills.

It was rumored about and later confirmed that Charlie Jensen did go hunting again, and this time for pheasants. His trip was successful, too, for he brought one pheasant home. Leonard Thelander also joined in the sport and has a pheasant to his credit.

The following is an interesting statement from D. C. Curtis, chief purchasing officer, on the status of our work today: "The deliveries of material have never been more uncertain than at the present time. Strikes, slow-downs, and price control have made deliveries impossible to forecast."

Perhaps the above quotation will confirm our doubts as to whether we are still working under wartime pressure. We didn't expect peace to be so full of problems.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Our congratulations are extended to Elvera Witt, tracing bureau, and to George Bostler, AMM 1/c, who were married Sept. 29 at Labor Lutheran Church, Chicago. Also to Delores Boetage of the accounting machine bureau, who was married on Nov. 17 to Peter Acabiascio, who has been in the army for four years. He proposed to her about two months ago via long distance telephone from Switzerland to the office. Her friends at the office gave her wedding presents consisting of a beautiful dinner set and a "mum" corsage.

Joe Chessi, Jr., of the navy recently visited his dad in the rate revising bureau and also friends in the office.

T/4 Roy O. Peters notified us to change his address from Camp Fannin, Tex., where he has been stationed for about two years, to care of postmaster, San Francisco. We understand that he is now in Korea.

Doris Sallie of the rate revising bureau was injured in an auto accident on Nov. 10 at North Avenue and Thatcher Road. She escaped with only arm and leg bruises and was unconscious for three hours, having been thrown from the car by the terrific impact of the two machines in collision. A narrow escape for you, Doris. We all hope to see you back with your friends here soon.

Elmer Kaltenhauser, H.Apt.1/c, who formerly worked in the interline bureau, was a visitor on Nov. 16. He had been stationed at a hospital base at Palermo in Sicily for 17 months. On the way home he flew first to Paris, France. Asked about the sights in Sicily, he said that he didn't see any. He never went out after dark on account of the danger of being "rolled," not only for money but for valuable possessions, including shoes, which retailed in the black market at \$35 a pair. He looked great.

Born, to Rhiney and Mrs. Eichelman, on Nov. 10 at Elmhurst Hospital, a little rose by the name of Sharon. Rhiney hasn't stopped smiling proudly to date.

Sgt. Bill Beck, who had been working with a machine record unit for 32 months in Alaska, sent an interesting letter dated Oct. 15, in which he said that he didn't



BACK ON THE JOB. Richard Willmer, who was stationed in India as a private in the Army Air Corps, came home on Nov. 12, and resumed work as a switchman at Galewood station. His father, Charles Willmer, is also a Chicago Terminals switchman. Upon the expiration of his furlough, Richard expects to leave the service and take over his old job permanently.

expect to get home before the first of the year. His hobby of photography has resulted in his getting many unusual pictures. He sent his greetings to friends and a "thank you" for "Topics," and to those who were responsible for the many presents he received and for the Milwaukee Magazine. We next heard from Bill on Nov. 16 when he visited the office in "civvies" and arranged to return to work on Dec. 1.

Freight auditor's office honor roll shows that the following have received an honorable discharge from the armed forces: Earl Alden, Marines; from the army, George A. McDonald, D. J. McCarthy, J. H. Dapper, Andy Duffy, C. Warren Burg, Tim O'Meara, Charles W. Stressel, John Sebastian, William Beck and Allen McSween, the latter of the Marines, who paid the office a brief visit on Nov. 13 after his return from the Philippines. He plans to return to work in a few weeks.

The Milwaukee Road men's basketball team has again organized and has entered the Lincoln-Belmont Industrial League, playing its games at the "Y," 3333 N. Marshfield Avenue, on Wednesday evenings. There are six teams and three games are played each week. The first game starts at 7:00 p. m. Come out and see them do their "stuff." The team had the pleasure to welcome back two service men who formerly played with them—Harry Rinehart of the car accountant's office and Charles Essig of the ticket auditor's office. They will be a great boost for the team. Others are John Canty of the record room; Rudy Rinka, recently in the navy, of the ticket auditor's office; John Mischke, freight auditor's office; John Robbins of the ticket auditor's office; Wally Vukovich, auditor of expenditures office; Gordon Dietz and Charles Anderson, both of the freight claim department. The coach is William Grear, auditor of expenditure's office.

The girls' basketball team practices on Friday evenings from 5 to 7 o'clock. They extend an invitation to more players to join them.

MILWAUKEE BOWLING LEAGUE Standing Nov. 20, 1945

Team	Won	Lost
The Sioux	23	10
Hiawatha	20	13
Chippewa	20	13
The Arrow	20	13
Marquette	20	13
Olympian	19	14
Traveler	15	18
Copper Country	14	19
Southwest Limited	14	19
Pioneer Limited	13	20
On Wisconsin	13	20
Tomahawk	10	23

Individual average leaders—Martwick, 189; Hettinger, Jr., 167; Petersen, 167; Lawrence, 166; Fisher, 165; Miskell, 165; Carey, 164.

Individual high games—A. E. Petersen, 246; Carey, 230; Hettinger, Jr., 229; E. M. May, 215; Krucks, 215; Kopecky, 214; Sweeney, 213.

Individual high series—Carey, 595; Lawrence, 588; Ritter, 584; Petersen, 580; E. M. May, 574; Hettinger, Jr., 565.

CHICAGO TERMINALS

Bensenville

Howard Lawrence, Correspondent
Assistant Superintendent's Office

Carl H. Councilman, agent at Mont Clare for the past two years, passed away on Nov. 10, from a heart attack. Our deepest sympathy to those who survive him.

Anthony Martinek is back from the wars. Tony entered the armed service on June 23, 1942, and embarked with the 765th Railway Shop Battalion (Erie Railroad) on Dec. 26, 1944, arriving England 16 days later. He was a first sergeant, wears the ETO ribbon with one Bronze Star for participation in the battle of the Rhineland, and was



Al M. Schirp, wearing floral best wishes, is shown receiving a pen and pencil set and a box of candy from employees in the reservation bureau, Chicago, as he made ready to leave that office on Nov. 30 to assume the duties of city passenger agent in Chicago. During the war he has filled a variety of assignments in the passenger department, including the conveying of troop movements and assisting in the reservation bureau. Shown in the foreground are Mrs. A. Lutz, Walter Keller, manager of the bureau, Mr. Schirp, and Miss Mary Mitchell, who assumes Mr. Schirp's duties.

discharged on Nov. 3, 1945, returning to his old position as second trick train clerk in Chief Yard Clerk William Bishop's office at Bensenville. He is a welcome sight around his old haunts and is living with his wife and daughter at Bensenville.

Ernie Schuenaman, with the navy for more than two years, has returned to civilian life once more and will soon be back with the railroad stores department. After losing his sea legs, Ernie made a bee-line for the Logan Bowl to see how his hook was working and got himself lined up with the "On Wisconsin" team of the Milwaukee Road Men's Bowling League. This team, which is near the bottom of the list, could use a few more like Ernie, who hits 'em pretty good.

A little late, but possibly some of his friends now enjoying their pensions don't know it: Walter Christiansen, on detached service for nearly a year and a half at Hanford, Wash., in connection with the development of the atomic bomb, has returned to his duties as trainmaster at Bensenville.

The new Bensenville departure yard went into operation on Oct. 15, and seems to be coming along pretty well. The office of the assistant superintendent of terminals also moved to its new quarters directly opposite the water tank at the south hump, upstairs over that part of the building which houses Chief Yard Clerk Bishop and his force, and which will later accommodate the force of Chief Yard Clerk Deviney. The new building is modern in every respect—roomy, equipped with Venetian blinds and the latest in fluorescent lighting.

Western Avenue

T. A. Finan, Correspondent

Mary Hors, telephone operator at Galewood, became Mrs. Heslich on Oct. 26. Good luck in your venture, Mary.

Yardmasters J. H. Conrad and William Reiger were both absent, due to illness, but are back in good health again.

Cpl. John Mroski writes from Germany that he enjoys the Milwaukee Magazine and hopes to be back in the coach yard soon.

The following have returned to the railroad after serving Uncle Sam: H. Opie and O. Zwicker, machinists, and R. Lavalle, machinist helper. T. E. Flynn and E. Schuenaman have returned to the store department, after their releases from the army.

Jack Regan, son of Caller Marty Regan, is out of the army and is a terminal fireman.

Louis Ernst has added a new member to his family, his daughter having taken unto herself a husband.

Our sympathy to Switchtender Jim McDonald on the recent death of his sister.

O. Kummers is now clerk to the coach yardmaster after his discharge from the Seabees.

I wonder how many of the Chicago Terminal employees know that one of the old-time stars of baseball can be found in our own ranks. An outstanding ball player of the past has run an engine in the terminal for years. Back in the old days, at the popular ball parks of that time, including Bunge's Coal Yard, this little fellow caused all outfielders to be waved back to the fence when he stepped to bat. Due to his keen eye and murderous swing, he was recognized as a dangerous slugger. He was known as "Slugger Penz." Today his baseball days are only memories but he can still talk a darned good game. Any fan wishing to shake the hand or get the autograph of this old-time great can do so by stopping by at Galewood roundhouse.

MADISON DIVISION

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

Miss Glaelavon Jean George and Philip J. O'Connor, who was formerly employed in the freight office at Madison, were married on Sept. 14, in the chapel of the Naval Air Station at Memphis, Tenn. Congratulations to the newlyweds.

On Oct. 20, Assistant Roundhouse Foreman and Mrs. William J. Kline celebrated their 25th wedding anniversary. Relatives of Mr. and Mrs. Kline assisted in making this celebration a real event. Congratulations, Bill and Leta; we will be looking forward to celebrating your 50th anniversary.

Agent Dan Bohan of Avoca, was confined to the hospital at Richland Center, but is now recuperating at home and is getting along nicely.

James F. Coleman, retired freight clerk, passed away at a Madison hospital on Oct. 12. Jim entered service as a telegrapher and relief agent on Sept. 26, 1889. In 1902 he came to Madison as ticket clerk and was employed in that capacity until May, 1919, except for a few months when he worked at Beloit as ticket clerk—a wartime measure. When he returned he took a clerical position in the freight office, on which he remained until his retirement in October, 1937. Jim was greatly beloved by all who knew him. He visited the office frequently, and will be missed by all of us. Sincere sympathy is extended to his brother Edward, agent at Boscobel.

and to several sisters who survive him.

Herbert L. Schermerhorn, switchman in Madison yard, retired Oct. 12 after 46 years of service. Mr. Schermerhorn entered service Sept. 21, 1898, as a brakeman, was promoted to conductor July 30, 1906, and transferred to yard service, Oct. 7, 1912. He is to be congratulated on his very fine service record with the Milwaukee Road.

Lt. Edw. G. Lins, formerly employed as B&B carpenter, was discharged from the army Oct. 19. Lieutenant Lins has been in service since January, 1941 and spent the last year overseas, seeing action in the European theater. Commissioned in the field and wounded during the Rhineland campaign, Lieutenant Lins has the Purple Heart, Combat Infantry Badge, ETO Ribbon and three Battle Stars. Ed has resumed work in the B&B department.

Conductor Thomas Heagney of Janesville succumbed on Nov. 9, after a short illness. He is survived by Mrs. Heagney, a son and a daughter, to whom we extend our sympathy.

Sgt. A. J. Benisch was discharged from the army on Oct. 25. He enlisted Oct. 6, 1942, and was sent overseas in February, 1944, saw action in France, Belgium, Holland and Germany, and received a wound in the battle of Normandy, at St. Lo. Prior to entering service, Andrew was employed as a section laborer at Muscoda. Since returning to work on the Railroad he has been promoted to section foreman at Richland Center. Welcome back and congratulations on your promotion to section foreman.

