



**JANUARY 1945**

**The MILWAUKEE MAGAZINE**

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

# Holiday Greeting

MORE and more each year I count it a privilege to use the pages of the Milwaukee Magazine to extend holiday greetings to all the members of our railroad family; and because we are sending the Magazine to our men and women in the armed services, it affords me an opportunity to say a special word to them. This is the fourth Christmas since our nation entered the war. Because some 6,000 of our people have answered the call to the colors, most of whom cannot be with us, our Christmas this year will not be what it was when the whole family could be together.

So far as addresses were obtainable, we sent a Christmas letter and a Christmas check to each one in military service. The hundreds of acknowledgments I have received are an inspiration to me and all others who have seen them. I have always been convinced of the splendid Milwaukee Road spirit and these letters furnish undeniable proof of it. I wish I could send them to all of you so you could share with me the big lift I have received from them.

It would seem that there is no fighting front where our railroad is not represented. Some are in Europe in the bitter battle on the western front, and some are in the fight in Italy; others are fighting in the Pacific, and some are in Iran; others are in the Aleutians and India and China and other far places. Their letters contain no heroics nor self-pity and not a single gripe. They are brave letters from brave men who are fighting with all they have to win the war. They speak with pride of their railroad and their desire to get back on the job as soon as possible.

Now, a special word to you in the armed services:

We are all looking forward to your return to the railroad and hope it will be soon. Nothing we can do here can compare with the job you are doing and the sacrifices you are making. We owe you a lot which we can never repay. The most we can do, and that we will do, is to stay on the job and back you up with everything we have and, at the same time, make your railroad an even better place to work when you get home.

God grant that the new year bring the hard-earned victory for which you fight and that there again may be "Peace on earth to men of good will."



## Use V-Mail

People who write to men overseas (and if you aren't one of them, you should be) are asked once more to employ the speedy V-Mail facilities. The simple fact is that failure on the part of thousands of people to use V-Mail is congesting military postal facilities and the result is an unhappy delay in the delivery of regular and air mail letters. Summed up, the V-Mail story is this:

Mail from home is more than a fighting man's privilege; it is a military necessity. There probably is no factor more vital to the fighting man's morale than frequent letters from home. Service men tell us that frequent letters from home, no matter how short, are better builders of morale than longer and less frequent letters, and that bright, cheerful letters can give a lift as nothing else can. If you have ever been really homesick, multiply that feeling by war and several thousand miles and you will realize the truth of the above.

But the more letters sent by air mail or regular mail, the greater the demand for space on planes and ships, just when cargo space is becoming more scarce. V-Mail always goes air mail, in the form of a tiny piece of film which is enlarged when it reaches the other side. Mail destined for home addresses from the battlefronts has often been used for ballast in planes, and consequently arrives in a hurry. On planes bound for the war fronts, however, cargo space is claimed first by V-Mail plus the necessary articles of war, while regular air mail may be forwarded by ship or held for a considerable time.

If you have a lot to say, write him a sort of continued story via V-Mail. He'll get more pieces of mail that way, too, which will make him feel good.

And another thing—make sure your letters are fit to be read in a foxhole. In other words, don't add to his troubles

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by a recitation of home front worries and "hardships". Tell him about family, friends, familiar places and plans for the good days ahead.

And send it V-Mail!

## Public Relations Program Gains Momentum

AS WE ROUND the corner into a new year, it appears that P. R., the little guy with the big eyebrows and voice-of-conscience complex, who pranced onto the premises in early autumn, has pulled up a chair at the family board and has every intention of staying.

For quite a while his identity was in question. His pert admonition, "Remember Me!", which appeared, together with his likeness, on all inter-office correspondence, at first inspired little more than a resounding "Who in hell is P. R.?" But he kept at it and before long people started venturing guesses—as bizarre an assortment of wrong answers as ever paid tribute to a fertile imagination. They ranged all the way from President Roosevelt to Paul Revere and Please Remit. Those who had him pegged all along as the embodiment of Public Relations were right, of course, as all of us know now. As such, he bids fair to become one of the biggest and most important figures on this railroad.

### Three Pamphlets Published

*War Jitters*, the first of the railroad's presentations starring Mr. P. R., should be in the hands of every employe by the time this issue of the Magazine is off the press. There is a copy of this amusing, informative little 20-page pamphlet available for everyone on the railroad, and anyone who has not received one can get it from his supervisor.

The 1945 edition of *Everyman's Almanac* also will have been received by all employes by Jan. 1. This pocket-sized distillate of

the world's knowledge, both terrestrial and celestial, will not only impart interesting facts about the Milwaukee Road, but will provide quick and authentic information on how to avoid insomnia, tell what day it is, and cook a rabbit.

The revised edition of *The Milwaukee Road 1847-1944*, which should be on every employe's required reading list, will be distributed during January. The completeness with which this booklet traces the history of our railroad's construction and development will interest everyone.

These are introductory items in a public relations program designed to ensure our jobs and the continued prosperity of our railroad in the years ahead. Similar pamphlets will continue to appear from month to month.

Let's all keep our eyes on Mr. P. R.

## GOOD MORNING MILWAUKEE ROAD



You got a smile out of Mr. Grumble

(From the Milwaukee Road's "War Jitters" pamphlet)



### Freight Traffic Department

Effective Jan. 1, 1945:

M. F. Edbrooke, assistant general freight agent, has resigned to accept membership, Standing Rate Committee, Trans-Continental Freight Bureau, Chicago, Ill.

W. D. Sunter is appointed assistant general freight agent with office at Chicago, Ill.

## Song for a New Year

There must be right in summer sun,  
The hint of autumn just begun,  
The rude affront of winter cold,  
In year new born and year grown old.  
There must be good in heat and rain  
And snow and change and change again,  
For every season, in its way,  
Holds promise of a better day:  
'Tis true that with the spring begins  
Redemption of the winter's sins;  
Each greening April seems to say  
That hope and flowers will come with May,  
And even in the flush of June  
We look beyond the year's high noon  
To where the mind's fond vision sees  
The homing heart turn toward its ease.

—:—

From this, the season of our sorrow,  
This, the winter of our pain,  
Look up and see the bright tomorrow  
Dawning with the spring again.

M. G.

# The Boys Say Thanks!

"The Family Remembers the Boys," an article appearing in the December issue of the Milwaukee Magazine, told the story of how employe groups and the railroad itself were doing their best to create for former employes in military service something approaching a merry Christmas. Ordinarily, when a gift is given and appreciation expressed, that is the end of the matter, but the manner in which literally hundreds of these men and women have said "thank you" for the company's gift of \$10 strikes us as being something very special which calls for special recognition. We want to pass some of the letters along to you by way of evidence that the expression "Milwaukee Road family" means just what it says.

The gift checks constituted a small gesture of thanks from the railroad to its men in arms for the things they are doing in our behalf. That they have seen fit to express their appreciation as they have adds greatly to our feeling of pride in them.

Most of the letters were addressed to H. A. Scandrett and dozens of them were received even before the last of the checks had been mailed. Every mail delivery since has brought more. In view of the fact that most of the letter writers do not mention specifically their former connection with the Road, that information is not given in any of the letters from which portions are quoted below. However, the names may be familiar.

S/Sgt. F. E. LaRue (New Guinea)

"I want to express my sincere appreciation for the Christmas remembrance.

"I know that all of you on the home front are doing a 'bang-up' job—and, being a rail, I'm happy to know that there is no job too difficult for the railroads."

Gabriel J. Aprati, U.S.C.G. (Portland, Maine)

"I received your Christmas gift and was very much pleased by it. It was like a gift from heaven, and is going to help in a very big way in paying for my fare home to spend a Christmas leave. Your gift will help make it even more delightful."

S/Sgt. Bert L. Williams

"Merry Christmas, and thank you for the Christmas gift. In behalf of the many service men who, for some reason or another, will not have an opportunity to thank you I want to tell you that it is good to be remembered. We do appreciate your thoughtfulness."

Lt. (j.g.) Peter G. Tjenos, U.S.N.R.

"Thank you for your kind remembrance for this 1944 Christmas season. I too am waiting impatiently for the time when I can rejoin my old Milwaukee pals."

Capt. Frank A. Barnard, U.S.M.C.  
(Cherry Point, N. C.)

"I am unable to find words to express my thankful feeling and my pride in being so remembered. I am going to wait until I find something that I will always be able to keep so that it will continue to be a reminder of this considerate act on your part. I am sure there is no exception among us in the armed forces when I say that we join with you in the hope that next Christmas we will all be together again working out the best postwar plans."

Lt. Col. H. D. Collingwood  
(Seattle, Wash.)

"It is always a pleasure to hear from old friends and to know that you are missed by your associates. I was especially pleased to receive your 1944 Christmas message and the enclosed gift. It was definitely a very generous and gracious gesture, and I am very proud to be affiliated with an organization that remembers its own."



Pvt. Karl Heiser (New Caledonia)

"Your Christmas remembrance arrived today, and, frankly, I am at a loss for words to express my appreciation for your thoughtfulness.

"I guess we all get a little sentimental at this time of the year, and your remembrance has served a two-fold purpose. First, it has brought me a little closer to home even though we are separated by many, many miles of land and water. And, secondly, it has shown me that even during my prolonged absence I am still not forgotten by my old firm, which, I assure you, is a wonderful feeling indeed. I too hope that Christmas of next year will find us together."

Violette Scheuffe, U.S.N.  
(New York, N. Y.)

"This is the time of year when people are planning and buying their Christmas gifts; they expressly want to make others happy. I am the recipient of one of these well-planned gifts, namely the check I received from the Milwaukee Road.

"Money is always useful and welcome to people in the service; therefore, it was a timely and thoughtful gift. I am most grateful for it and hope that I am deserving of such thought and consideration."

S/Sgt. James M. Ostrom  
(Fort Riley, Kans.)

"I received the nice Christmas gift and wish to extend my sincerest thanks. The money is a very welcome gift but the most important thing is being remembered. It always raises a soldier's morale to know that he has not been forgotten. Best wishes to the good old Milwaukee for a most successful future."

Sgt. Sam B. Province  
(Hawaiian Islands)

"I wish to express my thanks for the Christmas gift. I have been in the Hawaiian Islands intermittently for about 15 months and have seen a good bit of the Pacific part of the globe. My greatest interest, however, is getting back to modern civilization. I miss my fellow workmen of the Western Avenue roundhouse, but perhaps in the near future will be able to visit them."

Corp. Kenneth J. Anderson  
(Netherlands East Indies)

"I received the Christmas check and wish to thank you very much. It was sure appreciated, and I will never forget your kindness and consideration. I am receiving the Milwaukee Magazine. Every copy of it is enjoyed. I hope to be back to your service soon."

Pvt. Joseph J. Votapek  
(Camp Ellis, Ill.)

"I received your gift and thank you from the bottom of my heart. Tears came in my eyes when I opened the letter and saw the check. I cannot tell you just how I felt. I have been back in the good old U.S.A. for two months. I was fighting in the Italy campaign, so you can see just how happy I was to receive the gift. I know now I am not a forgotten man."

Sgt. George Bihun (Italy)

"I have received your swell Christmas gift and am very grateful to you for the remembrance. Although this is going to be my third Christmas overseas and I long to be home and on the job with the Milwaukee family, I don't mind it, as I realize that these few years I am sacrificing are for the nicest people and the nicest country in the world. Please keep up the good work and with God's help we shall be seeing you soon."

Lt. Arthur W. Hollenberg (France)

"I wish to express my thanks for a truly magnificent gesture on the part of the Milwaukee Railroad. Recalling the size of the Milwaukee, my heart fills with a mixture of joy and pride to belong to an organization which, though large and busy, pauses long enough to remember its missing members."

Sgt. Herman A. C. Tews  
(Southwest Pacific)

"I received your much appreciated Christmas gift, and am dropping you a few lines to thank you for it. I also receive your monthly magazine, which is always very interesting to read. I am still down here in the Southwest Pacific, with more than two years of overseas duty now. It would surely seem swell to get back and see civilization again."

**Sgt. Charles Moskovitz (Germany)**

"Thanks very much for your Christmas remembrance and especially the kind thoughts expressed in your letter.

"I know that you are all doing a fine job and I am certainly proud to be a member of the Milwaukee family."

**Pfc. Emily C. McDyer (France)**

"It was with a great deal of surprise and pleasure that I received the check you so generously sent me, and I want to thank you for it and to tell you that I'll be back on the job just as soon as this job is finished over here. I have thoroughly realized by now that there is no place like America as far as I am concerned, and I have been in both England and France. We have so much more at home than the people have here. I hope the New Year will bring a speedy and victorious peace to all of us."

**Corp. John A. Frederick (Luxembourg)**

"I would like to thank you for the Christmas check you sent me. I assure you that it is deeply appreciated. My dad, who works for the railroad, had the Milwaukee Magazine sent to me and I get it regularly—if a little late. I was particularly interested in the stories in it about the railway battalions. They have certainly done a great job in France. I am in the country of Luxembourg, but I saw a great deal of France since we landed there shortly after D-Day. We all know that the people who work for the railroads are certainly doing their share. I know those on the Milwaukee are."

**Sgt. Kenneth W. Pezoldt (North Africa)**

"Your Christmas gift check and letter were very much appreciated. Both were most appropriate. I shall be glad to get back to an organization that does things so nicely."

**Capt. J. T. Hayes (France)**

"Your letter with the Christmas check enclosed was received today. This surely was a thoughtful thing and I deeply appreciate it. Just the sight of that familiar Milwaukee check gave me a tremendous lift, as well as the references in your letter to the Milwaukee family, of which I am more than ever proud to be a member. I am sending the check to Mrs. Hayes with the request she use the money for the Christmas flowers and trimmings around the house so the entire family will share in this gift."

**Warren Prester, U.S.C.G. (on board a ship somewhere east of New York)**

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

# I. T. C. GIVEN FREIGHT TRAIN TEST

**C**ONSIDERING how well railroad men like to talk, especially with each other, and especially on the subject of railroading, it is hard to understand how they have gotten by as long as they have without the kind of telephone communication that was tested on the Milwaukee Road early in December.

The I. T. C. (Inductive Train Communication) test was made on our time freight No. 65, which left Milwaukee on the night of Dec. 5 and arrived in Kansas City the following night. Drawn by one of the new 5400 h.p. Diesel locomotives, with its four 16 cylinder engines, the train consisted of 90 cars, a caboose and dynamometer car. On board to witness the operation of the new system of communication were John P. Kiley, assistant general manager; L. B. Porter, superintendent of telegraph and signals; H. C. Munson, general superintendent; A. G. Hoppe, assistant to the chief mechanical officer; J. H. Stewart, assistant superintendent of the Milwaukee Division; and F. J. Newell, assistant public relations officer, together with a number of newspaper and magazine reporters. Representatives of the Union Switch & Signal Co., manufacturer of the communication equipment, were also on hand to observe its functioning.

