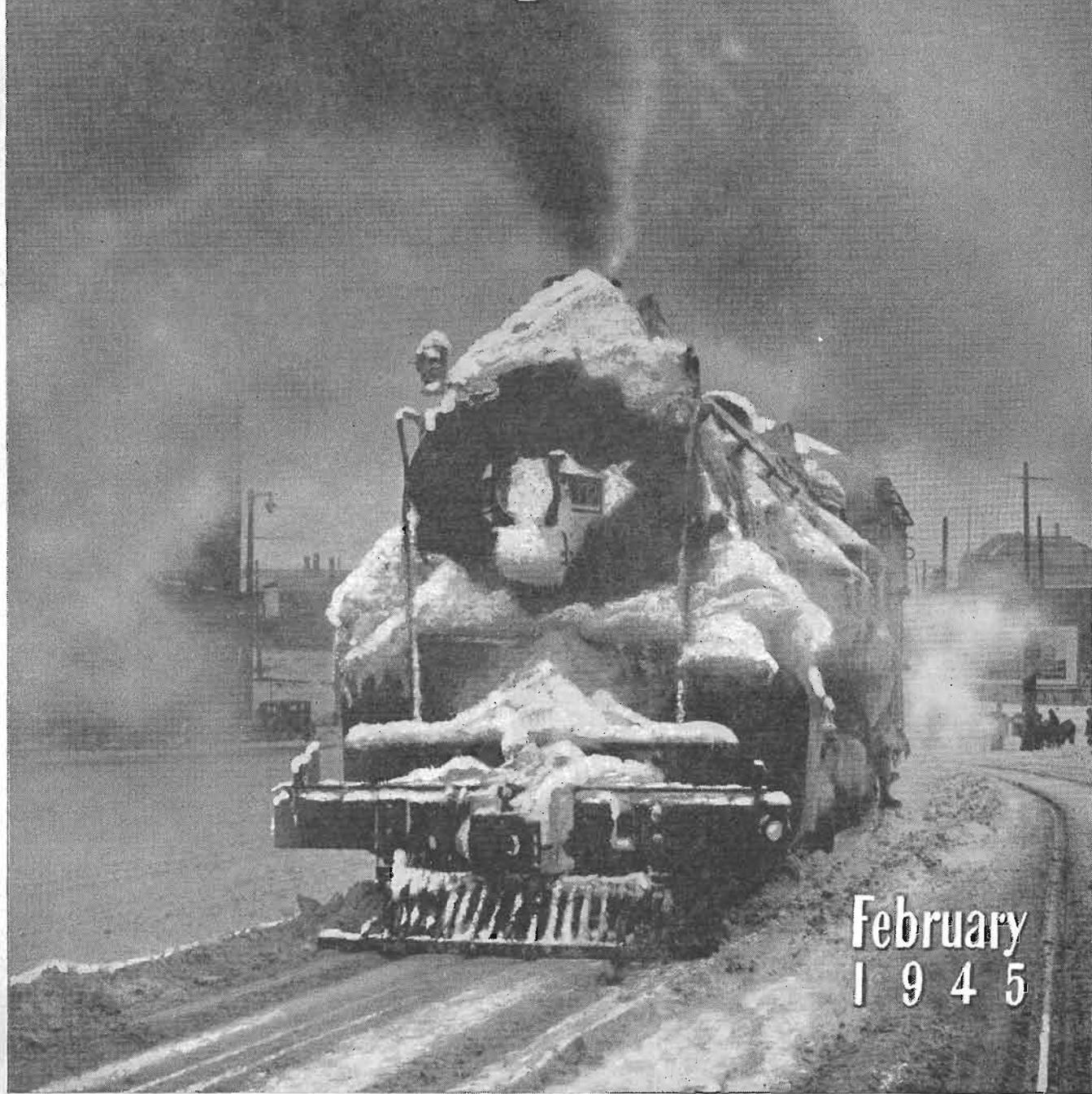


# *The* Milwaukee

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

## *Magazine*



February  
1945

# *In your hands!*

## An Open Letter

Fellow Employes  
of The Milwaukee Road:



In the urgency and magnitude of our war work it is sometimes difficult to give our patrons the high standard of service and personal attention on which our good name is founded.

Service is our entire stock in trade. We must zealously guard against any let-down that depreciates it. Our obligations to each shipper and each traveler remain constant, even under the pressure of total war.

In fulfilling these obligations we must never forget that in railroading the human element is even more important than the mechanical element. Public opinion is the sum total of what each patron thinks of our personnel and facilities.

Let's keep our friends and make new ones. Let's continue to make shipping on The Milwaukee Road a satisfaction and traveling on The Milwaukee Road a pleasure. In this way alone can we maintain our reputation for friendliness and efficiency.

Such a reputation means much to The Milwaukee Road's future, and it's IN YOUR HANDS and mine.

*H. A. Smith*

Trustee

This letter is appearing currently in newspapers and national magazines. In this space requests for copies of "War Jitters" are solicited.

MARC GREEN, *editor*



A. G. DUPUIS, *manager*

PUBLIC RELATIONS DEPARTMENT — UNION STATION, CHICAGO

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## Lt. Col. King Promoted

The promotion of Lt. Col. Fay L. King to the rank of full colonel was recently announced by Maj. Gen. Frank S. Ross, chief of transportation in the European Theater of Operations.

Col. King, former division master mechanic at LaCrosse, Wis., is now assistant general manager in charge of the equipment division of the Second Military Railways Service. He arrived in this theater in May, 1944, as commanding officer of the 757th Railway Shop Battalion. His present division has topped all expected records, as they have repaired and returned to operation more than 30,500 pieces of captured enemy cars and locomotives.

On July 11, 1944, at Cherbourg, Col. King was at the controls of the first regularly scheduled train to be put in operation since the Allies' arrival on the Continent.

Col. King's wife lives at their home in Sabula, Ia.

## Maj. Moe Awarded Bronze Star

Maj. John W. Moe, who was employed in our mechanical department in Minneapolis before receiving his army commission on Apr. 19, 1943, was recently awarded the Bronze Star Medal for his outstanding service as commanding officer of the 757th Railway Shop Battalion in France.

He was, according to the army's an-

nouncement, responsible for the efficient manner in which his battalion serviced hundreds of locomotives and thousands of railway cars under adverse conditions and kept the rail supply line open to the front.

Maj. Moe assumed command of the railway shop battalion at Little Rock, Ark., in 1943 where he supervised technical training at the Missouri Pacific railway shops.

## RR Tickets Pronto

Some genius recently perfected a machine which, after the war, can make the buying of a railroad ticket as fast and simple as the transaction at a movie box office.

One of the five new inventions already perfected to make rail travel faster and cheaper is a machine that prints railroad tickets instantaneously, eliminating the need for maintaining a large stock of tickets. Up to 100 different railroad stops can be printed by one machine.

## "War Jitters"—They Want 'Em

When the public relations department published its 20-page pamphlet entitled *War Jitters—Have You Got 'Em*, that treatise designed to remind Milwaukee Road people of preferred ways to make friends and influence the prospect of post-war jobs, the general idea was that war jitters are bad and that nobody in his right mind wants them. Now, ironically enough, everybody seems to want them.

We refer, of course, to *War Jitters*, not war jitters. What people want is the pamphlet, not that form of wartime St. Vitus characterized by those nasty little gnomes who scamper throughout the pamphlet, armed with bayonets, firearms and barbed remarks.

The influx of requests for the little book began soon after metropolitan dailies and other newspapers along the line carried news stories about it. The letters increased in number as the "In Your Hands" advertisement which appears on page 2 of this issue was published in weekly and daily papers. It will soon be carried in a number

of national magazines. The ad, as it appears in all of these publications, includes a note offering copies of *War Jitters* to anyone interested.

Although the pamphlet was originally intended solely for employes, it appears to have a considerable appeal for other individuals and companies. To date, *War Jitters* has received the enthusiastic approval of several other railroads, a mail order house, a furniture manufacturer, an independent public relations service, a lumber company, an oil company and a number of utilities concerns, to mention but a few. It has also been accorded the unqualified praise of a harried lady who asked for copies to distribute among some business people of her acquaintance who, apparently, were in the last, or critical, stages of acute jitters.

It is very satisfying to the "Mr. P. R." in all of us to know that the Milwaukee Road has taken its place in the vanguard of forward-looking companies whose eyes are on the future.



### Office of Trustee

Effective Jan. 1, 1945:

J. W. Severs is appointed executive assistant and comptroller.

### Mechanical Department

Effective Jan. 1, 1945:

The title of K. F. Nystrom, mechanical assistant, chief operating officer, has been changed to chief mechanical officer. A. G. Hoppe's title, accordingly, becomes that of assistant chief mechanical officer.

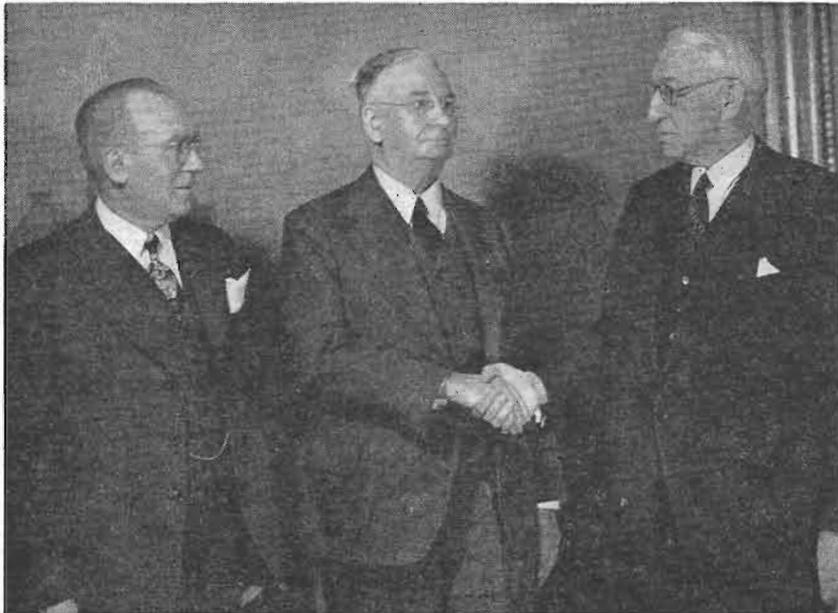
J. L. Brossard is appointed assistant superintendent motive power, with headquarters at Milwaukee shops, vice R. C. Hempstead, who is being relieved of these duties at his own request.

W. C. Marshall is appointed assistant superintendent motive power in charge of Diesel operation, with headquarters at Milwaukee shops. The position of assistant to superintendent of motive power now held by Mr. Marshall is being abolished.

H. E. Nicksch is appointed division master mechanic of the Chicago Terminal and Terre Haute Divisions with headquarters at Western Avenue, Chicago, vice J. L. Brossard, promoted.

R. C. Hempstead is appointed division master mechanic of the LaCrosse and River Division with headquarters at La Crosse, Wis., vice H. E. Nicksch, transferred.





H. A. Scandrett (right) bids W. V. Wilson farewell at the time of the latter's retirement from the position of comptroller. At the left is J. W. Severs, newly appointed executive assistant and comptroller.

## Honor W. V. Wilson at Retirement Luncheon

Walter V. Wilson, whose retirement from the position of comptroller became effective on Dec. 31, was the honored guest at a testimonial luncheon at the Union League Club, Chicago, on Dec. 21. The trustees and other officers of the road, a total of about 60, were present to say farewell to Mr. Wilson, who had completed 51 years of railroad service and related work, 28 of which were spent with the Milwaukee Road.

Mr. Wilson was born in London, England on Feb. 14, 1874 and came to the United States in November, 1886. He entered railroad service in November, 1893 as purchasing agent's clerk on the Elgin, Joliet and Eastern Railway in Joliet, Ill. During the next 15 years he held various positions with that railroad, the Alton Railroad and the Chicago Junction Railway. From March, 1908 until April, 1914 he served as examiner of accounts in charge of field examinations for the Interstate Commerce

Commission. He became assistant general auditor of the Milwaukee Road on April 15, 1914, which position he held until transferring to the United States Railroad Administration on July 15, 1918. Service with the Milwaukee was resumed on May 1, 1920, at which time he was appointed assistant comptroller. He was made comptroller on Nov. 1, 1920, and in the 24 years he has served in that capacity his outstanding service to the road has earned for him the respect of all who worked with him.

J. W. Severs, who was appointed executive assistant and comptroller, effective Jan. 1, is a native of Illinois, and has been with the Milwaukee since 1917. During his 27 years of service, he has advanced steadily, holding at various times the positions of traveling accountant, auditor of expenditure, assistant comptroller and, since 1939, assistant to trustee.

## Walter C. Hannenberg

Walter C. Hannenberg, assistant comptroller since Jan. 1, 1945, passed away unexpectedly on the afternoon of Jan. 13 following an operation that morning.

Mr. Hannenberg was born in Chicago on Sept. 14, 1894. Upon finishing high school he studied chemistry at Lewis Institute and attended Armour Institute of Technology. Later, he attended Pittsburgh University and studied business law at Northwestern University. He volunteered for service in World War I and was commissioned lieutenant in the Coast Artillery.

Following the lead of his father, who served the Chicago & North Western Railway Company for 40 years, he entered the service of that company in 1912. Subsequently, he was employed by the Pullman Company and the Illinois Central Railroad.

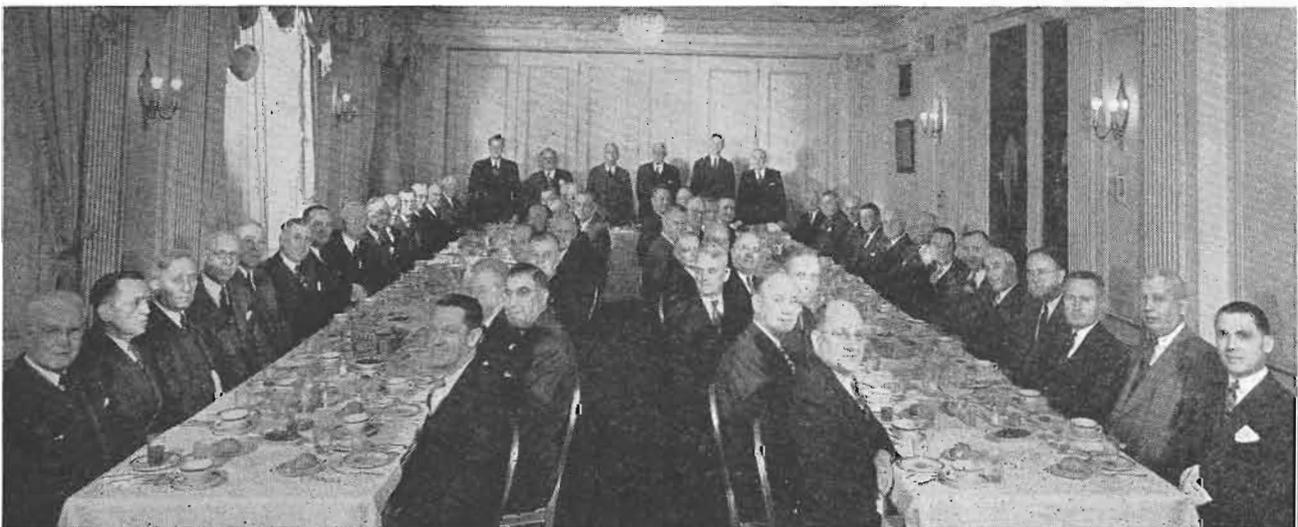
He entered the service of the Milwaukee Road as engineer accountant in April, 1920. In November, 1927, he was appointed assistant auditor of investment accounts, which position he held until September, 1932, when he was appointed special accountant in the office of the comptroller. In October, 1933, he was promoted to assistant to comptroller, and in June, 1935, general accountant, serving in that capacity until November, 1942, when he was appointed auditor of investment and joint facility accounts. He was promoted to the position of assistant comptroller on Jan. 1, 1945.

Mr. Hannenberg is survived by his wife, Gertrude, sons Richard, 15, and Walter, Jr., 10, his parents Carl and Henrietta Hannenberg, one brother William, and a sister, Mrs. Florence Kornmesser.

His passing was a great shock to his friends and associates and a distinct loss to the railroad. That loss will be felt keenly by those who came under his influence and learned to appreciate his high ideals and integrity, his understanding and innate ability.

"I have known a great many of the great and near-great and without exception their simplicity has been in proportion to their greatness."

—Channing Pollock



Officers who attended the luncheon in honor of Mr. Wilson. At the speaker's table are, l. to r.: George I. Haight, trustee, J. W. Severs, W. V. Wilson, H. A. Scandrett, A. N. Whitlock, and Walter J. Cummings, trustee.

# Victory Gardens Needed In 1945

OUR government urges American families to grow 20,000,000 victory gardens in 1945. Home gardeners are asked to produce for fresh and processed use as large a supply as in 1944, when the "back yard" gardener grew 40 per cent of the fresh vegetables consumed in this country.

Since the period of optimism last fall, the food picture has definitely changed. Blue points are back in use because canned fruits and vegetables are not as plentiful as they should be. The government reminds us, "Food is just as necessary as guns, tanks, and planes" for winning the war.

The victory gardener who plans his garden early has the best opportunity to obtain a choice garden spot. He avoids the last minute rush for seed, fertilizers and other supplies, and the possibility of finding them sold out.

The Milwaukee family gardeners who grow the fresh vegetables used on their tables during the summer months and enough to preserve for winter needs, do more than provide for themselves. The supply they would normally buy is released for use of those who cannot have a garden and for men and women in the armed services.

Patriotism is only one good reason why every Milwaukee family that has, or can get, suitable soil and a sunny site should have a victory garden this year. Every home gardener helps relieve labor required for commercial gardens, farms and canning factories. We cannot count on a continuance of the favorable climatic and growing conditions enjoyed the last four years. The home gardener who has available a water supply helps insure for his family and others adequate supplies of fruits and vegetables.

I congratulate the 1944 Milwaukee Road victory gardeners who, for the second successive year, won for our road one of the highest awards given by the National Victory Garden Institute for home gardening and food preservation. You have twice demonstrated you can do as good a gardening job as any other railroad or industry. I am sure your 1945 victory gardens will be better than ever.

Our agricultural department will again conduct the Milwaukee's victory garden program. It will gladly help you and tell where you can get the latest reliable garden growing and vegetable processing literature and other wanted information.

I urge you to plan your garden early and carry it through to a successful harvest. I hope our Women's Clubs and Service Clubs will do all they can to encourage their members and friends to participate in this program. This is a job we can all do in 1945 to help our country, our men and women who are in the service, and ourselves as well.



# WHAT DO YOU KNOW ABOUT THE CAR DEPARTMENT?

by H. J. Morse  
Car Foreman, Aberdeen, S. D.



CAR men don't wear uniforms. They don't blow any whistles or ring any bells. They are not featured in thrilling "railroad" film stories. They are seldom, if ever, interviewed by reporters. And yet, like the ground crews that support our boys in the air service, they do their share of the work necessary to keep a railroad rolling.

Work done by the car department may be discussed under four main headings: inspection of freight cars, repairs to freight cars, wrecking, and care of passenger equipment.

The inspection of freight cars may again be divided into two classes, according to the purpose for which it is made. Cars are inspected for loading, which is usually called "classification." The inspector on this work must know what can be loaded into the car and exactly the qualifications a car must have to handle such loading. A car that will handle a load of sacked flour will not necessarily be suitable for bulk wheat even though the flour is a higher class of commodity. The car man must know how to block a load of machinery or secure an army gun so that it will ride to destination without shifting. At this particular time when so many special and out-of-the-ordinary loads are being hauled, a car man is often asked to work with the shippers and he frequently has an opportunity to do them a good turn and to make friends for the railroad if he knows his stuff and is tactful.

The inspection of cars for safety is also an important duty of the car inspector. This comprises the careful checking of every train passing through the terminal, the testing of air and hand brakes, and looking for safety appliance defects on the cars. When I tell you that there are in the neighborhood of 230 kinds of defects listed in the book of rules published by the Interstate Commerce Commission, you will realize that the car inspector must know his job. Each hand hold, step and ladder on a car has a definite location prescribed and in some cases a variation from this location (or in the size of the material) of as little as one-eighth of an inch

is serious—so serious that the railroad would be subject to fine of \$100 if a car were hauled while this defect existed.

The familiar and ever-present blue flag of the car men is a safety device of great importance. Its placement is one of the first things a car man learns.

Cars found defective in the train yard inspections are sent to special tracks where they are repaired. The kind of repairs made varies at the different stations. Most new car building is done at our big car shop in Milwaukee. A few other points on the system make heavy repairs which constitute a general overhauling or rebuilding. At the smaller points repairs to trucks and running gear are made, including the changing out of defective wheels. Shifted loads are adjusted and reblocked, couplers are changed out, air brakes are cleaned and adjusted. On freight cars the maintenance of the air brake system is perhaps the most technical of all the work done and requires the greatest skill on the part of the workman.

## Consider that Flexible Mile-Long Pipeline

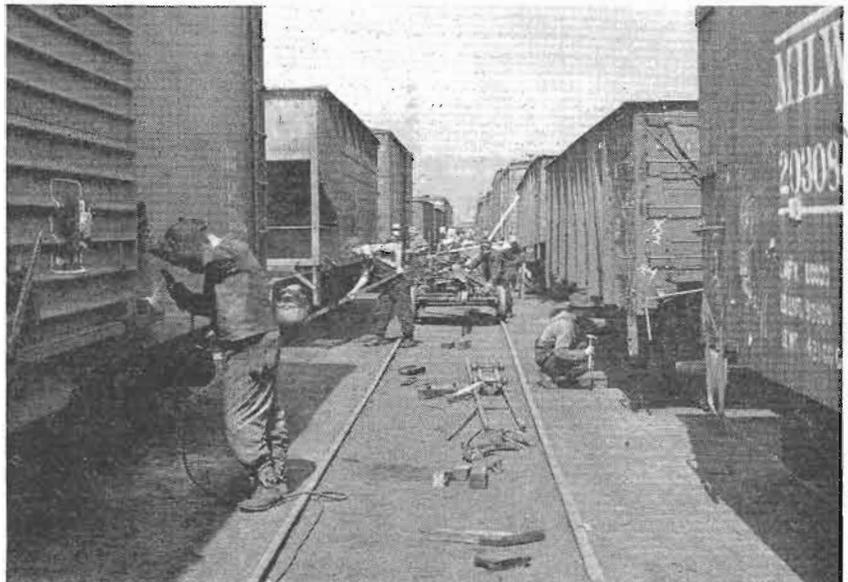
If a plumbing contractor were required to run a pipe line a mile long with a joint each 50 feet which could be connected or disconnected without the use of tools; and if, in addition to this, the line had to be tight enough to stand a pressure of from 70 to 90 pounds; and if, again, a very sensitive valve were installed between each set of joints which a slight leak would cause to operate at the wrong time, this contractor would think he had quite a difficult job. Yet this is exactly what we have in

the air brake system on a 100 car train. And don't forget that our line of pipe cannot be fastened rigidly to avoid leaks.

Another important part of a car man's work is the clearing of wrecks. This is perhaps the most disagreeable and is certainly the hardest job of all. It may come at any hour of the day or night and may mean hours of steady work, for, regardless of weather conditions or anything else, there is no rest until the line is clear.

I suspect that few people, even among those who travel frequently, have a very clear idea of the work done or the pains taken to insure them a safe and comfortable trip when traveling on a railroad. First, the equipment must be thoroughly cleaned and tested before each trip. This is important, for once a car is put into one of our transcontinental trains, the schedule does not allow time for repairs on the road.

When a passenger train stops at the station, if it is a servicing point, it doesn't just stop and then start out again. It is turned over to the car department. Upward of 20 men are required to do the ordinary service work on an average train. Two car inspectors carefully go over all the running gear, inspect the wheels and journal bearings, make necessary repairs or adjustments and test the air brakes and signal system. Two other men test and service the air-conditioning units. One man removes the filled rubbish bags from the cars and leaves empty ones in their places. Five more men sweep out the coaches, which the porters are not able to care for properly with the crowds we are now handling. Two men fill the water coolers with ice. Four men wash the windows on the outside of the entire train. Several more service the diners, replenish-



Welding, truck replacement and a thousand other jobs calling for the greatest skill fall to the men of the car department. This picture and the other two used in connection with this story were taken at the Milwaukee shops. In addition to giving an idea of what the car men do, the pictures all show the safe way to do it.

ing the supply of ice, water, and fuel. Others fill the wash water tanks on the cars. All of this work must be done in from 13 to 15 minutes, which is the scheduled station stop.

The car department has, perhaps, more contact with other railroads than any other department. At connecting stations there is the interchange of cars between the roads with a definite set of rules to be followed. Also, each railroad makes ordinary repairs to the equipment of all roads. This involves another set of rules which specify how these repairs shall be made and how the billing shall be done. Careful reports must be made of all damage to foreign equipment and adjustments made. The handling of charges and credits between the roads requires a system which is somewhat like the clearing house system used by banks. This is also a car department function.

They call us "Car Toads." We don't know why. We've never noticed any warts,



Setting in a draw bar is heavy, exacting labor, but it is all in the day's work for the "car toads."

and we don't sit around catching flies. We hope it is because our attitude toward a job is best expressed by the phrase "Hop to it!"

Taxes are taking currently 32 per cent of America's national income.

"Machines won't win this war. It will be won by the men behind the machines."—Admiral E. J. King.

## Save Those Tin Cans!

*At this stage of the war it should be clear to all of us that, although our home front effort has been great, it has not been great enough. Largely through failure to understand the strength and fanatical determination of the Germans and Japs, we have failed to give our fighting men the whole-hearted support they need, and that failure on the part of Americans generally has undoubtedly contributed to the delays in our drive toward victory and peace.*

*More than any other group of working people, railroad men and women can point with honest pride to the work they have done, but it is true that we, like the great mass of Americans, have not given our fighting men and our government complete support in other things. Our effort has not been "all out," to use a threadbare but meaningful expression.*

*The following, taken from a letter recently received from a representative of the War Production Board, is published in the hope that it will find us and all Americans fired with a new determination to do our share.*

**T**HE salvaging of tin cans is, perhaps, the most difficult of all the salvage efforts of the War Production Board—the most intricate to explain to the public. Ever since tin cans have been used as a container for food, the public has thrown them away. However, the saving of scrap iron, steel, other metals, waste paper, and even fats and greases has been a normal peacetime enterprise. The salvaging of tin cans is completely new to us, and the reason for doing it seems to be confusing to people.

There is virtually no tin in this country, and before the war we imported 99 per cent of all the tin we used. Now the source is in enemy hands, and even after we win the war in the Pacific, it will require some time to get the mines in operation and producing. As early as June, 1940, to avert a dangerous shortage of tin for essential war purposes and necessary civilian needs, the government put a strict control on its use, authorized the Recon-

struction Finance Corporation to accumulate a reserve stock pile, substitute a less critical material in every possible instance, and, last, ordered the salvaging of tin cans in substantially greater amounts. Disrupting or failing of the last of these factors would precipitate a crisis.

It has been necessary to draw constantly on our reserve to keep up war production, and today the situation is critical.

Tin is used in greater or lesser amounts in practically every weapon of war, in addition to its use in containers for food, medicines, blood plasma, and other things; there is no substitute for tin for these uses.

The latest report shows a dangerous decline in tin can collections. In one region the decline is as much as 2,000,000 pounds. The tin that could have been salvaged from that amount of cans represents the amount necessary to build one 1,500-ton submarine.

An ordinary tin can is a thin sheet of steel coated with tin (approximately 98½ per cent steel and 1½ per cent tin). We salvage both the steel and the tin, and it is interesting to know that the steel from three tin cans will make one hand grenade, and the tin from two of these same tin cans will make one syrette—a small morphine hypodermic that is carried by all in our fighting forces to relieve shock and pain. Today, the only source of tin available to us is from our homes and industry, that which we can salvage from used tin cans.

We must prepare and save every single used tin can to avert dangerous crisis.

*NOTE: The preferred method of preparing tin cans is to remove the paper label, cut off the top and bottom of the can and press it flat with the foot.*

Whether or not it is bad luck for a cat to follow you depends on whether you're a man or a mouse.

People are funnier than anybody. You take a glass, put in sugar to make it sweet, lemon to make it sour, gin to warm you up, ice to keep you cool; you say, "Here's to you," and then drink it yourself.

## The Cover

If you know your locomotives, you will recognize the picture of our 4-6-2 engine on the cover as one that was taken a few years back. Its number—6332—would now be somewhere in the 800 series. The engine is shown leading a doubleheaded passenger train into the Milwaukee station after battling a blizzard. Men at the far right are clearing the passenger-car turntable. This reminder that it is possible for there to be more snow than that which has blanketed a good part of the railroad for more than two months this winter, is from the R. W. Campbell collection and came to the attention of the MILWAUKEE MAGAZINE when it appeared in the December, 1944, issue of TRAINS in connection with a story entitled, "The Winter of '36."

That story tells the almost epic tale of what transpired on the Milwaukee Road between Jan. 18 and Feb. 20, 1936, when we spent more than a million dollars digging ourselves out. A series of blizzards buried most of the eastern end of the railroad, and, in case you have forgotten, the thermometer rose above zero only four times during the 34-day period. To this day, Superintendent Valentine, whose Milwaukee Division really "caught it good", puts on his ear muffs every time he thinks about the year 1936. And so do several hundred other fellows, probably.

## Golf and C. T. Jackson Take No Holiday

Armed with a No. 3 iron, a spoon and a long-handled shovel, C. T. Jackson of Chicago, the Milwaukee Road's assistant chief engineer, is seeing the winter through on the Edgewater Golf Club course. Being just about the hardest golfer on record, he is the only member of the famous Snowbird Club who still does the course

very definitely is—well, the drifts are just another obstacle to overcome. Hence, he carries a shovel in his kit.

Mr. Jackson confesses that it is a little hard playing in a driving snow, since "it sort of gets in your eyes," as he says. But he plays anyway, and the sight of the lone figure fighting the drifts in zero weather



Ralph Smeltkopf (left), manager of the Edgewater Golf Club, and Jerry Cook, club professional, shiver and watch in amazement as Mr. Jackson prepares to drive from the first tee for an 18-hole tour of the course. Jackson says he learned how to keep warm when he was a young engineer out on the line, and he hasn't forgotten—you dress warmly from the skin out and then you keep moving. (Acme photo).

every Sunday. To the utter amazement of shivering passers-by, Mr. Jackson has played the 18-hole course every Sabbath this winter, which has been one of the most severe Chicago has seen within recent years. Snow and arctic winds don't stop him. He likes his golf, and, being too busy to go south for the wintry months, plays his game where he is; if there is snow on the ground, which there

caused enough comment that the Chicago Tribune sent a reporter and photographer out one Sunday to get the evidence and the story. The result dominated the front page of its Jan. 16 sports section. One of the pictures showed him driving the yellow lacquered ball out of a snowy foxhole about three feet deep. Alongside, stuck upright in the snow, were his spoon and his shovel.

Mr. Jackson is 63 years old and the

picture of health. He has been with the Milwaukee Road for more than 41 years.

"Yes," he told the Tribune reporter, "I suppose folks might think I'm a bit daft, but to me enjoyment of any sport is all in the head. I've taken part in every sport a country boy can go for—baseball, skating, hunting and fishing—and the most uncomfortable one I know is a spell in a cold duck blind. Now, this golf in the winter time can be real fun, if you're dressed for it and keep moving.

His winter golfing attire includes one heavy seal fur cap, one pair of heavy corduroy trousers, one lumberjack shirt, one leather jacket, surrounding a sweater and heavy woolen underwear (red), and one pair of galoshes. When the temperature reaches 40 or more above, Mrs. Jackson joins her hardy husband in his game.

This winter's heavy snowfall has reduced his Sunday outing to a fairway game. He drives onto the green, concedes himself two putts (since the actual putting could hardly be done on the far-from-green green) and then heads down the next fairway.