Car department Electrician Harvey Roeber and wife announce the arrival of a baby girl on Nov. 11; Darlene Elizabeth is the name.

Engineer Thomas Goggin is ill in a Janesville hospital.

Sgt. Samuel J. Romano, formerly employed as a machinist helper in the Madison roundhouse, was discharged from the army Oct. 4 and has returned to work. Sergeant Romano was connected with the Medical Corps and spent several months in the Pacific area.

Sincere sympathy is extended to Engineer and Mrs. Herman Haugen on the death of their son, Sgt. Elmer Haugen, who was killed in an automobile accident on Oct. 21.

Floyd Dunwiddie, machinist in the Madison roundhouse, died at a Madison hospital on Oct. 7. Mr. Dunwiddie had been employed in the roundhouse for 34 years. Sympathy is extended to Mrs. Dunwiddie.

Charles Daniels, turntable operator, at Madison, has returned to work after undergoing an operation.

Miss Rita Zander and Sgt. Sylvester Eckstein were married on Sept. 18, at St. Francis Xavier Church, Cross Plains, Wis. Mr. Eckstein was employed as telegraph operator prior to entering the army.

Retired Telegraph Operator and Mrs. Frank R. Shipley of Cross Plains celebrated their 59th wedding anniversary on Nov. 7. Miss Maude E. Layton and Frank R. Shipley were married at Lone Rock, Wis., on Nov. 7, 1887. Mr. Shipley retired in 1936, after completing 55 years service with the Road. The Shipleys have eight children, four of whom are employed by the Milwaukee Road: Bob, trainmaster at Seattle, Wash.; Jay, engineer; Willard, conductor; and Frank, Jr., section laborer, all employed on the Madison Division.

Congratulations are also extended to retired Agent and Mrs. Thomas Huggins of Belmont, who celebrated their 52nd wedding anniversary on Nov. 15. Miss Mary Gabel and Thomas Huggins were married in St. Mary's Church, at Platteville, Wis. Nov. 15, 1893. Both Mr. and Mrs. Huggins are in good health, and our wish is for continued good health and happiness for the years to come.

Chief Carpenter H. A. Cameron treated us to candy on becoming a great-grandpa on Oct. 4.

I & D DIVISION

Margaret C. Lownsberry
Division Editor
Mason City, Ia.

My news items this month are composed of farewells and welcomes. First we want to say "Farewell" to N. P. Van Maren and H. H. Kruse. After 12 years of faithful and courteous service on the I&D Division, N. P. Van Maren left his office at Mason City to accept his new position as general freight agent at Omaha, Neb., succeeding M. M. Wolverton, who was transferred to Milwaukee, Wis. Mr. Van Maren came to Mason City Sept. 1, 1933, as traveling freight and passenger agent for the late W. F. Cody. On the retirement of Mr. Cody, Sept. 1, 1940, Mr. Van Maren was appointed division freight and passenger agent and held that position until the time of his transfer to Omaha. We on the I&D join in wishing Mr. Van Maren continued success in his new work.

Harold "Pat" Kruse has been appointed to the new position of chief carpenter, with headquarters at Mitchell, S. D., effective Dec. 1, 1945. Harold started working for



BACK ON THE JOB. Charles M. Reisdorf, who is back on the I&D Division after three years of military service, worked under the supervision of two ex-Milwaukee officials while overseas. In France he was assigned to the unit of Col. Fay L. King, at one time roundhouse foreman at Marquette, Ia., and later to the command of Lt. Col. W. J. Hotchkiss, former superintendent of the I&SM Division. Charles was promoted to engineer and later to road foreman of engineers, operating French, English and American diesel and steam engines. His outfit followed the action through Belgium, Holland and Germany, and hauled the material for the Roosevelt Bridge during the crossing of the Rhine. Returning to the States by plane via Marseilles and the southern route, he was released on Sept. 21, under the point system, and returned to his old job of fireman.

the Milwaukee June 19, 1925, and worked as B&B carpenter and relief B&B foreman. On January 1, 1944, he was appointed scale inspector and worked on that position up to the time of his new appointment. We all wish Harold much success in his new work.

We on the I&D Division wish to welcome all those who have served in the armed forces and who are now returning to their former jobs on the Railroad.

Mrs. C. E. Bradbury, widow of an I&D conductor and mother of Carrie Rugee, superintendent's secretary, is recuperating at her home after a long illness in a local hospital.

Truman "Bud" Gravelie, on leave from the engineering department, and Paul Ashland, formerly file clerk in the superintendent's office, were recent visitors.

All Milwaukee Road service men kindly get in touch with me. I would like to give you a further write-up in the Magazine and also print your picture.

We on the I&D Division wish to take this means of wishing each and every one a Merry Christmas and a happy and prosperous New Year.

Sanborn-Rapid City

Margaret Kelly, Correspondent
Mitchell, S. D.

Retired Section Foreman Milton Shoemaker passed away at his home at Alexandria, S. D., on Oct. 25. He was stationed at Alexandria from 1909 until he retired on Mar. 1, 1937, after working for 42 years with an excellent record. His first job was at Scotland, starting in 1895. In 1904 he went to Menno as section foreman, transferring to Alexandria in the same capacity in 1909. Mr. Shoemaker had a perfect record with the Company during his long employment; no accident could be charged to him or his men.

The Milwaukee Magazine

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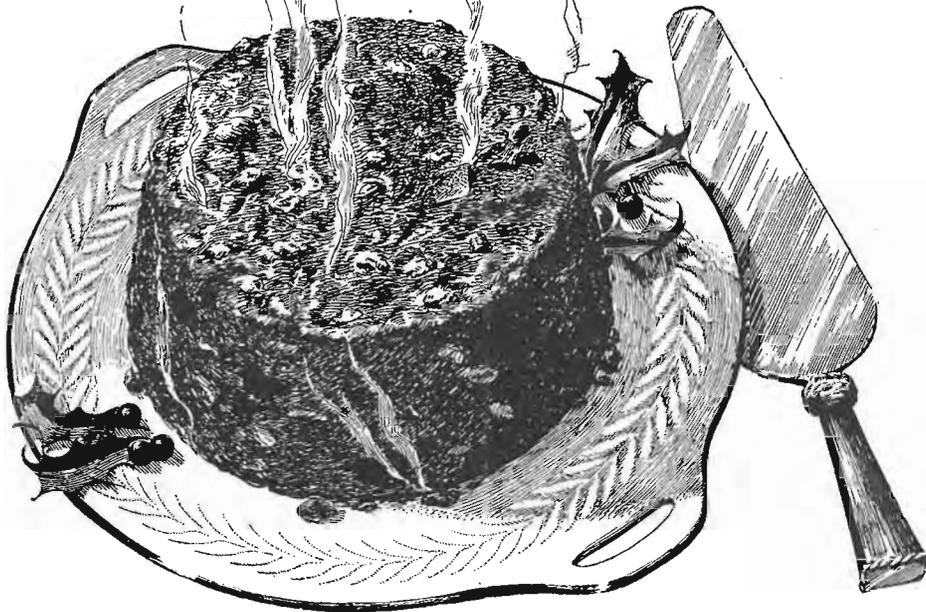
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DUTCH MASTERS CIGARS

Roadmaster H. F. Larson is back with us again after being hospitalized with influenza. "Lars" recently acquired a son-in-law, Jack Necas, whose marriage to Maxine Larson was an event of Nov. 23.

Fireman Dan Kemerling, Jr., I&D first Black Hills district, returned to the service this month, after two years spent in the navy. Rudolph Beckman has also returned to us from the maritime service and is back at work as an engineer at Rapid City.

Also back from the armed forces this month are Wesley Hajek, fireman on the I&D first Black Hills district, and Fireman D. E. Miller, I&D first district of Mitchell.

Coach Cleaner Dick Hayes recently made a hurried trip to the hospital for an appendectomy and is coming along fine.

Robert J. Dimmitt, AT&TE, and Assistant Superintendent Jerry Hansen, have been busy these days holding classes on the new consolidated code of operating rules and general instructions.

Sioux City and Western Branch Lines

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

We hoped to be able to report the growth of a new mustache on John Trang, Sioux City pump repairer. However, John got cold feet and amputated it just when it began to look like a mustache.

Kenneth Urquhart, brakeman, now in the Marine Corps, was a recent visitor in Sioux City while on furlough.

Conductor Charles A. Milligan, who has been seriously ill, is improving slowly and expects to be able to return to work around the first of the year.

Retired Conductor Guy Bushnell of Sioux City, who has been seriously ill, is reported considerably improved. During his illness he was visited by his son, Yardmaster Claire Bushnell, who is now on a leave of absence in Arizona, due to Mrs. Bushnell's health.

Fireman Stanley Ratkiewicz and wife are the proud parents of a baby boy, born in Sioux City on Nov. 1.

Frank X. Langer, traveling auditor, formerly of Sioux City and now stationed at Minneapolis, was a recent welcome visitor while relieving Traveling Auditor Ted Hakes, who was confined to the hospital following a slight operation.

Born, a daughter, to Brakeman and Mrs. Robert Harsha at Sioux City, Oct. 31.

Paul Card, formerly of the navy, Kenneth Bushnell of the Coast Guard, Don Ainslie of the army, Franklin Doherty of the army, Francis Griffin of the navy, Roland "Cotton" Kemp of the army, all have returned to service on the second district, after being honorably discharged from the military service.

Sgt. Marion E. Woods of the army, while on furlough in Sioux City, reported meeting former Fireman Nick Salviola in Germany. At the time Nick was assigned to duty as engineer (no less) of a German military train.

Fireman Kenneth Keairns reports the arrival of a new daughter at his home on Nov. 7. This is Kenneth's seventh child,

but if he is trying to beat the record established by your correspondent, he will have to ring the bell once more.

Elmer W. "Bud" Ferguson, for several years chief clerk in the office of the division freight and passenger agent at Sioux City, has been promoted to the position of city freight agent at Omaha. "Bud" is a son of Agent George E. Ferguson of Yankton, S. D.

Retired veteran Engineer Gus Lovgren recently underwent a serious operation at University Hospital, Iowa City. Last reports were that he is recovering nicely.

Joseph E. Griller, for a number of years city ticket agent at Sioux City, has been promoted to the position of city passenger agent at Des Moines. Joe has made many friends during his service at Sioux City, who wish him well in his promotion.

Switchman Charles Stanbra of Sioux City has been seriously ill for some time.

The second district of the I&D Division is glad to welcome back into the fold Floyd S. Nelles, who has for some years past been freight service inspector at Aberdeen. Floyd has come to feel that the pleasure of being able to sleep in his own bed every night and put his feet under his own table every day far outweigh the advantages of a traveling job. He has bid in the agency at Scotland, S. D., formerly held by Charles Whitham, now retired.

Former Acting Chief Dispatcher Vern P. Sohn has been appointed chief dispatcher at Aberdeen, S. D. Mr. Sohn had worked at Sioux City as chief dispatcher since February, 1945, relieving Harry L. Hoskin, on a leave of absence due to sickness in his family. Vern made a host of

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friends while at Sioux City, through the efficient way he handled the job, and his special ability for making friends. While everyone at Sioux City hated to see him go, everyone with whom he had come in contact was sincerely pleased at his promotion.

John W. Carney, the oldest engineer in point of service on the I&D Division, retired from the service of the Road on Nov. 14. Mr. Carney entered the service as a roundhouse laborer at Sioux City in 1887, became a fireman in July of 1888, and was promoted to engineer on June 9, 1893. Mr. and Mrs. Carney plan to remain in Sioux City for the present.

ROCKY MOUNTAIN DIVISION

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

When you read this issue of the Magazine it will no doubt be near Christmas. It should be a much merrier one than the past few have been for hundreds of our railroad folks with sons and husbands, fathers and brothers, not forgetting the daughters and sisters too, who have returned from the war and will be home once more for the Christmas holiday and the happy times that go with it, so merry Christmas to all.