The test, a full dress rehearsal of what may soon be a standard operating procedure on our railroad, was made only after a number of tests on a smaller scale had been completed at various points. Additional road experiments with I. T. C. will be made in the near future—on steam locomotives operating between Chicago and Minneapolis and between Minneapolis and Harlowton, Mont.; exhaustive tests will also be made on electric locomotives oper-



L. B. Porter, superintendent of telegraph and signals, tests the inductive train communication system by giving the engineer a buzz from the rear end of the train. (Milwaukee Journal photo).

ating between Harlowton and Avery, Idaho, to determine with what degree of success it will perform in mountainous terrain where operating conditions present a challenge to the versatility of any such system.

I. T. C. is but one of several recent developments, including train radio, which will be considered by our operating officials.

Like most of the things happening today in the field of electricity and electronics, the complex principles of I. T. C. are better left to the experts, since the layman is apt to come out at the far end of a technical explanation knowing considerably less about it than he did at the outset. However, reduced to its simplest factors, it works something like this:



As Assistant General Manager John P. Kiley looks on, Engineer Fred Miller, seated in the cab of the Diesel locomotive, confers with the conductor at the rear end of the train. (Milwaukee Journal photo).



From the caboose, Rear Brakeman F. J. Cluskey checks with the engineer by phone. (Milwaukee Journal photo).

A "sending" apparatus and a receiver are installed in the locomotive cab, a similar unit is set up in the caboose, and others are placed at wayside points where needed. Assuming that all trains on a given line are equipped in this manner, it becomes possible for constant communication to be maintained between the head and rear ends of a single train, between two or more trains on that line, and between trains and wayside stations. The range depends largely on the type of "carrier" the electric impulses find to travel on when they go from the sending apparatus, but 50 miles in either direction is considered a practical maximum.

The electric pulsations from the sending apparatus induce a voltage in the rails; the current in the rails, in turn, produces a magnetic field which emanates its energy in all directions, inducing a voltage in the telegraph, telephone, or whatever other wires may be alongside the track within a radius of about 200 feet. These wires then create a magnetic field which, by a process just the reverse of the sending, operates receiving sets on trains or in wayside stations anywhere within a range of several miles along the line.

This induction system of communication differs from radio chiefly in that the telephone conversations are not broadcast but are confined to the immediate vicinity of the rails over which the trains are operating.

Electrical current for operation of the apparatus in cabooses would call for batteries which, in turn, would likely require the installation of axle generators or other recharging devices. For the convenience of the observers on the test run, the rear end sending and receiving apparatus was installed in a mail and express car which was set in just ahead of the caboose and

which, of course, provided its own electric current.

The operating men were fortunate in having just enough minor trouble on the freight run, both going and returning, to give the device under scrutiny a very realistic test. While the train was still in Milwaukee, the wheels of one car were found to be sliding, but the trouble was noted, diagnosed and corrected without the usual meeting of front and rear brakemen. As No. 65 approached Beloit, the only point along the line where a wayside unit had been installed, Dispatcher R. C. Blakeslee, whose office was filled with eager on-lookers, tried to contact the men on the train but was unable to do so until the train reached the Beloit yards; the difficulty was noted and taken into account for correction. The Beloit office was able, however, to maintain clear contact with the train until it had reached a point approximately 50 miles beyond the city.

Just east of Lucerne, Mo., the train broke in two near the caboose, but as the two sections ground to a stop, the engineer and conductor turned to their telephones. The coupling was made in much less time than would have been required had it been necessary for the brakeman to walk alongside the train to determine what had caused the trouble and then go through the customary signaling routine. This and other difficulties were remedied in no time at all, thanks to the telephone, and the total saving in time was considerable. All in all, I. T. C. proved itself to be a very handy business when it came to such operating tasks as calling a halt for a hot box, and informing the head end when the train was out of a siding and the switch lined up again.

It is the saving of time, primarily, that has interested our officials in I. T. C. and

similar communication systems. It would, naturally, improve safety conditions to a certain extent, but its chief virtue lies in the prevention of delays en route.

As Mr. Kiley summed up the matter at the end of the test, "If you don't have any trouble, it doesn't make much difference; but if you do have trouble, it makes a lot of difference!"

## U.S. Army Turns Railroads Over to French

A 210-mile network of railway lines sprawling over the Normandy region, of great military value in the early days of the Battle of France, was transferred to French control on Nov. 30, it was announced on Dec. 2 by communications zone headquarters.

Wrested from the Germans and whipped into operating shape by the extensive repair work of American soldiers, the railroads bore thousands of troops and tons of equipment in a swift follow-up of the advancing battle lines.

Representing the U. S. Army 2nd Military Railway Service, Lt. Col. Garret C. White, of Buffalo, N. Y., gave possession of the track, rolling stock and installations to M. LeRoy, chief of communications at Caen, and Lt. Moulinier, chief of operations at Cherbourg, both of the French National Railways.

Lines coming under French control include those from Lison to Vire, St. Lo to Coutances, Folligny to Argentan, Folligny to Coutances, and LaHaye du Puits to Sottevast.

"We are giving the French possession of portions of the railway system," said Lt. Col. White, "just as quickly as the military situation permits. American crews and equipment will be moved up to the forward areas."

Under the arrangement, the French assume complete control over the operation and maintenance of the rail lines. Military traffic has first priority. American locomotives and crews will be provided to aid French personnel in the movement of American freight.

In addition to railway installations and a great amount of captured German equipment, a complete communications system was turned over intact. The Americans left their own field telephones so that the French could commence operations without delay.

### Famous Fathers

Most everyone knows George Washington is the "Father of Our Country," but here are some other well-known "fathers" that are not quite so easily identified. Try your hand and see if you can match up the correct name to fit each of the following paternal titles:

- |                             |                      |
|-----------------------------|----------------------|
| 1. Father of Angling        | a. Joe Miller        |
| 2. Father of Medicine       | b. Satan             |
| 3. Father of Jokes          | c. Chaucer           |
| 4. Father of Waters         | d. Izaak Walton      |
| 5. Father of English Poetry | e. Hippocrates       |
| 6. Father of Lies           | f. Mississippi River |

(Answers: 1-d; 2-e; 3-a; 4-f; 5-c; 6-b.)

# MIGRATION TO DELLI

By C. M. Owen  
Agent, Sumner, Wash.

SO HELP me, Nick, you'd never guess half the things that happen around a horse-and-a-half railroad station like mine until you see for yourself.

One dull, warm P.M. I'm trying to write an insult to old Phil Trout, the chief, changing his mind about switching cars without engines or brakemasters—a dizzy theory, Nick—when I glances up at the ticket window and shudders. There stands a jerk to end all jerks. A nasty jolt, pal; and you, having worked with me at Dupont Jct., a village replete with jolts, know something about 'em. Which is another tale, but long—and dirty.

This buzzard takes a bit of sizing up. At first glance, I said here now is a guy who bums a folder, or maybe takes his first 15 or 20 mile train ride. He's on the sad and seamy side of 50, with little watery blue eyes. One eyebrow has a slight lift, like maybe sometime he was surprised on one side only. He sports a dirty gray mustache, well chewed on the same side as the off eyebrow, this being the side where the tobacco juice oozes down. A little shrimp, too. Complete with war plant badge, Willkie button, dirty shirt and wornout hat, the old boy probably scales 132 on the hoof.

"Nellie wants to go to Delli," he gravel-voices at me, which cost him plenty of mustache quiver and up-and-down on the Adam's apple.

"How old is she," I inquires, not seeing Nellie. Whereupon his voice changes, and he pipes, "I'm 19."

I should've kept a closer eye on Pop, because it ain't Pop who pipes, but little Nell herself, and I mean little. Whilst I quiz Pop, Nellie has been scrooching under the ticket window, reading the signs which urges is your trip necessary, buy War Bonds, etc., and now she takes an interest in the ticket to Delli.

It comes out that Nellie Knickerbocker—yep, that's her—gets homesick with this seven day week in a war plant, and now wishes, with all this money, to go home to Delli. Nellie's about four foot three, all decked out in one of these twist stripe wolf-bait sweaters and a wisp of skirt which is hung on so it looks like she stands still in a high wind. On Lana Turner that sweater would have blown whistles from here to Hollywood, but poor Nellie just doesn't stretch a thread. Like I always say, Nick, what good is a wolf-trap without you put some bait in it. Nellie's hair and complexion matches Pop's, and her teeth, every time she giggles, which is frequent, shows they come out of the same basket as old Dobbin's.

## The Long and Short of It

So now Pop wants a long ticket for a short girl, and I gets ready to give birth to it, but here a fly crawls around in the ointment. To get to Delli, you gotta stop all night in St. Paul, a procedure which gives Nellie the screaming meemies. Nellie has heard of big cities and things.

However, I pacifies her with chit-chat about Traveler's Aid, etc., and finally gets two bells on a one-way ticket, and they lets me make with the pen-and-ink.

After the usual terrific struggle with the tariff, the folder, the tax, and what-not, a ticket to Delli is born. Pop unbelt the roll, takes his change and departs. I worries a bit about Pop, because it's really a terrific roll, and some uncouth lad is going to see it some day and unbelt Pop.

I soon forgets the whole thing, though, what with the days going by and other guys barging in from time to time, when, *wot ho!* One day here's little Nell again, giggly as ever, but all by herself, and she goes to Delli again. Nellie gets along all right on the first trip through St. Paul, and now has her own small roll. I shoves out the ticket, collects the moolie, and away she goes.



C. M. Owen

Nick, was you ever in a quick freeze plant when they open her up? Quite a sensation when you don't expect the opening, ain't it? Well, having forgotten all about Nellie, one day I gets just such a shock. Two guys are at the window, gents definitely on the rugged side. Jack Dempseys with John L. Lewis' storm-tossed brows. Dirty weather, I thinks, wondering is it that these lads are hold-up men. Lord, no, Nick, all they wants is two tickets to Delli, strike me pink! These two brothers—who do you guess they are? James and Joseph Knickerbocker, who now go to Delli to attend a wedding, and maybe they'll put in a crop while they're back there. From their chit-chat it sounds like maybe the bridegroom is reluctant about the deal, and maybe they go to persuade him; but as it turns out, everything is lovely, as listen to me unfold.

How a little shrimp like Pop ever fathered these two lusty lads, I'll never know, but that's how it was. I casually informs 'em I'd sold a couple of tickets to Nellie Knickerbocker, and gets a gruff

bass duet, "Yeah, we know, she's our sister." Brief and tough, but informative these babies.

After they've gone, I pats me on my own back the way I finds out what gives, without being slaughtered in person. But I still can't figure out how the Sam Hill Nellie, with them teeth, those face, and complete lack of sweater appeal, ever steams up the grade that leads to the altar. But, little by little, the dope comes to me as time goes by. Other fish have to be fried, and I fry 'em as they are brought in, and forget all about Joe, Jim and Nellie.

## More Female Footprints

Comes a day when female footprints patter on the platform, and a couple of neat hair-dos slip past the office window, and I slicks back both hairs and puts on the smirk for female customers. They turns out to be mamma and daughter, mamma about 45, and youngster 21 or 22, very neatly arrayed and soft-spoken gals. I'd seen the pair around the village two or three times, and had 'em sized up for the family of some small merchant, honoring our fair city with a visit, which turns out to be pretty close to the truth. Mamma speaks, and I nearly gets knocked for a loop:

"I want a round trip to Delli for my daughter." Well, floor me with a feather, Nick! More of this back and forth to Delli business, I thinks, and my curiosity begins to itch again. Comes it out, this Marie Perchey, the daughter, is the young wife of a service man from Delli, now overseas, and she goes home to get this and that, and store those and them. Then she comes back to stay with Mom and Pop for the duration. And a nice spot she picks for it, as our Chamber of Commerce will insist.

I mentions my customers, the various Knickerbockers, and wonders does they know Nellie? Says Mamma, "Isn't Nellie the girl who was just married?"

"Yes," says Marie, "you remember Nellie married a mail order husband out of a Minneapolis newspaper."

"Oh, yes, I remember now," says Mamma, and they goes on with other chit-chat, while I rassels up a berth to St. Paul and a roundtrip to Delli. I can't very well ask what goes on, and does the groom have a rough time with Joe and Jim, but does my bump of curiosity stand up and beg me, please. Before I can think of the right words, the deal is closed, and they are on their way. I see 'em around town a time or two after that, but merely enough to raise the hat, no talk-talk.

Well, Nick, one bright morn in blows a young Adonis in uniform, about six foot, nice eyes, broad shoulders, crinkly brown hair, shy smile. I "goodmornings" the lad, and he really is shy. With all that hunk-of-man beauty, this boy should've been a curly wolf with a two-tone howl. But nope, just a bashful, pleading-eye country boy who flushes when spoken to, and now wants to know when he starts for Fort Benning, so's he can have a day off to visit his farm in Minnesota. His next move after Benning is across, so he wishes to see his farm on the way, and then get at the Fritzie's. And he wants, if possible,

a berth to Minneapolis, and while he talks he moves over a bit, and Nick, whatta you think—little Nell, in the flesh, but absolutely. And, believe me, Nick, a changed Nellie. She is all complete with not a bad diamond and a real neat wedding ring. Some place along the line somebody has shoved her into a beauty shop and she's been gone over with permanent, rouge, lip stick and what not. You understand, Nick, they don't make no dewy-eyed tomato out of our Nell, no slick chick, but she will now pass. Them eyes have a little spark, she keeps the teeth covered, and she don't giggle. She seems completely happy with this big beautiful lug, and thousands of cute tootses has done a darn sight worse.

By now my itch to know has become a flaming desire, so whilst I looks here in the tariff, and puzzles there with the folder, I makes with the light chit-chat, and it comes out Corporal Jones is the only orphan of a prosperous farm owner in Minnesota, 640 acres, and, seeing his duty, he has enlisted right quick after the Pearl Harbor slap. But, of course, comes the problem of the many acres, pigs, sows, chicks, which he doesn't wish to see ruined while he's away. Not when the calories and vitamins are so badly needed. So he figures a good wife will solve the whole thing. Of course, he don't tell me all this, but I gets a little here, and a little there, and it turns out he answers Nellie's love-lorn ad, or she answers his, and anyway, they click. So now he goes to fight and Nellie goes to look after the farm.