As the Tribune headline aptly put it, "This gent is sturdy!"

the whole Milwaukee Road family, to its patrons, those whom we are expected to serve *safely* and courteously.

Turning wheels move the equipment and supplies needed by Uncle Sam's front line fighting forces. From point of origin to ultimate destination this freight must go through; it must not be delayed. Delay may cost the lives of American boys. Similar turning wheels move the young men and women of the armed forces toward the lines of combat. Every minute counts for them. Delaying them may mean delaying the day when they can return to the normal pursuit of happiness.

It should be obvious why the wheels must turn, and *safely*.

Doing a job is one thing, but doing THE job for those on the battle fronts as well as for those at home is another thing. Many Milwaukee Road employes have a very personal interest in the young people who are directly involved in this war; for others it is indirect. In either event it should be remembered that the *safety* of all those who wear the uniform of the United States is our business, and in their interest we should gladly assume the responsibility of preventing accidents which might jeopardize their safety.

In practically every instance, accidents represent a failure in one form or another; usually such failures stop the turning wheels. Let's stop the failures and keep the wheels turning—toward the goal of victory.

L. J. BENSON,  
Assistant to Chief Operating Officer

## KEEP THE WHEELS TURNING

Pictured here are five types of locomotives which represent power equivalent to 346,537 pounds of tractive effort. These are only a small part of the complement of locomotive equipment which is utilized daily on the Milwaukee Road to keep the wheels turning. How well these locomotives perform *safely* and efficiently depends largely on the careful fulfillment of the duties of the combined forces of the Milwaukee Road family. Indeed, these giant powerhouses on wheels have a job to do and each employe has a responsibility in seeing that the job is carried through to a *safe* and successful conclusion.

To keep the wheels turning, and *safely*, well maintained tracks and bridges are necessary; the signals which serve as guides to safe operation both day and night

must be in perfect working order; the various moving parts of motive power and cars need to function properly in order to perform at all hours and under all conditions; and the innumerable other services incident to railroad operation must be carried out with dispatch and clear understanding of purpose. All this and more comprises the functional responsibility of



THE MILWAUKEE MAGAZINE

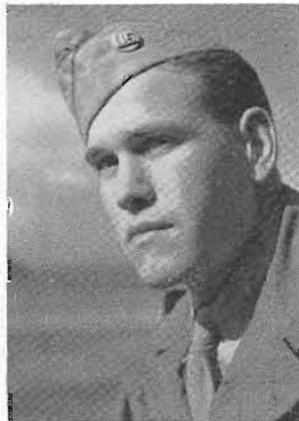


# FRONT AND CENTER



**Richard C. Melquist**

Corp. Richard C. Melquist, son of Roy Melquist, assistant foreman in the Minneapolis car department, has been in Alaska with a railway operating battalion since Mar. 15, 1943. He was a locomotive fireman on the I&SM Division, working out of Austin, Minn., before joining the army.



**Oliver T. Snow**

S/Sgt. Oliver T. Snow, a former employe of the road, and son of Oliver Snow, section foreman at Timber Lake, S. D., has recently been authorized to wear a Unit Citation Badge, his veteran Liberator bomber outfit in Italy having been cited for outstanding performance. Sgt. Snow is a squadron administrative clerk.



**Joseph B. Dede**

Pvt. Joseph B. Dede, Jr., son of J. B. Dede, regional assistant public relations department, of Spokane, Wash., is stationed somewhere in the Pacific area with the Army Signal Service.



**Ernest L. Fuller**

Pfc. Ernest L. Fuller, Jr., son of Conductor Fuller of Beloit, Wis., is with a railway battalion in the Assam Valley, India.



**William R. Roberts**

William R. Roberts, Jr., aviation radioman 3/c, son of W. R. Roberts of the Chicago office of general agent freight department, recently came home on leave after two years in combat duty in the South Pacific with a fleet air wing. He is now at Port Columbus, Ohio, with Naval Air Facilities radio station.



**Ernest Tuenge**

Corp. Ernest Tuenge worked as section laborer during one summer vacation before going into the army, and is the son-in-law of Section Foreman A. Boulthouse of Parker, S. D.



**Helmer E. Griese**

Pfc. Helmer E. Griese, formerly employed as fire knocker at the roundhouse in Austin, Minn., is somewhere overseas with a railway battalion. At last report, he was at sea, but it is not known yet whether he is in Europe or in the Pacific area.



**Herman Weber**

Corp. Herman Weber, formerly employed in the B&B department at Laredo, Mo., is with the army in Belgium, and has been in England, Scotland and France during the past months.



**Robert Marth**

Pvt. Robert Marth, formerly a clerk in the office of assistant superintendent at Savanna, Ill., is stationed at the Signal Air Base, Pinedale Camp, Fresno, Calif., where he is studying in the message center school.



**Joseph W. O'Reilly**

W. T. O'Reilly, chief clerk to the superintendent at Spokane, has two sons in the navy. Joseph W. O'Reilly, A.M.M. 1/c, is stationed at Pacific Beach, San Diego, Calif. Jack P. O'Reilly, A.R.M. 3/c, is stationed at the naval air station, Wildwood, N. J.



**Jack P. O'Reilly**



**Harry O. Steele**

Sgt. Harry O. Steele, formerly a clerk at Galewood Station, Chicago, is now in the Army Air Corps, and at last report had completed 31 missions over Europe as tail gunner in a bomber crew. He is the holder of the Distinguished Flying Cross with Oak Leaf Cluster, as well as the Presidential Citation. He recently returned to the States and is now stationed here.

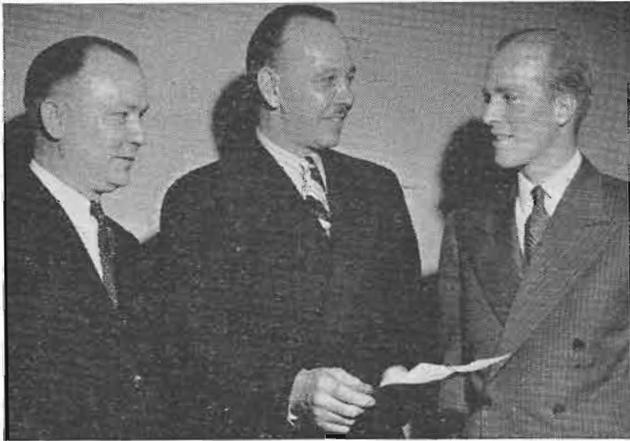
## Hiawatha Club's Marty Biller Sings Swan Song

After three years as general secretary-treasurer, and two as general chairman, Marty Biller asked to be excused from office in 1945. His desire to retire from office was announced at the Dec. 16 meeting of the Milwaukee Shops Office Unit of the Hiawatha Service Club.

In those five years, Marty Biller has been an untiring, conscientious and able leader. Milwaukee has 15 individual clubs covering its 5,000 employes. No matter what club meeting, special meeting, or band rehearsal, Marty was on the job. He can look back over his Service Club work with satisfaction.

It was no easy task, as usually there must be a "buffer" for little things that are bound to go wrong. He is completely sold on the merits of the Service Club, and due to his direct guidance many a Milwaukee Terminal employe has enjoyed the benefits of the club.

"I believe someone else should take over; after five years I deserve a rest," Marty announced. "It has been a world of experience for me and I truly enjoyed it."



The newly elected general officers of the Milwaukee Hiawatha Service Club. L. to r.: Stanley J. Tabaka, vice chairman; John E. Breuer, chairman; and Kenneth J. Kulk, secretary-treasurer.

*Functus Officio* is Mr. Biller, but what will he do in his spare time?

Officers elect for Unit No. 1 are: George Jung, chairman; John Macht, vice chairman; Ralph Haslam, secretary-treasurer.

Lunch and refreshments together with dancing, wound up the last meeting of the year.

Mrs. J. A. Macht and Mrs. E. J. Hoerl both went home with a package. Each won a goose on the raffle.

## Minneapolis Club Officers Take Over

The J. H. Foster Service Club held its regular meeting on Dec. 21, with the following newly-elected officers in charge: F. P. Rogers, chairman; M. E. Brown, vice-chairman; Helen L. Melchert, secretary; Arthur J. Justad, treasurer.

The following committee chairmen were appointed: Membership, M. E. Brown; Program, A. W. Wareham; Choral Group, Elizabeth Hessburg; Refreshment, W. H. O'Neil; Publicity, J. G. Messicci.

If the enthusiasm shown by the new of-

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# Service Clubs

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ficers and committee members is any criterion, it bodes well for Service Club activities in 1945.

After the conclusion of the business meeting, the Service Club members joined the Women's Club in celebrating their annual Christmas party, which was very well attended. A splendid program of Christmas carols was sung, and a smorgasbord provided just the right touch for the evening's conclusion.

## Hiawatha Club Executive Committee Says Hail and Farewell

The fourth annual banquet for the members of the executive committee of the Milwaukee Hiawatha Service Club was held on Jan. 13. Both incoming and outgoing officers of the committee, with their wives, enjoyed an old-fashioned home-cooked turkey dinner.

With 5,000 potential club members, the Hiawatha Club is divided into 15 individual units. Each craft or department has its own unit represented by three officers. The officers of all

units form the executive committee, and each year the committee elects a general chairman, general vice chairman and general secretary-treasurer.

General officers-elect for the coming year are: John E. Breuer, general chairman; Stanley J. Tabaka, general vice chairman; Kenneth J. Kulk, general secretary-

treasurer. All three are employed in the shops. Breuer is an electrician, Tabaka an upholsterer, and Kulk a clerk in the store department. These officers represent the largest service club on the system and they have the best wishes of the entire club.

On such occasions a special invitation is usually extended to all past general chairmen. Marty Biller, presiding officer of the evening, had the pleasure of calling upon Ambrose Sery, general chairman in '40; Bill Radke, '41; and Erv Weber, '42. Marty served two successive years, '43 and '44.

Sery, inimitable wit that he is, opened the meeting with a bang. Ambrose, father of the Hiawatha Club, is always good for a laugh.

Bill Radke, now agent's supervisor at Crane, Ind., remarked that he was always happy to pay a visit and meet his old friends in Milwaukee. Usually, on receiving the Milwaukee Magazine, his first impulse is to see what the Service Club at Milwaukee is doing. We know that as long as there is a Service Club, Bill Radke will have a hand in it.

Erv Weber, now chairman of the Victory Committee, is another of those individuals who can't be happy unless he is doing something for someone else. The work being done by his committee for the employes in the armed forces will long be remembered.

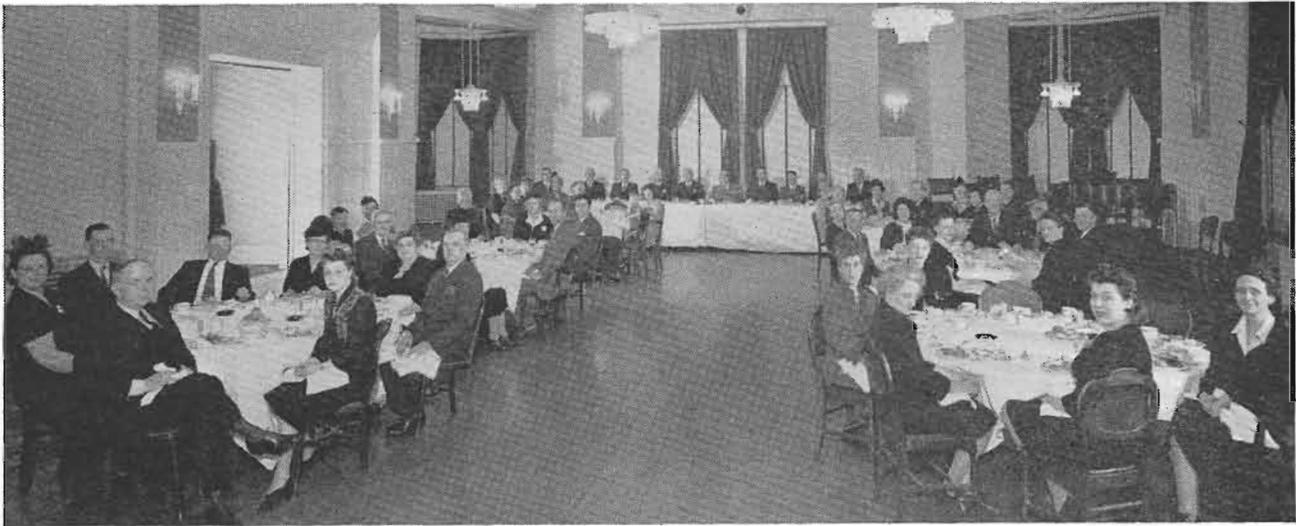
A. G. Dupuis, assistant public relations officer, stressed the importance of employes getting along with one another. "The feeling will then more readily be transmitted to the people doing business with us," said Mr. Dupuis. "We must try to keep the confidence of our patrons, as usually the public will go where they are treated right." He complimented the officers for a fine job done and said, "All in all, the employes on the Milwaukee Road are doing a wonderful job of public relations."

Dancing and refreshments closed the first meeting of the year, with club ambitions higher than ever.

Of Marty Biller, former general chairman, and Johnny Macht, former general secretary-treasurer, it can be said that every loyal Hiawatha Service Club member is indebted to them. They have done their part. There is no more glorious award than the feeling of satisfaction that must be theirs.



The four past general chairmen of the Milwaukee Hiawatha Service Club, all of whom attended the executive committee dinner. L. to r.: Ambrose Sery—1940; W. P. Radke—1941; Erv Weber—1942; M. J. Biller—1943-44.



## Rockford Area Club Enjoys Appreciation Party

A delicious chicken dinner served in the beautiful Crystal Room of the Nelson Hotel spelled "Appreciation" for the members of the Rockford Area Service Club on Sunday, Jan. 7.

Chairman E. C. Brasure, who turned in a fine performance as toastmaster, said appreciation on this particular night was more than mutual. First to be introduced, and an honored guest, was C. W. Kleckner, secretary of the Illinois State Grange. Mr. Kleckner told of the nation-wide scope of the Grange, in which legislative and farm problems are amicably discussed with all agencies. Some of the Milwaukee Road films have been used at Grange meetings and went over in big style, said the Secretary.

J. Lon Du Plain of the Du Plain Lumber Company was introduced. He has been in the lumber business since 1898, but his father formerly worked with the A. T. & S. F. Speaking of his father, Mr. Du Plain recalled his dad's going to work at Dodge City, Kan., with a lunch pail in one hand and a gun in the other. One day, Du Plain, Sr., was given a tip by one of the smarter boys that one of the best ways to get your head blown off was to carry a gun in your hand.

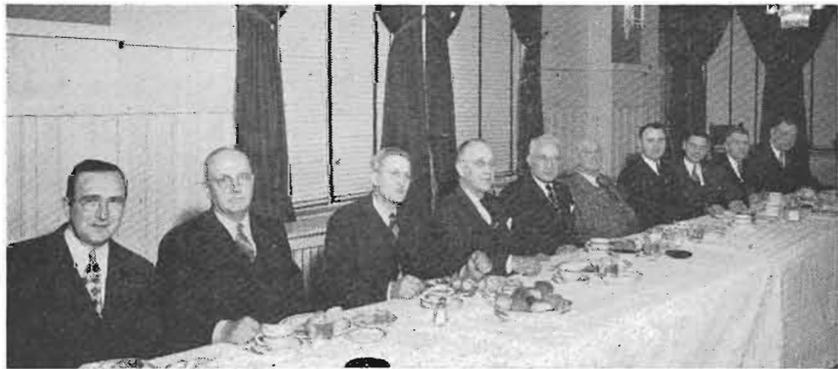
"We have shipped thousands of cars over the Milwaukee," continued Mr. Du Plain, "and have no serious complaints, as service is usually good. The railroads have done a marvelous job in this war. There just isn't any comparison between railroading of War No. 1 and War No. 2. This time the Rails have kept them moving."

Assistant Superintendent J. H. Stewart, Chief Dispatcher A. C. Morrissey, Agent L. M. Truax, Assistant Agent J. T. Gerkey, and Chief Clerk H. P. Hyzer were called upon and all expressed their appreciation for the cooperation given by the employes.

J. H. Valentine, superintendent, again gave a fine talk. The war has placed a greater responsibility on us all, said Mr. Valentine. In spite of manpower shortage, additional business and other difficulties, we have continued our fine operation. Passenger and freight schedules have been maintained and we are grateful for the help given by the 1,500 men imported from

Above. Scene in the Crystal Room of the Hotel Nelson in Rockford on the occasion of the Rockford Club's appreciation party.

Below. Seated at the speaker's table at the Rockford party were, 1. to r.: E. J. Hoerl, regional public relations assistant; A. C. Morrissey, chief dispatcher, Beloit; H. P. Hyzer, agent's chief clerk and secretary-treasurer of the club; J. Lon DuPlain, DuPlain Lumber Company, Rockford; J. H. Valentine, superintendent; E. C. Brasure, retired conductor and chairman of the club; C. W. Kleckner, secretary, Illinois State Grange, Rockford; J. H. Stewart, assistant superintendent, Beloit; J. T. Gerkey, assistant agent, Rockford; L. M. Truax, agent, Rockford.



Mexico. These men have helped greatly in the maintenance of track. Further, we have performed an enviable job in the prevention of injuries. Our operation at Camp Grant is something of which we can be justly proud. The employes have done a marvelous job. During the past four years, we have moved hundreds of trains, hundreds of thousands of men, and this gigantic task was accomplished without a single complaint.

This is the best kind of public relations, continued Mr. Valentine. The public relations department alone cannot handle public relations for a railroad. It is the job of every employe, and a much better job will be done with prosperous postwar results, if all of our 35,000 employes get on the band wagon. Public relations should start right in our own departments. The officers must understand and like the men; the men must understand and like the officers. Our own unity, all of us pulling together, will do the trick in meeting competition after the war. By full unity of action, we will be able to reach our objective and the results will go to the benefit of us all.

Several talented children from the Scheele School of Dancing entertained during the social. Mr. and Mrs. Carlson's accordion and violin furnished the music for community singing.

## Depot Unit, Hiawatha Club, Gives Christmas Party

About 150 adults and 40 children enjoyed a delicious Service Club dinner served by Miss Irma Knoll and her committee at the Christmas party given by Unit 12 of the Hiawatha Service Club on Dec. 20. The imagination might be stretched a bit to say the children enjoyed their dinner. Eating must have been an incidental event that particular night, as Santa Claus was expected at any moment.

It seemed "Old Nick" was in a pretty good mood, as each adult, as well as the children, received a gift. He was basing his awards on their Service Club activity.

The Christ Evangelical Church Youth Choir, a group of six girls, sang several Christmas carols beautifully, accompanied by Victor Maves at the piano.

Community singing closed another successful Christmas party for the members of the Depot Unit. Warren Vetter, assistant chief clerk, did a commendable job as Santa.

The club officers could hardly expect to sponsor a party such as this without being reelected; Dick Abrams, chairman of the nominating committee, saw to that. Jack Shannon, chairman; Otto Bartel, vice chairman; and Esther Paul, secretary-treasurer, will serve for another term.



This Santa Claus (Warren Vetter) made plenty of children happy at the Christmas party given by Unit 12 of the Hiawatha Club. Shown in the background are, l. to r.: Jack Shannon, chairman; Esther Paul, secretary-treasurer; and Otto Bartel, vice chairman.

### Green Bay Club Plans Appreciation Party

Green Bay members will frolic at the Service Club's Appreciation Party which will be held on Feb. 3. Final plans were discussed at the Jan. 17 meeting. Chairman George Buntin, his officers and committees, will make final arrangements for one of the club's biggest affairs. A dance will be the outstanding feature.

Superintendent F. T. Buechler commented on Mr. Scandrett's fine public relations article which appeared in the local newspapers. "The booklet, 'War Jitters,' explains the part each employe can play in the public relations program," said Mr. Buechler. "Our business is to hold the good will of the people who care to do business with us. We know our service isn't always as good as we would like it to be, but our people can be good will ambassadors in explaining some of our shortcomings. Our facilities are being put to extreme use. With shortage of equipment and manpower, the railroads continue to do a grand and a most noteworthy job of transportation. Many times the critical public can be appeased and will fully appreciate our problems if our public relations minded employes use tact and diplomacy in their dealings and contacts.

"If the employes acquaint themselves with a few selling points and then do a good job of salesmanship, it will help in keeping our railroad important," continued Mr. Buechler. "On-time service is a requisite of public relations, and I am happy to say the Chippewa has one of the best records of any train in the country."

Bill Hoffman, TFA, reminded the employes of postwar conversion in which transferring of buildings to new locations, repairing and construction of new buildings, etc., can be an outlet for traffic tips which will help the traffic department in necessary leads.

George Savidis, trainmaster, attending his first Service Club meeting on the Superior Division, remarked the rails are doing some postwar planning of their own in keeping with the progress that usually follows a war.

Harold Matthews, club secretary, asked the members to carry the message of government subsidies home to the people in order to afford a clearer understanding of the full meaning of equality in transportation.

Roy Miskimmins, manager of the Milwaukee Motor Transportation Company, stated that his employes are representative of the Milwaukee Road as much as any other employe. They will offer our patrons the same courteous, accommodating service for which our Milwaukee Road employes are known.

George Buntin, aside from being chairman, is chief cook and bottle washer. While the boys gathered around the piano to the accompaniment of Bill Hoffman, George prepared the lunch, which always is enjoyed about that time of the evening.

### LaCrosse Club Sees War Films

Two War Department film communiques literally brought the battle fronts of the world back to the La Crosse Service Club members at their meeting on Dec. 15.

The invasion of Tarawa, bloodiest operation in U. S. Marine corps history, depicted the might of U. S. arms and the valor of our fighting men.

The infamous Japanese Sixth Division were seen smashed in Bougainville. Our concentrated artillery activity in Italy, and the taking of "Two Million Dollar Hill," made one wonder if we on the home front are doing everything we possibly can.

The officers in charge for 1945 will be: A. O. Sundet, chairman; M. E. Barton, vice chairman; D. K. Smith, secretary; Carl Figgie, treasurer.

J. E. Beis, field representative of the Railroad Retirement Board, told some of the workings of his department. We need railroad men, and many eligible for pension are doing pratiotic service for their country by staying on the job. Hats off to these men, said Mr. Beis. Recruiting of railroad workers is one of our biggest jobs today.

Lunch and refreshments, with a card game, closed a successful Service Club year for the La Crosse members.

### Conductor Mulligan Names "Hiawatha Tooters"

In the November issue of the Magazine a contest was announced in which a \$25 War Bond was offered to the employe submitting the most suitable and catchy name for the newly-organized clown group within the Hiawatha Band.

The boys now have a name. The judging committee perused the 424 suggestions and chose "The Hiawatha Tooters" as the monicker. It was suggested by H. J. Mulligan, a conductor on the Milwaukee Division, First District.

The Hiawatha Tooters wish to thank all who helped in making the contest a success.

Now that they have a name, they can go ahead with the fun of playing music frowned upon by lovers of the classics.

### Aberdeen Club Stages Stag

Aberdeen Service Club members are enjoying a little friendly competition in entertainment, with each department having a turn at furnishing the program for a designated meeting. The first was put on by the car department. It was such a howling hit that the roundhouse fellows, whose turn follows, have something to shoot at to equal the good time enjoyed by the 75 who were present at the last meeting.

Mr. Mertz, chairman, opened the meeting by calling on L. K. Sorenson, general assistant to chief operating officer. Mr. Sorenson paid tribute to the old timers who are staying on the job, the veterans who have returned to the service of the railroad for the duration, and the younger men for a job well done, and encouraged all to stay on the job during these critical times.

L. W. Palmquist, acting superintendent, also talked on transportation and its importance in the war effort.

W. H. Bill Wells, veteran passenger conductor, spoke on the passenger service between Minneapolis and Aberdeen, relating some of the trials confronting a conductor in these far-from-normal times.

Oscar Sorbi, engineer on the H&D Division, expressed his pleasure at being in Aberdeen and being able to attend the stag. He also expressed his desire to see the Montevideo Service Club restored.

Dorothea Henningsen and Margaret Murry stated they were of the opinion that more women employes should attend the Service Club meetings, as it was one of the few places where there was no man shortage.

Following the meeting, a dutch lunch was served and the balance of the evening was spent playing cards.

# And Still They Come

The January issue of the Milwaukee Magazine carried a number of letters which Milwaukee Road men and women in military service had written to H. A. Scandrett and other officers of the road, thanking them for the company's Christmas gift of \$10. Those letters comprised only a small fraction of the total number received at that time, and hundreds have arrived since; at the time this is written—in mid-January—they are still coming. Before Christmas is completely forgotten, we would like to go back into the files and select a few more quotes typical of this gratifying display of appreciation.

## Army—Australia.

I received the Christmas check a few days ago. At first I was glad, but then I got scared when I realized I would have to write a "thank you" letter. Now how in Hell does a guy write a "thank you" letter to the president of a large railroad? Frankly, I was worried. I turned it over in my mind for two days and this is the best I can do . . .

Thank you.

PFC. ERNEST REINHARDT  
Yard Clerk, Chestnut Street  
Station, Milwaukee.

## Army—Germany.

Mail call today must have made hundreds of servicemen throughout the world feel as I did—proud and happy to be remembered by their "Old Outfit" at Christmas time. I wish to express my sincere appreciation and thanks for the fine remembrance, and trust that in the not too distant future most of us will have the opportunity to serve the Milwaukee Road again.

1ST LT. B. H. DESEN  
Stenographer, Traffic Department,  
Omaha.



This gay Parisian Christmas card (done in English for the GI's) conveyed Edward J. Falkner's appreciation of the company's gift. He was formerly a clerk in the store department at Milwaukee.

February, 1945

## Coast Guard—South Pacific.

I want to thank you for the Christmas gift. I was very pleased to be remembered.

I used to look forward to my Dad bringing the Milwaukee Magazine home to me when I was only old enough to admire the shiny locomotives. And out here I still look forward to each copy. Now that I have been a member of the family for seven years; it's very nearly as good as a letter from home.

By the way, those are mighty attractive gals doing the reporting on some of the divisions—what goes with the pretty faces?

GORDON H. RUSS, Mo.M.M. 2/c  
Fireman, Coast Division.

## Navy—Marianas Islands.

I wish to say thanks a million for remembering me. I served many months up north in the Aleutian Islands and am now somewhere in the Marianas Islands. This is a very nice climate, although the days are quite hot, but the nights are ideal for sleeping. I was home on leave last April and I noticed the big task the railroads are handling every day; I say hats off to them. You folks on the home front "keep 'em rolling" and I assure you we will "keep 'em running."

E. R. SCHARNHORST, C.M. 2/c  
(former location not given)



William Lemvig

## Navy—Great Lakes.

In my opinion this type of Christmas gift is much more appreciated by a serviceman than any other type. Gifts and mail are the biggest items in a serviceman's life.

I am very proud to be a member of the Milwaukee family.

I only hope I will be able to return when the war is over. I am quite sure the Milwaukee Road is doing its part in the war effort, because when I left they were handling the overload of business with the smoothness of a fine machine.

WILLIAM LEMVIG, F 2/c  
Fireman, D & I Division.

## Army—Australia.

I want to thank you for thinking of me on Christmas. It isn't going to be so happy, but we will do the best we can, hoping this to be the last one away from home.

I'd give anything to be helping Mr. Wright; he is short of help, but the job we have to do seems to be more important. When it is finished, we will all be back to carry on where we left off.

RONALD T. GERMAN  
Section Laborer, Terre Haute  
Division.

## Army—Italy.

Your Christmas gift arrived today and just in time to tide me over until payday. Thanks a million for the gift. It really was a pleasant surprise. There's not much chance of having a white Christmas here in Italy, but maybe by next Christmas the boys will be able to have one back in the U.S.A.

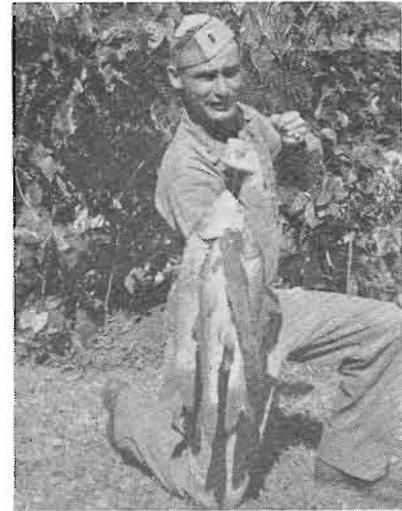
DANIEL J. CLINNIN  
Clerk, Auditor of Expenditure's  
Office, Chicago.

## Army—Hawaiian Islands.

Thank you sincerely for your good wishes at Christmas and your thoughtful remembrance.

I'm very proud to be called one of the Milwaukee family and I'm proud too of the superb job that the best railroad in the land, the Milwaukee Road, has been doing the past unsettled years.

WARRANT OFFICER FRANK D. RADOSEVICH  
Section Laborer, Perry, Ia.



With his letter of thanks to Mr. Scandrett, Frank Radosevich enclosed this picture of himself and his latest catch.

## Army—Belgium.

Just a note of thanks for sending the Milwaukee Magazine to us. It is just like getting the home town paper. As you know, the 744th is comprised of quite a few Milwaukee men from all parts of the Milwaukee Road and just being in the 744th has made our Milwaukee family seem that much closer.

We also want to thank the Milwaukee Road for the check we received for Christmas. It makes being over here more bearable knowing the people at home are behind us 100 per cent.

SCT. HOWARD L. SHEIMO  
Brakeman, Aberdeen, S. D.  
T/4 GEORGE W. MCQUEARY  
Fireman, Terre Haute Division.

## Army—APO New York.

Words alone can't express my appreciation of your remembrance. Knowing that the workers back home are thinking of us and doing everything to make our stay here a short one gives a feeling of joy and pride, because after being in different countries we have actual knowledge that our country is the best.

SCT. RICHARD J. WANK  
Clerk, North Milwaukee Station.

## Army—Belgium.

I want to thank you for the Christmas greetings and the marvelous check. It was an unexpected pleasure.

A person away from railroading never forgets it, even if he so desires. While coming over from England to France, I chanced to look down upon the deck, and there in bold colors was a General Motors ad describing our Diesels! What a job they could do over here in shortening our supply lines.

It isn't so bad celebrating Christmas over here when one knows that there are thousands of the Milwaukee Road family all doing their bit to end this war.

PFC. HENRY J. STASTNY  
Clerk, Advertising Department,  
Chicago.

Army—Iran.

I received the Christmas check and cannot express my gratitude. It is nice to know we are not forgotten men, especially where our livelihood is concerned. I hope it won't be too much longer before we are back with the Milwaukee.

T/5 JOHN E. WALTER  
Brakeman, I&D Division.

Navy—New Guinea.

To my way of thinking, this letter and gift are characteristic of Milwaukee hospitality, sound judgment and thoughtfulness.

We realize you folks think about us, but don't ever get the idea that it is one-sided. I think I can speak for at least 99 per cent of the boys. I get so homesick to hear a pop valve and smell the smoke and hot brake shoes that sometimes I can hardly stand it. And don't think for a minute that I for one am not going back on the job just as soon as I get caught up on some unfinished business.

Without the continued efforts of all the leading and short lines, we couldn't have done as well as we have. In fact, if we could travel by the route of the Hiawatha instead of by boat, this war would have been over and practically forgotten.

D. A. KEMERLING, JR., M.T. 1/c  
Fireman, I&D Division.

Navy—Pacific Area.

I just received your very nice Christmas letter and check and want to thank you and the Milwaukee.

As you may gather from my address, I'm somewhere in the Pacific, flying a fighter for the navy, and can honestly say I'm looking forward to the end of this whole mess so I can see and thank you fine people personally.

LT. D. A. MORKEN  
Ticket Clerk, Spokane, Wash.

Army—New Caledonia.

I just received the wonderful letter and gift and words cannot express my appreciation for them. I am proud to say that I have been of service to the Milwaukee Road. Also proud of the fact that I offered the same service in the army overseas. May we all be home this time next year, serving the Milwaukee Road as we have in the past.