Conductor Roy Bates retired the last week in October, surprising all of his friends on the Rocky Mountain Division, where he has worked for 33 years. He has a nice home here where he lives with his wife and two lovely step-daughters, and we wish him many happy years without watching for the caller.

A letter from Capt. John Fisher of Bozeman appeared in the papers recently telling of the death of Capt. Sam Winn, son of Engineer Winn of the Rocky Mountain Division. Capt. Winn was reported missing in 1942 after the fall of Corregidor, but he was taken a prisoner of war and no word was received from him. Capt. Fisher was with him and wrote to Mrs. Winn, saying that her husband died in February, 1943, of pneumonia. Surviving in addition to his wife and two children are a brother and his parents in Deer Lodge, to whom the entire division extends its most sincere sympathy.

While working at a derailment near Lenep on Nov. 9 Traveling Engineer Clinton C. Ham of this division passed away. Mr. Ham was one of the most popular officials of the Rocky Mountain Division. He is survived by his wife, two brothers and his father, to whom we extend our most sincere sympathy.

The sudden death of Mrs. Frank McAvoy occurred in Deer Lodge Nov. 10. Mrs. McAvoy was born in Finland and had lived in the United States since she was four years of age. She was the wife of retired Engineer Frank McAvoy and had resided in Deer Lodge since 1909. We extend our sympathy to her family.

Word comes from the Northern Montana Division that Clinton C. Jost, eldest son of Agent Joe Jost of Hilger, has enlisted in the navy. Good luck, Clinton.

Engineer John Mahon has returned from a month in South Dakota. He went there, we understand, to show some of that bunch down on the division at Aberdeen how to shoot pheasants. He did, too.

D & I DIVISION

First District

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

During the early part of October Mrs. W. J. Hotchkiss, who has been residing in Savanna, had a long-distance call from Basle, Switzerland, where her husband, Lt. Col. Hotchkiss, was spending several days leave.

Anniversary Congratulations

To Station Employee Frank M. and Mrs. Withart of Savanna on their 30th anniversary celebrated on Oct. 12. Mr. and

Mrs. J. H. Mulder, of Savanna, celebrated their Silver Wedding on Nov. 10 with a party on Saturday evening and open house Sunday afternoon and evening. Mr. Mulder is chief clerk to master mechanic.

Retired Engineer John (Buddy) Cain passed away in the hospital at Savanna on Sept. 18 following a two months illness. Prior to his retirement he had seen 50 years of active service with the Milwaukee. He is survived by two daughters, Mrs. D. R. Davis and Mrs. Cal Fonger, and three sons, William and Mike Cain of Savanna and Leonard Cain of Racine.

Mrs. Richard Smith, mother of General Chairman W. E. Smith, Local Chairman R. Hal Smith and Conductors Robert and Floyd Smith, Savanna, passed away on Oct. 17, having been ill for a number of weeks.

John MacQueen, livestock agent at Kirkland for many years, passed away at his home in Kirkland on Oct. 16.

S/Sgt. Edward Holy, son of retired Machinist Cleveland Holy, Savanna, was killed in action on March 31, official word having been received to that effect on Nov. 9. The plane with Holy and crew was shot down over Zietz, Germany. It was his tenth mission.

Section Foreman Clinton Motter, Leaf River, received word from a friend of his son, Clinton, seaman 1/c, that he had been killed during the early part of October in a freak accident off the coast of Leyte.

Wayne Ritchie, son of Engineer Oran Ritchie, Savanna, was married to Miss June Primmasing of Dubuque on Nov. 3.

Memorial services for Cpl. John Foley and Pvt. Bobbie Foley, cousins, both of Savanna, were held in Savanna Oak Park Christian Church on Nov. 11. John Foley, son of Michael Foley, rail mill employe, was killed in action in Germany on Apr. 13, 1945, and his cousin on Mindanao on May 14.

Retirements

B&B Carpenter Peter P. Raun, Savanna. Mr. Raun started in the track department on April 7, 1904, transferring to the B&B department in 1907; he continued in that department up to the time of his retirement.

George W. Smith, pump repairer at Savanna, retired Sept. 30. He entered the service in the B&B department in 1918, became pump repairer in 1925 and served in that capacity until his retirement.

Vic Clark, well-known conductor on the Second District of the D&I, retired as of Dec. 1 after 49 years of service with the Milwaukee.

H. Wuerth, division engineer at Savanna since Nov. 1, 1942, retired on Oct. 15, 1945. Starting with the Milwaukee Road in Milwaukee 36 years ago, he has been located in Chicago, Marion, and Mason City. The division staff at Savanna presented him with a wrist watch.

COAST DIVISION

Tacoma

The regular correspondent, R. R. Thiele, is indisposed this month and asked that we gather a few items for the Magazine. We hope that he will soon be able to continue with his news collecting as we all enjoy reading the Coast Division news.

We are sorry to report the death of Mrs. George Freestone at her home in Tacoma Nov. 10. Mrs. Freestone was an active member of the Women's Club and was very active in garden clubs in the city. Mr. Freestone was for many years ticket agent at the depot here.

Robert D. Shipley recently returned to Tacoma yard as assistant chief yard clerk, replacing Carl M. Tveter, who moved over to the baggage room, displacing Mr. Moe. Mr. Moe displaced Mrs. Dorothy Clover on the outbound revising desk in the local freight office.

E. N. King, formerly on the swing job at the yard and the depot ticket office, has bid in the position of counter clerk at the Tacoma freight office, the position left vacant by the resignation of Alta Slater.

Raymond Haskins, assistant chief yard

The Milwaukee Magazine



Conductor James D. Plumb of Walworth, Wis., who is retiring on Dec. 31 after 61 years of railroading, is shown among a group of his steady customers on the Walworth-Chicago run. The picture was taken on his 78th birthday, Sept. 20, 1945. When Mr. Plumb first began railroading he did station switching with a team of mules and learned telegraphy on the side. He worked for several railroads before coming to the Milwaukee Road in August, 1895, but has been with us continuously since. He completed 61 years of railroad service on Nov. 18 of this year. He plans to make his home in Milan, Tenn., a quiet little town which captured his fancy a few years ago when he chanced to be passing through.

clerk, surprised his friends by his recent marriage. After a motor trip to British Columbia the honeymooners returned to Tacoma where they will reside. Mr. Haskins formerly lived at Olympia and drove back and forth each day.

W. N. Herbert, formerly chief demurrage clerk, left our service Oct. 31 to accept a position in the internal revenue office.

Sorry to report the death of retired Passenger Conductor C. F. Wilder, which occurred on Oct. 31 at his home in Seattle.

Emil L. Pravitz, age 75, our agent at Eatonville, Wash., since 1910, and his son Howard, mayor of Eatonville, met sudden death Saturday night, Nov. 10, on the mountain highway in an automobile accident. Mrs. Pravitz, Sr., was seriously injured also, and Howard's wife received slight injuries. Mr. Pravitz, Sr., recently purchased a home at Clear Lake, which is just off the mountain highway, and had planned to retire in the near future. He was very well liked and he and Mrs. Pravitz had a host of friends on the railroad and also in their home town.

Among the recent retirements on the Coast Division we have "Pat" Kennedy, locomotive engineer; Conductor Kittleson of the Everett line; Conductor Herbert Cooper, Tacoma Eastern, and Hugh Warwick, trolley line foreman.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent
Local Freight Office

Sgt. Emmett Springer returned from Italy a short time ago and expects to be a civilian soon. He will spend a few weeks hunting and fishing before returning to work in the local freight office.

Miss Audrey Bush, who is a member of the Seattle Symphony Orchestra, has resigned her position in the OS&D department. She will devote her entire time to orchestra work; she plays the base violin.

James M. Keenan, WT2/c, son of Patrick Keenan, import and export inspector, now stationed in the Philippines, has received a special commendation from the War Department for volunteering as a special diver in connection with salvage work on an abandoned merchant ship.

Mrs. Elizabeth Gosha, formerly employed in the bill room, recently returned to her old position. She had been in Moberge for a few months, disposing of her holdings, and is now making Seattle her permanent home.

Lt. Clyde Fellows returned to his old position in R. C. Sanders' office as rate clerk, after three years on the USS Franklin in the South Pacific. Clyde was awarded the Bronze Star Medal for special service in line of duty. He is married and has a daughter two years old.

Jack Ellis, who has been in the navy since 1942, returned to his old position in the yard office on Nov. 1. Jack saw plenty of action while in the South Pacific. At one time he didn't remove his clothes for 30 days. The crew was on the alert and at their stations nearly all of that time.

A. S. Seymour, draftsman in the engineering department since August, 1909, retired on Oct. 31. During this entire time he had been assigned to the Seattle office. He will continue to make his home at Kirkland and from now on will enjoy a long and well-earned vacation.

Ellen Pike Smith has recently taken a position in the OS&D department. You will remember Ellen as one of the first girls to take a job in the Seattle yard. She has recently been employed as time-keeper for Sam O. Wilson, yard foreman. This position is now held by Harold J. McClellan.

Harney Nail, BM1/c in the Seabees, returned to work as assistant warehouse foreman the middle of October, after three and a half years in the South Pacific. While in the service, Harney distinguished himself as a deep-sea diver in connection with salvage work and has some good records to his credit. He also served as store-keeper.

Frank E. Berg, water front checker, retired on Oct. 31 after 36 years of continuous service along the Seattle water front. He held the position of warehouse foreman, chief clerk at the Milwaukee ocean dock and Pier 6, check clerk at the Pacific Steamship Terminals for 12 years, and also worked at the salmon terminals. He and Mrs. Berg expect to make their

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future home in Santa Barbara, Calif., or in Florida. Frank is a member of the Disabled Veterans of Foreign Wars. He spent two and a half years in the Philippines in the Spanish-American War and was wounded there.

Word has been received that Ralph Washburn and Mrs. Washburn are now residing in Temple City, Calif., and are getting along nicely. Ralph was for years captain of police for the Milwaukee Road at Seattle and Tacoma.

Henry E. Salzer, traveling auditor, retired, sold all his Seattle holdings and moved to Long Beach, Calif., on Nov. 1. Seattle is losing a good pinochle player; Henry was regarded as about the best. Mr. Salzer went to work as a telegrapher at Sioux Falls, S. D., Jan. 18, 1898, was promoted to traveling auditor on Oct. 16, 1905, and retired on April 1, 1945. He has 46 and a half years of service to his credit.

Myra Rupp, who has been working in the general manager's office, has returned to the local freight and has taken a position in the OS&D department.

LA CROSSE & RIVER DIVISION

Wisconsin Valley

Lillian G. Atkinson, Correspondent
Care of Assistant Superintendent
Wausau, Wisconsin

Wishing you a generous share of blessings at Christmas and a New Year of ever increasing happiness.

Charles Baker, boilermaker, has returned from Madison, S. D., where he spent part of his vacation hunting pheasants, receiving his quota. He generously distributed some fine specimens, which were prepared with all the trimmings, making a most delicious dinner. We take this means of expressing our gratitude and assure him it was a real treat.

The division employees mourn the loss, through death, of Assistant Superintendent G. F. Hancer, who passed away on Oct. 17. While not in perfect health, he was able to perform his duties and was in his office up to a few days before passing on so the news came as a shock to all. Services were held at a local funeral home and the body was taken to Minneapolis for further services and burial. Deepest sympathy is extended to Mrs. Hancer and daughter Helen Mae.

Retired Boilermaker Paul Stoff passed away at a local hospital Oct. 11. Services were held at St. Mary's Church and burial was in Restlawn Memorial Park. Sympathy is extended to the bereaved family.