Now, just a minute, Nick, don't crowd me. You want to know how Nellie is going to manage all the work on a big place like that. Sure, so did I. Who? Why two big rough, tough lads named James and Joseph Knickerbocker, who resign from the coast war-plants and now attend weddings and put in crops.

Well, so long, Nick. Been nice seeing you. Drop in whenever you're on this side of the hill.

### A Boy's Essay on Anatomy

Your head is kinda round and hard and your brains are in it and your hair is on top of it. Your face is the front of your head—where you eat and make faces. Your neck is what keeps your head out of your collar. It's hard to keep clean.

Your shoulders are sorta shelves where you hook your suspenders on them. Your stummick is something that if you don't eat often enough it hurts and spinach don't help it none.

Your spine is a long bone in your back that keeps you from folding up. Your back is always behind you no matter how quick you turn around.

Your arms you got to pitch with and so you can reach the butter. Your fingers stick out of your hands so you can throw a curve and add up 'rithmetic.

Your legs is what if you have not got two of you can't get to first base, neither can your sister. Your feet are what you run on. Your toes are what always gets stubbed.

And that's all there is of you except what's inside and I never saw it.

## Protect What You Have

*Things may be going right  
But still you have to fight  
To protect what you have.  
When all is not so well  
And only time will tell,  
Then protect what you have.*

*All you own and cherish,  
The things you hold so dear  
Will wither and will perish  
If you succumb to fear.*

*Be joyful every day,  
Thankful for each blessing.  
It is the only way,  
Let nothing be depressing.*

*Think of safe ways to work,  
Do your best, never shirk  
To protect what you have.  
In the end you'll be glad  
For each chance you've had  
To protect what you have.*

**EYES WITH** which to see the beauties of nature, the flood of color and the distant horizons in perspective; they are one gift of a generous Creator. Close your eyes. Think for a moment in that darkness. Would you want to be deprived of the blessings of eyesight? Then why not protect what you have?

Hands with which to do things you never dreamed could be accomplished by them, and with so little effort. Another gift and an irreplaceable one. Look at your hands; there you observe a perfect example of co-ordination as each finger functions in carrying out directions conveyed by your brain, that marvelous center of control. Could you do without those hands which

have done so much for you? Then why not protect what you have?

Feet with which to go places and quickly, to hold up a heavy body in perfect balance. A blessing, aren't they! Are you grateful for them and do you appreciate all they have done for you? Would you want to lose such useful devices of locomotion? Then why not protect what you have?

Protecting your body with all its intricate parts is an obligation you owe to your family and to yourself. Realizing this responsibility and doing something about it is not necessarily a difficult task. You are blessed with all the faculties needed to successfully fulfill such an assignment. Then why not use them?

The prevention of mishaps is a humane endeavor. *There is nothing in the wide field of human relations which occupies as prominent a place as safety.* The saving of the invaluable parts of the human body and of life itself is the affiliation safety has with human relations. Stretch wide your arms, open your heart to another gift, the gift of security through safety, that means of protecting what you have. You can protect what you have by working safely, by accepting the teachings of safety and by applying yourself to a study of the instructions which were specifically designed for the purpose of helping you to help yourself.

Entering the year 1945, a new page is opened to you. On it you will record, knowingly or unknowingly, how well you carry out the responsibility you owe to your family, your fellow employes and yourself in protecting what they have and what you have.

L. J. BENSON,

Assistant to Chief Operating Officer.

## Whose "Back Yard"?

*For permission to use the following, written by L. O. Gates of Miami Beach, Fla., the Milwaukee Magazine is indebted to the United Business Service, from whose report of Oct. 30 it is taken.*

**EACH** one of us has his own back yard. In it we keep our hobbies, our interests, our prides, and our joys. Every man's back yard is different . . . and his major interest in life is to keep it green and cheerful . . . and to have others notice it.

Theodore Roosevelt built his enthusiastic following by playing in the other fellow's back yard. Seated across the banquet table from a challenging group of strangers, Teddy would turn to a friend and say: "Tell me something about these fellows." And this friend would tell him something about each man.

Then the President was ready. With a friendly smile, he spoke about that man's back yard . . . his interests, his hopes, his desires. Strangers with the soup . . . friends with the dessert!

Scores of successful men from Abraham Lincoln to Charles Schwab, "America's Greatest Salesman," have built their success not in their own back yards, but in the personally cultivated gardens of everyone they met.

When someone admires the little "hobby tree" that we have in the corner of our garden, our elation is unbounded. Our hearts go out to the man who, by a few friendly words, has come into our back yard to gaze and admire.

Try it. It works. Pick out your toughest acquaintance, discover his interests, his desires . . . enter his own back yard. Watch him smile. You have entered his back yard . . . the place where friendships are made . . . the place where true comradeship is born.

DexKnows.com

# ★ FRONT AND CENTER ★



**Leo C. Brewer, U.S.N.**  
Leo C. Brewer, former brakeman and conductor at Perry, Ia., was working as an oiler at Coburg, Mo., immediately prior to entering the navy.



**2nd Lt. Virginia Van Camp**  
2nd Lt. Virginia Van Camp, a dietician at Brooke General Hospital, Fort Sam Houston, Tex., is the daughter of Engineer G. L. Tucker of Ottumwa, Ia.



**Pvt. Russell Crook**  
Pvt. Russell Crook, son of Gustave Werdin, trackman at Ripon, Wis., is with the Army Air Corps in France. At last report, he had already flown 100 missions.



**Pvt. Orrin Patrick**  
Pvt. Orrin Patrick, formerly employed as section laborer at Bascom, Thurlow and Sheffield, Mont., is now serving with army forces in the South Pacific.



**Sgt. Harold L. Mostrom**  
Sgt. Harold L. Mostrom, formerly assistant interchange clerk at the Sioux Falls (S. D.) freight office, and son of L. A. Mostrom, freight service inspector, is stationed somewhere in India. He is radio operator on an air transport and has flown 110 missions over the "Hump."



**Pfc. John J. Breen**  
Pfc. John J. Breen, son of Claim Investigator Breen of Chicago, is located somewhere in the Marshall Islands.



**Ens. Robert T. Johnson**  
Ens. Robert T. Johnson, son of Division Engineer E. H. Johnson of the Idaho Division, and a graduate of Columbia University, in New York, is a gunnery officer, stationed at San Pedro, Calif., at present.



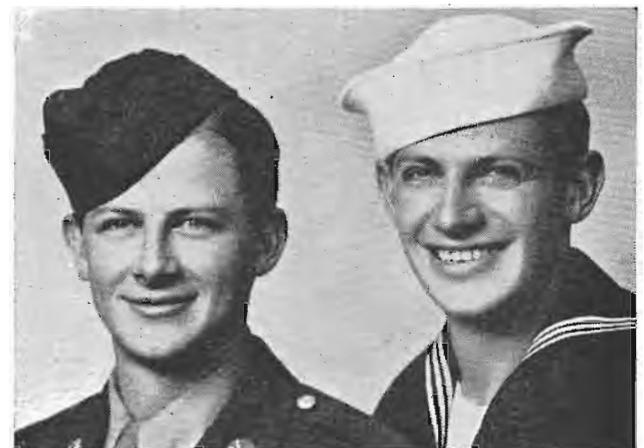
**Sgt. Frederick Coerper**  
Sgt. Frederick Coerper, son of Felix Coerper, cashier in the office of the Fowler Street freight office in Milwaukee, and himself formerly a clerk in that office, is now stationed in Trinidad, serving as chief clerk in the Ordnance Section, Army Service Forces.



**Aviation Pvt. W. C. Quirk**  
Aviation Pvt. William C. Quirk of the Army Air Corps, former machinist helper at the South Minneapolis roundhouse, is the son of F. E. Quirk, assistant chief clerk in the superintendent's office in Minneapolis.



**Pvt. Francis E. Hatchett**  
Pvt. Francis E. Hatchett, son of H. E. Hatchett, conductor, of Kansas City, Mo., is fighting in the Pacific area with the Marine 1st Division. He was a brakeman before entering the service.



**T/4 Roland Schuldt**  
T/4 Roland Schuldt and Paul B. Schuldt, radioman 3/c, are sons of Section Foreman Lester J. Schuldt of South Wayne, Wis. Roland, formerly employed as a section laborer on the Madison Division, is now stationed at Fort Sill, Okla. Paul, formerly agent and telegrapher on the LaX&R Division, is stationed on a destroyer in the South Pacific.



**Pfc. Joe Hallahan**

Pfc. Joe Hallahan, former bill clerk at the Dubuque freight office, has been in New Guinea with an anti-aircraft battalion for two years. His father is C. J. Hallahan, delivery clerk at the Dubuque freight house.



**Pvt. Leonard Knoll**

Pvt. Leonard Knoll, training with the Army Air Force at Truax Field, near Madison, Wis., was formerly an electrician helper in the Minneapolis locomotive shop.



**Ens. Charles Cotton**

Ens. Charles Cotton who was an H&D Division foreman before entering the navy, is at present mastering the Grumann Hellcat at Vero Beach, Fla. His father is Charles Cotton, machinist in the Minneapolis roundhouse.



**Pvt. Thomas J. O'Dore**

Pvt. Thomas J. O'Dore, formerly a clerk at Tacoma, Wash., is at present serving somewhere in the Pacific area with the marines. He is the son of J. O'Dore, trainmaster on the Coast Division.



**Sgt. William J. Fuss**

Sgt. William J. Fuss, formerly employed in the store department at the shops in Milwaukee, and son of Erwin Fuss, garage machinist, recently completed two years overseas with an ordnance unit. Since the African invasion in 1942, his outfit has repaired trucks and tanks in Tunisia, Sicily and Italy. His company recently received the Fifth Army plaque for the excellence of its work under fire on the Anzio beachhead.



**T/Sgt. James D. Busterud**

T/Sgt. James D. Busterud, son of C. A. Busterud of Minneapolis, is an engineer with a railway operating battalion. Before entering the army, he was a locomotive fireman on the LaX&R Division.



**Lt. Eugene F. Trask**

Lt. Eugene F. Trask, son of L. B. Trask, coal chute foreman at Washington, Ia., was wounded in France and is now in a hospital in England.



**Pvt. Harry Macha**

Pvt. Harry Macha, employed by the road for several years before entering the army, is the son of Section Foreman Vance Macha of New Hampton, Ia. He is fighting somewhere in France.



**Joe Voorhees, U.S.N.**

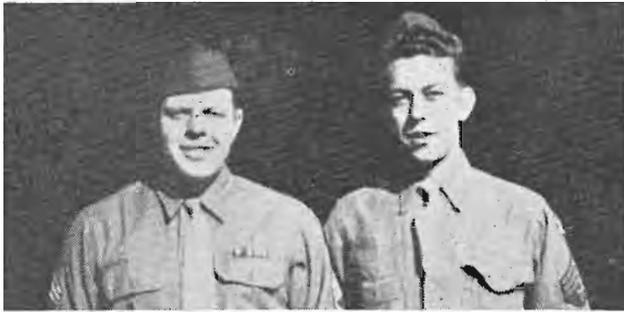
**Lt. Eugene Voorhees**

Lt. Eugene Voorhees and Joe Voorhees, naval air photographer, are sons of Yardmaster H. S. Voorhees, Austin, Minn. Eugene was in Oran, Algeria, and was transferred to northern Italy during the latter part of August. Joe is stationed at Pensacola, Fla.



**Pvt. Ned Maze**

Pvt. Ned Maze, stationed at Camp Breckenridge, Ky. with the military police, is the son of Conductor William Maze of Elgin, Ill.



**S/Sgt. Steven E. Pilson**

**Sgt. Pearly L. Cowling**

S/Sgt. Steven E. Pilson, formerly employed in the passenger department at Milwaukee, and Sgt. Pearly L. Cowling, of the freight department at Tacoma, first met in New Orleans a year ago and went through army training together. When they went overseas, they were separated for about six months, but are now working together again in the railroad transportation office in England. When they arrived in England, they met Col. N. A. Ryan and enjoyed an all-Milwaukee Road reunion.



**Sgt. Gerald W. Reading**



**Corp. George I. Reading**

George W. Reading, passenger brakeman of Davenport, Ia., has two sons in military service. Sgt. Gerald W. Reading, formerly with an infantry outfit, was taken prisoner by German forces on Feb. 17, 1943. Corp. George I. Reading, with the Field Artillery, is now serving in New Guinea.



**Irene Maize, U.S.N.**

Irene Maize, seaman 2/c, was formerly employed in the office of freight auditor, Chicago. She is now stationed at the naval air base at Jacksonville, Fla.



**T/Sgt. William J. Sloane**

T/Sgt. William J. Sloane, son of F. M. Sloane, division engineer, of Milwaukee, Wis., was reported missing in action over Germany on Sept. 27, but has now been reported as a prisoner of war in Germany. As a radio gunner on a Liberator bomber, he was on his 35th mission when an undisclosed mishap resulted in his falling into enemy hands. He had previously been awarded the Air Medal with four Oak Leaf Clusters, and the Purple Heart, the latter indicating that he had been wounded. Prior to entering the army in June, 1942, he worked during two summer vacations as a laborer in the railroad's signal department.



**1st Lt. Earl W. Hopp**

1st Lt. Earl W. Hopp, son of the late Earl W. Hopp, master mechanic at Aberdeen, S. D., is a flyer stationed at Mojave, Calif.



**Walter Lokoski and son, Russell Lokoski, U.S.N.**

Division Engineer Walter Lokoski of Mason City, Ia., is shown with his son, Russell Lokoski, seaman 1/c, who enlisted last June and is now in a radio technician school in Chicago. Russell worked in the Road's engineering department during vacations from his school work at the University of Wisconsin, where he was a student of chemical engineering.



**Pfc. Mike Rollins**

Pfc. Mike Rollins, who was employed as a carman helper at the Minneapolis shops before entering the army, is now with an engineering battalion overseas. He has four brothers in military service—two in the army and two in the navy.



**Pvt. Eugene Bowar**

Pvt. Eugene Bowar, who is now somewhere in France with a railway grand division, was formerly employed as a telegrapher on the Madison Division.



**Pfc. Charles Cropley**



**Bess Cropley, U.S.N.**

Pfc. Charles Cropley and Bess Cropley of the Waves, are children of Engineer Albert Cropley, veteran engineer of Sioux City, Ia. Charles is with a medical group at Fort Bragg, N. C., and Bess is a storekeeper 3/c, serving in the supply depot in Brooklyn, N. Y.