PVT. J. E. DAVIS  
Section Laborer, Monticello, Ia.



Sgt. Robert Metzfeld, former trucker at the Fowler Street station in Milwaukee, sent this card to Mr. Scandrett, bearing his expression of appreciation for the Christmas gift.

Army—England.

Though very busy at this time due to military affairs, I just had to make time to thank you and the Milwaukee family for your generous Christmas gift. I am sure the other members of the Milwaukee family who are in service feel as thankful as I.

I also enjoy the Milwaukee Magazine, which I receive every month.

S/SGT. HAROLD ARMSTRONG  
Fireman, Milwaukee Division.



C. L. Schiffer

Army Air Corps—  
Netherlands East Indies.

I wish to express my appreciation of the Christmas gift check. I received it while in the process of moving from Guadalcanal to my present location, which can be expressed only vaguely as "Some- where in the Netherland East Indies."

1ST LT. CHARLES L. SCHIFFER  
Freight Clerk, Viroqua, Wis.

Army—APO Minneapolis.

This will acknowledge your Christmas letter and gift with the most heartfelt thanks and appreciation, not only because of the very generous gift but also because of the warm message conveyed by your letter.

One doesn't often associate a heart and soul with a gigantic corporation, but your letter has brought a realization that the Milwaukee Road does have a heart and soul—a combination of the hearts and souls of its officers and all of the other fine people associated with it. It makes me proud to be a member of the family.

CAPT. CARL E. WOOD  
Engineer of Train Lighting,  
Car Department.

Army—India.

Thanks a lot for the Christmas gift and nice letter. Also, I'll take the time now to thank you for going to the trouble of wiring me the railroad passes last year to San Antonio to enable my wife and me to go home on furlough. You have gone out of your way to help guys like me in the service. We won't forget it.

I am in a railway battalion here in India but hope to be back in West Clinton working for you in the near future.

JACK DORFMEYER  
West Clinton, Ind.

Coast Guard—FPO New York.

The railroad's Christmas check was received and was certainly appreciated—it wasn't the money alone, but the fact that we were remembered. That in itself means a great deal to all of us!

WARREN PRESTER  
Office of Auditor of Passenger  
& Station Accounts, Chicago.

Army—Italy.

I take this opportunity to thank you and the Milwaukee Road for the check that you sent me as a Christmas gift. It makes one feel good to know that he has not been forgotten although he has been gone three years.

S/SGT. W. F. FRONCZEK  
Section Laborer, Coast Division.

Navy—FPO San Francisco.

It is not easy to thank you and the members of the Milwaukee Road properly for their thoughts and good wishes of this Christmas. The check more than ever proves the old adage, "The importance of the gift is not what is given but how it is given." The spirit and good will expressed by you in your letter and the gift means to me that we have the strength of a nation behind us and that the best work of the Milwaukee Road is going toward the one goal of victory.

LT. (j.g.) CHARLES G. HARRIS  
Rodman, Engineering Department,  
Chicago.

Navy—FPO New York.

I received a letter and a Christmas check from you today and, boy, it sure came in handy. As you probably know, a sailor doesn't make too much and if he has a wife and baby and one on the way, \$10 comes in handy. I am assigned to the U.S.S. — as an electrician striker. I am sending my new address so you can send me the Magazine every month. I have received it a couple of times but I think somehow or other they are not all getting to me.

JAMES F. KELLY, S 2/c  
Electrician, Car Department,  
Chicago.

Army—Seattle.

It is with pleasure that I acknowledge receipt of your Christmas letter and check. There is great satisfaction in being associated with the Milwaukee Road family; however, my assignment in Seattle hardly separates me from railroad service.

The employees far away from home and friends, of which there are many, will enjoy your fine letter and have a greater appreciation for the things that are being done on the home front.

MAJ. FRED W. LIECOIS  
Chief Clerk, Superintendent's  
Office, Madison, Wis.

Army—France.

Your good Christmas letter reached me today. The check is very much appreciated and will go into the Sedgwick Old Age Welfare Fund.

Best of all, though, is the spirit of loyalty behind that letter—the determination to keep us feeling we still belong to the Milwaukee family. That's mighty important to people facing their third Christmas away from home. It's good to feel that we're still wanted.

In spite of the great number over here, there is individual loneliness and longing for the old friendly scenes and faces, and it is heart-warming to receive a letter such as yours.

MAJ. A. L. SEDGWICK  
Assistant to Real Estate Agent,  
Seattle.

### Col. Doud Writes Home

The following is quoted from a letter which Lt. Col. F. R. Doud, former superintendent of the H&D Division but now commanding officer of the 712th Railway Operating Battalion in France, addressed recently to Lisle Young, regional assistant public relations department, Aberdeen, S. D.:

"We are all working hard and putting in long hours. It would do your heart good to see the way these railroad battalions are keeping right on the old G.I. ball—nothing is too tough for them and

I am mighty proud of the way my boys are delivering—even if it is a Reading outfit; there are enough Milwaukee men in the outfit to give it that necessary seasoning.

"Haven't received the Magazine as yet but several of the boys get it, so I have an opportunity to read it. One of my train dispatchers, Sgt. Charley Ross, who worked on the I&D, is usually right in with his copy hot off the press.

"The 744th has finally changed their location and within the next few weeks I may be able to see W.J.H. and J.D.S. occasionally. [Lt. Col. W. J. Hotchkiss commands the 744th Railway Operating Battalion, and Maj. J. D. Shea, who was with the 744th until recently, now commands the 724th Railway Operating Battalion.] Have heard nothing but favorable reports from the 744th; it must be the best operating battalion on the Continent—second only to the 712th.

"Our weather has not been bad—lot of rain but not too cold; don't believe it has been colder than 25 above (Fahrenheit). It's a little hard to tell just what the temperature is over here, as it is shown in Centigrade and one needs a slide rule to translate that into U. S. language.

"I was terribly sorry to hear about Walt Given's death. Last time I saw Walt he was looking very well and it's just a little hard to believe.

"It's 11 p.m. now and am still going strong—just like the good old days on the H&D with stock and grain moving at the peak.

"Give my regards to the gang."

## Sgt. Expresses Views on Ground Sleeping

Sgt. Richard Baker, in France with an armored division, sat down on Christmas day and addressed the following to F. J. Newell, assistant public relations officer, Chicago, his former boss:

"With typical railroad precision, the Milwaukee Road Christmas check arrived this morning. Believe me, it's great to know the railroad isn't forgetting us.

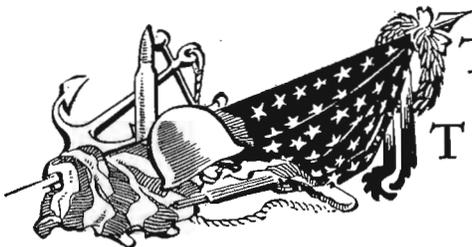
"There's no end to the excitement around here. Hope I can remember most of the details. It may make interesting listening. I wish we had arrived in time for me to send you some of this French wine for Christmas.

**"France certainly has suffered from this war. The country is almost entirely demolished. The British Isles have been only bruised in comparison. Often I griped at being forced to sleep on the cold ground, but self-pity soon left me when I saw women and children here doing the same.**

"Santa came to me this year, totally by surprise, in the form of a warm place to sleep and a turkey dinner. 'Twas superb! The turkey meat was as delicious as any served at the Waldorf. To make things perfect, I received my first mail in longer than two weeks."

**No man can really be sure of himself until he's sure of something much bigger than himself.**

February, 1945



# THEY GAVE THEIR LIVES

**Pfc. John W. Riley**, son of F. W. Riley, a yardman at Bensenville, Ill., and himself a former employe, was killed in action on Dec. 4 while serving on the European front with an armored infantry medical group. It is believed that he met death somewhere in the Saar River sector. He had been in the army two years and had been fighting in France since July, 1944.

**Pvt. Kenneth W. Reinert**, 19, died in the Philippine Islands on Nov. 11 from wounds received in the Battle of Leyte on Nov. 7. Before entering the army in February, 1944, he was employed in the freight auditor's office, Chicago. He was the last man to leave that office for military service, and the first to lose his life. His father, Otto W. Reinert, is a special accountant in the office of assistant comptroller. A brother, Sgt. Edward A. Reinert, is serving in the European theater.



Kenneth W. Reinert

**1st Lt. Aubrey G. Sundet**, a member of the statistical bureau, Chicago, before entering the army, was killed in action in Belgium on Dec. 8, 1944, while serving with traffic headquarters of the U. S. 1st Army. His father, A. O. Sundet, is agent at La Crosse, Wis. Lt. Sundet is survived by his wife, a sister, and a brother, Arthur Sundet, Jr., who is with the Army Air Corps.



Aubrey G. Sundet

**Pvt. Robert D. Klatte**, son of Herman W. Klatte, A.A.R. settlement clerk in the office of superintendent of car department, Milwaukee, was killed in action on Nov. 18, 1944, while in infantry action near Metz, France, with Gen. Patton's 3rd Army. His mother is a telephone operator at the depot in Milwaukee, and a sister, Beverly, is a stenographer in the office of the superintendent of telegraph and signals, Milwaukee. He was a grandson of William H. Klatte, a car department employe at Terre Haute, Ind.



Robert D. Klatte

**2nd Lt. Edwin S. Brydges**, 20, son of brakeman Louis W. Brydges of Fox Lake, Ill., was killed in France on Dec. 9 while flying a P-38 fighter plane.

Lt. Brydges, who held the Air Medal with 11 Oak Leaf Clusters, a Silver Cluster, and was to have received the Distinguished Flying Cross, flew his 50th combat mission on Nov. 18 and was assisting in the training of a replacement unit at the time he was killed. As a flight leader, he had shot down four German aircraft, and his feat of landing a wheel-less P-38 without mishap was dramatized on "The March of Time" in September. His father, a brakeman on the Chicago-Fox Lake, Ill., suburban line, is a veteran of 31 years of service.

Besides his parents and one brother, he is survived by his wife, Evelyn, who resides in Van Nuys, Calif.



Edwin S. Brydges

**Kenneth E. Harrington**, Mo.M.M.3/c, was killed on July 13, 1944 while in training at Navy Communication School, Oceanside, Calif. He met death accidentally when a sentry several hundred yards away dropped his gun and it discharged. He was the son of T/4 D. S. Harrington, former lead car inspector at St. Paul. Two brothers are now serving in the navy and one in the army.



Kenneth E. Harrington

**Pvt. Elmer Stefani**, employed in the freight claim department in Chicago before entering the army, was killed in France on Dec. 4, 1944.

**Pfc. Boleslaus P. Sawicki**, formerly employed in the freight house in Milwaukee, was killed in Germany on Nov. 3, 1944 while in action with the Infantry.

**Pvt. Homer Dale Young**, son of Homer Young, roadmaster's clerk at Algona, Ia., was killed in Germany on Nov. 27, 1944, while in action with the 1st Army Infantry.



Homer D. Young

## Green Bay Chapter

Mrs. W. F. Kramer, Historian

Monthly meeting was held Dec. 7. At this time the following officers were elected: Mrs. Russell Anderson, president; Mrs. Arthur Maloney, 1st vice president; Mrs. T. F. Buechler, 2nd vice president; Mrs. George Gunn, treasurer; Mrs. Charles Quesney, secretary; Mrs. W. F. Kramer, historian. We are purchasing another war bond and are very proud of our record of bond buying so far.

The annual Christmas party for members and their husbands was held Dec. 9 with approximately 60 persons in attendance. All present joined in singing of Christmas carols and other familiar tunes. Mr. Buechler then spoke, complimenting the Women's club on its fine spirit and asked that we all be fully aware of our part in maintaining a worthy safety first record. Cards and bunco followed. Chairman of the party was Mrs. Russell Anderson, assisted by Mmes. S. Einerson, Wm. Lords, Leo Burns, and Herbert Brueckner, and Miss Julie Johnson. A delightful lunch was served. Door prizes were awarded. Thanks are extended to all who helped make the party a success.

It was with a deep sense of loss that we learned of the death of our president general, Mrs. Kendall. A long time champion and devoted supporter of the club her passing will be greatly felt by all.

To Mr. and Mrs. P. J. Welland and their family our sincere good wishes for the best of luck and happiness in their new home in Portage. Their stay with us in Green Bay has been all too brief.

## Madison, S. D., Chapter

Mrs. A. D. Walker, Historian

Meeting was held on November 14. Officers chosen were: Mrs. Mike Perry, president; Mrs. A. D. Walker, Mrs. Guy Winesburg, vice presidents; Mrs. Ben Long, rec. sec'y; Mrs. George McKinney, cor. sec'y; Mrs. John Broderick, treas.; Mrs. H. G. Gregerson, historian. It was reported 37 Christmas boxes had been sent to men in service overseas and to several men in this country. Dish towels sold recently brought \$24.60 for the treasury and were presented to Mrs. Elmer Farmer. Mrs. Frank Kovaleski who has been active in the club here was honored when she was presented with a going away gift and was a special guest at the supper served in the late evening. Cards were played after the supper hour.

The social meeting of the month was held on Nov. 28 when the club members entertained at a card party with the men of the railroad as guests. Whist was played. Lunch was served.

## Sioux City Chapter

Mrs. Ben Rose, Historian

November Board met with Mrs. Ed Carlin, Mrs. Ed Mattison assisting. Mrs. John Hansen, president, appointed Mrs. Earl Murphy, chairman, and Mmes. John McGrane, L. E. Cotter, J. Suffield and A. L. Class on the nominating committee. The death of Mrs. Isabelle Kendall was announced, and as many of the younger members had never met Mrs. Kendall. Mrs. Ben Rose briefly related some of her personal and happy remembrances with her, and of her untiring labors in behalf of the Women's Club from its earliest days.

With Mrs. Arthur Nelson as general chairman, THE ANNUAL TURKEY DINNER was held the fourth Thursday, regular general meeting night, in Scandinavian Hall. Seventeen turkeys, dressing and gravy, clear through to your choice of three kinds of pie, disappeared, as 300 members satisfied unchecked appetites. Dining room hostesses were Mrs. Ed Mattison and Mrs. J. Suffield; Mrs. B. Brashear and Mrs. E. Weisenberger, decorations. Business meeting followed. Mrs. Leo Lamb reported 752½ hours had been

# The Milwaukee Railroad Women's Club

devoted to Red Cross work in October and November, which included work in 13 departments of Red Cross work. Mrs. J. T. Hansen again emphasized the need of Safety First on the Home Front, citing the appalling number of accidents in and around the home. Mrs. Earl Murthy announced the officers nominated for next year. As there were no further nominations, Mrs. Guy Raff was elected president; 1st vice, Mrs. Jay Bailey; 2nd vice, Mrs. L. E. Cotter; rec. sec'y, Mrs. Emil Weisenberger; treas., Mrs. T. J. Snyder; cor. sec'y, Mrs. J. Suffield. A moment of silence was observed in memory of Mrs. Kendall. The shawl knit by Mrs. George Gaskill was awarded Mrs. Leo Lamb.

## Montevideo Chapter

Mrs. John Schmutzler, Historian

Friday, Dec. 1, brought to a close the activities of the Milwaukee Club for the year 1944. Due to the absence of the president, Mrs. Mayer, our first vice-president, Mrs. Ryman, filled the office in a very acceptable manner. All reports were given and thank you cards read. Red Cross reported 40 hours of work done. It was voted to buy \$2 worth of Christmas seals. Mrs. Wolf and Mrs. Golie reported 50 Christmas cards sent to the boys in the war service. Mrs. Lofdahl, our program director, with Mrs. Nemitz, Mrs. Golie and Mrs. Acres led the club in singing Christmas carols and then presented Master Hellervic in two solos and the Misses Hoen and McDowell in a recitation. A note of appreciation for the support given and friendly associations during her year in office was read from the president, Mrs. Mayer. The gavel was then turned over to the incoming president, Mrs. M. P. Golie. After announcing her appointive officers, the meeting came to a close. This being our Christmas party, gifts were exchanged. From a beautifully appointed table lunch was served by Mrs. Kramer, Mrs. Walleen and Mrs. Himbe.

## Ottumwa Chapter

K. M. Gohmann, Historian

Notwithstanding the fact that December made extra demands on everyone, because of preparations for the holiday season, a number of our members gave hours of their time to the work of mailing out Christmas seals. Mrs. C. W. Becker, wife of locomotive engineer, was chairman of Wapello County Christmas Seal Committee, with several members of our chapter serving on her committee. They did a fine job.

Although we experienced one of our first real winter days this season, we had a nice attendance at meeting Dec. 1, serving 41 at the noon luncheon preceding the meeting. Following the business discussion, members participated in a Christmas exchange and enjoyed playing bingo. MOMM 1/c Norbert E. Davis, former apprentice machinist at West Yard and son of our treasurer, Mrs. Norbert Davis, was a guest at our luncheon. He was home on a furlough, following 17 months in the Mediterranean on a sub-chaser.

A letter was read from the Veterans hospital in Knoxville, Iowa, expressing

appreciation for the books, games, etc., collected by President Mrs. M. L. Mc-Nerney, and sent to them.

Christmas contests and games, with prizes to the winners; the reciting of Christmas poems, songs by some of the youngsters, tap dancing and the entire group of youngsters joining in the singing of Christmas carols, helped to pass the time until the arrival of Santa Claus Dec. 17. Due to war time conditions and engine trouble, Santa did not arrive by train as anticipated by the children and as he had planned to do. The youngsters crowded around eagerly to accept the gifts of candy and fruit; the smaller girls were presented with a doll. Refreshments of milk and cake were served to the children, while coffee was served, with cake, to the adults. Mrs. E. E. Whited was chairman of the entertainment, assisted by Mrs. R. M. Johnson and Mrs. Merwen L. Taylor, who accompanied the youngsters in singing their solos and the groups singing the carols. A number of needy Milwaukee families were remembered at Christmas with a well-filled basket of food. The membership committee is starting on its drive, under the leadership of Mrs. C. W. Becker, and our members are continuing their U.S.O. work and assisting in the other civic activities.

## Spokane Chapter

Bertha Bradley, Historian

At our November meeting we welcomed two old-time members, Mrs. Lou Mohr and Mrs. R. C. Mead, and two newcomers, Mrs. J. Dede and Mrs. McGinn. One hundred forty-six hours' war work, principally USO and Service Center work, were reported and it was voted to purchase another \$100 War Bond. Plans for a Christmas party were changed so that all gifts could be for armed forces and these were turned over to the Service Center for distribution.

The following officers were elected for 1945: Mrs. T. C. Wurth, pres.; Mrs. A. L. Meeeks, 1st vice-pres.; Mrs. H. Fallscheer, 2nd vice-pres.; Mrs. H. Kipp, rec. sec'y; Mrs. Ethel Perry, treas.; Mrs. Harriet Ashton, historian; Mrs. Eva Breeden, cor. sec'y. Meeting closed with a very informal tea. Mrs. Wm. O'Reilly and Mrs. Ethel Perry, acting hostesses.

## Madison, Wis., Chapter

Mrs. Kenneth Kuhz, Historian

A pot luck luncheon was held Dec. 7. Ice cream and coffee was furnished by the club. Social committee, Mrs. Ollis Johnson, chairman, Mmes. Gleason, White, McCann and Green. Reports were given. A note read from the U.S.O. and cookie committee thanking us for our donations. A \$5 Christmas seal bond was purchased. Welfare chairman reported spending \$7.19 for a Thanksgiving basket. Mrs. Kline extended her thanks and expressed her gratitude for all our help in the two years that she was president. Mrs. Kline was given a rising vote of thanks. \$1.00 bank prize and surprise package were awarded. Our guest speaker was Mrs. Merritt Hughes of the Friends Church. She spoke on the Quaker Way of Relief.

A Christmas party was held for the children and grandchildren of members, Dec. 16, at 2 p. m. Fifty children attended and furnished their own program by singing, playing and speaking. Santa Claus attended and passed the gifts the children brought to be exchanged. Refreshments of ice cream, cookies and apples were served. Group singing of Christmas carols was enjoyed by all.

## Bensenville Chapter

Mrs. Jas. Calligan, Historian

Bensenville Chapter is still very much alive although not heard from in quite a long time. A very successful year was closed with a lovely Christmas party on Dec. 6, in our newly decorated club house. The color scheme, a pretty soft shade of green throughout, with lovely new curtains and shades. We owe many thanks to Superintendent E. G. Kiesele and Leo Denz, chief carpenter, for taking care of our club house so nicely.

Hostesses for our Christmas party were Mmes. J. Bodenberger, W. Gage, P.

Sturm and S. Arnold. All enjoyed a grand luncheon with the tables decorated to suit the occasion, Christmas tree and all, after which we enjoyed Christmas songs led by Mrs. Wm. Peck and accompanied on the piano by Mrs. Sieber. We then exchanged Christmas gifts and ended the afternoon playing bingo, presided over by Mrs. Capoot, program chairman.

### **Perry Chapter**

Mrs. M. Doud, Historian

The Perry depot is being remodeled and the employes have moved into our club rooms, so our chapter held its December meeting in the Legion hall. We had a Christmas party with 80 members including children present. At 6:30 o'clock a delicious dinner was served in the dining room, the committee preparing the meat and dressing, all bringing pot luck. Then everyone returned to the hall, where a beautiful Christmas tree was loaded with gifts brought by those present. Santa then appeared and gave out the gifts with the help of the children. Everyone enjoyed the party very much.

### **Deer Lodge Chapter**

Mrs. Joe Healy, Historian

Election of officers was the chief order of business Nov. 17, following a 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 Dennie 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.

A beautifully decorated tree, which remained in the club house during the holiday week, added to the pleasure of members when they held their annual Christmas party. With Mrs. Cunningham, Mrs. Coey, Mrs. Brautigam and Mrs. Craig as the hostess committee lunch was served consisting of the traditional Christmas pudding. An exchange of gifts and games of bingo and bridge gave diversion. Mrs. Wm. Lintz was seated as the new president of the club.

Two lighted trees were placed on the porch of the club house, under which gifts were placed to be distributed to the service men and women passing through Deer Lodge on Christmas day.

### **New Lisbon Chapter**

Mrs. Geo. Oakes, Historian

On Nov. 14, meeting was held at home of Mrs. J. Bogert. The reports of the secretary and treasurer were read.

The following motions were made and carried: 1. to remember our railroad veterans at Christmas time; 2. to donate \$15.00 to the American Red Cross Blood Donor Service at Milwaukee; 3. to have a Christmas party and each member who attends to pay 40c for the supper, the balance of 35c per person to be paid from the club fund; and, 4. to accept the nominating committee's report as follows: President, Mrs. E. Gongaware; vice-pres., Mrs. J. Bogert; sec'y, Mrs. E. Dvorak; treas., Mrs. R. Alexander; historian, Mrs. G. Oakes.

Good Cheer chairman reported three telephone calls, four cards, 60 letters written and 23 personal calls made. Bingo was played and luncheon was served by Mmes. J. Bogert, E. Karner, G. Cade, E. Taylor, F. Brown, E. Dvorak.

On Dec. 12, meeting was held at the Lutheran Church, after a delicious chicken supper had been served to the 40 members present, by the Lutheran Ladies' Aid. Ways and means profit was \$7.82. Red Cross report was 28 kits made. Five packages valued at \$1.00 each were given to the Red Cross for service men on shipboard Xmas day. Fifty work hours were given; \$15.65 was spent on Good Cheer. Fourteen gifts were sent to our service boys and girls in this country. Good Cheer chairman reported 27 personal and phone calls made, 32 cards sent and 30 families reached. After adjournment we went to the home of Mrs. C. Christensen, where the evening was spent exchanging Christmas gifts and playing cards and bingo.

### **Janesville Chapter**

Mrs. J. W. Higgins, Historian

Happy New Year to all.

The gay season of Xmas was greatly dimmed by the passing of three of our contributing members, all from the roundhouse force. They were Roundhouse Foreman George J. Ryan, Clerk Max Siebert and Veteran Helper Joseph Roach. Three dinners were served at their respective homes by Mmes. Wallace, Bennett, Fox, Naeser and Davey. Approximately 100 were served in all. Our contributing members have always assisted us in all of our projects and we shall indeed feel the loss of those members who have passed on. Our hearts go out to their families.

During December we completed the sending out of gifts to members of our club in service; T shirts to the men, toilet soap or hankies to the girls, and boxes of candy to those in hospitals, 110 in all. Forty-nine pretty red and white net bags containing fruit, candy and peanuts were sent to the Vets and shut-ins for Xmas. On Sunday, Dec. 17, we held our annual Xmas party for the young and old. About 80 attended and Santa Claus gave popcorn balls, an apple, box of peanuts and a bar of candy to everyone. Pot luck supper and a short program followed. Grown-ups exchanged small gifts. A special meeting was held Dec. 28 to conclude 1944 business. Regular meeting was held Jan. 2 with installation taking place.

Regular meeting was held Dec. 5, Mrs. Wallace, our president, conducting. The following members will be our officers for the coming year: Mrs. Pat Wallace, pres.; Mrs. Stanley Riley, 1st vice pres.; Mrs. Laura Drawheim, 2nd vice pres.; Mrs. Walter Seitz, cor. sec'y; Mrs. Geo. Ryan, rec. sec'y; Mrs. Ed. Lueck, treas.; Mrs. J. W. Higgins, historian. One minute of silent prayer was held in memory of our late Pres. Gen. Mrs. Carpenter Kendall. The funeral dinner for Sgt. Rogge at which 26 persons were served was in charge of Mmes. Bennett, Fox and Davey. Twenty families were reached by Sunshine Chairman Mrs. W. B. Wilcox. Installation will be held at January meeting, Mrs. W. B. Jackson to be in charge.

### **Mobridge Chapter**

Mrs. W. B. McCoy, Historian

Happy days are here again! We have our clubrooms ready for use once more, and also have them where they are convenient for canteen work. We are proud and happy over the new location.

Our November meeting opened with a bang and a grand attendance. Mrs. V. C. Cotton presided. We gave our pledge of allegiance to our Flag, and sang "America the Beautiful." We were very pleased to acknowledge a \$25 gift from the Mobridge Commission Co. for the canteen. Thanks a million. A large number of the ladies assisted at the canteen on Thanksgiving day when turkey and dressing were served to the boys in service. The response of workers and boys was great. Almost 300 boys were served that day. It was decided that each lady in the club make two ½-lb. packages of candy and Christmas wrap them to be given to the boys on Christmas day. Four women volunteered to take over the canteen responsibilities for December, each being responsible for one week. The turkey was donated to Hilda Johnson and the bank night of \$1.00 given to Mrs. Todd.

Mrs. Harry Catey made her report for the nominating committee for 1945 officers. They are: Mrs. G. Gallagher, pres.; Mrs. L. Hourigan, 1st vice-pres.; Mrs. Robert Scott, 2nd vice-pres.; Mrs. W. B. McCoy, rec. sec'y; Mrs. H. Erickson, treas.; Dora Anderson, corr. sec'y; Mrs. Art Grothe, historian. Mrs. Miller, declaim instructor at Mobridge High, presented four of her students. They were Lucille Johnson, Sheila Shannon, Dick Brown, and Joanne Tisdall. They are all to be congratulated on their fine presentations and ability. The ladies enjoyed this program very much. Evening was climaxed with lunch served by Mmes. Fred Oeschele, J. Klein, Carl Schneider and Paul Byington.

Good old Santa Claus came to our meeting and Xmas party Dec. 18. Mrs. Cotton presided and closed her work for the year. She and her officers are to be commended on the accomplishments achieved. They worked hard. One of their excellent works was the Canteen. They worked tirelessly all fall and summer under adverse conditions as the club rooms were under repair.

For our opening song we sang the good old hymn "Joy to the World." Mrs. Gallagher asked members to prepare several boxes of Xmas wrapped homemade candy to present to the Canteen Xmas day, besides cake and coffee. President Cotton asked for volunteers for Canteen work Xmas day. The new officers were installed with Mrs. Geo. Gallagher as president. Virginia Larson played a lovely piano selection. Phyllis Schuler sang two songs appropriate to the holidays. Mrs. Tobin accompanied her. Mmes. L. Scheffelbein, Parkinson, L. Clark, E. Johnson, and Sid Hagan served dainty Xmas cookies and coffee.

### **Black Hills Chapter**

Mrs. Harris Dillabaugh, Historian

On Nov. 13 the Black Hills Chapter met with 19 members present in spite of the bad snowstorm. The meeting was called to order by our president, Margaret Kemmerling. Minutes were read; treasurer reported a balance of \$305.10; ways and means report, \$43.80 cleared on our rummage sale held Nov. 4. This was our second rummage sale of the year, making a total of \$94.64 taken in for both. The club voted to buy two \$100 Bonds.

Nominating committee submitted the following officers for the coming year: Pres., Mrs. N. O. Frizzell; 1st vice-pres., Mrs. Martin Christensen; 2nd vice-pres., Mrs. Geo. Saxer; sec'y, Mrs. O. O. Callen; treas., Mrs. C. L. Grube; historian, Mrs. H. C. Dillabaugh. These officers were elected. Penny march, 98 cents. A delightful lunch was served by the hostesses, Mrs. S. L. Core and Mrs. R. F. Beckman.

On Dec. 10, 82 members enjoyed a hearty Christmas dinner at the clubrooms. Christmas carols were sung by all, with Mrs. O. O. Callen furnishing the accompaniment on the piano. The children were given Christmas stockings filled with fruit, nuts, and candy. The party was a success and a good time was had by all. On Dec. 11 members met with Margaret Kemmerling, presiding. Reports were read and approved. The club donated \$5 to the City Honor Roll fund. Penny march netted 53c. Door prize was awarded. Mrs. Ella Christenson and Mrs. Matt Carey served a lovely lunch.

### **St. Bernice Chapter**

Mrs. O. M. Kuhns, Historian

November meeting was held Nov. 15. A carry-in dinner was served to members and their families. After this, the president, Mrs. Reed McGinnis, opened the business meeting. A report was made of the award of \$50 for increased membership and a donation of \$10 to the War Fund. Good cheer committee reported two cards sent and eight personal calls.

The following officers were elected: President, Mrs. Reed McGinnis, re-elected; 1st vice-pres., Mrs. Harold Skelton; 2nd vice-pres., Mrs. Charles McCauley; rec. sec'y, Mrs. Stanley Reed; corr. sec'y, Mrs. Ben Reed; treas., Mrs. Donald Bain; historian, Mrs. Wallace Jordan. Penny drill was \$1.14. Bingo was played following the business session.

St. Bernice Chapter members, together with their families, met Dec. 20 for regular meeting and Christmas party. About 40 were served with a covered dish dinner, after which numbers were drawn and gifts were exchanged from a grab-bag. Mrs. Reed McGinnis presided.

Sunshine committee reported six personal, three telephone calls, three sympathy, two get well, and one congratulatory cards sent, and meals served in three bereaved homes. Christmas baskets were sent to four needy homes. The following committees were appointed: Welfare, Mmes. Bodle, Jones and Acton; Sunshine, Mrs. McDonald; Membership, Mmes.

Skelton, McCauley and Sheets; Ways and Means, Mmes. Gambill, Lechner and McDonald; Social, Mmes. Reed, Dunn and Reynolds; Publicity, Mrs. McDonald; Safety, Mrs. Bodle; Auditing, Mmes. Reed, Burgess and Wadsworth. Penny collection, \$1.36.

### **Merrill Chapter**

Mrs. Richard Akey, Historian

November meeting was held at the Elmer Bloomquist home. After the usual business was transacted, the present-officers were re-elected. We went over the top in our membership and have purchased our fourth bond. Christmas cards were sent to all husbands and sons of members who are in service. Cards were in play and lunch was served.

December meeting was in the nature of a Christmas party with a one o'clock luncheon at the Richard Akey home. Gifts were exchanged. Those serving on entertainment committee were Mmes. Frank Mattson, Elmer Bloomquist, Thos. Thompson and Richard Akey.