Chief Clerk J. L. Brown and wife have gone to Florida, where they will spend

their vacation. They will stop en route in New Orleans, La., to meet their son, Pfc. J. L. Brown, who has recently returned from Tokyo. The meeting is being looked forward to with great joy as it is their first meeting since February, 1943, when Private Brown entered service. They also expect to visit several cities in Florida and expect to have a most enjoyable time. How gratifying and satisfying, while basking in the tropical sun, to see headlines "Wisconsin in the Grip of Below-Zero Temperature."

Clarence Sydow, who served in the navy for the past three years, received his discharge and has resumed work in the freight department as OS&D clerk. We are sure he is happy to be back with his former associates and wish the best of luck for his continued success. He is now located in Wausau with his family.



Patricia Helen Busterud is the two year old daughter of Fireman J. D. Busterud of the L&R Division, now serving as traveling engineer in Luzon with the 749th Railway Battalion. One of his jobs is instructing the native crews. She's the pin up girl for the 749th.

First District

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

We are very glad to report that Passenger Conductor Edward (Hoppie) McMahon is improving at his home in Portage where he was taken after being hospitalized in Milwaukee due to a bad fall in which he fractured several vertebrae in his neck. He wishes to thank his many friends who were so helpful in Milwaukee and Portage and says to tell the gang to come over and keep him informed on current events.

George W. "Spot" Clemmons has dropped that nickname and taken on a new one. He is now called Paul Bunyan on account of his feat of removing a tree that fell across our M&P main line at Deforest, blocking train 711 recently. He immediately set to work with the only tool at hand, a fire ax such as is to be found in all coaches; he chopped the tree, which was four feet in diameter, in two in 30 minutes.

Arnold Sturm, 48, veteran telegrapher working the second shift at Watertown, passed away due to a heart attack while in Dr. Nowack's office at Watertown on Thanksgiving day. He leaves his wife and four children: Bob with the Signal Corps in Germany; Charles, Jean and Barbara at home. Burial was at Guttenberg, Ia., his old home. His passing was a shock to all of us who knew him as a dependable employe who went out of his way many times a day to be of help to his fellow men. He will be greatly missed on our division.

Veteran Passenger Conductor James Moran, 78, passed away at his home in Elm Grove in October. Jim had been retired for several years.

F. E. Pooler, 68, veteran captain of railroad police, passed away at LaCrosse on Oct. 31 after a short illness. Surviving are his wife and two sons. Burial was at Onalaska, Nov. 3.

Lieut. of railroad police Charles S. Smith has retired after 30 years service.

I & S M DIVISION

East End

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

We are glad to welcome back the following former employes who were recently discharged from military service and have returned to their jobs with the railroad: Paul W. Blanchfield, with the ice gang at Austin; Clifton J. Roberts, brakeman; Robert E. Helme, former section laborer, now working as brakeman; L. M. Danielson, brakeman; and C. J. Thompson, fireman. The latter two were inducted into the army on the same date, went through basic training together, spent about 32 months together overseas, most of the time in Iran, returned to the States on the same boat, were sent together to Camp Plausche, La., and received their discharges just 10 minutes apart.

Congratulations to Fireman and Mrs. D. L. Tallmadge, on the arrival of a baby boy, Nov. 5. Both the baby and "Skinny" are doing fine at this writing.

Our sympathy is extended to the bereaved relatives of Frank W. Winters, retired conductor at Faribault, who passed away at Rochester Hospital on Nov. 14, after a lingering illness.

Best wishes for a speedy recovery are extended to K. M. Olson, CD&TM clerk, who underwent a tonsilectomy on Nov. 13.

Superintendent Dodds was pleasantly surprised by his son, Robert, who arrived in Austin on Nov. 12, having left Paris, France, on Oct. 31. He returned with General Gray's unit. Bob said that they made good time coming over, and with speedy clearance at Staten Island and a swift ride on the Pennsylvania's Golden Arrow to Chicago, they reached Ft. Snell-

The Milwaukee Magazine



BACK ON THE JOB. Louis C. Meyer, back on the job as clerk at Fairmont, Minn., describes himself as a veteran of "The Battle of Alaska." Sergeant Meyer, a member of the National Guard, has an armful of "hashmarks" from service dating back to 1918. He was inducted into the Coast Artillery in January, 1941, and sent to Kodiak with a headquarters battery until January, 1944, when he returned to the States. Subsequently he was transferred to the Infantry and stationed at various camps until his release in November, 1944, in his own words "an old broken-down first sergeant." Asked how it felt to be back, Spike's response was "Great!"

ing in jig time. He expects to be discharged soon.

Capt. Jeanne McGovern, daughter of Chief Clerk L. L. McGovern, Austin, who is stationed in Paris, wrote that she has been awarded the Bronze Star. Also, she expects to be home for Christmas.

Dick Williams, former yard clerk at Austin, visited the office on Nov. 14, while on leave from his duties at Ft. Monmouth, N. J., where he has been stationed as an instructor.

The Appreciation Party was held at Heise's Nite Club, Nov. 13, and according to all reports was a very nice affair. The committee and those who attended wish to take this opportunity to say "thanks" for a good time.

Marilyn Anderson, daughter of Store Helper M. O. Anderson, who suffered second degree burns when her costume caught fire at a Hallowe'en party, is in a hospital at Rochester and getting along as well as can be expected.

An ardent angler took a friend fishing. The latter knew nothing about the gentle art, but was set up with all the necessary tackle and a nice comfortable seat on the bank. The experienced hand started fishing a few yards higher up the stream.

Presently the novice said: "How much do those red things cost?"

"I suppose you mean the float?" said the angler. "That costs about ten cents."

"Well, I owe you ten cents," said the novice. "The one you loaned me has sunk."

SUPERIOR DIVISION

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

Retired Engineer Peter J. Bergin passed away on Nov. 3 at the age of 83. Our sympathy goes to the bereaved family.

The crew on work extra 678, consisting of Conductor J. J. Fleming, brakemen Leo Bordeleau and Anton Schmirler, Engineer T. Hansen and Fireman William Londo, should be commended for their prompt action in an accident which occurred on Oct. 17. About 3:30 p.m., three miles from Elkhart Lake, on the run to Kiel, Wis., brakeman Bordeleau, looking back for hot boxes, noticed a tractor turned upside-down in a field and saw a hand waving feebly from under it. Knowing that someone was badly hurt, he signaled the engineer to stop the train immediately, and the crew went over to try to release the farmer, but could not do so until they procured a jack from a neighbor to raise the tractor. Knowing that passenger train No. 21 (the Chippewa) was soon due, the train had to proceed to Kiel; however, the brakemen, A. Schmirler and L. Bordeleau, remained until they had extricated the young farmer, and the engineer on No. 21, George Buntin, stopped and picked them up.

Early on the morning of Oct. 24 a good friend of the Milwaukee Road by the name of Chester Cambray, who lives at Sagola, Mich., heard a noise when train No. 9 passed by, and upon inspection found that eight inches had broken out of the rail. He reported it to the railroad company and prompt action was taken to make repairs. Mr. Cambray will receive a voucher for \$25 for his timely service.

The sugar beet season has been about twice as good as it was last year and everybody has been very busy trying to get it cleaned up by the end of November. With two large sugar mills on the division, this movement amounted to handling about 3,500 cars.

Our city ticket agent, E. D. Crim, is still busy trying to get the Green Bay Packers football team over the road. Although he had two bad setbacks in the games with the Chicago Bears and the Cleveland Rams, he is still keeping them going, hoping to come out near second place.

Roundhouse Foreman E. F. Muster at Green Bay has been seriously ill in the hospital after an operation, and we hope that he will have a speedy recovery.

Former Superior Division Trainmaster P. J. Weiland, Mrs. Weiland and son Jerry, paid a visit to Green Bay on Oct. 27 to attend a football game between Central Catholic High School and St. Mary's High School from Menasha, Wis. Trainmaster Weiland's son, Peter, Jr., plays with Central Catholic High of Green Bay and made three touchdowns in the game, defeating St. Mary's Catholic High to the tune of 21 to 6. St. Mary's has held top honors in the Catholic League for three consecutive years. Peter Weiland, Jr., is an honor student at his school and was chosen to represent the Citizens of Tomorrow on the *Chicago Tribune* radio station WGN. They saluted him by placing his name on the honor roll Nov. 24. He also plays the cornet in the school band, is a member of the basketball team and majors in dramatics.

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BACK ON THE JOB. Robert Rogers, who is the son of Engineer William Rogers and a grandson of John Rogers, pioneer railroad engineer, has returned to the Des Moines Division as a fireman, after 41 months in military service. His unit, the 713th Railway Operating Battalion, which saw 31 months of heavy duty in the European campaign, received citations from Gen. Mark Clark in Italy, and also from General Devers, in France. Ex-Corporal Rogers wears the Good Conduct Medal and six Battle Stars.

IOWA DIVISION

Council Bluffs Terminal

*Agnes Christiansen, Correspondent
Car Foreman's Office*

Clifford Morgan, former storekeeper at Coburg, Mo., who was transferred back to the store department at Council Bluffs, has accepted a position as storekeeper at Mitchell, S. D. Everyone really hated to see Cliff go and he will be missed by all of us. Billy Golden, previously employed as storeroom helper, is back again.

Our Milwaukee Women's Club served at the Omaha Union Station canteen. A liberal donation was given by the various departments of the Council Bluffs Milwaukee employees to make this possible. At least 4000 servicemen, who were en route to their destinations, stopped for refreshments. They consumed 800 sandwiches, 8 dozen rolls, 20 cakes, 50 dozen cookies and 2 bushels of fruit. The canteen furnished the coffee, doughnuts and milk.

A pot luck lunch was served at the YM CA Oct. 25 and was attended by 40 people. The dessert consisted of pumpkin pie with whipped cream and coffee; pumpkin pies were awarded as prizes for the Bingo game.

Special guests were Jack Allavie, Jr., Army Air Corps pilot, who is the son of night roundhouse foreman, Jack Allavie, Sr., and Mr. and Mrs. Herman Jensen's nephew, Donald Brooks, who recently received a discharge from service. He was an aerial photographer with the Marines.

Capt. Frank A. Kottwitz, son of Machinist Arthur A. Kottwitz, arrived Oct. 23 on the *Argentine* at New York harbor. He has been in the service four years, serving overseas for two years.

In the last issue I had an article about Vernon LaHeist, CMM, who had been a prisoner of the Japanese for over three years. Just the other day he phoned his father, Machinist Al LaHeist, from Los Angeles. I just can't express how overwhelmed with happiness Al was, to receive this message. While en route home from Japan Vernon also survived the terrible storm which caused several casualties.

Car Foreman T. P. Schmidt finally had word from his son, Teddy, who is in Shanghai, China. He has been busy transporting troops and was recently promoted to staff sergeant.

The Moose Lodge of Council Bluffs turned back the pages of history and put on "Crinoline Days," Nov. 1, 2, and 3, for the citizens of Council Bluffs and surrounding territories. All of the railroads were invited to enter a float in the parade and the Veterans' Club of our road produced a float which was a replica of an old-fashioned home, including a quartet around an old organ. All characters were dressed in old-fashioned clothes; two women ran a spinning wheel and one rocked a cradle. Also displayed on the float was an old-fashioned high-wheeled bicycle and rider, portrayed by Car Foreman T. P. Schmidt. Those who participated were well rewarded for their efforts as the Milwaukee float took top honors, winning the \$75 first prize.

Omaha

M. M. Wolverton, general agent, has been promoted to assistant general agent at Milwaukee, Wis., effective Nov. 16. N. P. Van Maren, former DF&PA at Mason City, is Mr. Wolverton's successor. City Freight Agent R. T. Dempsey was promoted to traveling freight agent at St. Louis, Mo. E. W. Ferguson, chief clerk to the DF&PA at Sioux City, has been promoted to city freight agent at Omaha, to succeed Mr. Dempsey. The Omaha office force will greatly miss their former boss and Mr. Dempsey but will also welcome the newcomers and will co-operate to the best of their ability.