## Lofy Reminds Roundhouse Men of Service Club Meaning

At the Nov. 18 meeting of the Roundhouse Unit of the Hiawatha Club, Milwaukee County's 6th War Loan chairman, Ben Barkin, Lt. D. J. Pfister, and S/Sgt. J. W. Reed spoke on behalf of the 6th War Loan drive. It would not be mere optimism to predict that the roundhouse gang will do more than their share of pitching in helping to bring our boys home just that much sooner.

Chairman Joe Lofy, in a very sincere and straightforward manner, told of the great necessity for Service Club activity when hostilities come to an end. Many of our employes are too complacent, and do not take seriously enough the problems with which the railroads will be faced. The Service Club is the employe's invitation to speak, but unfortunately, some do not capitalize on this opportunity.

Last minute illness of the master of ceremonies curtailed an entertaining program. Harry Zoelle, former chairman of the Land O'Lakes Service Club, traveled by rail from Watertown, Wis., with his wife and talented daughter, Margaret. Marg obligingly performed an acrobatic dance.

Art Schulz and his boys again furnished the music which always rounds out a pleasant evening for the dancers. Never let it be said the gang from the roundhouse doesn't know how to have fun.

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# Service Clubs

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## Appreciation Party Held for Central Montana Area Club

Closing a successful year, the Central Montana Area Club took advantage of the Milwaukee Road's offer of an appreciation party in recognition of its activities, and a dinner was served in the dining room of the Fergus Hotel on Dec. 2.

Chairman Ed Mundt, having appointed Mrs. D. W. Mathews (secretary) as chairman of arrangements and Agent Monty Boyd in charge of entertainment, both proved that Mr. Mundt knew what he was doing when he picked his committees. Mrs. Mathews and her committee arranged a delicious turkey dinner, and Monty Boyd, after moaning all week over the situation as to entertainment, was all smiles when he learned Mal Spurling of the freight claim department in Chicago was on the division, Monty invited Dr. C. P. Smith, local optometrist, an old friend of Spurling, and the two alternating at the

piano and singing gave their version of several popular songs. Others on the entertainment program were:

Miss Shirley Didier, soloist, accompanied by Miss Marjorie Allen.

Miss V'Laine Blatter and Raymond Blatter, violin duo, accompanied by Miss Pat McKerlie.

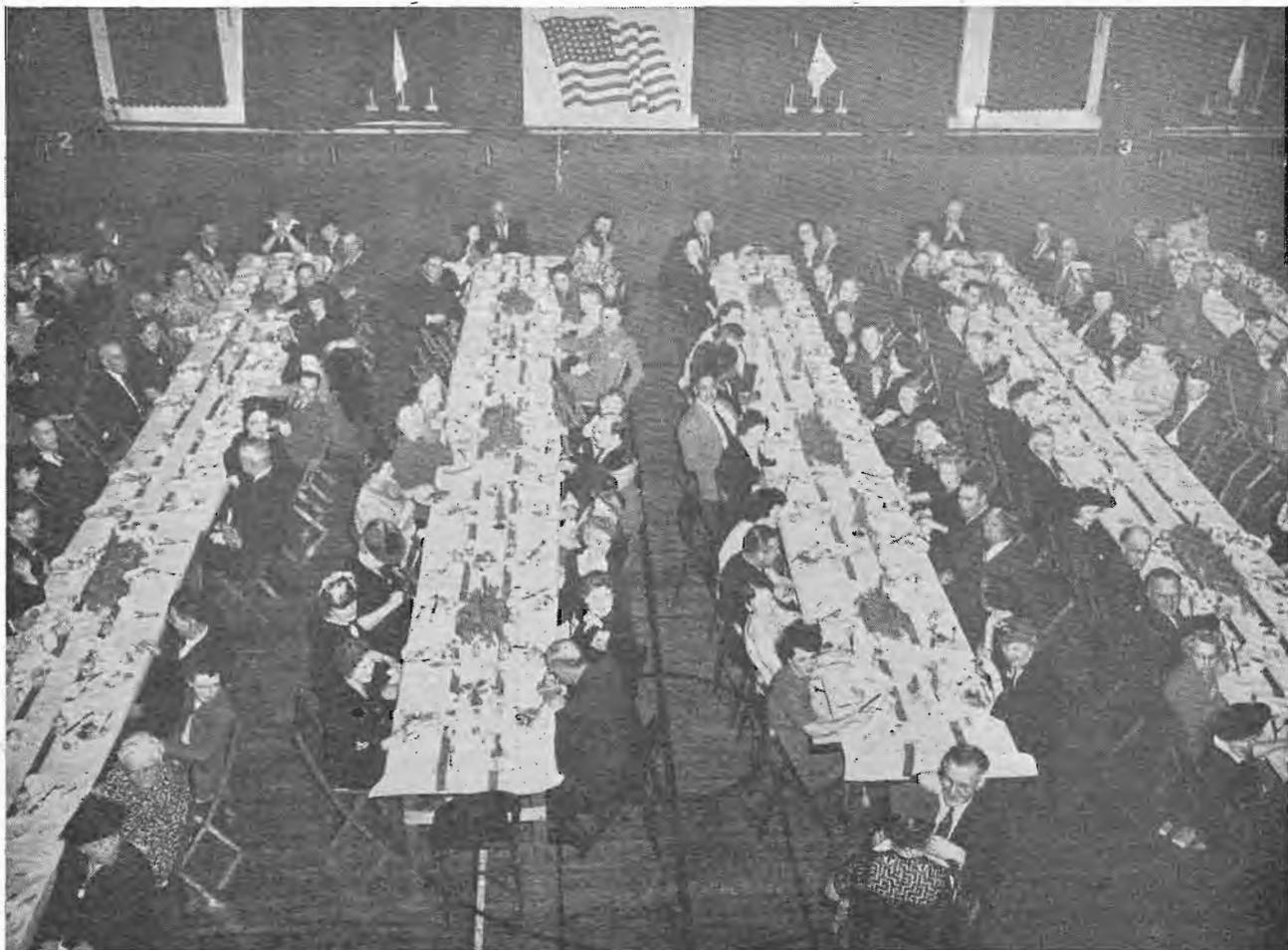
Out of town guests were C. D. MacLennan, traveling adjuster, freight claim department, Seattle, and G. F. Flynn, traveling freight and passenger agent, of Great Falls, Mont.

## Appreciation Banquet Held in Mason City

With 400 employes and members of their families as its guests, the Milwaukee Road held a banquet on the evening of Dec. 6, in appreciation of the Mason City, Ia. Service Club's activities during 1944.

The program consisted of talks, entertainment and dancing. Tables were beautifully decorated in keeping with the holiday season and a succulent turkey dinner was served.

Following the dinner, Superintendent W. F. Ingraham addressed the employes briefly, expressing particular appreciation for the service that had been rendered by the old-timers, a number of whom were present. He also paid tribute to the wives and mothers of railroad men, who through the years have played an important part in keeping up the morale of the men.



A part of the group of 400 Milwaukee Road people who attended the appreciation banquet in Mason City on Dec. 6.



One of the highlights of the entertainment program at the Mason City banquet was this dance by Alice Johnson and Harold Kruse, system scale inspector (wearing a mask). Shown at the speaker's table are, l. to r.: H. L. McCaughey, roundhouse foreman; W. F. Ingraham, division superintendent; E. A. Norem, of the Mason City Globe-Gazette; R. L. Goltz, chief clerk to D. F. & P. A., and general chairman of the Mason City Service Club; A. G. Dupuis, assistant public relations officer, Chicago; Albert Zack, electrician; Lisle Young, regional assistant public relations department, Aberdeen, S. D. Also at the table, but not shown in the picture, were: J. J. Fitzgerald, band director, who led the singing; L. E. Martin, freight agent; C. E. Gilman, general secretary of the Mason City Y.M.C.A.; and N. P. Van Maren, division freight and passenger agent.

A. G. Dupuis, assistant public relations officer, from Chicago, also spoke. He remarked that, in view of the fact that Milwaukee Road employees make up such a large part of the community, they should take an active part in the civic affairs of the community and identify themselves with such activities.

Brief talks were also made by C. E. Gilman, general secretary of the Mason City Y.M.C.A.; E. A. Norem of the Mason City Globe-Gazette; Lisle Young, the Road's regional assistant public relations department, of Aberdeen, S.D.; Albert Zack, electrician; and N. P. Van Maren, division freight and passenger agent. R. L. Goltz, general chairman of the club, presided as toastmaster.

A variety of entertainment was provided, headed by a group of dancers from a Mason City dancing school. One of the performers, a tiny tot by the name of Clarence "Punky" Best, brought down the house with a military tap dance in marine uniform and the rendition of the marine hymn on a miniature cornet.

The community singing was directed by J. J. Fitzgerald. Among the numbers was "Jingle Bells," which the crowd sang in soft candlelight.

### Store Department Unit, Hiawatha Club, Gives Party

D. C. Curtis, chief purchasing officer, knows the store department employees are doing good work on the job. Aside from this, he discovered at the Store Department Unit party on Nov. 25 that they are Service Club boosters, and a sociable group who know how to enjoy themselves.

In his remarks, Mr. Curtis spoke highly of the store department employees in their contribution to the war effort. A railroad cannot run without necessary materials and supplies, and if it were not for the services of the store department, the successful prosecution of the war would indeed be hampered.

"The Service Clubs remind me of 'Town Hall,'" he said. "Here the employees can think out their problems and interest the

management in them. Through the Service Clubs, the employees can suggest and recommend. This is heartily welcomed, especially at this time, for I believe we will be going into a postwar era with everything in one big mix-up."

The chief purchasing officer solely shouldered the responsibility for the home abuse endured by the wives of the store department employees. "If your husband rants about the price paid for a new hat or dress, most likely he received a recent letter from me," he said. "If he is unduly meticulous about the home, rest assured

I was about the territory, reminding him to keep things in order."

It seems that store department wives ought to be a contented lot. Working for an officer who fully believes in human relation means the employe works in happy surroundings.

Messrs. Kelly and Phebus said they were hopeful the members would keep up the fine work and spirit of the club. No more said than done! Rudy Freuler, Joe Reiter, and Kenny Kulk were reelected for another term. This unit has the distinction of enrolling more new members in '44 than



Bedight in the gladdest rags they could drag out of the attic were these members of the Store Department Unit of the Milwaukee Hiawatha Service Club who attended the unit's costume party on Nov. 25. L. to r.: Rudy Freuler, chairman; Lillian Macho; Kenny Kulk, secretary; Mrs. K. J. Kulk; Joe Reiter, vice chairman.

the war. Harry, now on convalescent leave from the navy, saw action in the invasion at Casablanca, in Sicily, Salerno, and the storming of the Anzio beachhead. He was assigned as chief motor machinist on a warship. Lack of ammunition may mean lives lost, and it is every American's duty to see that these lives are not lost through failure of a little sacrifice on our part. "We alone on the U. S. S. ——— underwent 189 air raids," he said. It takes ammunition to stave off defeat."

The first snow of the year hit the area on party day, holding down the attendance somewhat, but not the sociability and fun. Rudy Spatt and orchestra provided almost continuous dance music, interspersed now and then with song. Refreshments, of course, helped supply the needed stamina for keeping in step with your next dancing partner. After lunch and coffee had been served, the look in the eyes of the members proved that you just can't beat fun.

A six inch salute to S. Boese, chairman; E. R. Ziegenhagen, vice chairman; A. A. Repp, secretary; and E. A. Kent, agent at Ripon, for their work in making the appreciation party the success it was.

### Stone City Club Enjoys Appreciation Party

It was the eve of Thanksgiving and old Tom Turkey again paid the price, this time at the Stone City Club appreciation party in Bedford, Ind. and Tom would have suffered much more had it not been for the delicacies that went with the dinner. It cannot, of course, be said how many wives were relieved of the yearly Thanksgiving chore, inasmuch as the husbands enjoyed a Thanksgiving dinner the night before. The dinner was cooked, served, and eaten in the First Methodist School Hall.

The members then adjourned to the Service Club room in the depot for the remainder of the program. During the business meeting, G. H. Lane, trainmaster, reminded the members how important it is for every employe to be public relations minded. Being a good will ambassador is not only an asset to the railroad but to your fellow employe as well.

An honored guest of the evening was the superintendent of the railroad in the U. S. Naval Depot at Crane, Ind., Emil Foug; Mr. Foug was formerly a Milwaukee Road employe, being general foreman in the track department in Milwaukee.

When Mr. Foug first surveyed the present depot area, it reminded him of the railroad pioneering days of old; the land was nothing but wilderness, 100,000 acres of it. But a railroad had to be built. The government had a job to do, and this was the site selected. Actual construction started in June, 1941, and by July, 1943, the job was completed. Before the first rail was laid, all materials had to be trucked into the area. Between 9 and 10 thousand cars of ballast alone had to be moved from Terre Haute, Ind. One hundred and sixty-seven miles of track now serve the depot, built at the cost of about, 42c a foot. The Navy E was twice awarded to Mr. Foug's construction gang; this despite the construction difficulties due to grades and curvatures of the hilly country.

Mr. Foug, as superintendent, oversees all railroad work. The government railroad has eight 125 ton Diesels, 165 navy cars, a roundhouse, car department, seven section crews, three dispatchers, three yardmasters, four yard clerks, four car record clerks, a demurrage clerk, and three shifts of train and engine men.

No railroad signals are used whatsoever, all work being done by radio communication. Dispatchers receive all working lists and there is direct contact from dispatcher's office to locomotive cab, engine to engine, etc. The pick-up automobile trucks are equipped with radios, making communication possible from the field to dispatcher, and engineer in cab. America at war!

The remainder of the appreciation party was spent in song and dance. The square dance seemed to be the favorite. With Switchman John Flynn calling and the

mage sale for the benefit of the Women's Club, and also are taking part in "Take a Letter" night at the U.S.O. In this activity, the stenogs of the club donate their time writing letters for the service men and women at the U.S.O. December also, according to the schedule, was to be a very busy month for the club as they planned to furnish and decorate a large tree for the passenger station and were going to arrange some activity for the service men.

### Old Line Club Treated to Appreciation Party

Flowers, fruit, and railroad trains running rampant on tracks made of flowers formed the table decorations at the Old Line Club's appreciation party on Nov. 19. Turkey and everything that traditionally goes with it was served to 110 guests by the ladies of St. Stephen's Guild. These sur-



Officers of the Mt. Tacoma Service Club. L. to r.: Mrs. Hazel Fearn, treasurer; L. H. Ellis, vice chairman; L. P. Seaman, chairman; Mrs. Clara Carrotte, publicity chairman; Mrs. Violet Tollefson, secretary.

Hillbilly Band cuttin', it meant clear the decks for action.