### **Milwaukee Chapter**

Mrs. John Ehler, Historian

A very enjoyable meeting was held Dec. 18 with installation of officers. A beautiful program was prepared by the installing officer, Mrs. George Tennant. Mrs. Russ was color bearer. She led the march, carrying the American flag, followed by the elected officers who took their places to repeat their promises. Mrs. Geckler furnished the music. The following were chosen: President, Mrs. J. McConahay; First Vice Pres., Mrs. H. Remess; Sec. Vice Pres., Mrs. P. Graf; Rec. Sec'y, Mrs. William Coleman; Cor. Sec'y, Mrs. H. Novwak; Assistant Cor. Sec'y, Mrs. Taylor; Treasurer, Mrs. R. Koch; Historian, Mrs. J. Ehler.

Our chapter purchased 100 war maps which will be sold, also three more \$100 war bonds. Sunshine reports two Good Cheer cards; several welfare. Blood plasma donation, \$8.19. One new member. Mr. Munson surprised us with a new sink for the kitchen and each member is to donate a large dish towel at the January meeting. Red Cross report for November—Army pilot sweaters, gloves, navy socks, navy pilot sweaters, surgical dressings, 1,220; workers, 35; hours, 118. Four squares donated, 60c; 415 hours; grand total, 553 hours worked. A Christmas program was presented. A group of seven women sang four songs. A grand march was played and members marched to the Christmas tree decorated with numbered cards. After exchanging gifts luncheon was served with everyone wishing for a better New Year.

### **Tacoma Chapter**

Mrs. Norwood Historian

The last meeting of the year was held Dec. 18. The club rooms, with their new coat of paint, polished floors and new rugs, were lovely and clean. Officers for 1945 are: First Vice President, Mrs. F. L. Sowles; Second Vice, Mrs. Carl Hoffman; Treas., Mrs. C. J. Harvey; Rec. Sec'y, Mrs. Pearl Gaul; Assistan, Rec. Sec'y, Mrs. W. G. Fitzgerald; Cor. Sec'y, Mrs. James O'Dore; Historian, Mrs. N. F. Bingham. The rummage sale held early in December jointly with the Service Club netted each club \$46.03. It was voted to purchase and donate to the Madigan General Hospital 144 decks of playing cards. This is the largest hospital in the world, and is located here at Fort Lewis.

### **Minneapolis Chapter**

Mrs. J. J. Mintz

Mrs. R. Melquist entertained her board members at a luncheon at her home on Dec. 5. Preceding a short meeting, Doctor Betty delivered a talk concerning funeral services for departed veterans who have no near relatives to attend their services. For this service she requested a standing list of names; also asked for a contribution toward a flower fund. After exchanging Christmas gifts we played a jolly game of bingo which completed the afternoon's fun.

Regular meeting and Christmas program was held Dec. 21. Mrs. Spaulding, Treas., reported a balance of \$436.96 which included a \$5 donation by the Men's Service Club; Mrs. Hewing, Good Cheer, six good cheer and two sympathy

cards sent. Members voted to buy a tuberculosis bond for \$10. Mrs. Brown was elected treasurer in place of Mrs. G. Tallmadge, who was unable to accept the nomination. Mrs. H. Pitts was installed as our new president by Mrs. Melquist. Meeting adjourned and we joined the Men's Service Club for our program, which included Christmas carols sung by the Minnehaha Chapter of the Eastern Star Choir. Mrs. Melquist thanked the Service Club members and their president, W. Manion, for the fine cooperation rendered and in appreciation of their good will we served a free smorgasboard lunch. Popular and old time dancing with circle two steps called by Mr. Justad terminated our evening of fun.

### **Miles City Chapter**

Ruth Rehn, Historian

December meeting was one of the most interesting in 1944. Committee chairmen have all been busy. Three Thanksgiving baskets were distributed. Mrs. James reported 301 calls made and 69 cards sent out. Ways and Means put \$10 into the treasury, netted from selling "wrappings," and the Housing Committee turned in \$17.50. Mrs. Brisbane reported 478 hours given to Red Cross work by members in November. Mrs. Moss, Safety First chairman, gave a short talk on "Never Talk About the War."

After the business meeting, H. J. McMahon, District Safety Director, showed two very interesting Industrial movie films. The holiday spirit was enhanced by the brightly lighted Christmas tree and piles of gifts. A lovely lunch was served from a dainty Christmas table, followed by the exchange of gifts and a social hour.

### **Seattle Chapter**

Mrs. M. H. McEwen, President

The Christmas party which ended the work of the Seattle Chapter for the year 1944 was held at the home of its president. With our western evergreens everywhere and candles burning it was not hard to get the Christmas spirit. Those who were unable to attend missed a grand afternoon of "just fun." Songs old and new and games kept everyone feeling gay. The exchange gifts this year were towels. Each one seemed more beautiful than the next. Let us have another party next year like this was the general goodbye note.

We have missed our club rooms this year because our little one does hamper our activities, but when we know that already 125,568 service people have enjoyed them as the Travelers Aid Lounge in the Union Depot, we know they are serving our country's need in the most efficient way. We were happy to send to their tree the necessary amount of "candy and nuts."

### **Sioux Falls Chapter**

Mrs. W. E. Adams, Historian

Our chapter met in the club rooms Dec. 12 for regular business session and the annual election of officers. Officers selected for the year 1945 are: President, Mrs. L. Scott; First Vice Pres., Mrs. E. B. Hansen; Sec. Vice Pres., Mrs. O. B. Thompson; Secretary, Mrs. L. L. Galland; Treasurer, Mrs. A. J. Spencer; Historian, Mrs. W. E. Adams.

On Dec. 6 Radio Station KELO invited our club to assist with the "bond auction," which is sponsored by the merchants of Sioux Falls. Bonds sold during the hour broadcast amounted to \$9,300. Mrs. A. J. Spencer, Mrs. E. I. Ginton, and Mrs. H. J. Hay assisted with the sales. Mrs. John Bell and Mrs. L. L. Galland mailed gifts to 73 members of the local "Milwaukee" families in the armed forces. Sioux Falls Chapter extends New Year greetings to all club members.

### **Mason City Chapter**

Mrs. John Balfanz, Historian

Sixteen members braved the sub-zero weather to attend the first meeting of the year with the officers for the new year in charge. Singing of America and Auld Lang Syne opened the session. Mrs. O. T. Anderson, Red Cross chairman, reported 541 hours of work done by members. Good cheer, 10 personal and telephone calls for December. Also that 12 plants were sent to shut-ins at Christmas time. More than 100 kiddies were enter-

tained at a Christmas party Dec. 17. Santa distributed toys and candy to every one present. Mrs. Shipman read several Christmas stories. Some of the little guests sang songs, spoke pieces and played piano solos. Dwayne Murphy played two violin selections. All had a good time. Mrs. Sizer and her committee had charge of the party. Following business session cards were played and prizes awarded. Refreshments were served by Mrs. Fred Hornig, Mrs. N. P. Van Maren and Mrs. Chas. Smola.

### **Portage Chapter**

Mrs. B. A. Gothompson, Historian

The New Year finds Portage Club off to a good start, new officers installed and already planning for the year ahead. However the year just passed was a signal one in many respects. Our club women have taken part, so far as possible, in all the activities pertaining to our war effort, also our usual welfare and good cheer work. In the midst of all this they have found time to further the interest of our own membership by holding a number of social events. Our husbands were entertained twice during the year. We also held our Christmas party for children of railway families. It was our great privilege to have our May Morning breakfast for members. This perhaps was the outstanding social event. Hoping the very best for all our clubs and a speedy return to peace.

### **Tomah Chapter**

Mrs. Francis Brown, Historian

Our December meeting was held at the K. P. hall, with Vice President Mrs. Archie Ruff presiding, as Mrs. Slade, President, was absent. Reports were given and accepted. The children's party was held the afternoon of Dec. 16 at the Armory, Mrs. Jos. Jerlse in charge. They had a fish pond, singing and games, after which Santa gave out candy. At 6:15 a pot luck supper was served, followed by dancing and cards. The chairman of the evening activities was Mrs. Archie Ruff. The quilt sold by us was awarded to Emil Olson. Everyone had a good time.

### **Savanna Chapter**

Mrs. L. H. Rabun, President

December meeting was held on the 11th. A very good crowd was in attendance despite the weatherman. Sunshine chairman reported sending two cards, personal and telephone calls 10, persons reached 15. Twenty-six members responded to a call from the Red Cross for gifts, cookies, candies, etc., for the soldiers in hospital at the proving grounds. Nominating committee presented the following officers for 1945: Mrs. R. Adams, Pres.; Mrs. C. E. Kinney, 1st Vice Pres.; Mrs. A. Haberbush, 2nd Vice Pres.; Mrs. Winford Goldsmith, Rec. Sec'y; Mrs. Dan Kelly, Cor. Sec'y; Mrs. Wm. Stevens, Treasurer; Mrs. Earl Kurth, Historian.

A Xmas party and gift exchange followed. Cards were played by candlelight, due to trouble at the electric light plant. Delicious refreshments were served by Mrs. J. J. Roe, Mrs. Max Cottrall, Mrs. Leo Sheedy and Mrs. C. H. Plattenberger.

### **Butte Chapter**

Mrs. Pete Olson, Historian

Our club sponsored a card party Dec. 2. Twelve tables of bridge and pinochle were in play and refreshments were served by the hostesses, Mrs. Milton Mason, Mrs. W. T. O'Ragan, Mrs. A. C. Kohlhase and Mrs. Pete Olson. Proceeds from the affair were used to purchase Christmas gifts for sick and wounded soldiers in the various hospitals. We bought and wrapped 63 gifts and delivered them to the American Legion commander, to be sent to the Fort Harrison hospital at Helena for distribution.

We held regular meeting December 4 with Mrs. D. W. Amick, President, presiding. Reports were given by the Good Cheer chairman, Mrs. G. R. Weatherly, who reported 10 personal and six telephone calls made, and Red Cross chairman, Mrs. A. C. Kohlhase, who reported 75 hours spent at Red Cross rooms folding bandages. Following the dessert luncheon served by the hostesses Mrs. N. P. Lupton and Mrs. Pete Olson, bridge was enjoyed.



Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
<b>Iowa Division</b>					<b>Milwaukee Terminals and Shops</b>				
Cooper, W.E.	R.H.F.	Cedar Rapids, Ia.	2		Bartlett, Louise	Upn. Dept.	Milwaukee, Wis.	1	
Fraser, W.C.	Law Dept.	Omaha, Neb.	2		Belond, H.	AAR Inspector	Milwaukee, Wis.	2	
McGuire, Alice E.	B. & B. Clerk	Marion, Iowa	2		Czech, John F., Jr.	Clerk, Staty, Dept.	Milwaukee, Wis.	1	
Miller, L.J.	Agent	Springville, Ia.	1		Freihoefer, William	Truck Shop, Pass. Car	Milwaukee, Wis.	1	
			7	0	Keller, E.A.	Chief Clerk	Milwaukee, Wis.	1	1
					Owsley, Robert	Gen. Clerk	No. Milwaukee, Wis.	2	
<b>Iowa and Southern Minnesota Division</b>									
Soyka, Mrs. Agnes	Stenographer	Milwaukee, Wis.	2		Spende, Joseph V.	Gen. Clerk	No. Milwaukee, Wis.	1	
Valesano, Joseph	Car Checker	Milwaukee, Wis.	1					1	
								12	1
Capon, C.A.	Div. Stkpr.	Austin, Minn.	1		<b>Rocky Mountain Division</b>				
Dosey, E.H.	Cashier	Bloomington, Minn.		40	Grogan, Kay	Tel. Opr.	Butte, Mont.	1	
Hayes, Albert	Operator	Albert Lea, Minn.	7		Johnson, H.C.	Chief Clerk	Butte, Mont.	1	
Holms, William	Yard Clerk	Austin, Minn.	1		Mason, Mrs. M.A.	Station Force	Great Falls, Mont.	1	1
Johnson, Charles	Agent-Operator	Sherburn, Minn.	2		Ople, Francis	Substn. Opr.	East Portal, Mont.	1	
Josephson, George	Sec. Laborer	Brownsdale, Minn.	1		Sciucketti, John	Carman	Great Falls, Mont.	1	
Keck, H. J.	Roundhse. Frmn.	Austin, Minn.	2					4	1
Larkoski, J.A.	Roadmaster	Austin, Minn.	2		<b>Seattle General Offices</b>				
Luskow, F.F.	Roadmaster	Austin, Minn.	1		Crane, E.E.	Engineering	Seattle, Wash.	1	2
Muller, Arline C.	Steno-Clerk	Austin, Minn.	1		Cumming, J.R.	Asst. Tax. Commn.	Seattle, Wash.	2	
Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	1		Davis, J.N.	Asst. to Trustee	Seattle, Wash.	4	
Peters, A.H.	Loco. Engr.	Austin, Minn.	1	3	Douglas, E.L.	Asst. to Gen. Mgr.	Seattle, Wash.	1	
Peterson, H.M.	Rdmstr's Clk.	Austin, Minn.	3		Goodman, C.F.	Asst. Chf. Clerk	Seattle, Wash.	1	
Seeman, A.A.	Dispatcher	Austin, Minn.	1		Hickey, Margaret	Stenographer	Seattle, Wash.	1	
Thomas, Vernon	Engineer	Austin, Minn.	1	1	Meyer, N.A.	Supt. Transp.	Seattle, Wash.	3	
Werth, Otto H.	Sec. Foreman	Zumbrota, Minn.	1		Morgan, Isabelle M.	Stenographer	Seattle, Wash.	2	
Whalan, Mrs. J.C.	Wife of Agent	Fulda, Minn.	1		Neumen, L.E.	Dist. Adjuster	Seattle, Wash.	2	
Wopat, E.L.	Agent	Chandler, Minn.	1	1	Strassman, J.N.	Auditor	Seattle, Wash.	1	4
Wopat, Mrs. E.L.	Wife of Agent	Chandler, Minn.	1		Walkup, George B.	Spl. Supervisor	Seattle, Wash.	1	
Wopat, Eugene	Son of Agent	Chandler, Minn.	1		Williams, H.J.	Secy. to Asst. to Trustee	Seattle, Wash.	1	
			28	45				19	6
<b>Kansas City Division</b>					<b>Superior Division</b>				
Carlson, I.R.	Chf. Clk. to Agt.	Ottumwa, Ia.	1	1	Brennan, J.M.	Storekeeper	Green Bay, Wis.	1	
Chambers, Virginia	Clk., Frt. Off.	Ottumwa, Ia.			LaHaye, E.J.	Car Inspector	Green Bay, Wis.	2	
Crane, Beulah	Tracing Clerk	Kansas City, Mo.	1		LaVeau, F.J.	Car Inspector	Republic, Mich.	1	
Farrall, J.T.	Clerk	Ottumwa, Ia.		1				4	0
Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	1		<b>Terre Haute Division</b>				
Hampshire, J.F.	Car Clerk	Ottumwa, Ia.	1		Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		12
Mills, J.W.	Cashier	Ottumwa, Ia.	1					0	12
Santee, Margret	Bill Clerk	Ottumwa, Ia.	1		<b>Trans-Missouri Division</b>				
Ward, C.L.	Clk., Frt. Off.	Ottumwa, Ia.	1	1	Gran, Henry	Trucker	Miles City, Mont.	1	
			4	5	Nugent, T.F.	Warehouse Frmn.	Miles City, Mont.	1	10
								1	10
<b>La Crosse and River Division</b>					<b>Twin City Terminals Division</b>				
Blanchfield, E.C.	Cashier	Merrill, Wis.	1		Andren, Joel S.	Clerk	St. Paul, Minn.	1	1
Frazier, I.L.	Rate Clerk	Merrill, Wis.	1		Crowe, W.A.	Asst. Engineer	Minneapolis, Minn.	1	
Frye, M.J.	Chief Clerk	Merrill, Wis.	1		Laird, Charles C.	Chief Clerk	Minneapolis, Minn.	1	
Giese, F.	Track Dept.	Merrill, Wis.		1	Simon, G.A.	Gen. Foreman	St. Paul, Minn.	2	
Johnson, Harold W.	Journalman	Tomah, Wis.	1					4	1
Karow, C.A.	Cashier	Winona, Minn.	1		<b>Madison Division</b>				
Karow, Mrs. D.C.	Exp. Clk. & Steno.	Winona, Minn.	1		Coleman, James F.	Ret. Clerk	Madison, Wis.	3	
Kehoe, Mrs. E.L.	Widow of Opr.	Watertown, Wis.	1		Conlin, R.A.	Asst. Cashier	Madison, Wis.	1	
Owecke, Harry A.	Rate Clerk	Winona, Minn.	2		Glen, W.H.	Ret. Flagman	Madison, Wis.	2	
Rhoades, C.A.	Sec. Foreman	Brokaw, Wis.	1		Higgins, B.L.	Clerk	Madison, Wis.	2	
Ruder, George	Warehouse Frmn.	Merrill, Wis.		1	Maconald, J.A.	Superintendent	Madison, Wis.	1	
Ruder, William	Yard Clerk	Merrill, Wis.		1				9	0
Schaad, Gregory	Trucker	Merrill, Wis.		1	<b>Milwaukee Division</b>				
Schuenke, Mrs. W.	Maint. of Way	Watertown, Wis.	1		Eisenberg, Fred	R.H. Clerk	Beloit, Wis.	1	
Uehling, U.	Rodman	La Crosse, Wis.	1		Folkman, Otto	Track Laborer	Horicon, Wis.	1	
Wheeler, Morton J.	Bill Clerk	Winona, Minn.	2		Hughes, W.J.	Asst. M.N.	Beloit, Wis.	1	
			14	4	Mannke, A.	Sec. Foreman	Mayville, Wis.	1	
					Meyer, I.C.	Agent	Beaver Dam, Wis.	1	
					Monogue, Ed	Conductor	Horicon, Wis.	1	
					Mueller, A.A.	Operator	Beaver Dam, Wis.	4	
					Olson, A.H.	Roadmaster	Horicon, Wis.	2	
					Passage, G.E.	Trainmaster	Horicon, Wis.	2	
					Puls, R.A.	Engineer	Mayville, Wis.	2	
					Spicer, Clifford	Track Laborer	Pardeeville, Wis.	6	
			22	0	<b>Madison Division</b>				

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

The name of a prospect on a traffic tip card is half the job of making a prospect a customer.

The army psychiatrist at the induction center eyed the prospective soldier dubiously.

"What do you do for social life?" he asked.

"Oh," the man replied, "I just sit around."

"Hmmm, don't you ever go out with

girls?"

"Nope."

"Don't you have any desire to go out with girls?"

"Well, sort of—"

"Then why don't you?"

"My wife won't let me."

A very small boy came home dejectedly from his first day at school.

"Ain't goin' tomorra," he sputtered.

"And why not?" his mother asked.

"Well, I can't read and I can't write and they won't let me talk, so what's the use?"

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

## CHICAGO TERMINALS

### Western Avenue

T. A. Finan, Correspondent  
 Care of Yardmaster

B. J. Schilling, superintendent of the sleeping and dining car department, has announced the following appointments, effective Jan. 1, 1945:

Thomas J. Rowley is appointed special representative; Martin J. O'Keefe, chief inspector; William R. Jones, chief clerk; Charles J. Rozek, assignment man (dining cars); Wilfred Sommer, car clerk and assignment man (sleeping cars and coaches); Albert J. Johnson, inspector of dining, sleeping and parlor cars.

Mike Duffy, yardmaster, has retired after 22 years at Western Avenue.

Oscar Kleppin, chief clerk in the car department, retired on Jan. 15.

Mrs. Marjorie Segrand has resigned her position in the car department to make her home in St. Petersburg, Fla., where her husband, Lt. Robert Segrand, is stationed.

Elmer Keller, night coach yard foreman, has been informed that his two sons are missing in action.

Joe Dziedzic has been advised that his son, Pvt. John Dziedzic, who has been fighting on the front in Europe, is missing. Also, that his son-in-law, Pvt. S. Madalinski, has suffered the loss of a leg in a mine explosion.

C. Thompson, chef, passed away on Jan. 2.

T. M. Durkin, assistant superintendent of dining cars, is expected back soon, following his serious illness.

We welcome Harold Nicksch to the Chicago Terminals as master mechanic.

Burl Woodson, former turntable operator, who has been in the army for the past year, has returned to his old job.

Hartzell Smith, son of Machinist Jesse Smith, has been injured and is convalescing at Pearl Harbor.

Engineer Arthur Wepfer has retired. Charles Hoskinson, stationary engineer, has also retired.

### Carrs Observe Golden Wedding Anniversary

Conductor W. B. (Bill) Carr and wife observed their 50th wedding anniversary on Jan. 15 at their home in Deerfield, Ill. In years of service, Bill Carr is the oldest conductor working out of Chicago, having passed his 50th year with the company on Dec. 8, 1944. Before coming to the Milwaukee, however, he had been with the Soo Line and the Canadian Pacific for a little more than five years. Apparently, when he landed a job with the Milwaukee Road, back in 1894, he felt secure enough to take a wife, which event took place a little more than a month later. He is now working the suburban passenger run between Chicago and Deerfield. Mrs. Harry Olendorf came to Deerfield from Decatur, Ill., to be with her parents on that day. The Carrs have two grandsons. Lt. James Carr Olendorf and Chief Petty Officer William Carr Olendorf.

### Bensenville

Howard Lawrence, Correspondent  
 Assistant Superintendent's Office

Maj. Alexander V. Marxen and wife were visitors in Bensenville recently. The Major was formerly in the passenger department but is with the Air Force in Washington, D. C.

Relief Yardmaster Roy H. Love called up the other day all out of breath to ask if his W:4 could be changed to show another dependent. His wife had presented him with an addition to the family and at the present writing they are all doing nicely.

Johnny Malvin, yardmaster at the Northwest Bridge in Bensenville west yard, returned to work recently after several weeks spent in search of a new waistline. He says he is fine.

William Sullivan, night teletype operator in the west yard at Bensenville, was inducted into military service on Jan. 13.

Dominic Stellato, employed as a yardman in the Chicago Terminals, passed away recently and was buried on Dec. 27.

Anthony Martinek, former yard clerk in Chicago Terminals, and now a staff sergeant in a railway shop battalion, has finally sent us an APO — number is 18022, care Postmaster, New York City, Tony would welcome word from his old pals.

Very interesting letter has been received from Ralph W. Poor, R.M. 2/c, written from somewhere in France. Special mention is made of a check for \$10 received from the company. He has been in close contact with a railroad battalion that trained on the Milwaukee at St. Paul.



Retired Engineer H. M. Craigmile, who had 43 years of service before leaving the Chicago Terminals in 1941, is shown examining a heavily-laden papaya tree in St. Petersburg, Fla., where he spends his winters.

Everett Kummings, in the navy, sends a very interesting letter from the Admiralty Islands.

Old Kickapoo Sampson out in Twenty-nine Palms, Calif., has the honor once more of being the first to purchase a 1945 Booster Club membership. In appreciation of this he is being given card No. 1945.

Corp. B. A. Halverson, with the Field Artillery, writes of an amusing experience some place over there. On leaving his shift, he went over to the pillbox to wake up the other crew, with whom he had left his flashlight, so that they would be able to see to put their shoes on. As he left the pillbox it was still very dark and he had to crouch over to keep from bumping his head. On his way out he met a figure and demanded to know who it was. Getting no answer, he again shouted his demands when the figure started backing up. Having left his rifle at the gun position, Halverson lunged at the figure only to have an overcoat thrown over his head, after which he was certain he had encountered a "Jerry," who was afraid to speak. There was the corporal without a gun, all tangled up in an overcoat; but the grip on his arm was finally broken. The supposed Jerry was chased into one of the gun positions, where it was found that he was one of the crew's own boys who had gotten frightened and could not utter a word in response to the challenge. Evidently it was a good thing that the corporal was without his rifle.



With the happy Yuletide chore just around the corner, these six carving experts assembled at the LaSalle Hotel in Chicago on Dec. 21 for a spot of practice in the form of a heated contest, with roast turkeys as the objects of their dissection. Spurred on by a lecture on surgery by a local physician, they went to work, and B. J. Schilling (fourth from left), superintendent of the Milwaukee Road sleeping and dining car department, won second prize; he gained points for accuracy when he removed a leg, then sliced the white meat across-grain to the bone, producing neat segments three fourths of an inch thick. At his right, wearing a false mustache, is first place winner, Howard East, a utilities executive.



These three members of the late Duration Whiskers Club, Max Polcyn, switchman, Louie Mindel, switchman, and John Bockhop, engineer (l. to r.), all employed in the air line yard in Milwaukee, are shown as they appeared last April, shortly before Polcyn and Mindel decided that it was going to be a long war and a long beard...and shaved. The three of them, together with Hugo Kerner, decided in November, 1943, that they would not shave until victory was won. Bockhop is still wearing his and it is about a foot long at this writing. The other fellows, who have to meet the shippers more frequently, disposed of theirs when they passed the stage of dignified decoration. The old diamond stack locomotive, which has not been in regular use for about 40 years, stands on a siding at the Milwaukee shops.

Attention is called to the fact that 1945 Booster Club membership cards are now ready for distribution on receipt of the necessary one dollar to cover the year. Lt. Leverenz, former machinist apprentice at Bensenville, has returned to active duty after spending a few days with his wife and three year old daughter, in Wooddale.

## MILWAUKEE TERMINALS

### Muskego Yard

Grace Johnson, Correspondent

This may be the February issue but it's still Jan. 5 to Raymond Carey at Muskego Yard office. He has been in a daze for days 'n days, ever since Jan. 5 when he became the father of a handsome boy child—seven pounder. Of course they're going to call him Raymond, and not Junior, either. Raymond Carey II, as I hear it; sounds rather capitalistic, doesn't it?

Earl Hardt, former train clerk (Orlis Hardt's brother and Switchman Rheinland Hardt's son) was home on a furlough after 33 months of overseas duty. He is attached to the Air Corps and has seen considerable service with the transportation division of the China-Burma-India railway. He left here for Florida where he will be re-assigned.

Another welcome visitor was John Dineen, retired switchman. John put in a few good years of service for the Milwaukee Road and is still a young man of 74, and is very much an alert gentleman despite his years of service from 1899 to 1937. Just by way of relaxation, John spends his time working at Gimbels—we don't know his exact duties, but you can be sure he isn't a ribbon clerk.

Frank Kreuser, switchman, who retired last year, stopped in to say hello and we learned that at last Frank has

time to follow his true calling—that of a professional skat player. If you can't find Frank at home when you call on him, it won't take you long to pick him out of a group at the Washington Park Community House where skat is played with a vengeance.

John D. Schmitz, switchman, who was employed by the road for many years, died on Dec. 17, at the age of 63. John was a good worker and had been in service here since May 13, 1913. His two sons, Harold and Clarence, are both employed as yardmen here. John will long be remembered by all of the fellows who knew him and worked with him.

A very unusual Christmas greeting was received a few weeks ago from Sgt. Morris H. Running whom I am sure a lot of you boys remember. He sent it to "All my work-mates of the Milwaukee Terminal." The card is at the caller's desk and Larry will be glad to show it to any of you who might

like to see it. It passed the army censor but might not pass the censor for this column, so you fellows may read it for yourselves. Any of you men who are not doubling and therefore have time to write letters (if there are any such in Milwaukee Terminal) why not get his address from Larry and send him a note?

In trying to get a news report from the roundhouse, the talk of the day seems to be the "humdinger" party of farewell that was given for R. C. Hempstead, assistant superintendent of motive power here, who left for LaCrosse to take a new position. From all reports it was some party—a dinner with about 28 to 30 of Mr. Hempstead's friends attending. I saw Bill Dempsey the following day so I assume that the majority of the 30 were able to function on the railroad in spite of a late and joyous evening—Bill was looking very chipper, too... wonder if "ladies man" Bunce was there. Mr. Hempstead is a real scout and very well liked in Milwaukee and although the party was fun, I am sure the folks would just as soon have had a party for some other reason than to say goodbye to him. However, there's no loss without a gain and I'm sure the folks at the roundhouse and shops have made J. L. Brossard feel much at home by this time. Welcome and good luck, J. L. B.

Part of an army newspaper, the "CBI Roundup" (China-Burma-India) was sent in by young Al Zachow. It contained a fascinating report of what are called the "living switch engines." These so-called "living switch engines" are the free lance elephants who live independently and undisturbed in the jungles some 200 miles beyond Calcutta, subject to only occasional calls for duty. The railroads use these elephants because they are capable of pushing 5 to 8 car trains into a siding. An Indian boy who was with their group of railroaders gives a Moslem version of a Tarzan yell and adds the word

"Bilbo" and with these yells the foliage parts and the strongest of living switch engines walks out and a sergeant tells him to clear the yard of a dozen cars and supports his words with motions and "Bilbo" does it, then stretches his trunk and walks back into the thicket. "Bilbo" and his fellow-elephants do this year in and year out for nothing, not even a tit-bit. The clue is that these remarkable pachyderms are the remainder of India's famous working elephants who lost their jobs some 20 years ago through the advancing machine age, and they say an elephant never forgets. We could, no doubt, use a few "Bilbos" around the terminal right now.

### Coach Yard

Richard Flechsig, Jr., Correspondent  
Milwaukee, Wis.

We received season's greetings from two former car cleaners overseas. They are Jack Kline, fireman 1/c, who is serving on a warship somewhere in the southwest Pacific, and Pfc. Francis Fitzgerald of the army in the south Pacific.

Mel Hokland, who was in the electrical department, paid the boys here a visit while he was home on a furlough. Mel must like the place, as he came in from Watertown to see us. Mel is a warrant officer on an aircraft carrier.

Les Leiberg left us to go out to the shops for a better job. Jim Suputo from the baggage room at the depot took Les's place as helper.

Anna Hahmayer had a very nice Christmas, her son having come home for the holidays. He is at the Darnall General Hospital.

The Hiawatha Service Club Coach Yard Unit had an election of officers. They installed the following: Phil Stetzenback, chairman; Rich Flechsig, Jr., vice chairman; and Fred Osberg, secretary and treasurer.

### Fowler St. Station

Mickey Doss, Correspondent pro tem.

It seems Dorothy Bertha is riding the rails about the time this is rolling off the press—therefore, a substitution, but this is War, remember, and by this time you should be used to substitutions.

A couple of times I overheard Marie Mehringer talking about some new table linens she had purchased; then she was buying silver and now the reason is apparent on the third finger left hand.

When inquiring for news from the fruit house I was again informed that nothing ever happens over there. And then in casual conversation Otto Kettner mentioned the fact that they just didn't bother to open the doors the other night when switching in the cars... so, no doors.

Went out to the freight house to see the new time clocks and though it was really colder than cold, the girl trucks were still on deck—minus Irene Werth, who is nursing an injured hand.

Bill Zahn had a perfect attendance record for 1944... not one hour did he take off. If we had more people like that it would be better for the fellows over there who can't even get eight hours sleep in a stretch.

Do you ever stop and concentrate on the people you work with? Mighty enlightening sometimes. I was watching the people leaving the office the other night and noticed how many of them carried books. There was Charlie Zinselmeyer with a biography, Beverly Swei with the latest from the Book-of-the-Month, Edith Tesch, Mr. Wallace, Cleo Ninnemann, Mary Ellen Karian, and even the night men are readers. There are some very fine discussions on the current books, too. One always seems to enjoy something more after sharing his views with others.

Our sympathy goes to Mrs. Betty Klemplewski, night auto messenger whose husband gave his all for his country in Europe.

Speaking of war, Lt. Rudolph Pestaloz-

zi, formerly of House 7 and more recently of Italy, was in the office recently, while Pvt. Eddie Falkner sent the boys in the house a bit of French information.

Did you ever hear people comment on the fact that this would be a better column if it had more people and facts in it? Well, with a little assistance it could be done, but a correspondent, like everyone else, has only two eyes; but if everyone would use two eyes and pass on the information, there would be more satisfied readers. Next time do more than *think* about something that should go into the magazine.

I've enjoyed writing for you while Dorothy was away, but now the column is hers again. Who can tell—maybe next year she'll take another vacation and then I can write again. Until then, 'bye!