W. J. Swenning, former telegrapher, now retired and residing in Los Angeles, reports that he is enjoying good health. We wish him many years of well earned rest and enjoyment.

I wish to thank Mr. Wolverton and also E. E. Davis, chief clerk, for helping me out on the Omaha news.

Iowa Division—Middle, West and Des Moines

*Ruby Eckman, Correspondent
Office of Chief Dispatcher
Perry, Ia.*

Several new members have been added to Milwaukee Railroad families on the Iowa Division. A daughter was born to Mr. and Mrs. Gilbert Fox, which means a new grandchild for Engineer Hullerman. Leora Fox of Jamaica, Ia., was married to John Horsley, night ticket clerk at the Perry office on Nov. 3, and Mary Glenn, daughter of Conductor Francis Glenn, married Samuel Ridgeway. William Ranes, son of Viola Ranes, who is second trick ticket clerk at the Perry office, was married to Eleanor Begg of Grand Junction, Ia., on Oct. 31. Donna Phleger, daughter of Traveling Engineer J. T. Phleger, married Byron Crawford in October. Helen Bennett, daughter of Omer Bennett of the Perry shops force, married Ted Brown of Pocahontas, Ia.

Death caused sorrow in several homes of Iowa Division employees. Retired Engineer W. H. Young died on Nov. 1 and was laid to rest at Marion, Ia. Mrs. J. T. Loftus, mother of Roadmasters Daniel W., Joseph, James and Paul Loftus, died at the home



BACK ON THE JOB. Ray Murphy, who formerly worked for the Road at Jefferson, Ia., was discharged from service on Sept. 4 at Jefferson Barracks and has returned to the Des Moines Division in the capacity of clerk. He was inducted into the army on Apr. 4, 1942, and spent 35 months in Hawaii as a sergeant in the Quartermaster Corps.



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With this attractive float the Milwaukee Road Veterans Club of Council Bluffs, Ia., won first place in the "Crinoline Days" parade held in Council Bluffs on Nov. 3 in connection with a three-day celebration sponsored by the Loyal Order of the Moose. First prize was \$75. The float tableau included a high-wheeled bicycle, mounted in such a way that the rider could make the wheels revolve, an antique spinning wheel, organ, rocking chair and cradle. The characters on the float sang songs which, like their costumes, had long been in mothballs.

of her son Daniel in Perry on Oct. 22 following a long illness. Charles Hayward, retired baggageman, died on Nov. 3 following a long illness. Burial took place at Coon Rapids.

Clark Williams and Arthur Curtis, two World War I veterans who lived in Marion while working out of that terminal, died during November. Both were locomotive engineers. Engineer Curtis had been working out of Davenport for the last three years.

Several of our former employes who have been released from military service are back at their old jobs, or will be soon. O. P. Byrd, who was a lieutenant in the Infantry, is back at Haverhill as agent. Jean Robinson, who was in the navy, is back at his job as fireman on the Des Moines Division; Earl Ridge is also back on the firemen's list on the Des Moines Division after his release from the army. J. F. Stebbins, who was a B&B department employe when he went into the army, gave up that work on his return and took a position as fireman. Richard Monthie, who was a caller, has been released but has not returned to work. Two boys who were released from Uncle Sam's service have followed in their fathers' footsteps and have started working as firemen—Kenneth LaBorde, whose father is an Iowa Division engineer, and Billy Baker, whose father was Earl Baker, an Iowa Division engineer at the time of his death.

Fireman Jack Werner is off the list of firemen for a while. He is getting his pay checks from Uncle Sam now, as he was inducted into the service recently.

Mrs. W. H. Young had the misfortune to miss a step while going to the basement of her home and fell. The accident occurred a few days after Mr. Young's death.

Mrs. Thomas Rellihan, wife of an Iowa Division engineer, was recently elected vice-president of the Iowa Authors' Club. Mrs. Rellihan, who is a poetess, has had many of her poems published.

Paul Slater, son of Car Inspector P. Slater, is back at his regular job in the Perry fruit market after sailing more than 250,000 miles while in the maritime service.

Woman Customer (after the tired clerk had pulled down blanket after blanket until there was only one left on the shelf): "I don't really want to buy a blanket today. I was only looking for a friend."

Clerk: "If you think he's in the other one madam, I'll gladly take it down for you."

December, 1945

TERRE HAUTE DIVISION

Faithorn District

Berniece Sparks, Correspondent
Faithorn, Ill.

Conductor A. E. Ringer, who has been ill for the past year, dropped in to see us recently and said that he hoped to return to work within a short time.

We all wish Mrs. Charles Buell, wife of Roundhouse Foreman "Wink" Buell, a very speedy recovery. She has been in the hospital for several weeks.

Howard Sanford, one of our Faithorn switchmen, decided to help out on the H&D Division during the recent coal strike. To make a long story short, he liked it so well that he has decided to make his home at Aberdeen. Must be the Western hospitality.

As this will probably be our last opportunity before the holiday season, here's wishing everyone a very merry Christmas and a happy New Year.

Bedford District

Mrs. Emil J. Foug, widow of the late Emil Foug, supervisor of railroads at Crane, Ind., who has been on leave of absence from the Milwaukee Road at Milwaukee, Wis., died suddenly on Nov. 11 at South Bend, Ind. Burial was at Niles, Mich.

C. R. Adelsberger, local storekeeper, had a visit from the stork on Nov. 10. It left a daughter, Judith Ann.

Fred Foddrill, retired yardmaster, and E. Brazzel, retired yard foreman, left Nov. 10 to spend the winter in California.

The stores department at Terre Haute welcomes two new employes, Edgar H. Maitlen, a veteran of five years' service with the army, and Lester L. Morton, a former pharmacist mate in the navy. We sincerely hope you fellows will enjoy working in the stores department.

Walter C. Glass, Jr., returned to work on Nov. 5 and is serving in the capacity of store helper. It is really a pleasure to have our employes who served in the armed forces return and take up their jobs where they left off.

Terre Haute District

T. I. Colwell, Correspondent

The stores department is very proud to welcome home two veterans of World War II. Ralph J. Pound has been with us for some time and has returned to work as counterman in the storeroom. Walter C. Glass, Jr., was discharged from the navy Oct. 22 and is renewing old acquaintances. Both lads are holders of the Purple Heart for wounds received in action.



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Richard L. Leith was the successful bidder for operator on our X-70 oil-burning locomotive crane.

The new 30-inch shears have been received by the store department and all of us are anxious to see them in action, cutting the great amount of scrap recovered from the H-1 hopper cars. The operator of this machine must certainly be a safe man and live up to the division storekeeper's request to "be safe every second."

During October store department visitors from off the division were A. M. Lemay, assistant general storekeeper; L. V. Schwartz, district storekeeper of Chicago, and Francis Wood, inspector of stores from Milwaukee. Mr. Schwartz held a safety meeting while in Terre Haute.

Walter C. Glass, Sr., stockman, just returned from a pheasant hunting trip in Nebraska and reported he "just couldn't miss." We wonder what a sound record would be like if he had missed, or would that be stretching the imagination too far? Anyway, he said he really enjoyed himself hunting the game birds.

Chief Clerk Aaron E. Wright is enjoying his annual vacation.

On Oct. 27, Division Storekeeper C. W.



BACK ON THE JOB. Virgil B. Dvorak, a former bill clerk in the freight office at Cedar Rapids, Ia., is returning to the Road after three years as a sergeant with the 404th Bombardment Squadron of the 11th Air Force. His squadron, which was stationed in the Aleutians for nine months, completed 23 flying missions and had the distinction of making the longest flight from the Aleutians, 2400 miles, in 15 hours and 30 minutes. Virgil, who was a radio operator and gunner on a B-24, is the son of Benjamin P. Dvorak, first trick operator at Cedar Rapids, and is one of the most decorated Milwaukee ex-servicemen. His awards consist of the Distinguished Flying Cross, the Air Medal with two Oak Leaf Clusters, three Bronze Stars, a Presidential Citation, the Good Conduct Medal, the Victory Medal Ribbon, the Asiatic-Pacific Theater Ribbon, and the American Defense Ribbon.

Pearce completed his 43rd year of service with the Milwaukee Road and we congratulate him on his remarkable record.

Hallowe'en eve did not mean anything particularly to Store Helper R. V. Pearce as he parked his bicycle in the usual place, but the next morning his only means of transportation had vanished. By the time the police department finished investigating the alleged theft it almost convinced Mr. Pearce that he had stolen his own bicycle.

Bill Bozarth, the jovial clerk in the superintendent's office, is the proud father of a baby boy, James Allen, born Sunday morning, Oct. 28.

William H. Johnson of the local freight agent's office has been appointed chief clerk in the traffic department, Terre Haute, and we welcome him to the Rea Building forces.

Frank "Bing" Dorphmeyer, store department employe at Terre Haute and a veteran of four years in the Army Air Corps, received his discharge recently and is now doing academic work at the Rose Polytechnic Institute.

Section Foreman Marion Savoree had a letter recently from his son, Marion, Jr., expressing his appreciation for the Magazine, which has been sent to him during his military service in India. Junior said that he expected to start for home on Oct. 23 and hopes to soon be a part of the Milwaukee family again.

On Nov. 9, Fireman Orford Berwick, working on No. 67, noticed some rocks and a piece of steel on the southbound track north of Cheneyville. The train was stopped and the obstruction removed. His action is appreciated, as an accident was probably averted.

West Clinton

(The following news was submitted by Earl H. Lehman)

We extend our sympathy to the relatives of retired car department employe Thomas Harris. He was a brother-in-law of Conductor C. F. Colwell.

We were greatly shocked to learn of the sudden death of Carman Vernon Rambole on Oct. 26. Vern had been in poor health for several months and died of a heart attack. We extend our sympathy to the bereaved family.

Brakeman Joe Blue and wife are the parents of a baby boy, born in October. Mother and son are getting along fine—so is father.

Brakeman George Hopkins returned from military service in October and we are glad to see him in harness again.

Fred Gallatin has taken a position as caller-bleeder.

Fred Rukes is again working in the car department after four years in the army. Welcome home, Freddy.

Conrad Carmichael is the new clerk at the yard office. Con just recently returned from the South Pacific.

James Frost, son of Sectionman Matt Frost, has returned from the army and has become one of our younger brakemen.

Brakeman Jack Yocum has the new-car fever.

Foreman G. Holloway of the west side knows the best way to keep the checks. Locked up, eh George?

We are glad to report the return of Roundhouse Foreman Paul Hutson from Bensenville.

The new office for the west side carmen and clean-out forces is nearing completion and is a big improvement over the old one. It is sturdily built of concrete blocks and is also much better from a safety standpoint, as it is west of all the tracks and near the railroad crossing.

The car inspectors and oilers are indeed proud of their shelter house at the north end of the yard. It is equipped with stove, benches and a telephone.

Maintenance-of-Way Foreman H. T. Gish and gang are busy these days raising track and getting the yard in good shape for winter.

Oct. 28 was an unpleasant day for Engineer O. Reed. Leaving Bedford on the Red Ball he suddenly became ill and had to leave the engine at Latta, ending the day in the hospital. The following day he was much improved and was able to leave for home.

Boys returning from military service are Doris, son of Car Foreman J. C. Davis, and Alvin Crawford, son of Jerry Board; also Charles Jones of the car department and Wilbur "Pike" McBride of the stores department.

Word has been received from "Doc" Craig, retired conductor, in New Orleans. "Doc" probably has traveled more than any of our retired boys and enjoys playing around south of the border.

Are black horses better than white horses? Car Inspector Earle Mullen thinks they are. He is giving away this well-known team, so watch this column for "the winnah."

Brakeman Lambert Harris has been ill for some time. Hope to see him back soon.