Three songsters, Katherine Ingle, June Mathis and Dorth Lee, accompanied by Ellen Wright at the piano, helped in providing the Hillbilly Band that needed rest before each square dance request.

Mrs. Ferrol Whitman, chairman; Bailey Bedwell, vice chairman; J. R. Wood, secretary; and F. Foddrill, treasurer, can all be commended for a very fine party.

### Mt. Tacoma Club Burns Candle at Both Ends

The month of November was a busy one for the Mt. Tacoma Service Club. At their regular monthly meeting, officers for the coming year were elected with the following results:

L. P. Seaman, chairman; Lester H. Ellis, vice chairman; Mrs. Violet Tollefson, secretary; Miss Hazel Fearn, treasurer.

The following week, on Nov. 16, the club held a dance with attendance of more than 125; this is excellent considering the thickness of the fog. They held a rum-

roundings helped in making Ol' Tom just that much more savory.

Chairman Vernon Harper stated that the "appreciation" should all be on the side of the employes, this being the second party so tendered. G. E. Passage, trainmaster, and the toastmaster of the evening, called upon Dennis Slattery, L. Moe, R. L. Lockwood, Ed Monogue, A. H. Olson, M. E. Noel, Mrs. M. E. Noel, and also Messrs. M. J. Biller and Erv. Weber of Milwaukee.

Superintendent J. H. Valentine expressed his appreciation to the members for their splendid work in making their club one of the finest on his division. "Of all the correspondence that passes over my desk, dealing with public relations matters," he said, "by far the greater percentage is of a congratulatory nature."

Arthur Lueck, Beaver Dam attorney, and guest speaker of the evening, paid a fine tribute to the American railroads for their vital and splendid contribution to the prosecution of the war. With 32 fighting fronts, 17 American embarkation points, one and one-half million troops and their  
(Continued on page 18)

the war. Harry, now on convalescent leave from the navy, saw action in the invasion at Casablanca, in Sicily, Salerno, and the storming of the Anzio beachhead. He was assigned as chief motor machinist on a warship. Lack of ammunition may mean lives lost, and it is every American's duty to see that these lives are not lost through failure of a little sacrifice on our part. "We alone on the U. S. S. ——— underwent 189 air raids," he said. It takes ammunition to stave off defeat."

The first snow of the year hit the area on party day, holding down the attendance somewhat, but not the sociability and fun. Rudy Spatt and orchestra provided almost continuous dance music, interspersed now and then with song. Refreshments, of course, helped supply the needed stamina for keeping in step with your next dancing partner. After lunch and coffee had been served, the look in the eyes of the members proved that you just can't beat fun.

A six inch salute to S. Boese, chairman; E. R. Ziegenhagen, vice chairman; A. A. Repp, secretary; and E. A. Kent, agent at Ripon, for their work in making the appreciation party the success it was.

### Stone City Club Enjoys Appreciation Party

It was the eve of Thanksgiving and old Tom Turkey again paid the price, this time at the Stone City Club appreciation party in Bedford, Ind. and Tom would have suffered much more had it not been for the delicacies that went with the dinner. It cannot, of course, be said how many wives were relieved of the yearly Thanksgiving chore, inasmuch as the husbands enjoyed a Thanksgiving dinner the night before. The dinner was cooked, served, and eaten in the First Methodist School Hall.

The members then adjourned to the Service Club room in the depot for the remainder of the program. During the business meeting, G. H. Lane, trainmaster, reminded the members how important it is for every employe to be public relations minded. Being a good will ambassador is not only an asset to the railroad but to your fellow employe as well.

An honored guest of the evening was the superintendent of the railroad in the U. S. Naval Depot at Crane, Ind., Emil Foug. Mr. Foug was formerly a Milwaukee Road employe, being general foreman in the track department in Milwaukee.

When Mr. Foug first surveyed the present depot area, it reminded him of the railroad pioneering days of old; the land was nothing but wilderness, 100,000 acres of it. But a railroad had to be built. The government had a job to do, and this was the site selected. Actual construction started in June, 1941, and by July, 1943, the job was completed. Before the first rail was laid, all materials had to be trucked into the area. Between 9 and 10 thousand cars of ballast alone had to be moved from Terre Haute, Ind. One hundred and sixty-seven miles of track now serve the depot, built at the cost of about, 42c a foot. The Navy E was twice awarded to Mr. Foug's construction gang; this despite the construction difficulties due to grades and curvatures of the hilly country.

Mr. Foug, as superintendent, oversees all railroad work. The government railroad has eight 125 ton Diesels, 165 navy cars, a roundhouse, car department, seven section crews, three dispatchers, three yardmasters, four yard clerks, four car record clerks, a demurrage clerk, and three shifts of train and engine men.

No railroad signals are used whatsoever, all work being done by radio communication. Dispatchers receive all working lists and there is direct contact from dispatcher's office to locomotive cab, engine to engine, etc. The pick-up automobile trucks are equipped with radios, making communication possible from the field to dispatcher, and engineer in cab. America at war!

The remainder of the appreciation party was spent in song and dance. The square dance seemed to be the favorite. With Switchman John Flynn calling and the

mage sale for the benefit of the Women's Club, and also are taking part in "Take a Letter" night at the U.S.O. In this activity, the stenogs of the club donate their time writing letters for the service men and women at the U.S.O. December also, according to the schedule, was to be a very busy month for the club as they planned to furnish and decorate a large tree for the passenger station and were going to arrange some activity for the service men.

### Old Line Club Treated to Appreciation Party

Flowers, fruit, and railroad trains running rampant on tracks made of flowers formed the table decorations at the Old Line Club's appreciation party on Nov. 19. Turkey and everything that traditionally goes with it was served to 110 guests by the ladies of St. Stephen's Guild. These sur-



Officers of the Mt. Tacoma Service Club. L. to r.: Mrs. Hazel Fearn, treasurer; L. H. Ellis, vice chairman; L. P. Seaman, chairman; Mrs. Clara Carrotte, publicity chairman; Mrs. Violet Tollefson, secretary.

Hillbilly Band cuttin', it meant clear the decks for action.

Three songsters, Katherine Ingle, June Mathis and Dorth Lee, accompanied by Ellen Wright at the piano, helped in providing the Hillbilly Band that needed rest before each square dance request.

Mrs. Ferrol Whitman, chairman; Bailey Bedwell, vice chairman; J. R. Wood, secretary; and F. Foddrill, treasurer, can all be commended for a very fine party.

### Mt. Tacoma Club Burns Candle at Both Ends

The month of November was a busy one for the Mt. Tacoma Service Club. At their regular monthly meeting, officers for the coming year were elected, with the following results:

L. P. Seaman, chairman; Lester H. Ellis, vice chairman; Mrs. Violet Tollefson, secretary; Miss Hazel Fearn, treasurer.

The following week, on Nov. 16, the club held a dance with attendance of more than 125; this is excellent considering the thickness of the fog. They held a rum-

roundings helped in making O' Tom just that much more savory.

Chairman Vernon Harper stated that the "appreciation" should all be on the side of the employes, this being the second party so tendered. G. E. Passage, trainmaster, and the toastmaster of the evening, called upon Dennis Slattery, L. Moe, R. L. Lockwood, Ed Monogue, A. H. Olson, M. E. Noel, Mrs. M. E. Noel, and also Messrs. M. J. Biller and Erv. Weber of Milwaukee.

Superintendent J. H. Valentine expressed his appreciation to the members for their splendid work in making their club one of the finest on his division. "Of all the correspondence that passes over my desk, dealing with public relations matters," he said, "by far the greater percentage is of a congratulatory nature."

Arthur Lueck, Beaver Dam attorney, and guest speaker of the evening, paid a fine tribute to the American railroads for their vital and splendid contribution to the prosecution of the war. With 32 fighting fronts, 17 American embarkation points, one and one-half million troops and their  
(Continued on page 18)

## "P.S.: Received the Purple Heart"

Pfc. George A. Benton, former caller in the roundhouse at Bensenville, Ill., wrote the following from a hospital in Italy on Oct. 19:

"Have just finished reading the September issue of your magazine. Receiving it is one thing I really look forward to. I get a lot of news about the railroad boys I knew from your magazine. I have seen action with an infantry division in Italy and was wounded in the invasion of southern France. I was evacuated from France and am now back in Italy, recovering in the hospital.

"I see that most of the boys are in railroad outfits. I sure wish I could get in one. Once you get railroading in your blood, it sure is hard to keep away from it. The infantry is a good outfit but plenty tough. I am anxious to get back to my daily 'arguments' as a call boy. Will close now, looking forward to the next issue of your magazine.

"P.S.: Received the Purple Heart."

## Fireman Describes Railroad-ing in India

Arthur J. Sullivan, a Milwaukee Terminals fireman, recently received the following from Corp. Bill McManus, former fireman in Milwaukee:

"Railroading here in India is greatly different from at home. The road we are working on is a meter gauge and at first it seemed odd. This is a single track railroad and the block system is not in effect;

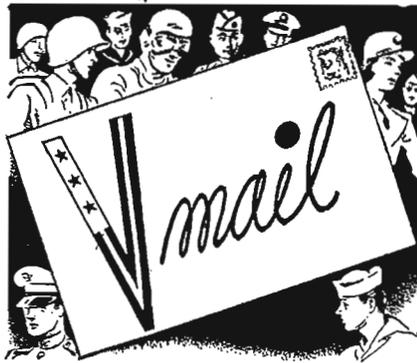


Corp. William McManus

in its place is a token system which permits a train to proceed from one station to the next.

"The conventional air brakes are not in evidence. In their place are the vacuum brake and the steam jam brake. The steam jam brake is on the order of our independent brake at home. Only the passenger trains are equipped with full vacuums. A freight train (or goods train) has a sufficient number of cars with brakes to assure its safety. If a goods train breaks in two, the rear end keeps rolling till it stops; the guard (conductor) has no way of "pulling the air" on the driver (engineer). It's up to the driver to back up and pick up the rear end of his train.

"The box cars (or wagons) are four, six and eight wheel arrangements. A four



## LETTERS AND BITS OF NEWS ABOUT OUR MEN IN SERVICE

or six wheel wagon counts as one load, while an eight wheeler counts two loads. The maximum number of loads to one train is 60. No train is allowed to run over 60 loads, because of the lightweight rail. The monsoon season causes many tracks to wash out.

"This line runs through the jungle for many miles and it is not an uncommon sight to see a tiger or elephant standing along the right of way. I'm sure many of the old-time 'rails' would have a shaky feeling upon seeing some of these jungle creatures at night.

"After railroading over here for a number of months, it will seem a pleasure to come home and do it the real way. I intend to go back firing when this is all over.

"This experience will stay with me for a long time to come—railroading on the other side of the world!"

## Three Milwaukee Road Boys Meet in Italy

When the paths of Eugene Hanna, Robert Hanna and William Caveny crossed in Italy recently, the boys pushed back their iron hats and forgot the war long enough for a homesick session of *How-have-you-been?* and *Did-you-know-so-and-so?*

It seems that Corp. Eugene Hanna, son of J. P. Hanna, agent at Walworth, Wis., went to North Africa in February, 1942, with a railroad outfit, and later went to Italy. While in North Africa, and again in Italy, he met Sgt. William Caveny, a former Milwaukee Road passenger brakeman. Eugene's brother, Corp. Robert Hanna, landed in southern Italy the latter part of July of this year, and sent word to Eugene, telling him where he was located.

About a week later, with the help of a pass, Eugene set out and found Robert, and the two of them looked up Caveny. Then the three of them had a big dinner together



Corp. Eugene Hanna (left), Sgt. William Caveny, and Corp. Robert Hanna, pose for their picture at the time of their meeting in Italy.

and the spaghetti and reminiscences flew thick and fast.

If there is anything good that can be said of war, such a reunion is probably it.

## Capt. William A. Nelson Reports Escape Via French Underground

Capt. William A. Nelson, 26, former caller in the Minneapolis freight station, was given that rank only recently upon returning to the States from the European battle front where he had some harrowing experiences.

As the pilot of a Liberator bomber based in Italy, Capt. Nelson flew many combat missions over targets in France, Germany, Bulgaria, Poland, Rumania and Austria. He was reported missing over France on July 12, 1944, but returned to his base in Italy just six weeks later, having found



The Zastrow brothers from Milwaukee celebrate their accidental meeting in New Guinea by posing with two native islanders. Ewald Zastrow, Jr., was a machinist apprentice before joining the Army Engineers. Grant Zastrow was employed at the shops some time prior to entering the army. Their father, Ewald Zastrow, Sr., is a locomotive engineer on the third district of the Milwaukee Division.



Capt. William A. Nelson

refuge with the French underground until France was liberated; he then made his exit from that country with an army unit. His plane had been shot down and he, together with eight crew members, bailed out at an altitude of 23,000 feet.

Capt. Nelson is at Miami, Fla., at present, waiting for reassignment.

### Dubuque Meets Paris

Pvt. George C. Finkenauer, son of Brake-man George Finkenauer of Dubuque, lays claim to being the first man from that city to enter Paris. He is now located somewhere in Germany with a medical



Pvt. George C. Finkenauer

battalion serving at a field hospital where army doctors administer first aid to the wounded as they are transported directly from the battlefields. He entered the army in June, 1943 and was with advanced units in France and Belgium before reaching his present station. He has a brother, Gerald M. Finkenauer, seaman 1/c, who is aboard a troop and hospital ship in the South Pacific.

### Capt. Carleton, Bomber Nursemaid, Wins Bronze Star

They also serve who stay behind when the big bombers go over the skies of Germany, and one man credited with keeping Flying Fortresses airworthy for the battles they must face is Capt. William

A. Carleton, 26, who was, before entering the army, a Milwaukee Road civil engineer with headquarters in Cedar Rapids, Ia. He has recently been awarded the Bronze Star for exceptionally meritorious achievement in directing the repair and maintenance work for his squadron of bombers.

Serving as a glorified nursemaid for the Fortresses in a squadron of the 100th Bombardment Group, Capt. Carleton directs his men in feats of renovating bombers brought back on a wing and a prayer. He has under his care such famous Eighth Air Force Bombers as "The Latest Rumor," "Fools Rush In," and "Our Gal Sal."

With a generous portion of luck, his squadron flew 51 missions totaling more than 400 individual sorties — without losing a bomber; and "Fools Rush In," with 83 missions, has had 900 combat hours in one year of flying over Europe, making it one of the leading veterans of Eighth Air Force warfare.

"Seven of our

planes," Capt. Carleton says, "have more than 70 missions — which means simply they've been through the mill. Our 'All American Girl' is one of the most-flown Fortresses in England, we believe, with 86 missions to her credit. And 'Latest Rumor' went 52 missions on her four original engines, or 545 hours. The ordinary Fortress has had all its engines changed by that time."