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

*Dick Steuer, Correspondent*

You can't keep a good man down—even if he is getting on in years, and was reported on our sick list last month. We refer to the Dean of Yard Clerks, Frank Wallace. Agent Leahey was finishing his refrigerator car report one morning when who should walk into his office but Mr. Wallace. He was looking as well as ever, and he told us the reason why . . . the care he received from his nurses for one thing, and the fact that he is now a retired railroader. Back in 1899, Dec. 5, to be exact, Frank began his railroad career at the fruit house. He worked in most of the important yards in the terminal—Upper and Lower Fowler, Canadian Atlantic docks, Elevator E (when 85 cars was an average day's loading), Menominee Belt, and Harvester yard for 24 years. Frank beams with pride when he remembers that he never lost a day at Harvester. The past few years the beer line was honored by his active presence in Pabst yard. His faithful service did not go for naught. He has made friends with hundreds of traffic managers, shipping clerks, loaders and laborers. His record is well known in these parts, and will be something to shoot at for a long time. Upon his retirement, Frank was presented with a 45-year button. We extend our best wishes for lots of years of enjoyment and good health.

Another bright light on our report this month is the splendid recovery being made by Bill McGrath, chief rate clerk. Bill's present condition is much better than last month, and all look forward to seeing Bill at his desk once more.

The rating chores are handled by Ted Wojtasiak, who moved over to Bill McG's chair, and Tony Stollenwerk, fresh from similar duties at North Milwaukee. Contrary to earlier predictions, the two are getting along fine. (Read those names again!)

Jim Madushaw can be found any day in Pabst yard, where he takes care of some of those important loads. Jim has been on a sick leave for some months and figures that the out-of-doors will go far toward making him feel better.

While Helen Catlin is on leave of absence, Wanda Beard is filling in, and doing a good job of it, too. Wanda's husband, a corporal technician, is in the thick of things at the fighting front somewhere in France.

The Christmas party at Chestnut Street was another success. With "Santa" Fred Butz officiating, it couldn't miss. He kept the party going as he always has. It was standing room only, the little office was so jammed. There was a delicious lunch served by Messrs. Barth, Woelfl and Hoefft; music by Miss Biller; singing led by "PR" Eddie Hoerl. The dancing was spotlighted by that wonder team of Jack Shanon and Gloria Wank, and special caroling to our sick mates, Bill McGrath and Frank Wallace, via phone. They enjoyed that.

Haven't heard much news from our neighbors up north.

## CHICAGO GENERAL OFFICES

### Passenger Traffic Department

*E. R. Will, Correspondent*

The eventful day that the writer patiently had anticipated finally arrived. Before you readers begin harboring unfounded ideas, I wish to state that the Christmas party has given me an abundance of material for this issue.

The aforementioned party was conceived by the feminine employes in the department, and not the least of the preparations were handled by Marie Frandsen. Art Dreutz, veteran rate department employe, stated that the occasion was the best he had known in over 25 years. Dapper Art Berry of the freight department dropped in for a "coke" and proposed that Walter Cooper render a song. The latter begged to be allowed to substitute a brief speech, to which the group consented; W.E.C. then extended season's greetings to all. Handsome Larry Dugan, law department, made an appearance in time to join the community sing. He quite fittingly made the comment that such a gathering helps to build inter-office friendships. Peter Hamel bid everyone adieu at 1:00 p.m. He said he had to make a few other stops. The carolers were bound to miss his first tenor—Ow-wah! Effervescent Vern Smith, the Good Humor man, picked up the ice cream. He put on his muffler and overcoat, but stayed for two sweating hours.

Bob Johnston lent a hand by wrapping a few of the Christmas grab bag packages in his usual artistic way. Walter Peterson, assistant to the passenger traffic manager, was recuperating from an operation and couldn't make the party. He, nevertheless, sent a gift appropriately labeled to Alice from Pete, the Alice being the Nolan girl. Don't let that Santa Claus figure and greying hair fool you, folks. Roy Huntman is quite the kid. Hamel said goodbye to all at 1:30 p.m. Much of the food remained after all had eaten, and so the girls gave it to the Union Station Canteen. Alice Nolan really can trip a light fantastic. Once around the office was enough for yours truly.

Art Dreutz, Vern Smith, Larry Dugan and Plastic Hamel formed a barbershop quartet. Hey, was Hamel still there at 2:00 p.m.?

Shortly before the deadline, we received a letter from Corp. Ralph Burbank in England. He enclosed a picture of a severely battered London church. He stated that he managed to play a few games of basketball between assignments.

### Freight Claim Department

*Marie Horatt, Correspondent*

Well now that the holiday season is over and everyone is settled back to work, let's see what we can find for news.

On the sick list is Evelyn Olson, who has been home for some time but will be back soon.

We are also curious to know what happened to a certain man in our revising bureau—Johnnie Hamm—who has been walking around with a patch on his face. We tried to find out what the other fellow looked like, but Johnnie wouldn't talk.

We are sorry to hear that Mr. Mortensen has been ill and hope before this goes to press, he will be back with us.

Reports on the boys in service: Two more have been added to our service record—Charles Good from the OS&D bureau, has taken up duties at Great Lakes, and John Wheeler decided to work for Uncle Sam at Ft. Benning, Ga.

From all the nice letters Margaret Ericson is receiving from the boys in service, it would appear that they were very well pleased with the pictures of our girls which she sent them, as well as the accompanying greetings.

The smile on William Enthof's face means that he is proud of the 50 missions his son has just completed in the European theatre of war. Bill hopes to see the boy home soon and we are hoping he will bring him to the office so that we may express our felicitations in person—and maybe, put him to work!

Another young man scheduled to leave us shortly is Lambert Deegan, who received word that he passed his physical. He underwent an operation last fall in preparation of this step on his 18th birthday.



When the busiest man on the railroad has a birthday, he deserves a few minutes off to enjoy a piece of cake and the congratulations of the people who work with him. The date was Dec. 22 and Walter A. Keller, manager of our Chicago reservation bureau, was the man with the birthday. In June of this year he will have rolled up the seemingly impossible total of 35 years of service although his birthdays are still short of the half century mark.

Pictured, l. to r., front row: Jeannette Pierowicz, Mary Maher, Mr. Keller, E. B. Finegan, chief traffic officer, and Adele Lutz. Rear row: Anne Gleason, Mary Mitchell, Bernice Monaghan, Dorothy Studt, Marie Olson, Harry Sengstacken, assistant passenger traffic manager, and Margaret Hartnett.

## Purchasing Department

Josephine O'Hara, Correspondent

John Beton returned to work after the first of the year with the news that on Dec. 26 Anne Joseph of Chicago became his bride in a quiet wedding ceremony. Our congratulations, John, with best wishes to you and your bride forever after.

The new year also saw Grover Doody back at work after a brief absence. His presence gives the tracer desk a familiar look, and we were all happy to see Grover feeling so well.

Pvt. Michael Matara visited us while on his furlough during the holiday season. He looks very well and has enjoyed the experiences his first year in the army offered to him. We are now awaiting his new address, as he has recently been transferred to Florida.

Although Pvt. Bob Reiter was far away from home on Christmas Eve this year, he spent a traditional one by attending a midnight mass somewhere in France. He and his buddies also spread a little Christmas

spirit by giving a party for a few French children.

Lucille Lemke had some interesting souvenirs to show us sent from Europe by her soldier husband. Among these souvenirs was an armband worn by members of the German Army Air Force, and other insignia of the Luftwaffe.

Bertha Sexton and Dorrell Thelander have expressed such enjoyment in their exchange of "catchy" Norwegian phrases that we have adapted "feen som snoos" as our standard reply to salutations. That's right, "fine as snuff"!

You probably noted that the dollar award for the best news contribution to our column was not offered in the recent issue of the Milwaukee Magazine. This dollar is waiting for a contributor—couldn't it be you?

## Car Accountant's Office

Harry M. Trickett, Correspondent

Pfc. Stanley Scott wrote from Germany on Dec. 4 expressing thanks for the \$10 Christmas gift from the road and also "Topics," which lifted his morale, and makes him feel that things will be very much the same when he returns. He reports that the going is tough, and that sleeping in bed would be better than Old Mother Earth. The summer was no worry, but the winter presents the problem of shelter.

Pfc. Jerry Nowakowski always seems to write about the same time Scott does. This time his letter came from Belgium, telling of zero weather. He spent Christmas day on the battlefield trying to hold back the "Krauts" on their own ground. The toughest place they have encountered was the Hurtgen Forest. He had only a few hours sleep in about three days.

Andy Pokrzewinski of the U.S.C.G. sent a letter of appreciation for the Christmas gift from the road, and says

he is studying very hard at his base in Baltimore, Md.

Lt. Harry Reinhart visited the office on Dec. 30, having been graduated and commissioned an officer at New Orleans, La., on Nov. 15, together with his pal, Carl Jensen. They look splendid in their uniforms.

Our friend Eddy Colby of the Navy wrote from the South Pacific on Dec. 27. The temperature there is between 120 to 130 degrees, and he wishes for a few icebergs. He receives everything he needs, but always enjoys mail from his many office friends.

Pvt. James Ward is still confined at the Vaughn General Hospital, Ward 1, Hines, Ill. For his birthday on Jan. 13, many of his friends sent cards and gifts to cheer him up.

Cadet Nurse Marilyn Kunz visited us on Dec. 18. She has been in training since July 29 at St. Mary of Nazareth Hospital.

They don't appear so often any more, but on Dec. 11 Helen Seyan proudly displayed a diamond ring on her engagement finger, and on Jan. 8 Wanda Stanczyk of the sorting bureau also had one on exhibition.

Sgt. Kenny Giblen visited us on Jan. 5, looking very fine and with a good sun-tan. He is still at Cherry Point, N. C., but expects to be transferred to Texas.

Rose Zuchola was hit by a truck on Jan. 12 and after receiving medical attention was removed to her home.

Florence Haeger has been confined at St. Elizabeth's Hospital. Bernice McWhiney fell on Jan. 12 and sustained a cracked hip, and is at St. Francis Hospital. Louise Schellenberger, who underwent an operation last November, is now convalescing at home.

## Auditor of Expenditure's Office

Bernie Williams, Correspondent

We enjoyed visits from a few of our servicemen this month which included a pair of Army Air Corps men and a navy overseas veteran. . . . Corp. Bill Rick, radioman-gunner on a B-24, caught a final furlough before taking off for that "wild blue yonder" with his pilot and crew with some eggs for those yeggs over there. . . . It was a sad visit for Bill, however, as his mother died on Jan. 10.

Pvt. "Bud" Zimpleman, stationed at Denver's Lowry Field, spread his Christmas furlough between Milwaukee and Chicago and tore up a little ned while doing so. . . . Bud is part of the Air Corps ground force which is so widely praised by its airmen.

Frank Hynes, yeoman 2/c, visited the CDA office where his brother, Art, is employed. Frank's been around the world with said navy, and Art is himself an overseas veteran,



Above. These little program girls circulated among the crowds on the floor of the Chicago Union Station while the Milwaukee Road Choral Club sang in a loft at the west end of the main waiting room before Christmas. They are, l. to r.: Carol Meinke, sister of Violet Meinke of the choral group; Judith Jepsen, niece of Kay Gillespie; and Arleen Resko, niece of Eleanore Keen.

Below. The Milwaukee Road Choral Club. They gave a number of performances in the Chicago Union Station during the week before Christmas, adding greatly to the pleasure of thousands.



having served with the initial army task force to enter Pacific waters. All the lads are back at work with their outfits now, with all of our good wishes for a speedy, permanent return.

Congratulations are extended to Albert H. Pieper, ex-member of the statistical bureau, who has moved up to the special accountant's job in the miscellaneous bureau. He's the guy who figures your paycheck, so be good to him.

Church bells, which add to the New Year's Eve clamor, got a workout as wedding bells on Jan. 2, as Beatrice Boyle became Mrs. John Gavin, at Holy Name Cathedral. Bea grew up right in the shadow of the cathedral, but that day it probably looked better than ever before.

Sick bay inhabitants were numerous this month, but a few of them have returned to the office good as new.

Nellie Chadbourne suffered a bad accident at a nearby intersection when hit by an automobile. Nell is now keeping the nurses at St. Joseph's Hospital busy. Dorothy Sodman has taken another leave of absence and will try to beat ol' man sickness again.

Nola Cawood is missing from the sign-in sheet again, after attempting to get back to work. Nola's hoping for better days later on in 1945.

Anna Schmidt also has taken a leave of absence account of illness.

Among those to return were Fred Winkler, who won his fight with pneumonia, James Kearnes, who was laid up awhile, and Elavi Conroy, who also was on the shelf.

Good news was the by-line in the Karl Hahn home Jan. 8 when word was received that son Maj. L. E. Hahn was back in the U.S.A. after two and a half years in the Southwest Pacific. Maj. Hahn contracted malaria and is in Letterman's General Hospital, San Francisco, for treatment.

There was another happy pair of parents up in Milwaukee as Lt. Lloyd Hammer, son of Traveling Accountant C. V. Hammer, came home from the wars. Lt. Hammer completed 60 successful combat missions as a Thunderbolt pilot against enemy forces.

Tom Green, ex-employee, fresh from the Pacific war zone, also was home on leave over the holidays . . . this, of course, made Julie Simon of the Key Punch chorus, very happy.

### Freight Auditor's Office

J. A. Strohmeier, Correspondent

A card from Sam Spense, still at Albuquerque, N. M., states his health is improving, and asks to be remembered to old friends.

Casualties of the storm were Elsie Dreher who fell at the garage across the street on Southport Avenue, sustaining a head injury. The good samaritans were Al Fritscher and Joe Wager who hurried her to Alexian Brothers Hospital for first aid, and then took her home. Their prompt aid enabled her to return to work in a few days.

Fred Miller returned to work Jan. 4 after 10 days at home because of broken ribs sustained in a fall near where he lives.

Margaret E. Plank of L. & I. B. bureau received a diamond engagement ring from Jack Richards at Christmas. The wedding date is expected to be sometime in June.

Elviro Witt also received a diamond engagement ring on Jan. 6, from George Bostler of the navy, now serving in the Air Corps in the Pacific area.

Kenneth Meske, rate bureau, was married on Jan. 27 to Shirley Lenz of the tracing bureau. We extend our congratulations to them.

On Jan. 8, C. W. Bodecker, assistant head clerk, rate revising bureau, celebrated his 25th anniversary of continuous service in the freight auditor's office. This is the second time he has worked here. He was previously employed in this office for nine years; he resigned, and later returned. Most of the

time has been spent in the rate revising bureau.

W. F. Miller, freight auditor, and E. M. May, assistant freight auditor, with their Milwaukee Road bowling partners, took part in the City Bowling Tournament at Congress Arcade.

Bernice Glaser Schreiner, who, after working in different bureaus for a number of years, left the service in 1939, returned to work in the rate bureau on Jan. 4, and is renewing old acquaintances.

Eleanor McDermott's new nickname is "Irish." She says they are the best people on earth. Oh, Irish!

Helen Siciliani, better known as Helen Mortensen, was married while on furlough recently.

The Milwaukee Road Girls Bowling League did some "red hot" bowling the night of Jan. 3. A few hours later the beautiful Lawrence Bowl was ashes. Andre Hoskins and Eleanor Keen have combed the north side for another bowling place without success, so the girls must disband for this season. Outstanding mourner was top bowler Marion Klewer, interline bureau, with 135 average. Everyone will miss the weekly get together, and many are wondering how "Red" Hynes will spend his Wednesday evenings.

Miss Mayme Davidson, of the accounting machine bureau, employed there since 1919, retired Dec. 31. Friends and co-workers presented her with a beautiful plant and a money gift, which she received in deep appreciation. We all wish her good health and much happiness.

Virginia Jensen, formerly of the accounting machine bureau, paid us a hasty visit Dec. 21, along with her husband, Lt. Carl Jensen, formerly of the passenger auditor's office, who has been in the South Pacific, and now is in officer's training. They were to have a family reunion with her brother, Russel, of the Air Corps, home from Florida. Virginia and baby Gerry will return to New Orleans after Carl's 14 day furlough.

Pvt. Shieley Rosulek, Camp LeJeune, N. C., sent greetings from the Marine Corps. The same from M. P. Dan McCarthy, Camp Haan, Calif.

Marine Pfc. Allen McSween wrote to Tim Wood that he likes the marines, yet wants to get home to see the "old gang" and to take care of some unfinished business.

Larry Plucinski, of the navy, has received a citation for his part in the Philippine invasion.

Pfc. Ed. Mueller writes he generally lives in pup tents in the Philippines. For a time, though, it was so warm he spent his nights in fox holes, and owing to the nature of the Jap fighter, had to keep eyes open and bayonet fixed, rifle and hand grenade ready. In the morning, trees and brush were sprayed with machine gun to take care of snipers.

Sgt. Wm. Beck, a recent visitor, has been stationed at Ft. Richardson, Alaska, for about two years. Operates an International record machine. When on furlough, he has enjoyed hunting bear and moose, also salmon fishing. At times, temperature is 40 below zero.

Pfc. Edmund Bradtke, with an AAF Base Unit in India, sleeps on a bed made of wood and rope, strung together by the natives. Trains are so crowded there natives don't take time to enter through the end doors but dive through the windows, pack themselves in like sardines; not only



When Ida R. Munro (seated) retired recently from her job as clerk in the freight auditor's office, Chicago, friends said farewell with a large basket of fruit. Shown standing are, l. to r.: Elsie Dreher, Kitty McKenzie and Mae Schuler.

inside the cars, but on the sides and any place they can find; they also sit on top of the cars.

Helen Iwan, interline bureau, left us Jan. 6 to enter army cadet nurse training at Grant Hospital. Our good wishes went along with a substantial money gift to her.

Pfc. Tim O'Meara, Air Corps, Miami, Fla., was a brief visitor on Dec. 29.

On Jan. 3, Lt. Jack Conway, who for sometime has been guarding prisoners at Camp Ellis, near Peoria, paid us a stop-over visit while en route to seaboard for an ocean trip.

Pfc. Thos. Kissane, Camp Ellis, visited us on Dec. 15, requested that a "Hello Chum" be sent to Carl Berner, wherever he is.

New girl employes in W. B. filing bureau: Kathleen Hilb, Shirley Smay, Betty Roloff, Grace Guilfoyle, Katherine Schon, Dorothy Miller. And in the rate revising bureau, the new clerk is Connie Roubinek.

### Auditor of Station Accounts and Overcharge Claims Office

Marie Hotton, Correspondent

It's a long time since the Copper Country team has been in the spotlight, but every Tuesday night at the Monte Carlo alleys those who enjoy the best in bowling are lining up to watch the operations of a team composed of George Aff. Hank Mohr, Joe Votava, George Weseman, Art Lindmark and Bill Lutsch (captain), who are leading the league with a high game of 961. Though not exactly the favorites at the beginning of the season, it is now nip and tuck between the Copper Country and the Tomahawk team for first honors. Art Lindmark, the "Big Moose," ranks sixth in the individual league score standings, and at the present time it looks as though our boys have a good chance to be up in the front line when the medals are handed out.

A "welcome home" to Jack Jennings, who has returned to us, swelling the sadly depleted ranks of the claim checkers. The clerical staff of the relief department has been increased also, with James H. Whitworth on PU&D service and Edward R. Chancellor as miscellaneous clerk. Harry Barden is filling the position of office boy.

In a brand new uniform and bars, George Smith breezed into the office on Dec. 23, fresh from his graduation as a flight officer at Fostoria Field. Although qualified as a civilian pilot, "Gee Gee" did a few turns in the Infantry before convincing Uncle Sam that he was meant for other things; but everything is now on the beam and George is already busy flying in and out of Eagle Pass, Tex.

This serves as a reminder that Lt. Al Hills of the air service is still making things uncomfortable for the Nipponese,

and that S/Sgt. Bob Johnson was at home for the holidays, on furlough from Fort Mac Arthur, Calif.

Ad Gove, after a short confinement at the Edgewater Hospital, is convalescing at his home. Falling prey to the January zero wave were Evelyn Hamann, Bill Slodowy, Fred Brink and Art La Rue, all victims of chills, fever and the sniffles. Did you take your cod-liver oil today?

The 28 new tariff cases recently acquired by the rate department have effected a distinct esthetic improvement in the office decor. Oscar Jensen, Harold Grove and Tom McShane supervised the installation.

On Dec. 15, Adolph Frandsen's birthday, the office force observed the occasion with a round-robin birthday card and a large bouquet of chrysanthemums. The Frandsen's are expecting a visit momentarily from Lt. Warren Frandsen, who, at last report, had completed 38 missions in the European theatre of war.

A compliment to Miss Ethel Lauterbach of the Hiawatha Credit Union for the nice work exhibited in the preparation of the annual financial report. A very neat job!

Dick Stingle, Fred Brink and Abe Weitzenfeld have completed a 15 week course at the traffic school in the Union Station and are all ready to hang up their sheepskins. This course was a government sponsored project and classes were conducted by Earl Mollahan of the Transcontinental Freight Bureau under the supervision of the Illinois Institute of Technology.

### Library Notes

In the Idaho Territory of the 1890's. when the possession of a buffalo coat was the barometer of financial success, three frontier doctors struggled for recognition in the medical profession. This story of small town intrigue, *Buffalo Coat* by Carol Brink, is the personal selection of Miss Bernice Underwood, librarian.

A book to be considered, "My Unconsidered Judgment" by Noel Busch, is another rare treat. Based on material collected during an air journey from New York to Capetown and return via Buenos Aires, Cairo, Tunis, London and Dublin, it is an honest portrayal of the background and personages in today's wartime activities. Read these captions: Argentina, in the Shade of the Ombú; South Africa, the Bright Problem Land; Egypt, a Touch of the Tarboosh; Watch on the Nile; Tunis Travelogue; it sounds like a profitable evening for the armchair traveler.

Do you remember your first day at school, and the ice cream man, and the lamp-lighter, and Hallowe'en, and the first automobile in town? Emily Kimbrough does, and has recorded it in "How Dear to My Heart," her story of happy childhood in Muncie, Ind. Illustrated by the artful pen of Helen Hokinson, whose plushy ladies have delighted the readers of the *New Yorker*, *Colliers*, and other well known publications, the irrepressible Emily's book takes us back for a glance over the shoulder at the way things used to be.

### Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent

Our sick list has been quite lengthy in the past month, but I am happy to report everyone is back and in ship shape.

Mabel Jepson surprised us all by announcing her marriage on Dec. 30 to Ed. Kernan. We wish her lots of happiness.

No holiday season is complete without an engagement, so Bob Kinatader and Terry Leb obliged by becoming engaged a few days before Christmas.

Rhoda Freeman returned from a vacation in Florida.

The untimely death of Bob Kroll came as a great shock to his many friends of the Milwaukee Road, and we wish to extend our deepest sympathy to his wife and family.

The Twenty-Five Year Club has added a new member, Art Baumgartner.

Carl Jensen was home on furlough and came in resplendent in his newly acquired officer's uniform. He looked swell.

The latest reports on Ted Padgett is that he has been shipped to Alaska. Hope you didn't forget your earlaps, Ted.

## IOWA DIVISION

### Council Bluffs Terminal

Lillian Kinder, Correspondent  
Car Foreman's Office

News is really scarce around here this month. I most kindly ask for bits of gossip and everyone seems to think what news they know couldn't be printed, so for this time it is very nearly a case of "Heard nothing, saw nothing and know nothing" coming from your most apologetic correspondent.

However, we do have a new female member to add to our group. Miss Florence Thompson of Council Bluffs and niece of Howard Rooney, our yard clerk, is now working in the Omaha ticket office.

Our electrician, W. Scott, who has been ill for several months, has been temporarily replaced by Frank B. D'Louhy of Tacoma. Scotty pays us a visit now and then and reports that he is beginning to feel like his old self once more.

Another of our most faithful "old pluggers," T. B. Felton, carman, who finally had to give in and admit that he was too sick to work, has been released from the hospital and is now at home. His condition is improved.

Felton's place at the hospital was filled by Earl Cook from the freight house, who underwent an operation some time ago. He is recovering satisfactorily and hopes to be back before too long.

Ole Moen, carman, is now back on the "rip" track after an absence of a little more than a year.

Geneva Larsen, coach cleaner, feels that she has a fairly good picture knowledge of the sights of Paris. Her husband recently sent many interesting photos and maps of the city. Along with the pictures he sent a very odd collection of silver spoons.

Pfc. Raymond Larsen wishes to express his thanks to the Milwaukee Women's Club for their cash Christmas greeting.

### Iowa Division—Middle, West and Des Moines

Some new members of the Milwaukee family include a daughter born to Perishable Freight Inspector Clive Ellett and wife on Dec. 14, and a son born to Engineer and Mrs. W. D. Gardner in December. Other new members of the Milwaukee family are Mrs. Gene Disburg, the former Margery Murray. Her marriage to Operator Disburg took place Jan. 10 at the M. E. Church at Manilla; Gene is third trick operator at Manilla. Mrs. Don Brooks, the former Donna Sinclair of Council Bluffs, joined the family when she and Staff Sgt. Brooks were married while he was on leave. S/Sgt. Brooks is the son of Conductor Roy Brooks and is an aerial photographer in the marines. After two years of overseas service, he was returned to the States, given a 30 day furlough, and then assigned to service at Paris Island, S. C.

Betty Klein, sister of Dave Klein, was married to Lewis Kirby, aviation machinist 1/c of the navy. They will live in California. Machinist's Mate William Lee, son of Car Inspector Ray Lee, was married to Mathea Glee Roberts of Dawson, Ia., at the post chapel at the Presidio, San Francisco. The post chaplain performed the ceremony. Patricia Wagner, daughter of John H. Wagner of the roundhouse force, was married to Hurshel Masengell on Dec. 28. Patricia has been a nurse's aide at the Perry hospital. Her husband is on a farm near Perry.

Hospital patients during the last month were Bonita Briggie, daughter of Conductor Fred Briggie, who was a patient at the Perry hospital; Donnus Santee, daughter of Conductor Lloyd Santee, also a patient at the Perry hospital; and retired Engineer W. B. Howe, who was at Rochester, Minn.

News about the boys and girls in the armed service includes the advancement to store keeper 1/c of Dorothy Byrd of the Waves. Dorothy, the daughter of Operator O. P. Byrd, is at Milledgeville, Ga. Clarence Nicholson has been advanced to radio mate 3/c. Released from the service to return to civilian life were Brakeman Arthur Santee, a sergeant in the army, in a railroad battalion, and Brakeman Amos Graham, who was a corporal in the marines. John Emberling went to work for the Milwaukee at Perry after more than three years' service with the Infantry overseas.

Home for a visit during the last few weeks were Robert Baker, of the army; Seaman 2/c Dick Woods, son of Engineer Harley Woods, of the navy; Samson Legvold, aviation machinist's mate, who had a few days off after completing the course at Norman, Okla., before he was transferred to Rhode Island for further training; Pfc Frank Upton, who completed the special training given mechanics in the railroad battalion at Bucyrus, Ohio; Jerry Griswold, yeoman in the navy, who came from Trinidad after 32 months overseas; Ralph Brody, Ph.M. 1/c, who had a 30 day furlough between overseas service and assignment at the Great Lakes; Don Gardner of the Coast Guard, on the California Coast; Corp. Robert Nead of the



Division Engineer R. A. Whiteford (left) congratulates Roadmaster George Barnoske on the record made by the 85 men in his East Iowa Division track force, the first group on the entire Division to subscribe 100 per cent to the purchase of additional War Bonds during the recent Sixth War Loan drive. This group was first on the division, if not on the whole railroad, whose members all subscribed at least 10 per cent to the purchase of bonds on the payroll deduction basis early in the war. The men in this group have also set a record of 31 months without a reportable injury. A great deal of the credit for the reputation these men have established is due Mr. Barnoske who, at the age of 81, is affectionately known as the Milwaukee Road's "youngest roadmaster."

Air Corps, who had a short furlough between transfers from one air base to another; Lt. Orlan Emerick who had a stop-over leave between completion of his training at Liberal, Kans., and transfer to Lincoln, Neb., before overseas service; Clyde Birmingham, gunner's mate 3/c, who had a two-week furlough after more than a year of overseas service; Thomas Shirman, P. O. 2/c, of the Farragut, Idaho, Sta.; William Randall, seaman 2/c, from Farragut, to visit his mother, Mrs. Harry La Borde; Lt. (j.g.) C. E. Kercheval with his wife and son, who came from Corpus Christi to spend the holidays at the H. C. Krasche home.

Death saddened the homes of several of the Iowa Division employes during the last few weeks. Two retired veterans, James Wagner, former fireman, and A. L. Richardson, retired engineer, were taken.

John Reece, in charge of the water service at Perry roundhouse, died after a few days' illness from pneumonia. Mr. Reece has three sons, all officers in overseas service. Mrs. Mary Theulen, mother of Engineer Henry Theulen, whose husband was for many years a section foreman, died after a few days' illness following a stroke. W. E. Delano, father of Mrs. Sylvan Powell, died after a few days' illness. Mrs. Ruth Council, mother of Mrs. Wallace Rawson and grandmother of Conductor Lowell Fox, and Paul and Clarence Council, died following an accident resulting in a broken hip. Mrs. Anna Olson, mother of Train Dispatcher Arthur Olson of the Perry office, and Chief Dispatcher E. C. Olson of the Dubuque office, died following a stroke. Her husband had been employed for many years as a section foreman.

Switchman Edward Fitzgerald of the Perry yard force was advised in December that his son, Lt. Edward Fitzgerald, had been missing in action since Thanksgiving day. He was in the European area.

When times are different and employes can have their vacations and travel, many of the fishermen who have been going to Pequot, Minn., to fish in Big Whitefish Lake will be able to get accommodations at the Butternut Point resort operated by W. E. Anderson of the special agent's department at Council Bluffs. Mr. Anderson recently closed the deal for the resort with several cottages and plans to spend his summers there.

Charles Stoner, Perry engineer, was elected chairman of the B. of L. E. legislative committee for Iowa.

A. C. Hutton, former agent at Hurdon, who retired Nov. 1 left the fore part of January for California to make his home.

### Cedar Rapids Terminal

*Clifford R. Taylor, Correspondent*

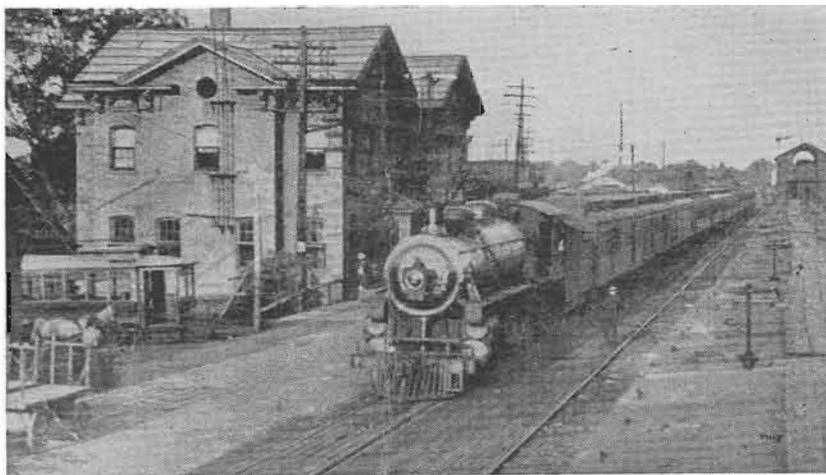
A baby daughter, Joyce Louise, was born to Corp. and Mrs. Edward M. McDonough on Nov. 3. Corp. McDonough is with the army in Belgium, and was employed in the car department at Cedar Rapids prior to his entering the service.

We have been informed that Yardmaster Joe Chermak has been drafted into the carpenter business and considered a specialist and that orders may be placed with him by calling the yard office and giving the orders to any of his force.

Those on the sick list the past few weeks were William Jepson of the general agent's office, who was off for a month, during which time he underwent an appendectomy. "Billie" is back on the job, and although not quite up to par, is improving rapidly.