TRANS-MISSOURI DIVISION

East End

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

Engineer Leo Middleton celebrated his 65th birthday by taking the Olympian, No. 15, to Miles City for the last time, and returning on Oct. 25, bringing in No. 16. He began his railroad career in 1900 as yard clerk at the Milwaukee Road's Western Avenue yard in Chicago. That same year he went firing and was set up to engineer in 1908. He was then transferred to Moberg, where he made freight runs for 17 years, later taking over the

The Milwaukee Magazine

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Engineer Leo Middleton at the head end of No. 16 coming into Moberidge, S. D., on his last run, Oct. 25.

Olympian between Moberidge and Miles City. The Middletons have gone to Los Angeles where they plan to make their home.

Engineer W. F. Reicke also retired on Oct. 24 after 43 years of service. He began as a fireman with the North Western Railroad at Chadron, Neb., in 1902, and was transferred to Moberidge as an engineer in 1910. He pulled freight engines until 1942, when he took over the Olympian run. The Reickes have two sons—Walter, who lives at Mitchell, S. D., and Frank, who is in the service. They will continue to make their home in Moberidge.

Conductor Fred Lentz ended his 46 years of railroading on Sept. 29, retiring at the age of 63. He began work with the Michigan Central at Bay City, Mich., at the age of 17, and worked for the Pere Marquette, Santa Fe, Southern Pacific, Great Northern, and Northern Pacific, prior to coming to Moberidge and the Trans-Missouri Division in 1909. Mr. and Mrs. Lentz will live at Moberidge but will spend their time visiting their four daughters, three of whom are nurses; Mrs. P. C. Woodcock of Renton, Wash., Miss Phyllis Lentz, officer in the Marine Corps at the U. S. Marine Hospital, Cleveland, O., and Mrs. Myron Olson, wife of our roadmaster here. Miss Lucille Lentz teaches at Auburn, Wash., as physical education instructor.

Conductor A. G. Fuller also joined the ranks of the retired on Oct. 31, after 45 years of service with the Milwaukee Road. He began working as a brakeman at the age of 20 at Perry, Ia., and spent seven years there, coming to Moberidge as conductor in 1907, where he has since made his home. He served part of his time as yard switchman at Moberidge. He is moving to his farm at Scranton, Ia., where he hopes to live the "life of Riley" in his declining years.

Retired Conductor Bennie Longan, age 72, passed away on Oct. 29, following a stroke. He was a Spanish-American War

veteran and was buried with military honors in Greenwood Cemetery, Moberidge.

Mrs. Kate Schneider, mother of Machinist Frank Schneider, passed away on Nov. 4, at the age of 83. She had made her home with her son here for the past five years. She and the late Mr. Schneider lived at Miles City for 25 years.

Mrs. Paul Nylen, wife of Conductor Paul Nylen, who has served as Worthy Grand Matron for the past year, presided at the 57th annual session of the Grand Chapter of the Order of the Eastern Star, held at Yankton, S. D., on Nov. 12, 13 and 14. Quite a number from here attended.

Car Foreman A. W. Arvidson and wife attended the wedding of their only daughter, Vernetta, who was married at Rochester, Minn., on Thanksgiving Day, to Thomas R. Moore, son of Dr. and Mrs. T. J. Moore of Rochester. We extend congratulations to the happy couple.

Conductor and Mrs. W. C. Fuller enjoyed a visit with their children, Capt. Billy Fuller, Mr. and Mrs. Morton and son, Danny, of Washington, D. C., and Mrs. Elliott Voegelge and her two daughters.

We truly feel grateful this year that the cruel war is over and that our boys are coming home, and we wish all our readers a Merry Christmas and a happy and prosperous New Year.

West End

Pearl Huff, Correspondent
Miles City, Mont.

Phyllis Gilmore, SPT1/c, wrote to her parents, Mr. and Mrs. McKinley Gilmore of Miles City, that she was one of the Waves who went out in the first boat to greet the first ships of the incoming fleet. She says it was very thrilling and that she saw the *North Carolina*, the *New Mexico*, *John Rodgers*, *Concord* and another destroyer. She is stationed at the separation center in Boston at the present time, after several years service in the navy. She is also a link instrument instructor.



Conductor Fred Lentz of Moberidge, S. D., is shown with Mrs. Lentz at the time of his retirement on Sept. 29.



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CHICAGO MILWAUKEE MINNEAPOLIS SEATTLE

Thomas A. Wilkerson, S1/c, and William H. Wilkerson, MMM1/c, sons of Engineer T. E. Wilkerson of Miles City, were discharged recently from the service, within a week of one another, Thomas at Seattle and William at Bremerton. Thomas has accepted a position at a local garage in Miles City and is now back with his wife and family, while William has gone to Milwaukee to join his wife for a two or three-week visit in the East, after which they will return to Miles City, where he will resume his former position as locomotive fireman on this division. Their sister, Laurel Wilkerson of the Waves, was recently advanced to Telegrapher 3/c and is stationed at Washington, D. C. She also was an employe on this division prior to her enlistment: telegrapher at Mar-
marth, N. D.

Our sincere sympathy is extended to Martin L. Gilbert and family in the recent loss of their wife and mother, after several weeks' illness in the hospital at Miles City.

Arnold L. Running has returned to his former position at Miles City shops as machinist apprentice, after being overseas for several months, and having been honorably discharged in October. He served in the 787th Tank Battalion.

Sgt. Lyle J. Horr of Miles City, Mont., an assistant squad leader in the 17th Infantry Regiment, is among the thousands of American troops on occupational duty in Seoul, the capital of Korea. Prior to his arrival in Korea for the occupation, Sgt. Horr was in Hawaii, Saipan, and Okinawa. He is a former employe of the Milwaukee Road.

Claude Lackner, pipefitter apprentice, and Fred Fuiks, electrician apprentice, have returned from several months' service overseas, to their former jobs at Miles City shops. Mr. Lackner was with the army, serving as an engineer in a pipeline company, and Mr. Fuiks

was with the navy. Both men have been honorably discharged from service.

Robert Reece has returned to his former position as boilermaker helper at Miles City shops, after serving in the army for several months, and having been honorably discharged from service.

Louis M. Thares has returned to his position as roundhouse laborer at Moberg, S. D., after serving several months with the Air Corps overseas, and having been honorably discharged from service.

Fred Reynolds, who, prior to his retirement July 1, 1937, had worked as a machinist at Miles City for 26 years, passed away Nov. 7 at the home of his son, Fred W. Reynolds, at San Antonio, Tex. He was buried, at Miles City, Mont., Nov. 14. Our sincere sympathy is extended to his son and daughter who survive him, as well as to several grandchildren.

Chas. J. Cook, who, prior to his retirement several years ago, worked in the store department at Miles City, passed away recently in Deer Lodge, Mont., and was brought to Miles City for burial. Services were held Nov. 9. Our sympathy is extended to his wife, children, and grandchildren, who survive him.

Louis R. Street, F1/c, has received his honorable discharge and has returned to his former position as locomotive fireman on the Trans-Missouri Division.

Merry Christmas and Happy New Year to all Milwaukee families.

"But, sweetheart, what have I done now? You've been talking for half an hour, and I haven't said a word," pleaded the harried husband.

"No," you haven't said anything, but you've been listening in a most aggravating manner, and I'm not going to stand for it."

KANSAS CITY DIVISION

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

Due to ill health, Engineer Sidney E. Yeoman retired from active duty after 52 years of service. His first employment with our company was as a storeroom clerk in the roundhouse at Chillicothe, Mo., on Sept. 27, 1893. He was later employed as a laborer in the roundhouse and then transferred to the freight house as night freight clerk. On Sept. 20, 1897, he entered the road service as a fireman and was promoted to engineer on Nov. 5, 1902. He and Mrs. Yeoman will continue their residence in Ottumwa for the present.

B&B Carpenter William Havens retired on Nov. 10. His first employment was with the Northwestern Railroad at Wright, Ia. He was also employed on the Gilpin tram in Gilpin, Colo., hauling ore from the mountains. After two years he returned to the Northwestern at Rose Hill, Ia., and was employed there until Jan. 27, 1924, when he entered the service of our railroad as a section laborer at Rutledge, Ia. He and Mrs. Havens have gone to LaCrescenta, Calif., to make their home.

Section Laborer John C. Dixon retired recently. He joined the ranks of Milwaukee employes in 1900 as a laborer on the Sewal section and in 1910 temporarily took up farming. He returned to work for our company in the section gang at Seymour, where he has since been employed. For the present he plans to remain in Seymour.

Norbert Davis of the mechanical department at west yard vacationed in Spokane, Wash. There he had the pleasure of meeting J. B. Dede of the public relations department, who sent greetings to all KC Division friends. His son Norbert, MoMM 1/c, is at the Olongpo Navy Yard at Subic Bay, Philippines.

A daughter was born on Oct. 26, at St. Joseph's Hospital, to Section Foreman Walter Chadwick and wife. Foreman Chadwick has charge of the Rutledge section.

Mr. and Mrs. Emery Pearson of Laredo, Mo., announced the marriage of their daughter, Kathlyn Lorene, to Forrest L. Hobbs, son of Conductor S. P. Hobbs, in the Baptist church at Trenton, Mo., on Oct. 14. Forrest is a brakeman on our division. He and Mrs. Hobbs are making their home at 401 N. Clay Street, Ottumwa.

Retired Conductor Charles R. Brown, 66, died at the Ottumwa Hospital on Oct. 11. His retirement was effective April 23, 1937, because of ill health, after 32 years' service. He is survived by his widow, brother, and a half sister. Funeral services were held on Oct. 15.

At the age of 70 retired Conductor Earl Trowbridge died at his home in Ottumwa, on Oct. 16. He was employed as a switchman since September, 1903, and was in train service until his retirement on Nov. 26, 1939. Interment was in Shaul cemetery, Ottumwa, on Oct. 18.

Mrs. J. T. Loftus died on Oct. 22 at Perry, Ia., in the home of her son, Roadmaster D. W. Loftus. Funeral services were held in Perry and burial was at Sigourney, Ia. She is survived by another son, Paul M., roadmaster on the KC Division; Joseph, roadmaster on the CRI&P at West Liberty, Ia., and a daughter, Mrs. Eleanor Hurlerly, who lives in Chicago.

Officials and office personnel at the Sherman Street station gave a farewell dinner on Nov. 9 at the Hotel Ottumwa for Don Fisher, chief carpenter on the KC Division for the last two years, who was transferred to the same position on the Iowa Division, with headquarters at Marion. R. C. Dueland served as toastmaster and presented a gift to Mr. Fisher. L. M. Farley comes to the KC Division from the Iowa Division, to succeed Mr. Fisher.

Effective Nov. 9, Walter Headley was made perishable freight inspector at west yard, Ottumwa. For many years Walt has been employed in the section crew at west yard.

The Milwaukee Magazine



BACK ON THE JOB. John E. McNamar, who was a seaman on the battleship Iowa, served overseas for 20 months. During that time the Iowa was the target of 11 bombardments and accounted for eight planes and five ships. John was in Tokyo Bay on VJ Day but has since returned to the section at Rathbun, Ia. He is the son of E. L. McNamar, Rathbun section foreman.

The two sons of Conductor T. P. McGraw are still in military service. Thomas V., S2/c, has been in the navy for three years and sailed in the middle of October for the Hawaiian Islands. Forrest, Y2/c, with the Coast Guard for three years, is on the east coast, stationed at Woods Hole, Mass.

Section Foreman Geo. H. Davis at Blakesburg advises that his son, Donald L., is in the navy reserve officers training school, Northwestern University, Evanston, Ill. Donald worked as sectional laborer in the gang at Rathbun from April, 1943, until May, 1944, when he entered the navy.

Former brakeman Donald Harness, now private first class, has been assigned to the 744th Railway Operating Battalion at Nancy, France, under the command of Colonel Hotchkiss. Donald expects to be home by Christmas.