Capt. William A. Carleton (left) receives the compliments of Maj. Eugene Revegne upon his being awarded the Bronze Star.

### Frances Langford Tells the Story of a Milwaukee Road Fireman

*Kenneth E. Bugs, gunner's mate 2/c, the subject of this story of war, was a Milwaukee Terminal locomotive fireman before entering the navy; his dad is a carpenter in the shops at Milwaukee. His recovery from severe wounds is told in this quote from the Dec. 3 issue of the Los Angeles Examiner, where it appeared in "Purple Heart Diary," a feature currently written by Frances Langford, motion picture actress and radio singer, who is making a tour of the United States to entertain the war wounded.*

**N**AVY GUNNER'S MATE 2/C KENNETH E. BUGS of Milwaukee, Wis., is an inspiring example of the handicapped that life can move on gaily despite an affliction.

Bugs, or "Bugsy" as he's affectionately known to half the patients at the naval hospital here, was manning a gun on a light cruiser in the Marshall Islands when a Jap air attack brought him close to death's door.

"A bomb struck and I felt the awful sensation of riding a hot blast," Bugsy told me from his wheelchair. "It threw me 20 feet in the air. I was lucky. I landed back on deck. A couple of my mates didn't. They got lost at sea."

When medical aid got to him, Bugs was more dead than alive. Shrapnel had missed very few parts of his body. One leg was so badly smashed, Bugs barely missed an amputation. The other leg bone was split and all the muscle in the calf had to be removed. Extreme nerve shock and partial paralysis added to his unbearable plight.

He reached San Diego little caring to live. "I was a pretty sad sack then," he confided. "My legs and arms were so thin (I weighed no more'n 60 pounds) that I cried every time I got up enough courage to look at them. I just didn't give a damn. I guess I was the world's worst patient."

Bugs wasn't exaggerating. He was indeed a tough patient to handle. He violently resisted treatment of any kind. He wouldn't eat. He took turns cussing doctors, nurses and corpsmen. Even the sound of footsteps caused him to scream. Hour by hour he sank deeper into melancholia, and closer to life's end. Two gallant nurses took up the challenge, Ensigns Ellen Ryan and Gwendolyn Dollarhide.

One of my pet peeves is the brushoff war nurses get when credit is being passed around. They have my humble admiration. Nothing stops them. They have a tougher foe to lick than the arrogant Nazi and

grinning Jap. Hour after hour, day after day, they must subdue the profusion of phobias, complexes and melancholia that stalk hospital wards. They are the real morale builders of this war. I am frankly embarrassed when the little I do draws applause that should be reserved for them.

"Nurses Dollarhide and Ryan really kept me from kicking the bucket," Bugsy admitted. "If I was their kid brother or their own son they couldn't have given me better care. Even when I gave them hell—and don't think I didn't at first—they didn't beef. They forced me to do things against my will, all of them good for me. They pushed me out in the sun. Gave me exercises when I wanted to crawl into a hole. Brought me soup dozens of times a day and poured a little bit of it down at a time. Brought me candy. Kept talking me out of my wrong way of thinking. They squared me okay."

With infinite patience and a great deal of cajoling, Ensigns Dollarhide and Ryan effected a remarkable comeback for Bugsy. Soon he began to build an appetite for regular chow. His weight spurted upward to 135 pounds, a gain of 75 pounds. He asked for a wheel chair and began rolling about the ward.

Each hour now finds Bugsy's spirits rising. The naval hospital gang think he's a "right guy." He laughs and kids visitors. Why is he so cheerful? Well, there's a happy ending ahead for Bugsy. Only I wonder whether those who look down discontentedly at their rayon-clad legs would recognize it as a happy ending.

You see, Bugsy has the courage to be happy merely looking forward to the day when he can be up on crutches.

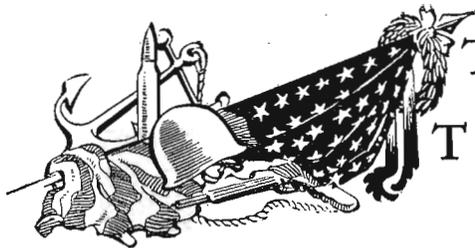
## Service Clubs

(Continued from page 15)

equipment to move each month, with industrial production to handle, and civilian needs to care for, the American Railroads hold a high place in the nation today; they are the pillars of America. The public today does not appreciate the job being done under existing handicaps. Instead of criticism, everyone ought to fully realize that the railroads have been the true saviors of the country. Men without fighting arms are helpless; where would our country be today if the railroads weren't ready to perform an almost impossible task? Whom did the government rely upon to perform an almost unbelievable task with believable reliability? We cannot take anything away from industry, but further we cannot and should not forget the Iron Horse of World War No. 2.

After Mr. Lueck's fine speech, the Clown Band, who made the trip from Milwaukee, cut their capers. Other entertainers included Beverly Tietz, Mary Mercier, Beverly Olson, Gilbert Bird and Mrs. Jones. Dancing to the music of Kasten and Buss of Horicon carried a fine party well into the evening.

The committee certainly deserved special mention. 'Twas said that Roadmaster Ed Noel was still dressing turkeys at 3 o'clock on the morning of the party.



## THEY GAVE THEIR LIVES

**Pvt. Ralph M. Tritz**, 26, son of A. N. Tritz, locomotive engineer, of Dubuque, Ia., was killed in Italy on June 14, 1944, while serving with a field artillery observation battalion. He went overseas on Mar. 14, 1944. The Purple Heart medal has been bestowed posthumously.



Pvt. Ralph M. Tritz

**2nd Lt. Duane O. Henry**, a clerk at Othello, Wash., prior to entering the army, was killed in action on Oct. 28, 1944, while flying a Thunderbolt fighter plane. He has two brothers in the navy. Lt. Henry was a short story writer, as well as a cartoonist. He had been overseas three months.

**Pfc. Edward F. Endisch**, 19, a boiler-

maker helper at the shops in Milwaukee prior to entering the army on Sept. 23, 1943, was killed in France on Nov. 25, 1944.

**Corp. J. S. Jarmusz**, 26, who was employed as a boilermaker helper apprentice in the Milwaukee locomotive shops before entering the army, was killed on Sept. 19, 1944, while serving with an infantry medical detachment in France. He entered military service on Mar. 5, 1943.

**Pfc. Jack B. Kademan**, son of F. Kademan, switchman of Bettendorf, Ia., was killed in Italy on June 2, 1944, while serving with the Infantry. He had previously been reported missing in action on that date. Pfc. Kademan entered the army on Apr. 14, 1941, and went overseas in February, 1942. He saw action in North Africa, Sicily, and later took part in the bitter fighting on the Anzio beachhead south of Rome.

## Retirements

THE FOLLOWING EMPLOYEES' APPLICATIONS FOR RETIREMENT WERE RECORDED NOVEMBER, 1944

### Chicago General Offices

WEBB, RAY  
General Adjuster ..... Chicago, Ill.

### Chicago Terminals

O'CONNOR, PATRICK J.  
Check Clerk ..... Galewood, Ill.

### Coast Division

MUIR, JAMES G.  
Car Inspector ..... Seattle, Wash.  
NORTON, BARNEY B.  
Clerk ..... Bellingham, Wash.  
WARD, JOSEPH W. .... Tacoma, Wash.

### Dubuque and Illinois Division

HENSE, FRANK I.  
Flagman ..... Dubuque, Ia.

### Hastings and Dakota Division

ALBRECHT, JOHN F.  
Signal Maintainer ..... Norwood, Minn.  
HINZ, CHARLES F. .... Aberdeen, S. D.  
SMITH, HARVEY W.  
Car Inspector ..... Aberdeen, S. D.  
SOLIDAY, CHARLES H.  
Loco. Engineer ..... Aberdeen, S. D.

### Idaho Division

VASSEY, JOHN H.  
Agent ..... Tekoa, Wash.

### Iowa Division

EVANOFF, DONY  
Section Foreman ..... Coon Rapids, Ia.  
WHITE, EARL G.  
Loco. Engineer ..... Perry, Ia.

### Iowa and Dakota Division

COIN, WILLIAM F.  
Section Foreman ..... Wagner, S. D.

### Iowa and Southern Minnesota Division

LARSON, FRANK H.  
Roadmaster ..... Austin, Minn.  
PETERSON, ALFRED  
Section Foreman ..... Ramona, S. D.

### Kansas City Division

WILSON, LLOYD H.  
Chief Dispatcher ..... Ottumwa, Ia.

### La Crosse and River Division

DEVINE, WILLIAM A.  
Switchman ..... LaCrosse, Wis.  
NELSON, SILOW J.  
Conductor ..... Wausau, Wis.  
WILMOT, GEORGE J.  
Section Laborer ..... Red Wing, Minn.

### Milwaukee Terminals

ANDERSON, LOUIS W.  
Flagman ..... Milwaukee, Wis.  
BUETNER, FREDERICK W.  
Janitor ..... Milwaukee, Wis.  
DOMINIAK, LEONARD F.  
Blacksmith Helper ..... Milwaukee, Wis.  
FARRELL, WILLIAM  
Telegrapher ..... Milwaukee, Wis.  
LEDERER, HENRY F.  
Check Clerk ..... Milwaukee, Wis.  
PERNER, STEVE  
Laborer ..... Milwaukee, Wis.  
RENAC, NICK  
Section Laborer ..... Milwaukee, Wis.  
SZYMCAK, JOSEPH  
Molder ..... Milwaukee, Wis.  
WARZALA, ROMAN J.  
Machinist ..... Milwaukee, Wis.

### Seattle General Offices

GRIFFITH, JAMES S.  
Chief Fuel Supervisor ..... Seattle, Wash.

### Superior Division

FULTON, GEORGE F.  
Extra Gang Laborer ..... Green Bay, Wis.  
QUARTERS, ROY J.  
Loco. Engineer ..... Green Bay, Wis.

### Terre Haute Division

CURRY, ALBERT P.  
Carman ..... Terre Haute, Ind.  
RAY, DAVID A.  
Carman ..... Terre Haute, Ind.

### Twin City Terminals

ARMSTRONG, WM.  
Machinist ..... St. Paul, Minn.  
SOLBERG, ALBERT P.  
Switchman ..... Minneapolis, Minn.

THE MILWAUKEE MAGAZINE

# The Milwaukee Railroad WOMEN'S CLUB

## Madison, Wis., Chapter

Mrs. Kenneth Kunz, Historian

We met at 2 p.m. Nov. 2 with Mrs. Kline presiding. Membership Chairman Mrs. Kraut reported 129 voting and 135 contributing members. Mrs. McHohan thanked the club for the card her son's wife received and reported receiving a card from Mrs. Rellihan to say hello to the club members. Mrs. Johnson, Nominating Chairman gave her report as follows, and these members were elected to take office in January: Pres., Mrs. J. J. Leitz; 1st vice-pres., Mrs. J. Tomlinson; 2nd vice-pres., Mrs. Sam Smith; cor. sec'y, Mrs. Leo Kraut; rec. sec'y, Mrs. Kenneth Kunz; treas., Mrs. Izetta Kenney; historian, Mrs. McHohan.

Our club women donated 100 dozen cookies for the service men the first week of November. Penny march netted 45c, surprise package 81c and was won by Mrs. Sam Smith. Bank dollar was won by Mrs. Wm. Warren.

Our chapter entertained the Northwestern Ry. Women's Club Nov. 9 at a desert bridge. Eighteen tables were set very cleverly with pretty lunch cloths, fall leaves and bud vases filled with fall flowers. Mrs. Kline extended greetings, expressing her pleasure at seeing such a large group present, and introduced Mrs. Nelson, president of the Northwestern Club. Group singing followed. Ice cream, cake and coffee were served. Cards were played, and several prizes for high score, also door prizes, were given. Refreshment Committee, Mrs. McHohan, chairman, Mmes. Sam Smith, Welke, Parkins, and Killian; Dining Room Committee, Mrs. Allemang, Chairman, Mmes. Roever, Kraut, Kline, Neu, Kingston, Frank Rogers, and Kunz; in charge of prizes and cards, Mrs. Wm. Warren, chairman, Mrs. Kenney, and Mrs. Green. Prizes were donated by Mmes. McHohan, Leitz, Mahaffey, Johnson, Kenney, Smith, Kline, Knope, and Kunz.

## Spokane Chapter

Bertha Bradley, Historian

Spokane Chapter held its first meeting since June on Sept. 12 and there was a nice attendance present.

Reports were given by Finance, Good Cheer, Red Cross work and Membership. It was reported we have gone over the top with 95 voting and 123 contributing members, making a total of 218. Mrs. Perry, chairman of Membership, reported the Chapter had won \$35 as all members had responded paying their dues. Another \$100 bond purchased was reported. All were invited to join with the Service Club for dinner and dancing in the club rooms on Tuesday, the 19th. Tea and cookies were served.

## Deer Lodge Chapter

Bessie Healey, Historian

A delightful Hallowe'en Party was held the afternoon of Oct. 20th. The hostesses, Mrs. R. C. Daniels, Mrs. A. A. Woolman and Mrs. E. M. Rose served a tempting one o'clock luncheon at tables gayly decorated with lighted Jack-O-Lanterns. Mrs. W. E. Brautigam presided over the business meeting. The party was concluded with an informal social hour.

During the afternoon 200 service men and women were served at the canteen by the members of the club.

## Janesville Chapter

Mrs. J. W. Higgins, Historian

November Meeting was held on Election Nite, our President Mrs. Wallace conducting. \$8.49 was spent for Sunshine during the month with 39 families reached, Sunshine Chairman Mrs. Wilcox reported. We cleared \$50.00 on our rummage sale held in the Club House two days. We have some merchandise left for a start on another one. The Club served a dinner for the relatives of the late Sgt. Rogge after the memorial services, twenty-six attending. A baby gift is being sent to one of our members in lieu of a shower. We met another afternoon to finish sending gifts to those in service in the United States.

## Ottumwa Chapter

K. M. Gohmann, Historian

It was a beautiful fall day and the forty-two in attendance enjoyed the delicious luncheon prepared and served by Chairman Mrs. Wm. Fry and committee preceding the meeting on the first Friday of November. The important matter of business was election of officers for the coming year, which resulted in practically all 1944 officers being re-elected; Mrs. M. L. McNerney will serve the club again in 1945 as president; Mrs. R. O. Clapp, first vice president; Mrs. Fred Wilford, second vice pres.; Mrs. Harry Nicholson, financial sec'y; Mrs. Edw. McGuire, cor. sec'y, and Mrs. Norbert Davis, treasurer.