Tracy Paullin, interchange clerk at the yard, has been off with the flu and Vic Zobl from the freight office helped out with his work at the yard. Thomas Mantton, PFI, has been off with a severe case of the flu and all that goes with it. He's back on the job now, but looks a little pale and is still pretty shaky.

A number changes were made at the freight office when Hugh Jones bid in the roadmaster's clerk job at Marion, leaving the assistant rate clerk job open. Mary



Correspondent K. D. Smith of the LaCrosse & River Division took this 1912 picture of the Portage depot out of the archives and dusted it off for the pleasure of some of the old timers. He tells about it in the last paragraph in his column on this page.

Dixon took the latter job, and Mrs. Evelyn Olmstead has been hired to fill the transit clerk opening.

Mrs. Pauline Risser, LCL bill clerk, is visiting her husband, Sgt. Risser, at this time. He has just returned to this country after a year overseas, during which time the bomber on which he was assigned completed 70 missions.

S/Sgt. V. Miller, a former clerk in the general agent's office, with his family visited friends in Cedar Rapids early in January. "Vic" is with the Air Corps band at Drew Field, Fla., but expects to be transferred overseas soon.

Corp. Virgil Dvorak, a radio operator and waist gunner on a B-24, visited his family and friends in Cedar Rapids in January prior to leaving this country for an overseas assignment. Corp. David Perkins, also from the freight office, spent a furlough with his family during the holidays and called to see all of the old gang that is left at the freight office.

## LACROSSE & RIVER DIVISION

### First District

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

We are sorry to chronicle the passing of Albert Longbecker, 66, veteran trainman, who passed away after a lingering illness. He retired recently after over 30 years of faithful service with our railroad spent mostly between Milwaukee and Portage. His many friends will remember him as one of the men who helped make the Milwaukee Road and its slogan, "Friendliness is a Milwaukee Road tradition."

At this writing, retired Company Detective Michael Kaeveny is reported gravely ill in St. Savior's Hospital, Portage. We are all hoping he will soon be among us again.

Our winter, starting with 20 below zero and a foot or two of snow, began the exodus to Florida and points south. Among those who escaped the snowballs were retired Master Mechanic F. P. Miller and wife, who are located in St. Petersburg. We are waiting to hear how the fishing is when Frank gets his tackle unlimbered. I'm betting it will be 100 per cent!

Speaking of winter, remember the days of the old board sidewalks and the victory-shaped snowplows drawn by old Dobbin? Nowadays we have to clear off the driveway every time the street plow goes by. Remember how the pump used to freeze up and Ma would heat the old kettle and thaw it out so we could get water? And the heavy clothes we wore?

What has become of the old fashioned gal with the heavy clothing?

Our redcap, Bob Manthey, presented me with a picture of the old depot in Portage taken during the early 1900's, presumably about 1912, when the Fox House was a part of our depot. Yardmaster Thomas Bloomfield can be seen alongside the engine of train No. 18, the Columbian. And you will notice the street car and white horse which used to haul the mail. Some of you old fellers should be able to tell me the type of engine and also remember the old coal shed that used to be a fixture of Portage yard.

## MILWAUKEE DIVISION

### Second District

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

Ray Gilday, former clerk in the Racine freight office, has received his wings, and visited his family and friends at Racine during the holidays.

The Racine freight house has been completely remodeled and everyone is very happy with the results.

Conductor and Mrs. Joe Helms and daughter left for Fort Bragg to visit Donald. Joe will go on to Arizona for his asthma and Mrs. Helms and daughter will return to Beloit.

Conductor William Erice is still ill, as is Lee Britt. I hope they both will be back soon.

New employes welcomed to the division are Mary Ellen Delamater, Racine stenographer; Francis Schafer and Frank Snow to the Beloit freight office, and Forrest Pike, brakeman.

S/Sgt. Edward Stilwell, son of Section Foreman Percy Stilwell of Clinton Jct., was injured in Germany Oct. 2, and is now in a hospital in France. He has been in the service for two and a half years serving in Tunisia, Sicily, Italy, England, Belgium, France and Germany. His right arm was injured according to word received by his parents.

### "Old Line"

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

The public relations spirit was practiced by Section Foreman Herman Zweiger of Ripon and William Wessel of Brandon when they, in sub-zero weather, searched for and found a lady's purse which had been lost from one of our passenger trains.

Conductor Luker of the Ripon run has been off since Nov. 27. Conductors Clyde Moffat and Guy Alexander have taken over since.



Maurice Whitty, former cashier in the Horicon, Wis. freight house, is the G.I. sitting atop the camel and looking none too sure of his perch. Correspondent Hazel Whitty tells more about his Iranian adventure in the first column on this page.

Herman Zweiger's son, Walter, who has been in the South Pacific a year returned for a furlough on Jan. 5.

Engineer John R. Freiwald of Horicon was elected Worthy Patron of the Eastern Star branch at that city and his wife was elected Worthy Matron at a recent meeting. Both have been members for some time.

We have working for us as track laborer at Horicon, Wis., Otto Folkman who is doing more than his share toward the war effort. Before walking two miles to his section headquarters, Otto takes care of 10 head of cattle and 50 chickens. He has many a call from farmers who want to hire him but he believes he can do more by keeping Horicon yard in safe condition for switching.

The accompanying picture, which one might feel inclined to believe was of the Shah of Persia, shows none other than Maurice Whitty cashier of the Horicon freight house. Maurice has been in the far-off land of Iran for the past two years with a railway shop battalion and will have much to tell of the strange pageantry which it has been his privilege to see. Also of the hardships he has endured and friends he has made, some even among our own railroad employes. He speaks highly of one, a son of Signal Supervisor J. F. McConehay, whom he met and who since has returned to his home. Maurice says no meal will be too frugal—no pleasure too small to enjoy to the fullest extent when he once again returns to his native land and the Milwaukee Road. The Christmas gift and letter that the road sent our boys in combat service raised their morale to a high point as Maurice puts it. "Thank you" is a small expression to cover the true gratitude it is intended to convey.

My lot is indeed a sad one. Our editor has asked that I send another picture because the present one does not make a clear enough copy. And it brought me so much fan mail—a letter from C. U. Smith of California, from L. F. Wilson of the Wilson Engineering Co., from Ed Echinde of Oshkosh, Donald Liming of Hillsboro, Ohio, and others. Well, I shall risk another and we shall see what we shall see.

## I & S M DIVISION

### East End

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

New officers of the clerks' organization, who took office Jan. 1 are:

H. C. Scott, president; E. M. Diederich, vice president; O. E. White, secretary-treasurer; D. Kneeskern, chairman protective committee; Ralph Landgraf, chairman executive committee, all of Austin.

Ray Hoffmann, chief carpenter's clerk, said the patch alongside his left eye wasn't the reason for postponing the

Jackie Graves fight. He under-estimated his strength in a tussle with the window in the vegetable room.

I hope the boys on the home front are doing as well with their correspondence as those on the fighting front. Our News from the Front this month includes:

Section Foreman John Healy brought son Giles to the office for a visit also. Giles had a 30-day leave after spending 32 months in the Aleutians, and has been re-assigned to Camp

Bowie, Tex.

T/Sgt. Harry E. Wilson, former I&SM fireman, son of former Agent-Operator H. E. Wilson, Sr., called at the office Jan. 5 and brought with him an album full of remarkable snapshots taken during his stay in Alaska with a railroad battalion. I rather imagine he will enjoy looking at those snow-clad peaks occasionally a few months from now, as he is at present stationed at Camp Claiborne, La. Harry celebrated the New Year by getting married to Miss Grace Novotny of LeCenter on Dec. 30.

We are happy to report that two of our boys have recently been mustered out of the army and returned to service on the division; they are Louis C. Meyer, clerk at Fairmont, and L. E. Ludvigsen, clerk at Jackson, Minn.

A V-Mail letter from H. Q. "Cocky" Cochlin, former switchman, at present somewhere in the S. W. Pacific, states that he is well and would appreciate hearing from some of the boys back home. I'll be glad to furnish his address on request.

A nice long letter from Sgt. Don Beckel, former trucker at Austin, now with the marines, says that he is enjoying the south sea island climate and has promised me a picture of the south sea pin-ups. Glad to note that Don has another stripe on his shoulder since spending a leave at home after two years in the islands.

And now to get back to the local news: Train Dispatcher Clyde Feed was elected worshipful master of Fidelity Lodge No. 39, A. F. & A. M., at the annual meeting at Masonic Hall, Austin. Installation ceremonies were conducted Jan.

3, with L. M. Flannery, former CD & TM clerk, acting as installing officer, and Dwight Kneeskern, assistant cashier, installing marshal.

Recent appointments on the division are: Dwight Kneeskern, assistant cashier, with Doris Ondrick, senior bidder for the assistant ticket clerk position, Gertrude Rector appointed baggage clerk and Dorothy Rudan, chief dispatcher and train master's clerk.

A visit from LaVerne Lutz, former store department helper, now with Uncle Sam's navy, home on 30 day leave from Pearl Harbor. His dad informed me that Vern's picture, 8 feet high, depicting the dress of the day, is on the gates at Pearl Harbor.

Our sincere sympathy is extended to the bereaved relatives of two of our former employes who were retired on pension:

John Prush, former blacksmith, who began work in the Austin roundhouse in 1910, and retired in 1943, died Dec. 20 at St. Olaf Hospital after a lingering illness.

Michael J. Mayer, 88, who died Jan. 3 following an illness of two and a half months. "Mike," as he was familiarly known, had a host of friends among the railroad employes where he had worked for 60 years as a machinist and boiler-maker. He was also state boiler inspector for this district for several terms. Following his retirement, Mike was still an active member of the Service Club and attended the meeting in October.

We were pleased to receive a visit during the holiday season from two of our retired employes: Tom Murphy and Ed Scott, I&M main line conductors, who demonstrated they could still yell "All aboard" as lustily as ever.

### West End

E. L. Wopat, Correspondent  
Chandler, Minn.

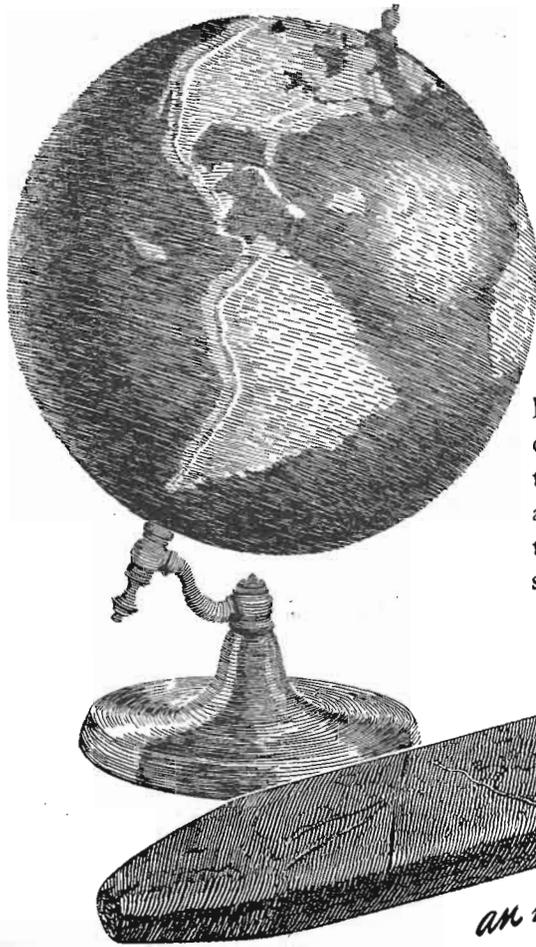
W. C. Belling, who has been doing relief station work while his wife is operating the station at Wirock, Minn., has had an appendix operation at the Slayton, Minn., hospital.

We all express our deepest sympathy to the family of F. R. Bloom, who passed away while on duty as trick dispatcher at Mitchell, S. D. He was formerly trick dispatcher at Madison, S. D., for a long time.

We have all been wondering why the big grin on Louis Dysthe's face since Christmas. They tell me that he has finally landed a girl friend and that wedding bells are soon going to be breaking



This picture was taken on Nov. 29 at the time of the retirement of Engineer Pat J. Burns of Austin, Minn. Shown, l. to r., are: H. J. Keck, roundhouse foreman; Pat Burns; Superintendent R. C. Dodds; and W. G. Pierson, traveling engineer. Mr. Burns served the Milwaukee Road for 52 years and 8 months.



# A MAN'S WORLD

During the past thirty years, women have come to share many privileges which used to be reserved for men only. But it's still a man's world—when it comes to enjoying the nut-sweet taste and mellow companionship of a fine cigar like Dutch Masters.

*an American privilege*

## DUTCH MASTERS CIGARS

up that old gang. Louie is section laborer at Iona, Minn.

Frank Flynn, conductor on 94 and 95 between Madison and Jackson, has taken a two-month vacation visiting friends in Chicago and also on the west coast.

Lois Bauman, who has been doing relief work on the I&SM, has left the past month for points down south to live with her husband who is stationed in an army camp. She was formerly stationed as agent at Junius, S. D.

K. W. Gebhart is relieving as agent at Flandreau, S. D., while Harvey Bennett, who was appointed agent at Flandreau, has bid in the agency temporarily at Madison, S. D., during the illness of Harvey Gregerson, who has been confined to bed for several months.

O. C. Groves has been appointed agent at Junius, S. D., which he received on bulletin. He was formerly stationed at Fedora on a temporary job.

### I & D DIVISION

#### Marquette - Sanborn

Margaret C. Lownsberry  
Division Editor  
Mason City, Iowa

Quite a number of our boys in service were able to spend the holidays with their families and friends in Mason City.

Max Farrell, former instrumentman in the engineering department, visited his former co-workers on his way to Ft. Benning, Ga., as did Lt. Truman "Bud"

Gravelle of the B&B department.

J. C. Searles, relief operator, was the latest operator to go into service.

Wayne Carothers was a recent visitor in the Mason City office. Wayne has just returned from 18 months spent in Panama. Before entering the armed forces, he was a station helper at Garner and Charles City.

Via the grapevine, I hear that congratulations should be extended to brakeman Spencer E. Steeve who was recently married.

Congratulations are in order for retired Engineer and Mrs. Howard Taylor who celebrated their Golden Wedding anniversary at their home in Spencer, Ia., on Dec. 16. They are both in good health and we wish them many more years together.

On our sick list the past month were Bert Brandt, perishable freight inspector, and C. S. Pack, train rules examiner. However, at this writing both are up and around and we wish them a speedy recovery.

### Sioux Falls Line

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

Agent F. B. Gorman, at Trent for a number of years, bid in the second trick operator's position at Parkston and reported there on Dec. 11. Ray C. Gill, relief agent, has taken over agent's duties at Trent for the present.

Night Roundhouse Foreman Art D.



Conductor Fred W. Killion of Jackson, Minn., who retired on Dec. 31 after 42 years on the I&SM Division, is pictured here with his son, Lt. Loren H. Killion of the navy. Lt. Killion served aboard a destroyer in the South Pacific for two years and is now an instructor at Hollywood, Fla. Another son, Vernon D. Killion, was a lieutenant (j.g.) in the navy prior to receiving his medical discharge on Mar. 30, 1944.

Johnson underwent a serious operation recently and at this writing has returned to his home.

The year's new officers for the Sioux Falls Service Club are Earl Hanson, chairman; A. R. LaCroix, vice chairman, and Lloyd Scott, secretary-treasurer.

A little late but very worthy of mention is the annual Santa Claus train on Dec. 19; as usual the leading part was played by Switchman Ole Anderson. The passenger station was the popular spot in town for the young folk as well as the old that evening.

This column can only be as interesting for the territory it represents as the employes wish it to be. The correspondent is merely a medium to assemble the news for forwarding to the editor. As a matter of information, the "Sioux Falls Line" covers territory Elk Point to Trent inclusive. Your cooperation will be greatly appreciated.

### Sanborn-Rapid City

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

This division was saddened by the sudden death of Train Dispatcher Frank Bloom, who died while starting work on the morning after his vacation.

Russel C. Radloff, son of Conductor Gust Radloff of Sanborn, who is a radio man 3/c, spent a 30-day furlough with his parents. Russel recently returned from 22 months' service in the Mediterranean and has returned to active sea duty again.

Paratrooper Maurice Grosz, son of Engineer Warren Grosz, spent his furlough in Sanborn with his parents. Maury has been in overseas duty for the past 14 months.

Engineer Chris Brandt and wife were called to Farragut, Idaho, where their son Bob has been seriously ill with pneumonia. We are pleased to report that Bob is reported as doing well and will be transferred to another camp in California.

After many years of service, Agent Burke of Presho has retired and will make his future home at Canton.

Pfc. Johnny Maer, former coach cleaner at Mitchell and Sioux Falls, spent a short furlough with his family and parents. Johnny, who is in the marines, is at present a patient in the Naval Hospital at Great Lakes, recuperating from gun shot wounds received at Guam. He has been awarded the Purple Heart for injuries received in this battle.

Machinist Chas. Coury and family have received word from their son, Lt. Robert Coury, of his coming marriage, which will take place at Columbus, Ohio.

Gunner's Mate Joe Caldwell, son of Engineer D. I. Caldwell, spent several weeks' leave with his parents. Joe has been in the Pacific for two years and is at present awaiting orders in California for further overseas duty.

Jack Clark, former agent at Belvidere, spent a short furlough with his family in Belvidere. Jack is located on the east coast and says army life certainly agrees with him.

## COAST DIVISION

### Seattle General Offices

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

At the time this column was to be entered in the first edition of the Milwaukee Magazine for 1945, your correspondent contacted J. N. Davis, assistant to trustee, requesting a New Year message from him to all of us on Lines West. But your correspondent's January article arrived Chicago too late for publication; however, I know you will enjoy reading the following from Mr. Davis:

"We are now in our fourth year of the war. Since the unwarranted sneak attack by Japan on Dec. 7, 1941, the coun-

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**BEST VEGETABLES**  
Special--to get acquainted, we'll mail you these 5 full-size 10c-Packets seeds for just 10c--Tomato, Radish, Carrot, Beet, Lettuce. Send dime today!  
Burpee's Seed Catalog FREE--all the best Flowers, Vegetables.  
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(or) 467 Burpee Building, Clinton, Iowa



try has done the almost impossible. To this the railroads have done their part. This wonderful performance by the railroads has merited the commendation of those in charge of the war effort. The Milwaukee Road has very creditably done its part; the loyalty and untiring effort of its employes has enabled the Milwaukee to carry on this great and laudable performance. The war is not over but will be brought to a victorious end quicker by everyone not only doing his part, but doing it well. We owe this to our country and to our company.

"Our public relations must not be overlooked or forgotten. The Service Clubs are doing constructive work in this direction and there is room and opportunity for these clubs to grow. We must be prepared to meet the strong competition after the war. This can be done by courteous treatment and efficient and dependable service."

### Armed Rails

In the Dec. 10 edition of the Seattle Times was an article with the smiling picture of Pfc. Benjamin Edwards, son of Assistant General Solicitor O. G. (Sam) Edwards of Chicago. Pvt. Edwards received a serious arm injury during the invasion of Saipan June 15 and has been in a naval hospital at Oakland, Calif., for several months. He took part in the invasion of the Marshall Islands and wears a Presidential Unit Citation for action on Saipan. Pvt. Edwards has been in the Marine Corps since February, 1943, having joined after his graduation from Ballard High School of Seattle that midyear. He will be stationed at the Seattle Naval Hospital during his confinement.

Corp. A. L. Barth, formerly of the Seattle traffic department and later chief clerk in the freight department at Great Falls, Mont., paid the boys here a visit the other day while en route east for a new assignment.

Asst. Supt. of Telegraph & Signals L. W. Smith received a letter from Corp. Richard W. Lloyd telling how much he appreciated his \$10 Christmas check from the company. He is stationed at Little Rock, Ark., now and is apparently in the signal corps, as he is working on telephones and building pole lines. He writes: "It has been pretty cold down here lately and quite a lot of rain too. When the lineman and I came in from Memphis the other day, it was sleeting pretty hard so you can see that we had a chilly ride on the motor car (130 miles)." Wowzie!!!!

Your correspondent just had the pleasure of meeting and interviewing Lt. Commander Harry R. Morgan, former assistant electrical engineer. Mr. Morgan has been back at Washington, D. C., and Maryland with the Bureau of Ships and has been lately transferred to the 13th Naval District. He will be stationed in Portland, Ore., and you can tell he is mighty glad to be back in the old Northwest again. Harry brought his family back with him and they will take up residence in Seattle. For the benefit of those who know him, Harry is quite the picture of health, a little on the heavy side and his forehead about an inch higher.

Sgt. Howard W. Sievers is still in Bougainville. It being summer down there now, it is plenty hot, with a lot of rain. Sounds just like a natural steam bath.

### Greetings

To Miss Hazel M. Soike, clerk in the superintendent of transportation department.

To Miss Engla S. Johnson, stenographer in the freight claim department.

To Miss Ella L. Quinn, manifest clerk, transportation department.

To Mrs. Frances L. Javete, secretary to M. H. McEwen.

To Miss Isabelle M. Morgan, stenographer in the general freight department.

### Congratulations

To Miss Ruth Walla, promoted to clerk in the assistant to trustee's office.

To Keith E. McClain, formerly of Avery, Idaho, appointed secretary to L. F. Donald, vice Ray Lozier who transferred to yard service.

To Miss Jean Benner, clerk in law department, having transferred from the Milwaukee land department.

### On the Home Front

We are sorry to report the death of George French, retired telegraph relay operator, on Oct. 15. Mr. French was born Dec. 3, 1874, entered the service of the company on May 24, 1919, and retired Aug. 4, 1943, after 24 years of service. He worked at the Seattle relay office a good many years and after his retirement lived with his sister at St. Louis, Mo., until his demise.

Warren Dulin, trans-continental clerk in the general freight department, has left the service to accept a position with the Union Oil Co. His position will be filled by Clarence Wilson. Morton Bonny has been advanced to assistant rate clerk, and Leo F. Kord, transferred from the local freight office, is the new diversion clerk.

### Seattle Local Freight Office and Marine Dept.

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

Word was recently received of the death of Haskell John Creviston, former yardmaster's clerk on the waterfront at Seattle and for a time yardmaster for the Port of Embarkation. Mr. Creviston died on Oct. 26 at his old home in Ohio.

Lois C. Meyers, clerk in the local freight office and at one time Secretary to Assistant Superintendent W. J. McMahan, has accepted a position in the office of the Milwaukee Land Co., which is under the management of Mr. Sanderson.

Mrs. Emil Nielson, wife of our rate expert, Emil Nielson, returned recently from San Francisco, where she went to be with her daughter at the time of the arrival of a new son. Daughter, grandson and Emil are doing well.

Hazel May Soike, who has been connected with the car department in Miles City for the past 13 years and recently with the local freight in Seattle, has taken a position in the superintendent of transportation's office, Seattle. Miss Soike at one time worked for the car department in Tacoma.

Funeral service was held on Saturday, Jan. 13, for Raymond E. Fink, age 7, son of Raymond E. Fink, liaison clerk for the Milwaukee Road and the army. Young Raymond died of an incurable disease, having been ill for several months. The Milwaukee family express its sympathy to the bereaved parents.

Leo F. Kord, who has been acting as assistant chief clerk and in charge of the car service division of the local freight office, has been appointed to the position as diversion clerk in the general freight agent's office. His position is being taken over by John R. Webb, who has been an employe of our yard office for some 30 years.

Jack R. Ellis, Q.M. 2/c, of the navy, former yard clerk, and son-in-law of Patrick Keenan, chief import and export inspector, arrived in Seattle on Jan. 4 from the South Seas. Jack is home on a 30 day leave after 30 months over seas.

Mrs. Vera Tuson, chief C/N clerk in the local freight, left Jan. 6 for Meridian, Miss., where her son is in military training. Vera became grandma on Jan. 5 and is anxious to see that new grandson.

Muriel McFarland, recently of Mo-

bridge, S. D., is one of our new clerks. She is a daughter of W. E. McFarland, conductor on the T. M. Division. Welcome, Muriel, to our family.

**Tacoma**

R. R. Thiele, Correspondent  
Agent's Office

Glenn Wallace, son of Engineer Clarence Wallis, sends word home that he is recuperating in a hospital in England where he has been confined for the past several months, due to malaria. Glenn has been in overseas duty for past 14 months.

Due to the added business on this division, the Interstate lunchroom at Mitchell has added a night force to their staff and now serve meals 24 hours a day.

Pvt. Glenn Sundquist and wife spent a short furlough with the former's parents, Roundhouse Foreman and Mrs. Jack Sundquist. Glenn is now located at Oklahoma City where he is an army medical student.

F. O. Don C. Wangsness, who has been located at MacDill Field, Fla., is now in Italy with a bomber squadron.

George Schumacher, locomotive engineer, died on Jan. 2 shortly after completing his run. He was born on Dec. 13, 1887, and thus had become only a few days over 57 years. He is survived by his wife and several brothers, some in the East.

Mrs. Grace Kaveela is now employed as a stenographer in Mr. Wylie's office.

Various changes are made in the chief train dispatcher's office, due to changes in the dispatching of various branch lines. The 3rd, 7th, 8th, 9th, 10th, 11th, 12th and 14th subdivisions will be handled by the main line dispatchers; this will necessitate three full sets of dispatchers on the main line and three full sets for the branch lines. To accommodate them, the chief's office has been divided into parts by partitions.

J. W. Corbett is acting as chief dispatcher during H. L. Wiltout's illness. He will be remembered as being from Miles City and we are glad to see him here.

J. R. Piatt is working as night chief temporarily and J. E. Bassett, the third trick dispatcher, is ill for a week or so, being relieved by Clint Miles, the swing dispatcher.

Harold Barr has quit the railroad for the time being and went into service at Pearl Harbor on Jan. 5.

Vera Proctor has also quit railroading and gone into service at Bremerton Navy Yard; her place as stenographer at the car department is being filled by Ann Kline.

Catherine Bell is likewise quitting Tacoma and is going to Great Falls to work for the railroad there. Great Falls is her home, but we are sorry to see her leave here.

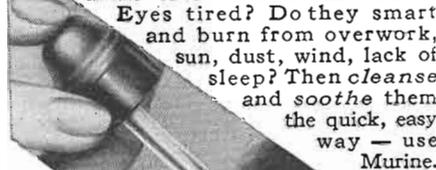
Mel Rogers and C. R. Scott are two new brakemen on the division since Jan. 1.

Juanita Sargeant has been transferred from the car desk to the switch desk at the local office, vice Carl Glaholt, who has left the service; her job at the car desk is now on bulletin, but is temporarily filled by Phyllis LeBlanc.

Sgt. Kingsley Clover is now in Belgium, acting for the time being as loco-

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motive engineer. He was lucky enough to strike a crowd of boys from this vicinity. Four Tacoma boys, one from Olympia, one from Sumner, and one from Puyallup, all working together. They were all mentioned together in a recent paper.

Al Goldsborough, the veteran revising clerk at the local office, and Miss Sargeant of the same were kept busy recently watching the weighing of some hundreds of cars of ore which kept Ray Grummel, agent at the local office, and Howard Montague, general yardmaster, busy as they were loaded into cars from the ship, weighed and then switched to the stock pile. By the way, your correspondent was considerably impressed by the manner in which Shaffer Terminal No. 2 handles big equipment from dock to ship. We saw them swing a propeller weighing 38 tons and valued at \$28,000, from the ground to a flat car and then to ship; the smallest nick would have caused serious injury, but they handled it without an accident, with only one sling and a number of 2x4's. We have seen heavy material loaded quite often, but this was quite a brilliant job.

Raymond Haskins drew the job as assistant chief yard clerk on recent bulletin. Thora Welfey drew a job as expense clerk and G. E. Rommelmeyer as ticket clerk.

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J. E. Brady, the good natured roundhouse foreman at Tacoma, is kept busy these days attending to his invalid wife, for whom he has not been able to obtain any help, to say nothing of admission to a hospital; we hope that she will soon improve. Mr. Brady is also faced with improvements and enlargements at the roundhouse, but we hope to give you more on this later.

The general office bowling team in the Milwaukee League sure enough won the first place in the first half of the season, ending Dec. 22. Small wonder when you look at the all-star crew whose names we gave in the last number. Good luck for the second half!

The girls of the superintendent's office gave a charming Christmas party on Dec. 23 with a beautiful Christmas tree and a long table set for the guests, the superintendent's force, the assistant superintendent and the trainmaster's force. Twenty-four sat down to the spread and speeches were made by Superintendent Wylie and Lester Ellis, chief clerk. Everything was there, including a plentiful supply of mistletoe and the singing of Christmas carols, accompanied by an accordion player.

The Milwaukee Women's club rooms in the local passenger station have been entirely redecorated, the floors sanded, new rugs and other equipment furnished. The whole looks extremely charming and inviting and a banner attendance is looked for at the next meeting.

Word was received recently by James S. Eccles, former chief clerk to the superintendent here, of the death of his brother-in-law, Willis H. Miller, at Los Angeles on Jan. 7. Mr. Miller was chief clerk to former Superintendent Dow at Tacoma and left here about 1921 for California. He had since been employed in the superintendent's office of the Southern Pacific Railway. He came west when the Milwaukee Road was first opened up in this vicinity, holding various positions in the superintendent's office. He leaves his wife Ethel, one son, Paul, and two grandchildren residing in Glendale, a suburb of Los Angeles.

## TERRE HAUTE DIVISION

### Faithorn District

Berniece Sparks, Correspondent  
Faithorn, Ill.

Word has been received that former equipment maintainer, A. Duensing's son, Albert, has received his wings and is now rated as a flight officer.

S/Sgt. O. W. Hadden, son of Conductor Hadden of West Clinton, is an aerial gunner, stationed in the Philippines. S/Sgt. Hadden has been overseas 18 months and during this time, has taken part in all of the major air battles.

Pvt. Dolphia Weddel, former switchman, has written that his new home is now at Fort Bragg, N. C. He says that while army life is all right, he still prefers railroading.

Pvt. Omar Thunherst, son of Special Officer "Speed" Thunherst, has arrived safely somewhere overseas with an APO number out of San Francisco. He spent Christmas day crossing the equator.

Clerk McCanna informs us that his son, Pvt. B. A. McCanna, is in France.

### To Milwaukee Patrons

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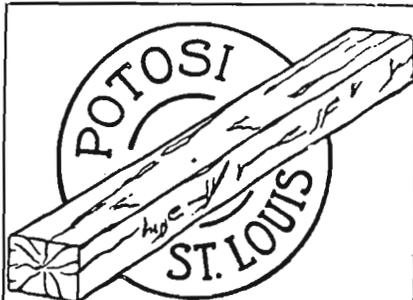
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THE MILWAUKEE RAILROAD

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TERRE HAUTE, INDIANA

The employees of this district were happy to hear from a former switchman, Pvt. Louis "Lum" Cooper, who is at the present time stationed in Belgium.

Sorry to report that Conductor A. E. Ringger has been on the sick list for quite some time.

### Terre Haute District

William Nadzeika, Correspondent

Sgt. Dick Meeks, after spending 18 months in the South Pacific, was in the office the other day. He was formerly a stenographer in the engineering department.

Robert Liston, who has been with the Merchant Marine for about a year, has been released and is back switching again.

After about 45 years service, Engineer Homer Dowden is retiring. We wish him many years to enjoy his pension.

Clifford Stout, switchman, slipped on the ice in the Terre Haute yards and broke his arm.

### West Clinton

George Ammerman, retired M. of W. employe, fell and broke his leg Jan. 6. He is the father of our brakeman David. We wish him a quick recovery.

Brakeman Elbert Fultz is still confined to his home due to an injury received early in December.

We were not able to obtain many New Year resolutions, but here are a few. Conductor Bob Stewart: Resolved to make shorter cuts in switching for benefit of yard clerks (already broken). Conductor Cy Bodle: To bring a doctor's certificate when he's sick. Car inspector Ray Clerk: To plan work further ahead this year. Conductor Homer McBride: To smoke worse cigars than last year.