An interesting experience for Cpl. Kenneth D. Wymore with the 29th Division stationed in Bremen, Germany, was his appointment, with three boys of his M.P. platoon, to escort Bob Hope, Jerry Calonna, and other Hollywood celebrities, while they were in Bremen last summer. One hundred and fifty snap shots of the troupe were taken by Kenneth. His division is scheduled to leave Bremen in December to return home for discharge. A brother, Lt. Keith Wymore, is at Pearl Harbor. During school vacations Keith was employed in the roundhouse at west yard.

Word has been received from William E. Moore, former telegrapher at Sewal, stating that he is now located at Ober Dachsteeten, Germany, with the 5th Field Artillery and has been promoted to top sergeant. He is working in the office of his battery and is known as classification specialist, has five batteries under him and oversees all clerical work done by them.

Clarence G. Albertson, stationed in Hawaii with the navy, was promoted from baker first class to chief commissary steward.

Sgt. D. D. Gustaveson left Calcutta, India, on Oct. 18 to return home. He has been serving as yardmaster with the 726th Railway Operating Battalion, maintaining a supply line on the Ledo road, in the China Burma India theater, where he has been stationed for over 22 months.

On Nov. 12, Lt. Col. Robert H. Nevins left Ottumwa, after a 45-day temporary duty, for Aberdeen, Md., where he is to report for reassignment in the States. He had been in France and Germany since the invasion, serving in General Patton's army. In July, 1945, he went from Germany to Paris, France, where he had charge of an ordnance depot.

Cpl. Q. M. Haseltine left Ottumwa on Nov. 2, after spending a 45-day furlough at his home, coming from New Caledonia, where he had been stationed for the last two years. A former yard clerk at west yard, Quentin has been in the army 43 months, all but 5 months of which he spent overseas.

MILWAUKEE TERMINALS

Muskego Yard

Grace Johnson, Correspondent

Some folks seem to get their Christmas presents early. Take for example the Elbert Strong family in whose home a baby girl arrived on Oct. 28. That makes two daughters in the family.

"Uncle Bulgy," formerly known as "Kewpie," and to the tax collector as George Goeltz, has been appointed chief

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clerk on the third shift at Muskego yard. Switchman Dominick Montana, who has been with us for several years, was married at Madison, Wis., on Nov. 10 to the former Charlotte Reeve of Madison. He mentioned something in a vague way about attending a football game after the ceremony. I wonder if he went—and if he knew the score when he left.

Mr. and Mrs. Norvin Wolf are the parents of a boy, William Craig Wolf, born recently. It is, of course, quite a handicap for a nice little boy to start right out being a wolf so soon. Norvin is a switchman.

Sympathy is extended to the family of Dayton E. Bachand, who died following a very short illness. He had been in service here only since Mar. 18, 1943, but in that time made many friends. The boys he worked with will miss him.

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

Dick Steuer, Correspondent

The months seem to roll around faster than ever and indications of winter are everywhere evident. For instance, the boys are swinging to pipes as their mode of smoking enjoyment. On one day in particular, Tally Clerk Marj Haberg commented on the amount (and odor) of smoke and ash emitting from Rateman Wojtasia's bowl and stem. Guess she said something to this effect: "You must be smoking a mixture of 'Antigo Farm' tobacco." The war was on; in a short time six pipes were going full blast. They included Ted's, Bill McGrath's, Frank Vail's, Jim Madushaw's, Charley Barth's and Stanley Martin's. (The windows were open, too!)

The yard clerks are preparing for the cold months by having sufficient trousers, jackets, sweaters, etc., on hand. Ed "Lefty" Eckhart, whose reputation as the best dressed mudhop in the district is not questioned, is operating light, so far. Reports from the North Milwaukee district state that he donned two pairs of trousers and a few sweaters on the first cold day. By mid-January Eddie will be bundled in four pairs of trousers and five or six sweaters.

This little paragraph should serve as a reminder to Mrs. Gloria Wank that Max Woelf is still looking for his box of cigars. Since, we understand, the box was paid for in early July, we think that Max is a very patient man.

Twenty-three months with a railroad battalion in India have not dampened Bill Koepke's interest in railroading; in fact, seeing how the other half does things has made the former North Milwaukee clerk more interested. Bill expects to be discharged very shortly and then we may be able to tie him down for a few minutes and wrangle some information about the far Eastern railroads, as he saw and worked on them.

It would be a good idea to remember that Ed Ross can receive visitors in Ward "C" at the Milwaukee Hospital. A broken leg is what is keeping him there.

This office can boast of the most fearless girl on the railroad—Alice Bienenstok—who takes care of the "Snake" track in the Gibson district. We haven't had any

complaints since Alice began her clerking duties, so she is our candidate for the title. She says the only thing she worries about is the large number of wolves up and down the track.

Coach Yard

*Richard Flechsig, Jr., Correspondent
Milwaukee, Wis.*

The coach yard once again had a member in the hospital. This time it was Phil Stetzenbach, the yard's first-class painter. Phil is doing fine and is now at home. We all wish him a speedy recovery.

Ralph O'Halloran is now back at work after serving his time for Uncle Sam in the armed forces.

Ralph Nicki a former cleaner, has just been promoted to carman helper on the second shift.

We received a letter from Cpl. Eugene Waszak saying that he is now in Hammelburg, Germany, and is guarding prisoners. He may be home in a short time.

Harry Gustapaglia was in town on a short visit and stopped in to see us. Harry is recuperating at the General Hospital at Battle Creek, Mich. We all wish Harry a speedy recovery.

Jim Supto, an electrician helper, is leaving us to return to the baggage room to work for the express department.

Ely Mileusnich, carman helper on the second shift, is now working the day shift as steam man.

Fowler St. Station

Mickey Doss, Correspondent

We are just beginning to realize that the war is really over. Albert Stollenwerk was the first discharged man to return to his desk. He returned from Europe to his family, which includes two boys—and they knew their daddy, too. John Brower is back from Europe with a lot of almost unbelievable tales about the German concentration camps. In the lower canal district we have Johnnie Klumpp back as yard clerk. He's that ex-army cook, you know, so could be that stew is now in the making. House seven had the "welcome back" mat out for Tony Janoschek. He returned via the Atlantic after passing through Germany. John Williams is again Check Clerk Williams at the fruit house, but if it wasn't for the grapevine I never would have known that.

Russell Kickbusch, ex-lieutenant, was in, telling us about the C-47s they used in the Indian area where he was stationed. Bill Koepke returned from India after 23 months overseas, and Irwin Miskimins is on a leave, working at the office. Speaking of servicemen who work their leaves, or free time, makes me realize that I haven't covered that, and it should be covered. We find these men working, many of them in our own freight house, eager to give just a little bit more for Uncle Sam and for you and me too. Now, with the Victory Bond drive on its final lap, is a good time to remember those fellows who gave everything for us; that extra bond you buy may help someone back to health or a place in

The Milwaukee Magazine

IF YOU GUYS THINK YOU CAN BRING YOUR DRAWINGS IN AT 4:29 AND EXPECT TO GET EM PRINTED RIGHT AWAY; WELL!

WHERE'S DA CIGARS?
HUH?



ERWIN (LITTLE ROLLO) ERDMANN
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business. It's a rather nice way of saying "thank you," isn't it?

Been missing someone around here lately. That's because Bill Zahn is still on the sick list. Hope he's on the road to recovery soon. Check Clerk Henry Schober is on the injured list at house seven. We hope that his stay at home is only a short one.

The Olson girls, Dorothy and Betty, made a rush trip home to Sherwood, Wis., to give both of their brothers a warm "welcome home" from the Pacific area. There will be a lot of happy homes this holiday season, but in some there will be vacant chairs. Why not call the USO and fill that place with someone still away from home? You'll be happy and someone will feel included in the holiday festivities.

Our sincere sympathy goes to the family of A. J. Ward, timekeeper at house seven. He died on Nov. 15 after a long illness.

MILWAUKEE SHOPS

Store Department

Earl L. Solverson, Correspondent

Doris Klein severed her relations with the Milwaukee Road on Nov. 10, anticipating the return of Kenneth Feustel from the South Pacific, and contemplating an early marriage. Her co-workers extend their best wishes for every happiness. Kenneth formerly worked at Davies yard.

Bob Metzfeld is no longer a staff sergeant. He received his honorable discharge on Nov. 6 after two years in Europe. Bob made the most of his opportunities to enjoy and see many of the worthwhile places. He called at the shops on Nov. 8 and looks tiptop for railroad service.

Hubert (Casey) Gorman, the Hiawatha Band drummer, received his honorable discharge and returned to work in the district storekeeper's office on Nov. 1. He also spent about two years in Europe and is glad to be back, but is having trouble trying to find a home.

Emil Bruder returned to work in the stationery department on Oct. 29, after two and a half years in India and Burma. He is not anxious to visit these places again.

Alvin Voy and Donald Schimmels are back in the stationery department. Glad to see all these boys back on the job.

Ray Peters is expected to return shortly from the South Pacific, per a letter to John Waldman, Sr.

Clifford Putnam is en route to Japan as part of the occupational forces. He formerly worked in the stationery department.

Ruth Kamin, formerly a stenographer in the stationery department, was married on

Oct. 27. All wish her lots of good fortune. Charles Wacker was discharged after two years in the Pacific area and plans to return to the DSK office.

Barbara Doud is "sweating out" Jimmy's return from the South Pacific. Everybody is keeping their shoes shined for the big wedding event.

Ervin Koehler is back in the States with two years of service. His wife, Joyce, clerk for Stockman R. Beier, is hoping he will be discharged soon. We'll be expecting his early return to the DSK office.

It is rumored that John Ewald is back in the States. John served about two and a half years with a railroad battalion in Africa and Europe.

It is also rumored that Lillian Macko's boy friend is home and we can expect the wedding bells to chime very soon. We'll be there.

The store department bowling team, "On Wisconsin," is now in first place, per report of Capt. Jerry Meyer.

Roman Schott of section "G" will retire on Nov. 30, after 28 years of railroad service, 23 years with the Milwaukee Road and five with the C&NW Railroad. John worked on freight car forgings.

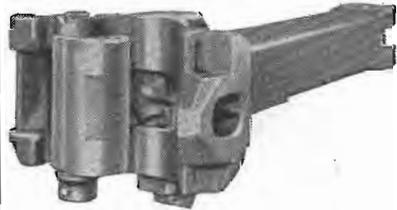
We heard that Fred Justen recently retired on Oct. 29, after 39 years of service with the Milwaukee Road. His service date was June 10, 1906. We hope Fred will enjoy his days of retirement in his favorite pastime—touring the countryside.

We heard with deep regret that Lillian Prohl died unexpectedly. Lillian was a stenographer in the general storekeeper's office and has been a faithful and regular employe for the last 23 years.

Ervin Machos, former employe of section "C", was inducted into the Marine Corps about four months ago and is now stationed at Corpus Christi, Tex. He received his boot training at Parris Island and was recently promoted to private first class. He writes that he misses the Milwaukee gang very much. He is on M.P. duty.

A long and interesting letter from S/Sgt.

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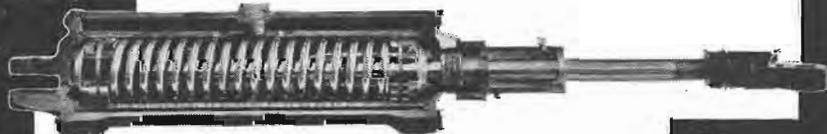
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Walter E. Neulreich states that he is still at the army air field at Great Bend, Kan., and indicates that he expects to be sent overseas.

John W. Ryan is the proud daddy of a baby girl, born on Nov. 6. John has three boys and can foresee that the girl will have a rough time of it. She was named Susan Patricia Ryan and weighed five pounds, four ounces.