## St. Bernice Chapter

Mrs. O. M. Kuhns, Historian

Meeting was held on October 18, at the Grade School Building. A tasty supper prepared and served by a committee of men was enjoyed by the members and their families attending. Those serving were Elisha McDonald, Mr. McGinnis, Mr. Reed, Mr. Bodle, and Mr. Jordan.

Following the supper the business session was conducted by Mrs. McGinnis, our president. Two sympathy cards and two get-well cards were reported sent, \$41.00 was reported spent for good-cheer, and a donation of \$10.00 was made to the War Fund. The Ways and Means Committee reported a profit of \$25.00 realized from selling Christmas cards.

Our total of 420 members including 161 voting and 259 contributing, qualified us for a membership prize of \$50.00 which was announced, and all members wish to express our thanks to the General Governing Board for this award.

## New Lisbon Chapter

Mrs. George Oakes, Historian

On Oct. 10, meeting was called to order at the home of Mrs. E. Tierney. Reports of the secretary and treasurer were read and approved. We received a check for \$30 for going "over the top" in our membership drive. A letter on new service for Women's Club programs was turned over to the program chairman. We cleared \$33.68 at our penny party. Good cheer report was 10 personal and phone calls made, eight cards sent and 12 families reached. We now have 73 voting and 60 contributing members.

Twenty utility bags were made for the Red Cross and 20 dozen cookies were sent to Sparta for those in service. For-

ty-six gifts were sent to our service boys and girls. There was a total of 140 work hours.

A motion was made and carried to have a nominating committee for our coming election. Mrs. R. Bullis was named chairman. A second motion to draw names of our service boys and girls and write a letter to the one drawn was also carried. After adjournment bingo was played by the 23 members and one guest present, after which luncheon was served by Mmes. E. Tierney, A. Hurd, F. Southworth, L. Hansen, E. Krotzman, R. Southworth and R. Oakes.

## Marion Chapter

Verna Bristol, Historian

Our Marion Club has been quite busy the past month with different projects. Ten members met at the home of Mrs. Archie Conklin to pack Christmas boxes for sons, daughters and husbands in the armed services. Forty-eight boxes were packed with various gifts. A white elephant sale was held at the hall, which netted \$20.00. On our meeting night a picnic supper was enjoyed by members and their families. Officers for 1945 were nominated and unanimously elected as follows: Pres., Mrs. Archie Conklin; 1st vice-pres., Mrs. O. W. Lundquist; 2nd vice-pres., Mrs. W. E. Smith; sec., Mrs. Warren Johnson; treas., Mrs. Merle Robinson; historian, Mrs. Robert Low.

Our president for this past year, Mrs. Elmer Fisher, has certainly had a very successful year due to her untiring efforts. I think special recognition should be given her projects relating to war work. During the year money was given to the Red Cross, USO and blood plasma fund. Members served one day at the USO Club in Cedar Rapids. Silk stockings were dyed and stripped into balls to be used by invalid soldiers at Schick Hospital to make rugs. Christmas boxes were sent to 48 soldiers.

## Seattle Chapter

Mrs. J. N. Strassman, Historian

At the garden party at the home of Mrs. R. C. Sanders, five of our members announced that they had become grandmothers since the previous meeting. Those receiving congratulations were: Mrs. E. M. Marx, Mrs. B. R. Johnson, Mrs. C. B. Mason, Mrs. A. S. Seymour, and Mrs. E. H. Barrett. The September tea at the home of Mrs. R. Beeuwkes was attended by about 30 members and guests. A talk on the work of the English Speaking Union given by Mrs. Carey, was very interesting. Our own Mrs. C. F. Goodman reviewed "A Journey for Margaret" by Wm. L. White in a most charming and appealing manner.

October meeting was held in the club-rooms at the Union Station with an attendance of 32, which fairly bulged the walls of our small quarters. A nice letter was received from our president, Mrs. Malcolm McEwen, who is visiting her daughters and their families in the East. In her absence, Mrs. J. L. Nordquist presided. We were happy to see so many old friends and new faces at our meeting. Mrs. F. DeMars presented a visitor, Mrs. Keen, who we hope will join our ranks permanently. Mrs. E. E. Wilson, formerly of Tacoma, but who is now making her home in Seattle, presented another guest, Mrs. McCall, of Long

Beach, Calif. Mrs. A. W. Magill presented two new members: Mrs. Burns and Mrs. Stafford, who we hope will attend often. A correspondence folio was presented to Mrs. A. W. Bigham, who will soon join her husband in Chicago. We are happy when recognition and promotion comes to our members, but sad when such promotion takes them to far places. Mrs. Bigham has done an outstanding job as chairman of our Good Cheer Committee, and has won us many friends. Mr. Bigham, too, has given generously of his time and talents to any activity sponsored by our Chapter.

Since F. M. McDougal retired and they moved to Vashon Island, we appreciate the effort Mrs. McDougal makes to attend our meetings. Mrs. A. H. Barkley is spending two months with her daughter Barbara in Oakland, Calif. Mrs. A. S. Seymour reports a very pleasant visit with her son and family in Milwaukee previous to his leaving for duties overseas. The following officers were elected unanimously to serve us in 1945: President, Mrs. J. L. Nordquist; 1st vice-pres., Mrs. E. M. Marx; 2nd vice-pres., Mrs. B. R. Johnson; treas., Mrs. C. F. Goodman; sec'y, Mrs. R. Hurlbut; historian, Mrs. J. N. Strassman.

### Chicago-Fullerton Ave. Chapter

Clara A. Cush, Historian

At our November meeting a delicious supper was served in the cafeteria followed by the business meeting in the clubrooms. The new officers names were submitted by the nominating committee. It was moved to bring Christmas cheer to the Men's Service Centers again this year with Mrs. H. M. Borgeron and Miss Kay Karlowitz in charge. We are happy to report an increase in members at the Tuesday evening Red Cross class. After the meeting the program committee presented Elizabeth Hubbard from the Illinois Association for the Crippled, who gave a lecture on its activities. A neat sum was realized from articles displayed, which were made by the patients of the institution.

On Dec. 6 a board meeting was held. A turkey dinner was served with Mrs. Rummel in charge. Interesting reports were given by the members. At the close of the meeting a gift was presented to Mrs. Margaret McCarthy Gallagher, a recent bride. A Christmas party was the diversion of the December meeting.

### Kansas City Chapter

Mrs. Henry V. Banta, Historian

On Nov. 7, Kansas City Chapter met for its regular monthly meeting. Red Cross sewing began at 10:30 a. m. under the supervision of Mrs. W. A. Kinder, Red Cross chairman. A delicious luncheon was served at noon by Mrs. W. A. Kinder, Mrs. F. C. Foug and Mrs. E. O. Eckerts. Business meeting opened at 1:00 p. m. M. E. Mischler, Northeast Y.M.C.A. secretary, showed a very interesting motion picture, commemorating the one hundredth anniversary of the work of the Y.M.C.A.

The chairmen gave their monthly reports. Ways and Means reported \$16.25 cleared on card party held at the Kansas City Gas office. The club was happy to receive \$55.00 prize money for membership. Red Cross report, two lap robes completed and 140 hours given. It was voted for Red Cross chairman, Mrs. Kinder, to purchase a radio, to be sent to some veterans' hospital for a Christmas gift—hospital to be selected later. It was voted to have the annual Christmas dinner and program on our regular meeting day. Mrs. C. H. McCrum was appointed program chairman.

The annual election of officers was held with the following officers in charge for the coming year: Pres., Mrs. J. L.

Tarbit; 1st vice-pres., Mrs. Hal Midkiff; 2nd vice-pres., Mrs. W. A. Kinder; rec. sec'y, Mrs. John Dobson; corr. sec'y, Mrs. L. V. Oats; treasurer, Mrs. C. H. McCrum; historian, Mrs. E. O. Eckerts.

The Kansas City Chapter was saddened to hear of the death of Mrs. Isabelle Kendall, also J. E. Hills and W. C. Givens. Members of the Kansas City Chapter wish to extend their deepest sympathy to all their families.

### Sanborn Chapter

Leah M. Smock, Historian

Members met in our clubrooms, Friday afternoon, Nov. 17, with Miss Etta Lindskog, our secretary general, of Chicago, as our guest. The meeting opened in regular form and the regular routine of business with reports was taken care of and approved. The nominating committee submitted the following officers for next year: Pres., Mrs. Harvey Hopkins; 1st vice-pres., Mrs. Lorraine Sanders; 2nd vice-pres., Mrs. Anne Guse; sec'y, Mrs. Fred Soop; treas., Mrs. Clyde Robinson; historian, Miss Leah M. Smock. The above nominations were voted on and they were thus elected. A short program was given; vocal solos by Mrs. Phyllis Ondrejke, and piano solo by Miss Leah Smock.

Miss Lindskog gave an inspiring talk, telling us of the work in the war effort by the various chapters and our ladies decided to meet and cut blocks and make a quilt for use of those in service. We are always glad to have Miss Lindskog with us and as this is her first visit in three years, we were more than glad to have her come. A delicious lunch was served by a committee with Mrs. Newt Pippinger in charge.

### Sparta Unit-Tomah Chapter

Mrs. Wm. Hovey, Chairman

Our October meeting was held at the home of Mrs. Harry Koss with Mrs. Frank Fredricks assisting hostess. Reports were given in order. We extend sympathy to Mr. and Mrs. Geo. Shaw, who received word of their son being killed in action. Red Cross work will be taken up again this winter. Contests, games and a delicious lunch were enjoyed.

Twenty ladies enjoyed the November meeting at the home of Mrs. Amelia Duvie, with Mrs. Albert Hahn assisting hostess. Fine reports were given. We extend sympathy to the Gottlieb Koss family. Our good old veteran, 94 years old, passed on the day of Nov. 12. A dinner was sent in by club members and neighbors. We also extend sympathy to our president, Mrs. Fred Slade, her husband meeting sudden death with a heart attack. Flowers and cards were sent in memory of Sparta Unit. Sparta Unit also extends sympathy to the relatives and friends of Mrs. Carpenter Kendall our President General, who passed on. We are sure pleasant memories will remain of her kindness and generosity that was given to the Women's Club. Several of our members expect to be very active in the 6th War Loan Drive. An auction and delicious lunch was much appreciated by all who attended.

### Sioux Falls Chapter

Mrs. W. E. Adams, Historian

On Tuesday evening, Oct. 14, members of the Sioux Falls Chapter met in the clubrooms for their regular monthly get-together. Our president, Mrs. A. J. Spencer, called the meeting to order, after which the minutes were read by Mrs. Mark Sheldon, sec'y, and the treasurer's report by Mrs. D. L. Galland was given. Mrs. Lloyd Scott, Mrs. Alvin Foster, and Mrs. D. L. Galland were appointed nominating committee.

We were sorry to hear of the death of

Mrs. Carpenter Kendall, president general. Our deepest sympathy goes to her family. Mrs. Spencer read a nice letter she had received from Miss Lindskog congratulating us on the success of our club during the past year. Members were invited to the home of Mrs. L. L. Galland to assist in quilting a comforter for the bazaar. Our thanks to Mrs. Spencer for donating the pieced top for the quilt. At close of meeting, coffee and cake were served by Mrs. Mark Sheldon and Mrs. O. A. Hagen. We wish you all a very Merry Christmas.

### Wausau Chapter

Mrs. A. W. Kasten, Historian

Wausau Chapter met Nov. 14 at the clubhouse. Reports were read and approved. Election of officers took place, the following officers being elected: Mrs. John Whaley, pres.; Mrs. Wm. Adamschek, sec'y; Mrs. Ray Schultz, treas. Thirty young men and women whose mothers are club members, who are now in military service, were given \$1.00 each as a Christmas gift from the club. A Christmas party with exchange of 10c gifts was enjoyed at our December meeting.

The matter of buying an American flag for the clubroom was discussed and approved. A letter was read from Camp McCoy thanking the club for our library books which were donated to the camp. After a social game of cards a lunch was served by Mrs. Wm. Adamschek, chairman, and her committee, Mmes. Randrup, Bunker, La Sage, O'Brien and Slomske. It was with deep regret that we received news of the death of our president general, Mrs. Kendall.

### Council Bluffs Chapter

Mrs. H. E. Rooney, Historian

On Friday, Nov. 1, Council Bluffs Chapter enjoyed a luncheon at the local Railroad Y.M.C.A. with Miss Etta Lindskog a special guest. After the luncheon, regular business session was held in the clubroom. Miss Lindskog talked informally on the work of the club. The various committee chairmen reviewed the fall activities of the Chapter. Mrs. E. E. Smith, chairman of Canteen Service, told of Milwaukee day at the canteen in Omaha Union Station. Members furnished 1,200 sandwiches, 15 cakes, cookies and fruit and also gave their services for the entire day and evening.

Mrs. E. M. Lee reported that Christmas cards with a dollar enclosed in each were ready to go out to each Milwaukee Road man from Council Bluffs who is serving in the armed forces. A number of women told of their work in the various organizations doing war work. Some have helped on Bond and USO drives, others at the Red Cross Chapter House rolling bandages and making afghans and lap robes. Mrs. Carl Schonberg, president, appointed Mmes. H. E. Rooney, Herman Jensen and Frank Colburn to act as nominating committee.

### Spencer Chapter

Mrs. E. John Wiedemeyer, Historian

The Spencer Club held its first fall meeting in the home of Mrs. Carl French. Mrs. Jake Erkes, vice-president, conducted the meeting. It was a brief meeting and Mrs. Ray Hanna, Mrs. John Johnson and Mrs. John Wiedemeyer were appointed as the nominating committee. The auditing committee reported the club books checked o. k. Penny march netted \$1.10 and the club adjourned. Luncheon was served by Mrs. Carl French, Mrs. John Johnson and Mrs. Boyles of Everly. Due to sickness, Mrs. Floyd Merchant was feted with a home-canned fruit and vegetable shower by the members.

Our second fall meeting was held Nov.

17 in the home of Mrs. Henry Rohdes. Due to illness of our president, Mrs. P. A. McCaulley, Mrs. Erkes, vice-president, conducted the meeting. The club motto was repeated and the minutes were read and approved. Mrs. John Wiedemeyer reported one thank you letter. The treasurer reported \$21.65 on hand; a \$50 check was given to the club from the governing board on account of low funds. Good cheer reported a plant and a gift. The new business consisted of the election of new officers. Mrs. John Johnson of the nominating committee reported the following officers for the coming year: Pres., Mrs. Erkes; 1st vice-pres., Mrs. Kohnecke; 2nd vice-pres., Mrs. Rose; sec'y, Mrs. Merchant; treas., Mrs. Blanchard; historian, Mrs. Wiedemeyer. A motion was made and seconded that all the above officers be approved and elected.