Deepest sympathy is extended to Chief Clerk Homer McCowan and family in the death of his father the latter part of December. He was a member of the Railway Carmen.

Also to the family of Conductor Fred M. Weaver. Mr. Weaver died on Jan. 3.

Retired Carman George G. Hale died at the home of his daughter, in Los Angeles on Jan. 6. Deepest sympathy is extended to the family.

Guy Kelly GYM was off duty during December and was relieved by M. L. Hewitt.

Brakeman Johnathan Prokaska is back on the job after an extended illness.

George Holloway has been appointed foreman on the clean-out tracks since the retirement of Foreman Samuel Cooper.

Storehelper Norval Bynum received word in early January that his son, Corp. Elwood, is missing in action in Belgium. It is our sincere hope that this report will be found to be erroneous.

Operator Joe Wright has received several letters from his son Robert somewhere in England.

Conductor Fern Bush and wife are the happy parents of a baby daughter named Judy Ann, who was born Jan. 7.

### SUPERIOR DIVISION

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

We are having one of the old time winters up in this country, with plenty of zero weather and more snow than usual. Plows are working quite regularly, especially through the old spot between Plymouth and Saukville; and the Ontonagon Line is living up to its past reputation, with 30 or more inches of snow and 75 to 80 inches around Calumet.

After many years of using a locomotive to heat the buildings around Green Bay Terminals, we now have two new stationary boilers and hope this will fix the dispatchers and office force as it gets pretty cold at times when it was necessary to take the engine out for coal, water, and cleaning the ash pan.

We are sorry to report the death of

Engineer Edwin F. Roell who passed away at Channing on Dec. 23 after a very short illness.

Engineer Peter LaChapelle retired as of Dec. 30. We hope he will have a good rest after many years of hard work. Mrs. LaChapelle was in the office shortly before Christmas and purchased a \$100 war Bond for each of their five sons. A year ago she purchased a bond for each of the grandchildren.

Pfc. Richard LeBoeuf, who is stationed at the Ordnance Auto School, Mt. Ranier Ordnance Depot, Tacoma, Wash., was a visitor in the office the other day, looking well. He was a former clerk at Menominee, Mich.

Sgt. Robert J. Lorang, a former brakeman on the Superior Division, was recently home on furlough. He is stationed at Camp Shelby, La. Bob looks well, likes the army but would rather have it all over so that he could get back to braking.

### IDAHO DIVISION

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

It appears that we are going to be minus some familiar faces through retirement now that the new year has arrived. All are effective Jan. 1.

Roundhouse Foreman P. T. O'Neill, Spokane, has retired, being succeeded by E. H. Walters, who has rights in engine service on the Rocky Mountain Division but for 23 years has been roundhouse foreman at Avery. Mr. O'Neill was a former superintendent of motive power on the I&WN Railway when the Milwaukee took that road over in 1914, and he was subsequently division master mechanic of the Idaho Division. After the consolidation of the Idaho and Coast Divisions, he was assistant master mechanic and traveling engineer at Spokane.

Some other retirements were: R. H. Councilman, for many years B & B foreman on the Idaho and Coast Divisions; LeRoy Crowe, engineer, starting with the Milwaukee as a fireman in 1910; Clarence A. Norton, engineer, who started to work as a fireman on the old "Jim River" Division of Lines East in 1908. Engineer Norton came out west when track laying was started on Lines West and has been on the Idaho and Coast Divisions since construction was completed; W. F. Johns, serving with the Milwaukee since 1913 as brakeman and conductor; and Conductor G. W. McGee, who started service on the "Jim River" Division in 1903, transferring to Lines West during the construction days.

It is with deep regret we see them leave the Milwaukee at this time and we want to express our appreciation for the services rendered by all and wish them "happy days"!

Word has been received of the death in Seattle on Dec. 10 of a former locomotive engineer on this division, now retired, Albert E. "Joe" Morissette, father of Trainmaster C. R. Morissette. Our sincerest sympathies to Mr. Morissette on the death of his father. During the course of years Mr. Morissette, Sr., made many friends.

Joe Gengler, chief clerk to the master mechanic, Spokane, bustled around the offices the other day; he'd just received several letters from his son, "Joe, Jr.," located with the Hospital Training Section somewhere in France. "Joe, Jr." apparently hasn't wasted any time, as he informed his father that "Paris is a city of beautiful women. In Belgium the soldiers were pestered by the little children begging for gum, candy and cigarettes—the older girls were very nice but they couldn't go out at night, couldn't go to any beer joints—and a kiss there meant an engagement," to which last statement he added "good thing they aren't too strict"!

Emerson C. Lillwitz, son of chief clerk, Spokane yard, Carl Lillwitz, was married on Nov. 23 to Miss Nancy Mattern in

THE MILWAUKEE MAGAZINE

Spokane. Our best wishes to the newly-weds.

You readers have no idea how hard it is to squeeze the odd bits of news out of the people I approach—and this is where I offer thanks, especially to C. F. Allen, roadmaster at Spokane, to E. Bedley, car foreman at Spokane, and to Harry Miller, chief carpenter's clerk, Spokane, for their help in obtaining news. Any suggestions or news is always welcome from any source.

In a recent letter received from his son, Lt. "Art" Boyd, a P-38 reconnaissance pilot now stationed somewhere in India, A. L. Boyd, chief time reviser, Spokane, was given first-hand information on India's railroads which he thought would be of interest to the Milwaukee:

"I wish you could see the railroads over here. I know you'd get quite a kick out of them. Their equipment is antique and frail. Even what new stock they have is very light. The heaviest piece I've seen will carry only 20 tons. The passenger trains are unique, to say the least—the cars are open models with wooden seats. I firmly believe that as many Indians ride on the outside as inside, hanging from the windows and rods, sitting on the couplings and the roof and generally covering the entire car. To see one of these trains gives the impression of a toy locomotive dragging a mass of sheets down the tracks." Definitely not comparable to our *Olympian* or *Hawaitha*, ves?

Roadmaster Allen's section forces, assisted by B & B men under Foreman Glenn Webber, have moved the switch at the east end of the double track at Spokane, to get it off the Napa St. Bridge. B & B Foreman Leistner's gang is working on bridges in the vicinity of Rock Lake, and B & B Foreman Warn's gang is at St. Maries.

Section Foreman Nick Angelo, of Lind, Wash., has word that his son, Nick, Jr., who was injured in combat in Italy, has recovered and is back with his company again. He is a staff sergeant.

Mrs. A. W. Hodgson, wife of our chief carpenter, spent some time at their old home in Aberdeen, S. D., visiting with her nephew, who was wounded in action recently and able to be home on furlough.

General Foreman George Williams' gang is laying rail on Roadmaster Grau's district, between Malden and Marengo, for repairs.

R. A. Nelson, engineer on one of the St. Maries helper jobs, is ill in the St. Maries Hospital. We understand that he is getting along very well.

Clyde Amick, conductor on the POR line out of Spokane, has been out of service due to an operation.

General Foreman Pat Angelo's extra gang is at Plummer, doing work in the tunnel between Sorrento and Plummer at the present time.

Everyone is happy to have Jim Stephenson back at work as agent at Metaline Falls after his recent illness. Agent Altwater is back at his own station, Cusick, Wash.

## MADISON DIVISION

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

We were shocked to learn of the untimely death of George J. Ryan, roundhouse foreman, Janesville, which occurred Dec. 11, while en route from Tomahawk to Janesville. He was removed from the train at New Lisbon, where he succumbed to a heart attack. Mr. Ryan was employed by the Milwaukee Road for more than 30 years, having been roundhouse foreman at Janesville since 1920, after serving five years in that capacity at Madison. He was very active in civic affairs, having been a member of the City Council since 1927; he served as president for several years. Sympathy is extended to Mrs. Ryan and her daughter, Mrs. A. L. Coapman.

Capt. Fred W. Liegois, former chief clerk in the superintendent's of-

fice and Milwaukee Magazine's correspondent, received his commission as major on Dec. 23. We extend heartiest congratulations to Major Liegois.

Freight Agent and Mrs. J. F. Conlin, of Madison, have received word that their son, Capt. John T. Conlin, was wounded in action in Belgium on Dec. 24.

G. E. Hogan, of Terre Haute, Ind., has been transferred to Janesville to take the position as roundhouse foreman.

District Passenger Agent and Mrs. Marshall L. Olson, and daughter Lenore, who is ticket clerk at Madison, are driving to Longview, Tex. Lenore is wearing a very lovely solitaire, and we understand a wedding will soon take place. Hope to have details for the next issue.

Rae Scherneck, clerk in the B&B department, and Patricia Fellers, clerk in the freight department, made a trip to St. Louis to visit Joy Scherneck, a cadet nurse.

Switchman and Mrs. Leo McCann of Madison are enjoying a visit with their son, Gordon L. McCann, 1/c. He is a gunner on a cruiser and participated in the African campaign and the invasion of Sicily. He took part in the bombardment of Makin, Tarawa, Wake, Bougainville, Saipan, Tinian, Guam and Rota, and was wounded in the invasion of the Philippines, for which he was awarded the Purple Heart. The McCanns have two other sons in the service, Leo B. McCann, of the Marines, who is serving in the South Pacific, and T/Sgt. Ronald T. McCann, also in the South Pacific.

Freight Agent and Mrs. J. F. Conlin are receiving congratulations on the arrival of their first grandchild, Kathleen Mary, born to Mr. and Mrs. William V. Conlin of Chicago.

Max Seibert, roundhouse clerk at Janesville, died suddenly while at work on Dec. 27. We extend our sympathy to his family.

Retired Machinist Joseph Roach, Janesville, passed away on Dec. 26. Sympathy is extended to the bereaved family.

James Kennelly and Michael Fee- ney recently returned from the army and are now back switching in Madison yard.

S/Sgt. Stephen G. Carter, formerly employed in the B&B department, is home on furlough from Camp San Luis Obispo, Calif.

Clarence Thompson, Cook on L&R No. 33, died suddenly on Jan. 2, shortly after arrival of the train at Madison.

## D & I DIVISION

### First District

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

### Wedding Anniversaries

Division Master Mechanic and Mrs. L. H. Rabun observed their 25th wedding anniversary on Jan. 14 with open house. Capt. and Mrs. Geo. Layton observed their 24th anniversary on Dec. 16. Fireman and Mrs. J. Doty McGrath observed their 30th anniversary on Jan. 6 and retired 1st District Engineer and Mrs. Frank Farnham celebrated their 35th anniversary on Jan. 10.

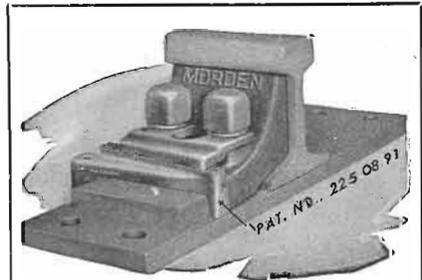
### Birth Announcements

To Assistant Trainmaster and Mrs. P. Bridenstine, of Savanna, a son on Jan. 14. To Operator and Mrs. Geo. Lanning, Jr., of Thomson, Ill., a son on Jan. 3. To Chief Clerk and Mrs. Harold Datisman (engineering department), Savanna, a son on Jan. 1. To Yard Clerk and Mrs. Earl Anderson, a daughter on Dec. 18.

### Wedding Announcements

Henry Geu, Jr., who has been agent at Mt. Carroll for the past year, was married on Dec. 31 to Miss June Dixon of Mt. Carroll.

Miss Catherine Soltow, daughter of Lionel Soltow, a car department em-



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ploye, of Savanna, became the bride of Sgt. Dean W. Geer of the Savanna Ordnance Depot on Jan. 3.

Dan Mogan, chief caller at Savanna roundhouse, who received some severe body bruises when struck by an automobile en route to work the morning of Dec. 9, has been confined to his home since that time, but now is able to sit up, although still quite lame.

Mrs. Walter Whitney, wife of Janitor Whitney, Savanna passenger depot, passed away at the family home in Savanna on Saturday, Jan. 6. Surviving are the husband, three daughters and two sons to whom sympathy is extended.

**Army and Navy News**

Anthony Spinosa of the navy, petty officer 3/c has been advanced to petty officer 2/c and is stationed at Jacksonville, Fla. He is the son of Peter Spinosa, roundhouse employe.

Pfc. David Raymond, Jr., son of David Raymond, car man, Savanna, has arrived in France.

Pfc. Jack Sturtevant, who is in the Philippines, has been advanced to corporal. He is the son of Jacob Sturtevant, perishable freight department employe, Savanna.

Yardmaster H. J. Bell, of Savanna, has received word that his son, Robert, is in the Philippines.

Joseph Withhart, navy, fireman 2/c, is at Charleston, S. C. Joe is the son of Frank Withhart, a freight house employe of Savanna.

Chief Petty Officer Gerald Griswold, navy, arrived in Savanna Jan. 3 for a 30-day leave with his parents. He has been stationed in Trinidad, British West Indies, for the past 32 months. After his leave in Savanna he will report for duty at the Great Lakes Naval Training Station.

Virginia Croghan, daughter of Engineer Otis Croghan, Savanna, who enlisted in the Waves, has completed a course in the specialist school at Hunter College, Bronx, New York, and has been advanced from seaman 2/c to specialist seaman.

Edward Altenbern, son of Special Officer John Altenbern, and Donald Adams, son of Richard Adams, Iowa Division conductor, Savanna, have enlisted in the navy. Both graduated last May from the Savanna Township High School.

Chief Dispatcher and Mrs. H. P. Buswell, Savanna, had a very happy and thankful holiday season with the arrival of their son, 1st Lt. Vernon H. Buswell, who has been in England for the past 21 months. Vernon joined up with the Royal Canadian Air Force in May, 1941 and transferred to the A.A.F. while in England. He has the Air Medal, a similar citation from the Royal Air Force, and has been recommended for the D.F.C.

Pvt. Harry W. Brennan, son of Conductor Harry R. Brennan, Savanna, was married on Nov. 27 to Miss Emogene Griffin, of Paris, Tex. Prior to entering military service, Brennan was employed as a switchman at Savanna.

Sgt. Dwight Bowman, son of Switchman Bowman, Savanna, was married to Sgt. Joyce Stripling, Wac, both stationed at Mississippi Ordnance plant, near Floral, Miss., the wedding taking place in the Post Chapel on Dec. 16.

It was with deep regret that we learned of the death of Lt. Col. Wm. Norman Reed, Marion, Ia., ranking active ace of the 14th Air Force, on Dec. 19. The members of the Mississippi Palisades Service Club of Savanna, who had the privilege of hearing this young flyer when he ap-

peared on one of our Service Club programs a few years ago, extend their sincere sympathy to his mother and other relatives.

**MILWAUKEE SHOPS**

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

*Harold Montgomery, Correspondent*

Milwaukee Hall seems to be gaining popularity among the railroad people for dinner parties. First the banquet for Fred Buettner—90 people. Then the Hiawatha picnic committee and workers annual supper—80 people. The annual Hiawatha Service Club Executive Board banquet—120 people. And next in line is a dinner dance for the Hiawatha Band members and friends—100 expected. For information call, Jack Armstrong, Ext. 404.

Ruth Pritchard receives many articles from her brothers, Corp. Pat, who is now serving with a liaison squadron in France and Corp. Jess, who is with a medical detail quartermaster bat. in Belgium. Belgian money was on display; a chair set, cosmetics, wine glasses, ash tray, French cradle telephone, Italian Cameo and other articles which Ruth was proud to show.

Richard Engert is now putting down lines on the drafting board after having put in a few months at San Diego as a marine private. He was discharged as soon as they found he was too young—he being only 16. He formerly worked for Al Epp's builder store department. Welcome to the office, Dick, young boy!

The young 'un that looks like Joe and talks like Joe Drinka is his young brother, Martin. He is putting in his Saturdays over the drawing board. Martin is 16 years old and will graduate from West Division High School this June. Another smartie like Joe, eh? Howdy youngster! Make yourself at home.

Can't help it fellows, but must give out after such a long time to say: Jack Armstrong has done it again—This time 609. Always knew the youngster had it in him to make good. Keep your eyes and ears open for more good results sure to follow.

It is with regret that we announce the passing of Mrs. Sylvan Lester. Besides Sylvan, two daughters, Dorothy and Joan, and two sons, Thomas and Sylvan, Jr., survive. We are indeed very sorry and offer our deepest sympathy.

Rollo (Polo) Erdmann, our blueprint specialist has won a first prize. Not in bingo or pools, but a door prize at a church bazaar. Now Rollo can be prettied up, as the prize is a \$15 beauty treatment and permanent wave at a local beauty parlor. You must see the "Before and After" cartoon of Rollo.

Art Schultz is now smoking a pipe. No doubt it is a Christmas present.

Fritz Buettner, our former janitor, stopped in to say "Howdy." He looks rested and feels fine. He visited his many friends all around the offices and all were glad to see that he is doing well.

Milwaukee Express are the winners of the first half of Milwaukee Road Bowling League this bowling season. The winning lineup: Capt. Fred Ladwig, C. Schwab, H. Munson, J. Reith, L. Montgomery, F. Kuklinski and R. Birchard.

The boys fighting it out for top individual honors are J. Ragutich 178.44; C. Schwab, 176.8; H. Munson, 175.20; E. Scherbarth, 174.8. Frank Tomaschko has high three, 626, while C. Hohl, 619, and H. Munson, 616, are not far behind. Ben McCoy has a high single, 253, closely followed by John Ragutich 246, and A. Lewis, 244.

Chippewa have high three, 2,697, while Chippewa also have high team single, 984.

Jacky "Canvasback" Armstrong is out doing roadwork again with one eye peeled on the Golden Gloves tournament. His roadwork consists of pumping a cab with one foot out of the door, plus eating one quart of ice cream a day.



Leo Flayter, seaman 1/c, and his bride. They were married on Oct. 18 while he was home on furlough after 19 months in the South Pacific. He was formerly employed in the signal section of the store department in Milwaukee and is now stationed in California.

### Davies Yard

J. J. Steele, Correspondent

Don Ritzke spent New Year's Eve in New York visiting friends. A good time was had, so Don reports.

We have just learned that Ed Nowakowski, who is somewhere in France, has been awarded the Purple Heart. We are mighty proud of Ed and hope that he will be back with us before long.

When it comes to bowling, John "Butch" Dunar is not the champ in his family. In a recent bowling match, Mrs. Dunar practically ran rings around John and he has vowed that this sport is definitely at an end for him. This correspondent has been promised John's bowling ball.

Anyone who has not seen Stanley Staniak's etchings, should do so. Stanley really has talent and when he invites someone up to see his etchings, he isn't kidding.

The barter system is in full swing at the Davies Yard. It seems that Fred Ramer has a prize hunting dog, a German Pointer, and Joe Kies is attempting to persuade Fred to give the dog in exchange for a ten year old female canary, two pigeons, and one goose. If this exchange is made, we can sincerely say that Joe strikes a good bargain.

If the cigarette shortage continues, tobacco will be rationed; it seems that Harry Gehrke is rolling his own and at the present time is averaging three cigarettes from one package of tobacco. Nice going, Harry!

We are happy to report that Charlie Zimmerman has been released from Soldiers' Home Hospital and is recuperating at home.

As usual, John Nolan is the first to take his 1945 vacation. John chose the first two weeks in January and attended a wedding in Chicago. John's twin nieces were married to twin brothers.

## ROCKY MOUNTAIN DIVISION

### Main Line

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

Our news for the January issue was not on hand when the Magazine went to press, or whatever it does so early in the month, so a little of that news will be found here, if it can be called news. About the most important bits we have run across or that have been told us or mailed just one day too late are, first, the wedding of Helen McKenna, eldest daughter of Engineer William McKenna of this division and Sgt. Ronald Hale on Dec. 28 in Billings. Sgt. Hale is a lucky

man if he only knows it. They will make their home in New London, Conn., where Sgt. Hale is stationed at a submarine base.

Celebrating their golden wedding anniversary in Deer Lodge on Dec. 27, retired Engineer and Mrs. Edwin M. Townsley, got their pictures in the papers . . . many relatives and friends called to extend congratulations and many messages and gifts were received. The Townsleys made Three Forks their home for many years until Mr. Townsley retired in 1933 after working on the R. M. since 1908 . . . might add that he was one of the charter members of the Headquarters Fuel and Navigation Company, also.

A. W. Luedke, who was our traveling auditor from 1920 until July, 1944, when he retired, was surprised by a Christmas gift from Rocky Mountain employes of a beautiful Masonic ring and enough money to buy a set of carpenter's tools and equipment of his own selection. He makes his home at Missoula, which is our idea of a pretty swell place to make a home. We all extend to Mr. Luedke our very best wishes.

If any of the old timers should glance over the Magazine and see where trains have a meet at Maudlow, hope they don't get ready to jump . . . it's O.K, there is a siding at Maudlow long enough to hold a good many more cars than they ever saw pulled behind those old steamers, and what's more, the depots are so dolled up along the division nowadays, I overheard one of the first comers wondering to himself "if they are going to wax the floor of the switch shanty next." Could be!

Barney Buzdikian is in Belgium, and had his picture in the home paper looking exactly like he used to when the train dispatcher told him to start out and call four crews, two helpers, a third brakeman, fix up the boiler and mark up the board, and make it snappy as he had a bunch of train orders to get out and not to drag his feet either going or coming. From the looks of the picture, Barney is saying yes sir . . . and doing it in record time. Young man, I have sent you a Christmas card, and if that man who reads everything cuts any of it out, will have it published in the Magazine. . . . Let me know.

The sudden death on Nov. 29 of Mrs. John R. Mahon of Butte, wife of Engineer Mahon, came as a great shock to her many friends. She was ill only three days. A very popular and beloved matron, she will be missed by all. She is survived by her husband, three sisters and a niece. She was buried in Aberdeen, S. D., her old home.

Talk about a good looking young man. . . . Sgt. J. W. Lower, son of Section Foreman Lower of Sappington, spent the Christmas holidays with home folks, en route to Santa Barbara and parts of the world as yet unknown to him. Hal, another son, in the navy, is in the Kodiak Islands (or Island). Clinton is at the Yuma, Ariz., airfield. Bert is at the Florame, S. C., air field, and last, but not least by any means, he married Miss Darlington, the Richmond postmaster's daughter. Never saw such a bunch of boys; they are a credit to the Rocky Mountain Division, and we imagine their Dad is real proud of them, to say the least.

M/Sgt. Max Alexander, son of Agent Alexander of Manhattan and Three Forks, came in on Christmas day from LaPas to see the home folks before going on to New York to visit with his wife. He took one look at "My sister Eileen," and said to any one who would listen, "For goodness sake, where has she been? Some looker, if you aks me." If you ask us, too.

A daughter was born Jan. 3 at Deer Lodge to Sgt. and Mrs. E. F. Murawski. Sgt. Murawski is somewhere in the European theater. Mrs. Murawski is Eileen Patricia, a daughter of retired Engineer J. J. Flynn.

Fireman and Mrs. Hayden Lavisque

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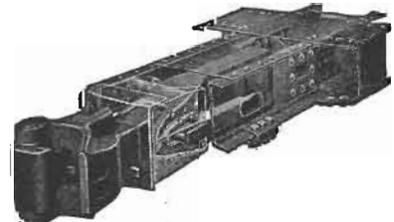
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A daughter, born Dec. 23 in Butte, was a nice Christmas present for Train Dispatcher and Mrs. Howard Ullery.

Word has been received by the Lyle family of Eustis that Gene is in the South Pacific.

Pvt. Eugene Burns has a new address also, care of the San Francisco postmaster. Conductor and Mrs. Burns have returned from a short visit with him on the coast. He was home for the Thanksgiving dinner, so that was something.

### KANSAS CITY DIVISION

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

Miss Mildred Kissinger of Chicago and Mrs. Hugh Evans of Tulsa, Okla., were called to Ottumwa early in December because of the serious illness of their father, George Kissinger, whose death occurred on Dec. 10 at the St. Joseph Hospital, where he had been a patient since the Sunday previous to Thanksgiving day. Mr. Kissinger entered the employ of our railroad as a fireman on Oct. 18, 1887, at Marion, Ia., was promoted to engineer in October 1892 and moved to Ottumwa in 1902, where he continued his occupation until his retirement on Sept. 1, 1937.

Death also claimed Mrs. Albert Brookhart, the wife of our custodian at Cranston, on Dec. 7.

Military funeral services were held on Dec. 21 for Mrs. Kathryn B. Benningfield, the former Kathryn Chambers of Ottumwa, wife of Gordon L. Benningfield and a member of the Waves, who was killed on the previous Sunday when struck by an electric train in Chicago. She was a storekeeper second class assigned to Abbott Hall, Northwestern University, Chicago. Funeral services were conducted by Lt. Commander Lumpkin, chaplain at Abbott Hall, and by Chaplain Gordon Galaty of the Ottumwa Naval Air Station at the Johnson Funeral Chapel. Her husband is now serving in the navy in the South Pacific. She is also survived by her parents, Mr. and Mrs. D. E. Chambers; a brother, Jack K. Chambers of the Marine Corps, stationed at Camp Pendleton, Calif.; two sisters, Virginia Chambers and Mrs. Suzann Hopkins, both living at home.

Conductor L. O. VanDyke has a granddaughter, born on Dec. 15 to Mr. and Mrs. L. O. VanDyke Jr., at their home in Portland, Me. The father, serving in the navy, was recently promoted to chief petty officer.

A daughter was born to Mr. and Mrs. C. C. Clinker at the St. Joseph hospital on Dec. 30. Mr. Clinker is water service inspector on the K. C. Division.

On Jan. 6 Roy Magnuson took over the duties of roundhouse foreman at west yard, vice George F. Hogan, transferred to Janesville, Wis. Mr. Magnuson was night roundhouse foreman at Milwaukee before coming to Ottumwa. His wife and two daughters, Elin Irene and Kristine Lee, expect to come to Ottumwa in the near future. Other changes in the me-

spent a few weeks in December with home folks in New York state.

We extend congratulations to Brakeman and Mrs. Meng on the birth of a son in Deer Lodge the last of November.

The Lombard helper having been pulled off, Engineer O'Donnell has taken a turn on the east end on 15 and 16. The O'Donnells are happy in having their son. Lt. Ralph O'Donnell of the Air Force, visit them on furlough. He came here from the South Pacific.

The sudden death of Clark Cutler of the Deer Lodge section force occurred Dec. 12 while he was working in the yard at that point. Mr. Cutler is survived by his wife, two sons and two daughters, to whom sympathy is extended.

Brakeman Holland has moved from Butte to Three Forks where he has purchased a house.

Brakeman Wren and family and Fireman Lemon and family have moved to Deer Lodge.

Conductor Coffin, who has been off for some time on sick leave, has returned to work on passenger, and Conductor Manley, who has had his run, has taken a freight turn on the west end. Conductor Warren Dixon and Brakeman Lewis Kirwan are assigned to the GV local.

Bobby Bennet, late of Moscow, Idaho, had a two-day visit with his father, Engineer V. Bennet, recently. Bobby worked all around here as operator for the Northern Pacific before enlisting in the navy.

Doc Byrne of Deer Lodge has received word that his son is en route home on furlough; a swell message, if you ask Doc.

Engineer Leib and Mrs. Leib are spending the winter in Seattle.

Pvt. Clyde N. Nichols and Pvt. "Dude" Kemp, sons of Brakemen Nichols and Kemp of Deer Lodge, have returned to Kelly Field, Tex., after spending the holidays with home folks.

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chanical department at west yard—the promotion of Elmer Lowry to blacksmith, vice Carl E. Anderson, who retired on Dec. 31 and is leaving for California to spend the winter. Another recent retirement is that of Harry Pile, roundhouse foreman, who came to the Milwaukee as a foreman from a southern railroad. Mr. Pile plans to spend his time looking after his farming interests. Gerald Fisher is acting foreman.

C. L. Johns, chairman of the Ottumwa Service Club last year, has undergone an operation at St. Mary's Hospital in Rochester and we hear that he is getting along nicely. We hope he will soon be able to resume his duties as yard conductor.

Lt. Wm. Ross, former division engineer, who has been stationed at Key West, Fla., was in Ottumwa in early January spending a leave with his wife, and came to the office several times for a brief visit; Lt. Wallie Zlogar, who left us two and a half years ago and has been overseas most of that time with the Seabees, arrived home on Jan. 16 for a 30 day leave, and to get acquainted with his little daughter. His wife is the former Mary Ryan, daughter of Conductor Jack Ryan.

Former brakeman Clarence G. Albertson, now baker 1/c in the Seabees, came from San Bruno, Calif., on Jan. 5 to remain during his leave. His wife is to have an inward goiter removed and Clarence will be with her during the time she is confined to the hospital.

Mrs. Richard W. Eckroat and two children left Ottumwa on Jan. 4 for San Francisco, to join Mr. Eckroat, now in the navy.

The furlough spent at home with her parents, Mr. and Mrs. G. L. Tucker, Ottumwa, was disappointing to Lt. Virginia Van Camp, as she had pneumonia. She has returned to the Brooke General Hospital, Ft. Sam Houston, Tex., where she is a dietitian. On Jan. 9 her parents received word that she was again ill.

Since April, 1944, S/Sgt. Bob Ebbert has been overseas and is now in Italy. He is a gunner and has one more mission to fly then will have completed his 50th mission. He is the son of Machinist C. F. Ebbert, west yard.

Another expression of thanks for the \$10 Christmas check was received from Lt. Col. Bob Nevins, somewhere in France. He also appreciates the Magazine and News Bits, which is mailed out each month by the Service Club. On Dec. 19 his company was sent into an isolated village somewhere in France, little distance from the front lines where they had been since "D" day. He has experienced some actual fighting with the Germans and in one instance 21 of them took on 200 Germans, killed three, captured the rest, and did not have one man wounded or killed.

William A. Genochio, son of Engineer Tony Genochio, was home for Christmas, then to Camp Hood, Tex., where he is with headquarters detachment.

Traveling Engineer F. P. Corr has two sons in the service, Sgt. Edward Wm. Corr of the Army Medical Corps, laboratory technician in the O'Reilly General Hospital, Springfield, Mo., was home for three days shortly before Christmas, and John P., Jr., gunner's mate 1/c, is on a destroyer mine sweeper in the Philippines.

On Dec. 20, Engineer J. L. Frost and wife went to Gulfport, Miss., to see their son Jack, in the Army Air Corps, scheduled to be sent overseas. His brother, Richard, is with a medical bat alion somewhere in France.

Former switchman at Coburg, now Pfc. Charles Yelton, is a member of an army Richard, is with a medical battalion railway battalion which is maintaining the railroad equipment that transport troops and vital supplies to the front lines. Upon arrival in France, they found a repair shop, capable of housing 150 locomotives and 200 cars, completely demolished from bombing. With Army en-

gineers, French civilians and German prisoners, the railroad battalion cleaned away the debris. Diesel and 2-8-0 locomotives were brought in and the engine-house began to function immediately. There was no power, no water, no lights. The engines were coaled by hand, water was hauled five miles to the shop and the engine turntable operated by hand; however, locomotives and cars were repaired and released whenever requested. Within three weeks 46 locomotives had been dispatched.

Dr. H. A. Spilman, company doctor, had two of his sons home recently for a week's visit—Capt. Robert Spilman, stationed at Camp Ord, Calif., with an armored group, and James Spilman, Pan American Airways pilot, who was en route to Miami, Fla., from San Francisco.

Norbert Edward Davis, motor machinist 1/c in the navy, after spending 30 days' leave with his parents in Ottumwa, returned to Lido Beach, Long Island, N. Y., for reassignment. He had spent 20 months in the Mediterranean area.

Pfc. Clifford Pfannebecker spent Christmas with his parents, Mr. and Mrs. Gus Pfannebecker, Moravia, and with his wife and two children; his brother, Sgt. Ralph, of Battle Creek, Mich., was also home for the holidays. Clifford was employed in the section crew at Moravia before going into the army. He is now at Camp Gruber, Okla.