Harold Stremlau hoped to be discharged after a year or more in the States and more than a year in Italy, but, lacking a few points, he was sent to Ft. Benning, Ga. He hopes to be home in January or February.

Pfc. Clarence Oerfer called at the shops on Oct. 27; he makes a snappy looking Marine. He received his boot training at Parris Island and expected to go to Quantico, Va.

Pfc. Norbert Kubiak was last heard from stationed a few miles from Manila, which he found so much better than his previous location. He finds it a beautiful place in spite of the damaged buildings and is able to enjoy hamburgers, cokes, ice cream, etc. He writes that Filipino girls are very pretty.

Pvt. Frank Brevia finally got a boat, which he claimed was being built for his return, and landed in the States a few weeks ago. He regrets not seeing Poland, China, and Japan, but covered quite a bit of France and Germany. He expects to receive his discharge in the near future.

Vernon R. Siegle has been back at work for some time, as chauffeur. He was awarded a Good Conduct Medal, Silver Star, Bronze Star Medal, and the Purple Heart. He was in service more than three years, including action in Algeria, French Morocco, Tunisia, Sicily, northern France, Normandy, and the Rhineland campaign.

Romana G. Demitros and Dorothy Strzycek celebrated their birthdays on Nov. 10 and 11, with birthday cakes, in the DSK office. The "wolf" of section "G" managed to get a sample—we don't know how he does it. In order to avoid exposure he had to divide it with the writer.

John W. Ewald just blew in, direct from Paris, France, looking bigger and better than ever. He is now a member of Paris Post No. 1 of the American Legion. Walter Marlow also returned with him.

Locomotive Department

Ray Stuart, Correspondent

Machine Shops

A certain long-legged bird has been hovering over the homes of two of our shop employes, one of the families being that of Sgt. Paul Marnell, a machinist apprentice serving with Uncle Sam. His wife, now residing at Sparta, presented him with a bouncing baby boy. This makes a boy and a girl for the Marnells. Sergeant Marnell is stationed at Fort Belvoir, Va.

The other proud papa is Sheetmetal Helper Anton Niemojewski, whose wife also presented him with a bouncing baby.

The stork isn't the only one that's been flying around the homes of our shop employes. It seems that a fellow called "Misfortune" has been busy, too. Machinist Edward Gumz slipped at home and fractured his leg. At last reports he was doing very nicely. Machinist Henry Weiss and Machinist Nick Weidig have been confined to the hospital but they are expected home soon.

The following machinists and machinist apprentices have returned to civilian life after serving with the various armed forces: Clem Ku'awa, army; Gordon Pynn, air force; John Ladik, navy; and M. Baldwin, Marines.

While speaking about servicemen, the latest report has it that Sgt. Dick Andrews, clerk in the assistant shop superintendent's office, is now making his residence in Tokyo, Japan.

There are three fellows whom the shops are going to miss: they are Herman Enters, George Fletcher, and John Ader, who

retired last month. We wish them the best of health and happiness in order to enjoy their life of leisure.

Milwaukee Roundhouse

Cpl. Ray O'Brien is now at home after serving in India with the army. He came down to see his many friends at the roundhouse and they all seem to agree that army life certainly didn't do him any harm. He was the picture of health.

Superintendent of Motive Power Office

You've all heard the old story that you should watch where you are going; well, Jessie Ewart, clerk, did just that and what do you think happened? She found a wallet containing \$100. The wallet belonged to an ex-serviceman who had been in the office and who is the son of one of our engineers on the L&R Division. Jessie returned the wallet and money to the grateful fellow, who obliged by sending her a lovely box of chocolates.

Did you hear about the day of the big rain? Well, Nov. 8 was definitely the day they were referring to. All the clerks and other employes homeward bound at 4:30 were caught in a terrific rain storm, and it was a drenched crowd of weary workers that boarded the trolleys.

Foundry

Our boys are returning, one by one, and at this writing we issue a hearty welcome to Roland Carrievau, apprentice molder; John Klosinski, brakeshoe molder, and Ray Sear, clerk. You did a wonderful job, boys, and we are glad to have you back in our fold.

Speaking of veterans of this war, we want to tell you of the generosity of Frank Flick, flask maintenance man. Mr. Flick recently sold his home and upon hearing that the person who purchased it was a veteran of this war, with a wife and two children, but without any household furnishings, promptly gave them all of his furnishings and wished them "good luck."

Foreman Joseph Bartlein paid the foundry a visit. He has been ill for some time. We hope it won't be long before you will return to our fold, Joe.

Pipe Shop

Pipe Fitter John Ader retired after 45 years of faithful service. He was presented with a billfold and cigarette-lighter by the men he worked with. Good luck, John.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

After a short absence this column is again coming to life. A little co-operation with your correspondent would help considerably. Send your news items to H. J. Montgomery at the mechanical engineer's office, Milwaukee shops.

Martin Drinka got four "As" and a "B" in the first third of the school year at Marquette University: like brother, like brother.

Willard Stark continues to live right, winning two successive jackpots.

H. H. Zunker returned to the test department from the army; hit 547 and 630 for the now top Olympians.

Superintendent Odegaard is a busy man these days, now that the vault is being transferred to the north side of the tin shop building.

Anna Fedenia and Sophie Adams (our Gold Dust twins), cleared out the havoc wrought by changes in the blueprint room.

Jack Armstrong is gradually building up steam for a big bowling putsch soon. Frank Hensiak and Ed Watts are the big guns for the upholstering shop (Fast Mails); Watts with a high of 650 and a 191 average, while Hensiak's high is 627 with an average of 172.

Shirley Folz is now working in the billing department.

Jim Elder returned to the drafting room after his release from the navy. Jim's dad passed away and he was granted his release. He has been in service since 1941.

Bill Schroeder is still aiming, but not getting more than usual. Oh, oh, he just got a big 627!

With regret we announce the passing of our old pattern department buddy and old friend, Art Hampel. He was one of the nicest fellows around these parts. Always had a cheery smile and a friendly word.

The Jung boys, Al and George, are having a neck and neck race in bowling this year.

F. Skola, "Red" to most of us, sends his best regards to Frank Beck, superintendent of the Yellow Cab Company in Milwaukee. Beck is a former assistant in the filing department and brother of John Beck of the freight shop.

Capt. Dick Weatherall returned to the Milwaukee Road and the Chippewa bowling team. They do need help.

Joseph Drink, having mastered mathematics, now is going after the languages.

Maj. Merle Benzer returned to the mechanical engineer's office to help in the new car program about to start.

Vincent Nystrom has been promoted to district general car foreman, with new headquarters at Chicago, Ill. Arthur C. Schroeder comes to Milwaukee as assistant to the superintendent of the car department.

We regret to announce the passing of Milke Moch, leadman at the passenger shop. He was a grand old guy and his many old friends will miss him.

Meet L. A. (Loeey) McAllister, new mechanical engineer of the Alton Railroad. Hence the banquet on Nov. 9 at the Ambassador. The speakers were A. G. Hoppe, W. W. Bates, H. G. Miller, L. E. Grant, V. L. Green, Ernie Palmer, Harry A. Sjogren, and W. Kilmann; L. A. McAllister was the guest of honor. Gordon Parks was master of ceremonies and Obie Herma-

noon, Art Schultz and Butch Weber "musicked" for a half hour. John Wandell fingered the ivories while J. R. Jennings sang some Irish songs with H. A. Sjogren a close second. Master C. Wellnitz showed some good poker hands and how to get 'em; also, how to hide the egg and reproduce it. "Mac" has the wishes of all of us for the best of luck and success in his new undertaking. A four-piece set of books was presented to him by his friends, some 50 of whom were present, and from many who were unable to attend the party.

Marshall Johnson was welcomed back on the job in the freight shop.

The picnic committee will have its little party in early December at Milwaukee Hall. This is for all the workers who did not have a chance to enjoy themselves at the picnic, hence the party in appreciation of their services.

Dick Bauch is again seen around the freight shop, having returned from overseas for good.

Joe McDonald is the new mail boy, replacing Shirley Folz, who stepped up a notch.

Our Chinese friend, Chow Chien, has gone to the Pullman Company for five days, after which he will go to Washington, D. C., for his government.

Marie Klewein has returned after convalescing from an appendectomy.

Evelyn Rogers had a sojourn in the hospital with a tonsilectomy.

Elaine Schultz is the young stenographer who gave up her job at Milwaukee shops to get married. She married Rev. Edward Frederick and now resides at Pond du Lac, Wis. Eloise Lindsay has taken over Miss Schultz's duties.

Sorry to see Barbara Miller leave her job, but when the boys come back, you know the answer.

W. Graczyk of the foundry went all the way to knock off high three bowling laurels with a huge 652. Al Jung finally got started with a 627.

Robert D. Hoffman is back on the job again, as secretary to F. H. Shoultz.

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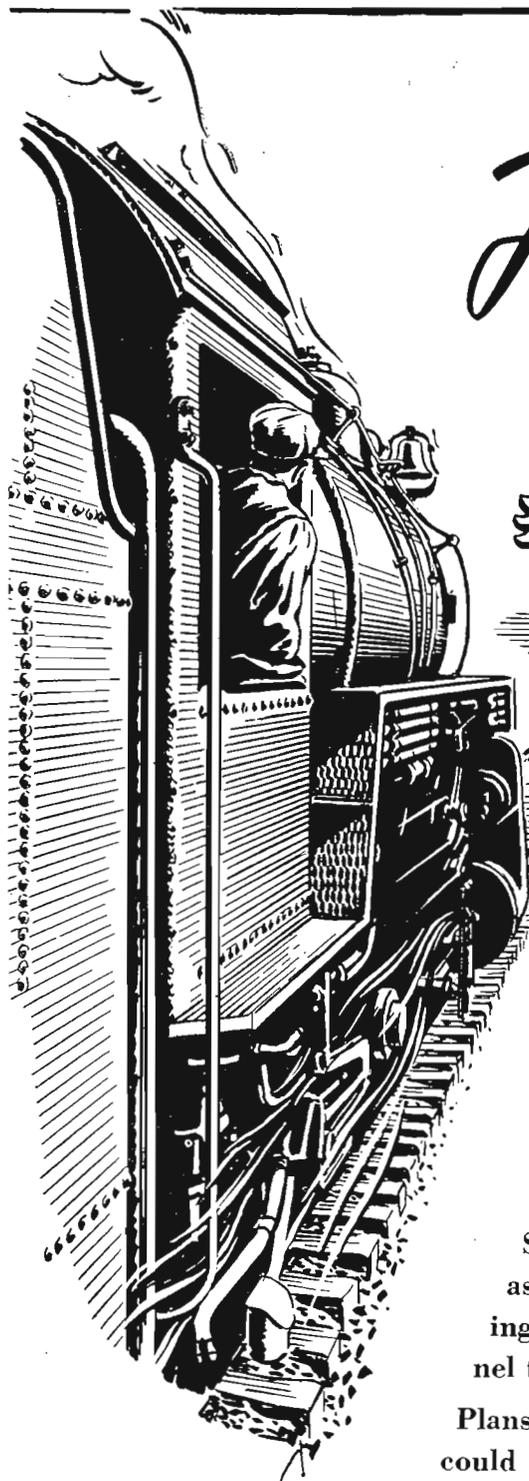
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But this time they're headed mostly toward home, and although the job of handling so many in such a short time is another challenge, it's a job the railroads tackle with enthusiastic determination. Still in their fighting togs, they will keep right on—as they have done straight through the war—providing 97% of all the transportation for military personnel traveling under orders.

Plans for the future? Yes—the release of material which could not be gotten during the war has enabled railroads to get started on a large-scale program of improvements all along the line, including new locomotives, new and better cars and trains and more of them. They are looking ahead, and working with foresight and confidence to new high standards of efficient operation and service.

But first of all they're bringing these young men back home.

Association of

American Railroads

The Milwaukee Magazine