Pvt. Alicia M. Reed, daughter of Lt. and Mrs. John D. Reed, Ottumwa, has been chosen "Wac of the Week" by the "Rip Chord" weekly publication of McChord Field, Wash. Private Reed is assigned to the air inspector's office and also collaborates on a column in the field weekly paper.

In early December, Pvt. Burdette Savage spent a few days in Ottumwa with his wife, Mrs. Lucille Savage and his son Richard, also, with his parents, Mr. and Mrs. Azel Savage. He was enroute from Camp Fannin, Tex., where he completed his basic training, to Ft. Ord, Calif.

Word was received that Donald E. Williamson, recently promoted to private first class, arrived safely in England with an infantry company. His father is Chief Water Tender Jesse Williamson, and Mrs. Williamson is living in Huntington Park, Calif., employed in a defense plant. Their home was formerly in Ottumwa and Jesse Williamson was employed as fireman.

George W. Schmidt, who as chief dispatcher in Rock Island for the Davenport, Rock Island & North Western Railroad, has controlled the movement of Milwaukee Road and C. B. & Q. trains through the Tri-Cities for the last 15 years, retired on Jan. 15 after completing 48 years of railroading. His first six years as a railroader were spent as an operator on our Iowa Division, and the other 42 have been with the D. R. I. & N. W. His gestures of kindness to traveling servicemen have earned him the title

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Cecil J. Sellens, former storekeeper at Coburg, Nev., was recently promoted from captain to major in the India-Burma theater of operations. He has been stationed in India about a year. Before going overseas he was on duty at Fort Slocum, N. Y., Camp Plauche, La., and Camp Robinson, Ark. Maj. Sellens' wife and father live in Kansas City, Mo. He is also a veteran of World War I and is a member of James A. Holden Post 166, American Legion, and Post 1700, Veterans of Foreign Wars, both of Kansas City.

### Kansas City Freight House

Bill and abstract clerk, Dorothy M. Britton, underwent a major operation in the St. Joseph Hospital, Kansas City, on Jan. 9; she is getting along nicely.

F. K. Been, general agent at Atlanta, Ga., formerly traveling freight agent in the office of Mr. Murphy at Kansas City, was called to Kansas City in December because of the death of his mother, following a lingering illness; he was again called home because of the death of his father.

Chief Bill Clerk John Cox left Jan. 15, returning to Tulsa, Okla., to enter other employment. He was formerly in the office of Mr. Washburn at Tulsa and came to Kansas City freight office in January of last year.

Mrs. J. E. Hills, widow of former

assistant superintendent, spent a week in Kansas City during the holiday season. She is in ill health and expects to enter the Mayo hospital in Rochester in the near future for observation.

## TRANS-MISSOURI DIVISION

### West End

*Pearl Huff, Correspondent*  
Miles City, Mont.

### Miles City Telegraph School

Graduates from the Milwaukee training school at Miles City for December include Mary Taylor who went to Sumatra, Mont., as operator; Betty Kisson to Haugan, Mont.; James E. Clark to East Portal; Vica Sayre to Bonfield; George E. Parrott, agent at Watauga; E. H. Jacobsen, agent at Vananda; Joyce A. Thimmisch, agent at Trail City; Florence Hicks, operator at Plevna; and Vervely Youngbauer, operator at Carterville. Violet Kirchner, Joyce Marion and Hazel Kay left about mid-January for service on the Coast Division. At the present time there are 12 students in the school with eight more due to enter in the next week. It is becoming difficult to obtain students in this part of the state, and 10 or 12 more could be accommodated immediately. The school particularly needs students from Lines East, who desire to work in that section. At the present time we have an order for six operators from the Coast Division, three are wanted on the Idaho Division, six on the Rocky Mountain Division and six on the Trans-Missouri Division. No attempt has been made to furnish telegraphers on Lines East as the demand on Lines West has been more than can be filled.

Pfc. Charles Wright, who has been in India for the past two and one-half years, spent a furlough with his parents, Mr. and Mrs. W. W. Wright in December. On completion of his furlough, he went to Hot Springs Ark. for reassignment. He has been with the Finance Department of the army overseas.

Guy C. Minor, widely known resident of Miles City and an employe in the store department at that point, passed away Dec. 12 following a brief illness. The Milwaukee family extends its condolence, to Mrs. Minor and daughters.

Lt. J. B. Larimer, battery chief, who recently finished a radar course and who was formerly stationed at an anti-aircraft school at Camp Davis, N. C. as an instructor, is now an executive officer at Seattle. He is the son of Mrs. C. J. Larimer of Miles City.

Mrs. John A. Smith has received word from her son, Corp. E. W. Hudson with the Engineers Corps of the army that he has reached a point in the South Pacific. He has been in the service for the past year and a half, the latter part of his training having been received in Wash-

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ington. Previous to that he was employed in South America with an oil company for four years.

Miss Darcy McCauley, daughter of Mr. and Mrs. F. C. McCauley of Miles City, spent the holidays with her parents. She is employed by the Consolidated Vultee Aircraft in California. This was her first visit home in four years.

Mr. and Mrs. Joe Patch, recently received the first letter from their son, S/Sgt. Nick Patch, a prisoner of war in a German camp since he was reported missing in August. He stated he had been wounded twice in action before being taken prisoner, that he had received the best of care, and that he was OK. He has received the Purple Heart and two Bronze Stars, which are awarded for gallantry in action.

Phyllis Gilmore, a Wave, spent a week's leave with her parents Mr. and Mrs. McKinley Gilmore of Miles City. She is now a Celestial Link operator with the Navy Air Navigation Training Unit at Wanset Point, Va. The first of her 15 months training was at Hunter College, N. Y., after which she took training as Link instrument instructor at Atlanta Ga., and was instructor there for some time. Her present position was preceded by advanced training at Quanset Point. She is a graduate of the class of 1939 of Custer High School and of the class of 1941 in the Junior College at Miles City, also having taken some work in the University of Southern California.

1st Lt. Thos. J. Welles, son of Engineer P. N. Welles of Miles City, has been awarded the Bronze Star for bravery in Brittany, France. He is now a combat engineer platoon leader in an infantry division. He was servicing as leader of an engineer detachment supporting the advance of the Infantry. Mortar fire crashed into their position, causing a forward member of the detachment to fall wounded where he was still vulnerable to enemy fire. "With complete disregard for the enemy fire and for his own safety, Lt. Welles ran forward calling for an aid man, and carried the casualty back to a safe position", says the official citation. In presenting Lt. Welles with the award, Maj. Gen. Harry J. Maloney said, "His act was an inspiration to all and reflected the highest credit upon himself and the military service."

S/Sgt. Michael Martin, son of Frank Martin of Miles City, gunner on a Liberator bomber, has been authorized to wear a second battle star. He received the award as a member of a veteran bomber group which flew numerous missions in direct support of the invasion of Southern France during August and September. The group is a veteran of more than 143 combat missions and was previously awarded a battle star for its participation in the Italian combat zone. The battle stars are worn on the European-African-Middle Eastern theatre ribbon.

Pvt. Walter E. Dyba, with the U. S. Marines, is back in the States after 26 months overseas, where he took part in the battles of Tarawa, Tinian and Saipan. His parents, Mr. and Mrs. Walter Dyba, reside in Miles City.

Sgt. Stanley Nelson has written his



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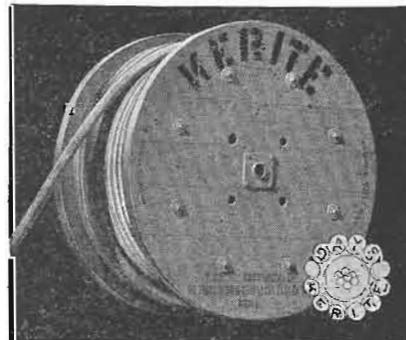
parents, Mr. and Mrs. Harold Nelson of Miles City, that he arrived safely in India after a rough trip over. He also stated that he would not make a very good sailor, adding that "riding on the train here is a little different from in the USA, for the coaches are like our box cars". He is with an Air Corps ground crew. His brother, Ted Nelson, has been in the South Pacific with the Infantry for three years.

Passenger Conductor R. M. Douglass of Miles City passed away suddenly at Harlowton, Mont., Jan. 5. He came to Miles City in 1908 and had served the company for over 36 years. He will be greatly missed by his associates.

Pfc. Virgil V. Haworth is back in the same country where his dad fought in the First World War, he wrote his parents, Mr. and Mrs. V. V. Haworth of Miles City in telling that he had arrived safely in France with a medical unit. His wife is making her home with his parents during his absence.

Hazel Soike, clerk in car department at Miles City, left Jan. 6, for Seattle, where she has accepted a position in the agent's office at that point. Miss Soike had been in Miles City for about 13 years and will be greatly missed. Her place is being filled by Eileen Wohlgenant; Stella Gaglia has been employed to fill Miss Wohlgenant's place.

Mrs. Ruth Roe, daughter of Mr. and Mrs. E. M. Erickson of Miles City, is the new file clerk in the superintendent's office, taking the position vacated by Esther Pratt when she bid in the job in the chief dispatcher's office.



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### ACCIDENT AND HEALTH PROTECTION

*"The Railroad Man's Company"*

**CONTINENTAL  
CASUALTY COMPANY**  
CHICAGO • TORONTO • SAN FRANCISCO

## TWIN CITY TERMINAL

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

This is the season when we express our gratitude and appreciation to our friends and acquaintances who have extended kindnesses to us during the past year. Of course, topping anyone's list are the men and women in the armed services of our country who are daily making great sacrifices. Yes, some of them have made the supreme sacrifice, all for our well being. Nothing that we could say would be sufficient, but we do offer our prayers and our thanks in their behalf and express the hope that by the time the next holiday season rolls around they will be back home.

We know the readers of the Magazine will be glad to learn that Katherine McBride, former correspondent at South Minneapolis store and locomotive departments for the magazine now in the Women's Reserve U.S.M.C., has been promoted and is now addressed as "Sergeant McBride." Congratulations Sergeant, but we knew all the time you would make the grade and that "Sergeant" business just goes swell with McBride.

### St. Paul Freight House

*Allen R. Rothmund, Correspondent*

Sgt. B. T. Flowers, one of our St. Paul employes now serving as conductor overseas, was awarded a medal by his commanding general for quick thinking which saved a train load of vital supplies.

One of our freight conductors called upon me the other day and said: "I read our editor's note in the magazine yesterday that you are a bond salesman, well, here is \$750; get me a \$1000 bond". That proves advertising pays. And thanks to the editor, too.

Alice Herrick, former St. Paul correspondent, would be pleased to hear from you. Her address is: C/o U. S. Shipping Administration APO 782, C/o Postmaster, New York, N. Y. Alice has been in all parts of the world since she left St. Paul and I must say her Christmas letter to us was one of the most interesting letters I ever had the pleasure of reading.

One of Mr. Campbell's former employes, Sgt. Dave Harrington, was a recent visitor here at the St. Paul freight office.

Hobbies again. Did you read of the girl in Indianapolis who keeps track of the slices of bread she eats each year? Nearly 4000 slices for the year 1944.

Nice time to get a flat tire when it is 15 below zero. Ask Engineer O. A. Nelson if he agrees.

### Minneapolis Local Freight and Traffic Dept.

*Kay Jiran, Correspondent*

This column writing time seems to come around pretty fast and more often than not we're hard up for news. However, when one of our midst decides to go to California and give the magic lanterns a try, that's news. That's just what Patty Flaherty is doing. Of course, the movies are of the home talent variety, but nevertheless a big thrill. Patty left on

Jan. 16 to spend a three week vacation with her sister and brother-in-law in California and brother-in-law Bill Auger was all ready with his movie camera and previous film to record Patty's every move from the time she stepped off the train. Gee, how we'd like to get in on the sneak preview.

Bea Shea was pleasantly surprised when one of the fellows who had been with Major Shea in France stopped in to pay her a visit.

S/Sgt. Vernal Boline recently became the second of our freight house boys to marry while overseas. Vernal is now in the United States after making a wonderful record with the Army Air Force in Europe. His British bride expects to follow him to this country very soon. We want to extend our congratulations and we know that the new Mrs. Boline will be thrilled with the United States. Sgt. Bob Guyer, former bill clerk now with the Marines in the South Pacific, was the first of our clan to take an overseas bride when he married a New Zealand girl some time ago.

Interesting descriptions of two theaters of war arrived in letters from T/Sgt. Joe Daly in France and Capt. Charles Washburn in India.

### St. Paul Traffic Department

*Brooksie Luth, Correspondent*

Sgt. Dave Harrington, former inspector at the rip track, called to shake hands with friends in the city office. Dave was hardly recognized in his uniform—We've always seen him in "civvies". Dave was the fellow who used to get a number of calendars each year and distribute them to every store where he dealt, out on the east side of St. Paul. He used to be one of our best tipsters. Even now he is still working for the line. He was able to get one of his comrades-in-arms to use our line from Chicago to Missoula and return. Dave is in a Military Railway Service unit presently stationed at Bucyrus, Ohio, but ready to entrain for places unknown. The best wishes of the Milwaukee Road and the local employes are with you, Dave.

Sgt. Leon Stelling, former stenographer in the AGPA office, has been home on furlough several weeks. His outfit has been transferred from Alaska to Louisiana.

Word has come that Lt. Jack Maher, former diversion clerk in Mr. Burns' office, is now in India. Jack, although a flyer, traveled by steamer and said it was a long and tedious journey. We are glad to know how he got there because it took so long to hear from him that we thought he was swimming over.

We got a letter from Ferd Grunewald, former steno, AGPA office and now with the army in Belgium, in which he thanks Mr. Scandrett and the employes of the Milwaukee Road for the Christmas letter and \$10. He also asked to be remembered to the rough elements in the ticket office.

Doug Tybering, former ticket clerk in St. Paul CO, writes that he is in sunny southern France, where a kindly nature drools instead of smiles. At least he said the sunshine is very moist and the river is at flood stage, the highest ever recorded, and a pump is constantly employed to

THE MILWAUKEE MAGAZINE

make "River stay away from his door" and out of the basement of Military Railway Service headquarters.

Hubert Lindblom, former ticket clerk in Minneapolis in a recent letter tells that he visited a basilica (church to our heathen readers) erected on the site of the place where Joan of Arc saw her visions and first talked with the voices that inspired her to leadership of France in her dark hour several hundred years ago. He also visited her home and attended a children's mass in the same church she once attended.

H. M. Larson, our genial acting assistant general passenger agent, was the happy host during the holidays to his son Richard home on furlough. Dick is an aviation cadet.

### Minneapolis General Offices

*Kitty Carll, Correspondent*

Jean Boutillier, our "draftswoman" in the engineering department, has joined the Waves and is taking her boot training at Hunter's College, N. Y., Katherine Adkins takes over Jean's duties.

In the Milwaukee Bowling League, two girls have hit the coveted 200 level, Florence Mullen, of the Pioneers, got a 201, and Gladys Mirocha of the Hiawathas got a 206 and a 247 in the same evening.

The following appeared in the Minneapolis Star Journal:

"An important Roer River bridge north of Duran, Germany, was destroyed after two weeks of unsuccessful ground attacks when Lt. Arthur B. Erdall, Minneapolis Thunderbolt fighter pilot, registered two direct hits while dive-bombing the concrete and masonry span, a dispatch received Jan. 13, revealed."

Arthur is the son of A. C. Erdall of the law department.

G. E. Alvord, freight claims, is back at his desk after a forced vacation of two months. He tried to get his Chevy to climb a tree—result three weeks in the hospital and then home to get acquainted with his new place at Excelsior, overlooking St. Albans Bay on Lake Minnetonka.

Frank Corcoran, Jr. was passing out cigars or something in the engineering department (he passed up this correspondent); the event was the arrival of a new baby girl Beverly Jean at his home.

Gloria Olsen is our new messenger girl.

### South Minneapolis Shops and Coach Yard

*Oriole M. Smythe, Correspondent  
Car Department*

#### Servicemen Notes

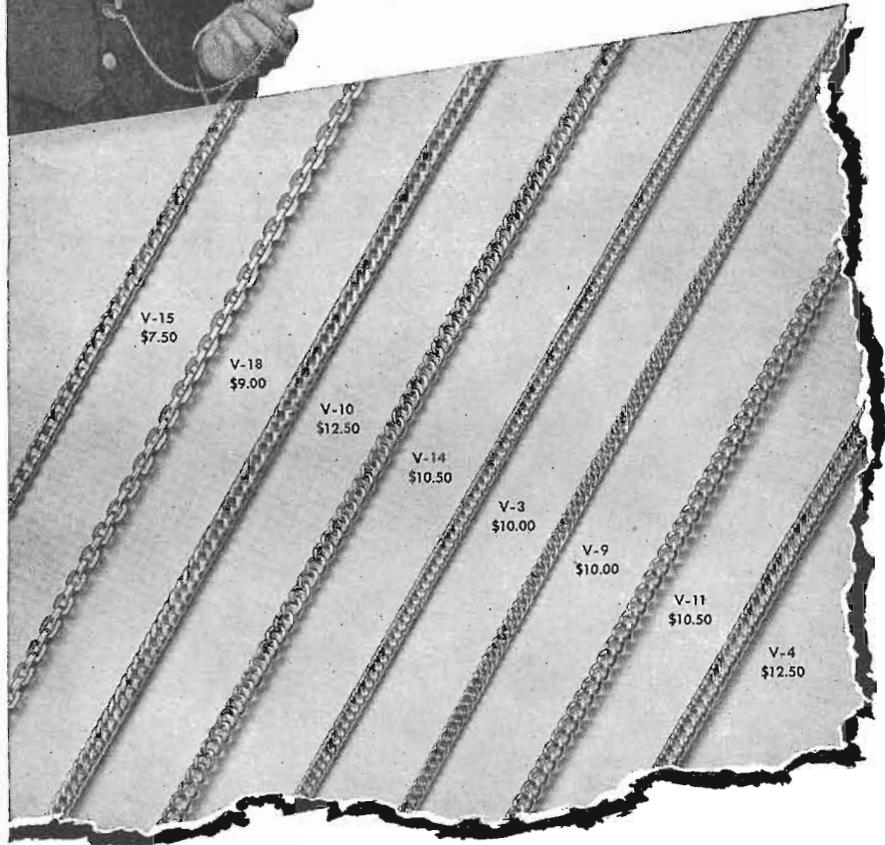
Pvt. Donald C. Johnson, former carman apprentice at Minneapolis shops, who entered military service in October 1943 and who is stationed with a railway operating battalion in India, writes of fighting tigers and wild animals all in the day's job. Sgt. Alfred G. Stratton, car cleaner at Minneapolis coach yards, enlisted in Army Air Corps in October 1942, and is now stationed at Hunter Field, Ga., he had previous training at Sheppard Field, Tex. Two brothers, formerly car cleaners at Minneapolis coach yard, Corp. Joseph Barres with a tank battalion in Europe, and Pfc. Walter Barres, with the Infantry in the South Pacific, are seeing service in widely separated sections. Warne J. Stonebraker, seaman, has seen lots of action and is a member of the fleet in the Philippines and has had a year and a half of active duty. Sgt. Orville T. Granaas, helper at Minneapolis shops car department, was called to service in March, 1943 and is located with the Transportation Corps in Alaska. S/Sgt. Merle T. Jensen, with Air Force is stationed in England. He formerly worked at Minneapolis shops and at the coach yard prior to entering army service in December, 1942. Corp. John J. Ridzik, who entered the army in July, 1942, is with a railway operating battalion overseas.

February, 1945



WHERE RAILROAD WATCHES GO...

*Simmons Chains Go*



Railroad men insist upon watch chains that stand up under long and excessive use. They insist upon Simmons Chains. Since 1873 Simmons has designed many Quality Gold Filled watch chains expressly for railroad men. There's always a constant demand for them because they wear longer and still are better looking.

Although there's a limited supply of Simmons Chains available right now, you may still find one today at your jewelers.

**R. F. Simmons Company**

ATTLEBORO, MASSACHUSETTS

He had worked as helper at Minneapolis shops. J. C. Schurstein, machinist's mate 2/c, is on submarine duty in the South Pacific. He was a carman apprentice at Minneapolis car shops before joining the navy in July, 1942.

### South Minneapolis Locomotive and Store Depts.

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

Direct from headquarters of the United States Strategic Air Forces in Europe, comes the following story: Sgt. John S. Burke, 21 year old radio operator and gunner, member of the crew of the B-17 Flying Fortress "Ramblin' Rebels", has won the Air Medal in recognition of "exceptionally meritorious achievement". The Minnesota airman, defending his bomber from attacks by German fighters and braving intense anti-aircraft fire, has flown on missions attacking targets at Berlin, Merseberg, Cologne, Ludwigshafen, Bremen and other much-bombed cities in the Reich. Before entering the service, John was employed as a blacksmith apprentice at Minneapolis locomotive shops.

More from the 757th via Lt. Art Hallenberg to Shop Superintendent Blyberg: "I'm getting a world of experience but I'm ready to come home any time. We have processed every locomotive from the States and now are processing some built in England. They have copper fireboxes and immovable grates. Makes it a little rough on the boys that have to clean the fires. Everything must come out the fire door; no blower, either. It takes six hours to get one hot. Al Neese would have a fit. Col. King now has the wings of a full colonel and Bill Hotzfield is still making the Diesels tick."

Judging from the letters that have come in acknowledging the \$10 checks the boys received for Christmas, they were all pretty well pleased. Among them was one from Pfc. George N. Beyer, Cape May Point, N. J., to Assistant General Storekeeper J. V. Anderson. And, did you know that George took unto himself a wife on Christmas Day? Frances Jakubice, a Minneapolis girl and daughter of a Soo Line man. He writes Bill Creighton that they were married at the Base Chapel. He also says: "This is the third Christmas I haven't been home. I sure hope we never have any more wars after this one."

"After three 'D' day landings, we've broken away from the marines and are now navy again," Ray Nordstrom tells us. Also, "too much stuff flying around from both sides of this war. The sunsets and sunrises are beautiful over here but I'm awfully tired of them now. Give me a good old snow storm any day." If we didn't know Ray's reputation for veracity, we'd take the following with a grain of salt: "Say, did you ever see water run up hill? Out here its like that. You know that Jap bike I wrote about—when I think I'm going to coast down hill, I've actually pumped all the way down and on a level stretch you pick up speed like the very dickens." One thing Ray didn't tell us is that he was wounded at Saipan and received the Purple Heart. He has two brothers in the service.

Seeing that supplies reach the men at the front is a vital part of this war and such is the type of service being rendered by James H. Mueller who operates a boat which is one of the connecting links. Corp. Jim is a former store department employe and son of B&B Foreman Jim Mueller. He air mails JVA as follows: "I've had some bad times over here but then of course I've had some good times too. These countries over here close up everything about 10 o'clock, so if a guy wants to have a good time, he has to get it in a hurry."

Having had the misfortune to fall and injure his knee, Roundhouse Carpenter Axel Hugo is experiencing one of those vacations which none of us relish. Pete Christianson from the back shop is pinch hitting for Axel the whilst.

Machinist Welder Howard Stiles is in the hospital and will not be able to work for some time.

Overheard on the observation car on No. 1/16 recently when someone upset an ash tray and the porter came to sweep up the clutter: "What's the idea of cleaning it up so good, is the inspector on?" To which the porter replied: "The Great Inspector is coming around one of these days and if your heart ain't right, you better do something about it". And, so saying, he went off through the car humming a Negro spiritual.

The many friends of Marion R. Pherson, née Marion R. White, welcome her back to the shop superintendent's office after her sojourn and marriage in Tacoma. Husband Ralph, following a short furlough, returned to Fort Lewis to await further orders. You'll remember that he spent two years in Alaska and the Aleutians.

Veteran Storekeeper at the scrap dock, Theo Beal, who underwent an emergency appendicitis operation on Dec. 20, is doing splendidly.



### THIS FRINGED SCARF IS YOUR ALL-SEASON HEADGEAR

*A lacy fringed scarf that is a bit quaint, but flattering to women of all ages, is yours to make. In wool or cotton, it is your all-season headgear. Crochet the scarf in bright colors and wear it for winter sports. Soft pastel colors will make it your favorite headdress for evening wear. This smart accessory is quickly and easily made.*

Directions for crocheting "Fringed Scarf No. 1826," can be had by writing to The Milwaukee Magazine, Room 356, Union Station, Chicago.

After frequenting his haunts for 30 years, Fireknocker Harden Smith performed his last duties at the Minneapolis roundhouse on Dec. 1, when he retired to enjoy a well earned rest.

Word has just been received that Machinist John Ritchie who retired in May, 1937, passed away at his home in St. Paul on Jan. 10.

Oh, yes and two other visitors recently were S. Sgt. Kenneth Gordier, down here at his old stamping grounds where he used to be a machinist apprentice. He has been serving as a belly gunner on a B-17 off English shores in 35 missions over Germany; as well as Minneapolis Roundhouse Machinist George Garin's son, G. E. This boy was formerly an L&R fireman and is now a motor machinist mate 2/c in the South Pacific.

You are all familiar with the story of an old English Christmas as told by Dickens. This is about a modern Christmas in France of today, wherein the characters are not ghosts but flesh and blood "he men"—American soldiers of the 757th Railway Shop Battalion and 60 French orphans. Many days prior to Christmas these men agreed to save candy from their PX rations in order that each child might have a bag of sweets—ice cream too, if you please, manufactured in a freezer of their own make, a replica of one they had made for a hospital train. And there were toys, lots of them—wooden ones, cut with a scroll saw, doll beds, cradles, chairs, tables, wagons, wheelbarrows, Donald Ducks, Wimpys, Big Bad Wolves, bunnies, foxes and pigs. All these things were made on their own time, and what works of perfection! They were painted, too, and by none other than volunteers from a group of 250 German prisoners who came back to the work shop after supper. Major Moe, formerly of the Minneapolis roundhouse, writes: "You should have seen the comical expressions these prisoners painted on the faces of the animals. They were so life-like you would burst out laughing to look at them. I wonder who got the biggest kick out of them, the American soldiers, the German prisoners of war or the French children". Thanks to our boys, those 60 French orphans were happier by two toys each, a big dish of ice cream, a bag of candy and everlasting memories.

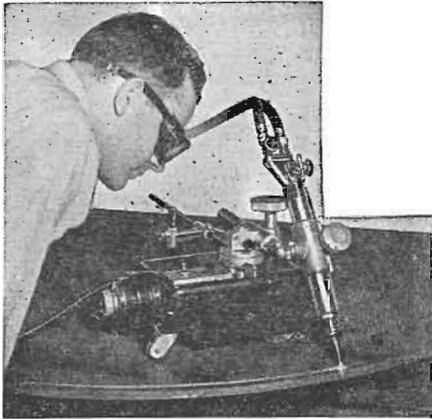
On Dec. 27, Earl Benson, storekeeper 2/c, nephew of B. M. Benson, chief clerk in the shop superintendent's office Minneapolis and son of Martha Benson of the AFE bureau, Chicago, formerly employed by E. L. Murray, spent a day at Minneapolis, telling some of his experiences. Earl saw two years' service in the Pacific, having been in New Caledonia, Solomon, Gilbert and other islands. On leaving here, he was bound for Jacksonville, Fla., for further assignment.

Another visitor was Pfc. John D. Sedgwick of the Marines and former machinist apprentice at Minneapolis, who entered the service Jan. 17, 1942. He is the son of H&D Conductor John D. Sedgwick. John did duty at Guadalcanal, Bougainville and Guam and spent 45 days in a hospital at Pearl Harbor, as well as three months in a naval hospital at Seattle—but with 33 days at home, one of them being Christmas, he looked happy even though he does have to report to Washington, D. C. John's brother, Lt. Grant Sedgwick, is in the navy. Some of the old timers will remember his grandfather, Robert Sedgwick, H&D engineer, who passed away some 25 years ago.

With a grinding of brakes, an Army officer pulled up to the side of the road. "Say, sonny," he called to a small boy, "have you seen an airplane come down anywhere near here?"

"No sir," declared the boy, sticking his slingshot behind his back. "I've just been shooting at a bottle."

THE MILWAUKEE MAGAZINE



## The New **AIRCO-DB** No. 10 RADIAGRAPH

*A time and money saver on  
steel plate cutting—at an  
unusually attractive price.*

Any railroad shop cutting steel sheets and plates in straight lines, arcs or circles will find use for at least one, and plenty of profit from its use.

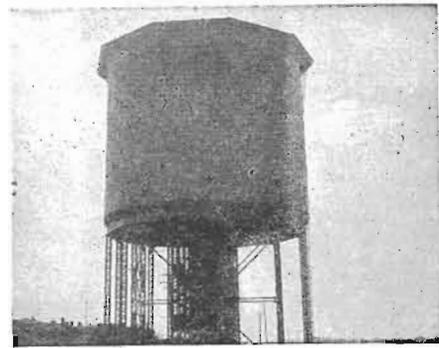
### WHAT THE NO. 10 RADIAGRAPH WILL DO

1. With one section of track (furnished as standard equipment) cut straight lines 5 ft. long, with either square or beveled edges. **NO EXTRA ATTACHMENT FOR BEVEL CUTTING.**
2. Cut circles from 3" to 85" in diameter, or arcs up to 42½" radius, with either square or beveled edges.
3. Cut irregular outlines to a limited degree by manual operation of torch adjusting arm. Do a clean, fast, accurate job.

*Send for descriptive bulletin.*

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Interior of metal tanks can be thoroughly protected against corrosion without in any way contaminating the water. Quickly applied and tank restored to service in three days. Single coat sufficient. Exterior also thoroughly protected as well as framework, supply lines, fittings, and metal parts.

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# MAGNUS METAL CORPORATION

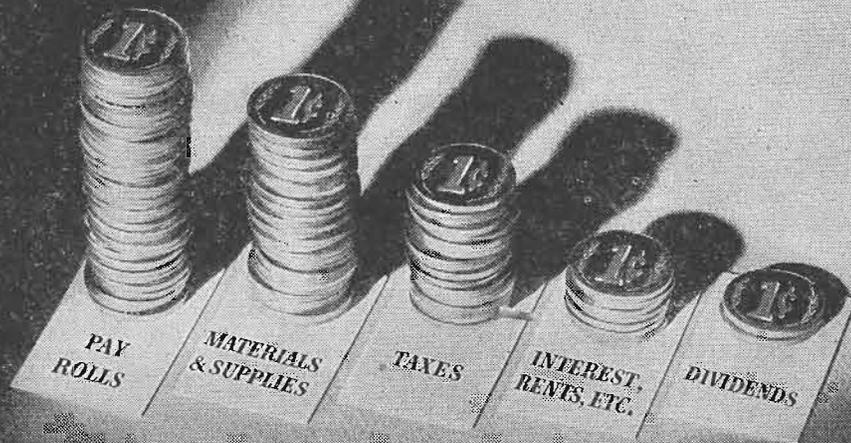
*Journal Bearings and  
Bronze Engine Castings*

NEW YORK

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CHICAGO



# “Keep the change”—



[ *A simplified Annual Report of the American Railroads in their third year at war* ]

**I**N 1944, the railroads rendered to the American public the greatest volume of service ever performed by any agency of transportation.

For doing this job, they received about 9½ billion dollars. That's a lot of money — but most of it was earned by hauling tremendous tonnages of freight for less than one cent per ton per mile and carrying passengers for even less than before the first World War.

Out of every dollar the railroads received —

38¢ was paid out in pay rolls.

29¢ was paid for materials and supplies of all

sorts and other operating expenses.

19¢ was paid in taxes — federal, state and local.

7¢ was paid in interest, rents and other charges — a great share of which went to insurance companies, savings banks, endowed institutions.

2¢ was paid in dividends to stockholders.

5¢ was left over in “change” to cover all such things as restoring roadways and equipment after the war, paying off debts, and providing reserves for the improvement of plant and the modernization of service necessary to keep pace with American progress.



**ALL UNITED FOR VICTORY**

THE MILWAUKEE MAGAZINE