The club decided that Christmas cards should be sent to the Spencer boys serving our country; the club also agreed on having its annual Christmas party Dec. 18. Different committees were appointed by the vice-president for the party. The club will purchase a new flag for the Spencer Milwaukee Depot. Penny march netted \$1.48. Miss Etta Lindskog was present at the meeting. She gave a very interesting talk and suggested that the club do more war work. The meeting was adjourned and cards were played and luncheon was served by Mrs. Jake Erkes, Mrs. Henry Rohdes and Mrs. E. John Wiedemeyer.

### Austin, Minnesota

Mrs. G. L. Wood, Historian

At the last meeting of the year a desert luncheon was served, at which Mrs. Walter Whiteside, Mrs. Frank Jeffers and Mrs. James Powers were hostesses. It was decided to buy a \$100 war bond and also to contribute \$5 to the Austin Community Christmas tree. Mrs. Frank Kovaleski, a recent arrival from Madison, S. Dak., was welcomed as a new member. The following officers were chosen for the coming year: Mrs. Peter Pauley, pres.; Mrs. R. C. Dodds, 1st vice pres.; Mrs. Wm. Ende, 2nd vice pres.; Mrs. J. H. Hogan, rec. sec'y.; Mrs. James Powers, treas., and Mrs. Oscar Haverberg, cor. sec'y. Mrs. Lieb on behalf of the club presented Mrs. E. J. Full, who has completed a successful two years as president, with a beautiful gift. Mrs. Full's graciousness as well as outstanding ability in her club work has won for her a host of friends. Cards occupied the later afternoon hours.

### Portage Chapter

Mrs. J. H. Pike, Historian

Fifty-nine members were present at the December meeting. The program consisting of the reading of the Christmas story was given by Mrs. Rod A. Porter. A delicious lunch was served by Mrs. Alvin Nitz and her committee.

On Oct. 30, the club under the chairmanship of our president, Mrs. Rudolph Rost, entertained the members and their husbands at a six o'clock dinner. The club house was prettily decorated in keeping with the Hallowe'en season. The birthday song for three guests, Ernest Smith, Donald Tesson, and Mrs. S. D. Knute, was sung. One hundred members, their husbands and guests were present. Various games as well as bingo were played. Lt. Frankin Yates, who was home on furlough from several months overseas, was a guest.

The Christmas party for the children, which is an annual event, was held Dec. 22. A short program was given and each child received a bag of candy and nuts. Between Christmas and New Year's the party for club members was held with Mrs. V. T. Bescup as chairman and Mrs. Wohlwen as co-chairman.

### Iron Mountain Chapter

Mrs. N. G. Schumaker, Historian

Our regular meeting was held on Nov. 21 at the Iron Mountain Rooms. The election of officers for the coming year was the main business of the evening. Mrs. Roland Schwalenberg was re-elected president; Mrs. Herbert Kell, first vice-pres.; Mrs. Mabel England, sec. vice-pres.; Mrs. Herbert Shields, rec. sec'y; Mrs. Joseph Gardner, corr. sec'y; Mrs. Herbert Gleason, treas., and Mrs. Neil Schumaker, historian.

Cards were played after the meeting, the prizes going to Mrs. Mary Miller for bridge and Mrs. Frank Lear for 500. A lunch was served by the lunch committee, Mrs. Anthony Ambrosia, Mrs. Herbert Shields, Mrs. Bernard Trigloff and Mrs. Carl Wallner. Christmas party with exchange of gifts was held Dec. 19.

### Savanna Chapter

Mrs. L. H. Rabun, President

Savanna Club held its November meeting Monday the 13th, with about 30 members present. Election of officers was postponed until December meeting. The attendance prize was won by Mrs. Sorensen. Cards were played with Mrs. Doughtery and Mrs. McDonnell receiving the awards in 500 and Mrs. Haberbusch and Mrs. Kalous in 50. Our Sunshine Committee, Mrs. Follett reported sending four bouquets, eight sick and four sympathy cards, made eight personal and 20 telephone calls. Mrs. Fred Kraft, Mrs. Chas. Devine, and Mrs. Chas. Kraft served delicious refreshments.

### Minneapolis Chapter

Mrs. J. J. Mintz, Historian

Our usual board meeting was held Tuesday, Nov. 2, at the Y.M.C.A. clubrooms. A one o'clock luncheon was served to fourteen members present.

We joined with the men's service club for a free appreciation dinner given by them in co-operation with the Public Relations Department of Chicago at the Norway Hall, Nov. 20. The Thanksgiving turkey with all the trimmings was prepared by Mrs. Biffle and served cafeteria style by her group, to about 300 people. As you all know, Mrs. Biffle is our prize cook and prepares all the delicious dinners for which the Milwaukee Women's Club has become famous.

After an enjoyable dinner, we held our regular meeting, which was opened by repeating the club motto. Mrs. Webster, nominating chairman, read the names of the new officers chosen for 1945. New officers include Mrs. Pitts, president; Mrs. G. Hupp, 1st vice-pres.; Mrs. S. Philpot, 2nd vice-pres.; Mrs. G. Tallmadge, treas.; Mrs. C. H. Teigh, rec. sec'y; Mrs. C. E. Barrett, corr. sec'y; and Mrs. F. McKeever, historian; Mrs. Barrett, recording secretary, cast a unanimous ballot for these officers. Mrs. Hewing, Good Cheer, reported three sympathy cards sent. Mrs. Tallmadge, Red Cross, reported 4½ hours donated, and the Grey Ladies, 30 hours. Mrs. Barrett read an interesting letter received from a former member, Mrs. A. Farnham, recently moved to Iowa. We were happy to hear that she likes her new surroundings.

We were sorry to learn of the death of Mrs. Kendall, president general, and Mrs. Mary Wiedehamer, former member of our chapter, wife of a deceased former general superintendent. The club extends their sincere sympathy. We also offer our sympathy to Mrs. Schrieber in the loss of her father and to Mr. S. Defield, whose brother passed away.

There being no further business, we adjourned to rejoin the Men's Service Club at their party, which included community singing and dancing.

### St. Maries Chapter

Elizabeth Stromberg, Historian

In September and October several members helped serve hot dinners to service men at Rocky Point. These boys who were from our nearby hospitals were brought to Rocky Point by boat. They enjoyed these outings very much. Some of them were in chairs, on crutches, and some got around with the use of canes. We also sent out cakes, cookies, games and books to the rest camp at Chatcolet.

On October 5 we served merchants lunch to the public—cleared \$43.10. Mrs. C. Shewnack was chairman. Much credit goes to her for the success of this lunch. Other members on committee were Elizabeth Stromberg and Gordis Kennedy—all members helped. This lunch was to raise money for new drapes for our clubhouse and welfare work.

Election of officers was held at our last regular meeting. Those elected for the new year are: Esther Bowman, president; Elizabeth Hozard, vice president; Helga Strand, secretary; Anne Hallead, historian. Our dinner and Christmas party for all Milwaukee employees and their families was held in clubhouse on Dec. 17 at 5 o'clock. The club furnished meat for this dinner and members brought potluck dishes.

The club from Avery sent us a box of 40 books to be used at the rest camp on Chatcolet lake. These books will be appreciated by the boys. Thanks Avery. One large box of woolen clothing was sent to Russia in November.

Grandpa and Grandma Shewnack are busy these days getting acquainted with the new grandson, Charles Sinclair Knox, Jr., born on Nov. 29.

### Milwaukee Chapter

Mrs. John Ehlert, Historian

The Nov. 20 meeting opened with a birthday party, which is customary twice a year. A grand time was enjoyed by all. Motion was made for re-election of officers for 1945. All officers were re-elected. These ladies served a luncheon at the clubrooms for the depot employees on Nov. 21. At the luncheon held Oct. 26 168 persons were served; \$39.17 was made. Blood plasma, \$6.05; three new members, voting and contributing, 1,115. October report, Red Cross, was army gloves, army pilot sweaters, navy socks, with assembling afghan for Red Cross, 359 hours. Money donated by outsider supplied material from which 12 bed pan covers were made for Veterans' Hospital. Donations for blood plasma, \$8.14.

Our dance was held Nov. 25 at the Areio room of the Eagles Club. Cards and dancing were enjoyed. A prize of one pound of coffee was given for each table. Many lovely door prizes were awarded. Oscar Baker's orchestra furnished the music. Mrs. Wm. Coleman was general dance chairman and Mrs. Geo. Kelly was chairman of cards. Our president, Mrs. McConahay, led the grand march, escorted by her soldier son, who was home on furlough. There were 69 tables of cards.

Mrs. Steed, treasurer, attended the funeral of Mrs. Isabelle Kendall, President General, at Evanston. Heads were bowed in tribute to her memory.

Mother: "I sent my little boy for two pounds of plums and you only sent a pound and a half."

Grocer: "My scales are all right, madam. Have you weighed your little boy?"

She: "You remind me of the ocean."  
He: "Wild, romantic and restless?"  
She: "No, you just make me sick."

# NUMBER OF TRAFFIC TIPS REPORTED BY TRAFFIC SUPERVISORS DURING NOVEMBER, 1944

Division	No. of Tips			Division	No. of Tips		
	Pass. Tips	Frts. Tips	Per 100 Employees		Pass. Tips	Frts. Tips	Per 100 Employees
Seattle General	9	10	10.0	Rocky Mountain Div.	8	—	0.8
Iowa & S. Minnesota	32	43	8.7	Chicago General	9	7	0.7
Chicago Terminals	3	175	6.0	Coast Division	9	2	0.7
Dubuque and Illinois	57	22	5.1	Kansas City Div.	5	1	0.7
Madison Division	14	—	2.0	La Crosse and River	13	4	0.7
Iowa and Dakota	29	4	1.9	Iowa Division	6	1	0.4
Milwaukee Division	25	—	1.8	Milwaukee Terminals	14	2	0.3
Terre Haute Div.	—	16	1.5	Twin City Terminals	6	1	0.3
Superior Division	8	2	1.4	Idaho Division	1	1	0.3
Trans-Missouri Div.	7	6	1.3	Miscellaneous	2	—	0.1
Hastings and Dakota Div.	13	3	1.2				
<b>TOTALS</b>					<b>270</b>	<b>300</b>	<b>1.1</b>

## TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING THE MONTH OF NOVEMBER, 1944, AS REPORTED BY DIVISION OFFICES

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frts.				Pass.	Frts.
<b>Chicago General Offices</b>					Haggie, W.A.	Ret. Train Baggage man	Deerfield, Ill.	2	
Bauer, Dorothy	Stenographer, Transp.	Chicago, Ill.	1		Hoyer, Harry H.	Carman	Savanna, Ill.	1	
Brandt, Margaret	Clk., Transp.	Chicago, Ill.	2		Kurt, Francis B.	Clerk	Waukon, Ia.	22	13
Brown, J. L.	Gen. Supt. Transp.	Chicago, Ill.		2	Layton, George P.	Capt. of Police	Savanna, Ill.	2	
Burtness, T.W.	Secretary	Chicago, Ill.	1		Logan, Mildred R.	Station Force	Davenport, Ia.		1
Butler, J.S.	Ret. Accountant	Chicago, Ill.	1		Meyers, Leonard	Baggage man	Savanna, Ill.	2	
Cunningham, K.W.	Chf. Opr. Officer's Off.	Chicago, Ill.	1		Miller, Lucille	Clerk	Dubuque, Ia.	1	
Frank, Lucille	Frts. Aud. Office	Chicago, Ill.	1		Mulder, Grace	Stenographer	Savanna, Ill.	5	
Graves, Vila	Asst. Secretary	Chicago, Ill.		3	Stafford, Wm. A.	Clk., DF&PA Off.	Dubuque, Ia.	1	
Jarmotz, J.M.	Secy. to Chf. Opr. Off.	Chicago, Ill.	1		Urmacht, H.A.	Gen. Foreman	Dubuque, Ia.	1	
Naumes, Louise	Frts. Aud. Off.	Chicago, Ill.	1		Volkman, E.F.	Store Dept.	Savanna, Ill.		2
Schunck, F.D.	Rail Detector Car Opr.	Chicago, Ill.		2	Withhart, F.M.	Baggage man	Savanna, Ill.	13	
			9	7				57	22
<b>Chicago Terminals Division</b>					<b>Hastings and Dakota Division</b>				
Barry, Mrs. C.P.	File Clerk	Chicago, Ill.	1		Campbell, Dwight	Solicitor	Aberdeen, S.D.	1	
Bishop, N.	Asst. Agent	Galewood, Ill.		3	Fuller, Rosa	Steno-Clerk	Aberdeen, S.D.	1	
Boeck, H.F.	Chief Clerk	Galewood, Ill.		8	Geiser, Rosemarie	Relief Agent	Fairmont, N.D.		1
Borman, H.	Rate Clerk	Galewood, Ill.		3	Haldeman, Jane E.	Steno., Loco. Dept.	Aberdeen, S.D.	2	
Brown, H.	Rate Clerk	Galewood, Ill.		3	Henderson, Mrs. W.M.	Wife of DMM	Aberdeen, S.D.	4	
Cameron, H.J.	Gen. Car Supvr.	Chicago, Ill.		1	Henningsen, Dorothea	C.C. Clerk	Aberdeen, S.D.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.		3	Jones, E.N.	Police Dept.	Aberdeen, S.D.		1
Evans, R.	Clerk	Galewood, Ill.		1	Kaufmann, M.L.	Secy. to Solicitor	Aberdeen, S.D.	1	
Ewing, John	Clerk	Galewood, Ill.		5	Lieb, George L.	Operator	Ortonville, Minn.		1
Hanson, H.	Route Clerk	Galewood, Ill.		4	Moriarty, W.J.	Chf. Clk., Store Dept.	Aberdeen, S.D.	1	
Kerwin, John J.	Rate Clerk	Galewood, Ill.		1	Spatafore, John	Section Foreman	Mellette, S.D.	1	
LeMire, G.E.	Rate Clerk	Galewood, Ill.	115		Stefan, Ludvig	Carman	Aberdeen, S.D.	1	
Lemke, E.	Clerk	Galewood, Ill.		2				13	3
Miller, John H.	C/L Notice Clk.	Chicago, Ill.		2					
Oesterling, J.J.	Rate Clerk	Galewood, Ill.		19					
Reimann, E.	Rate Clerk	Galewood, Ill.		2					
Schumacher, L.	Clerk	Galewood, Ill.		1					
Strate, T.H.	Div. Engineer	Chicago, Ill.	2						
Willison, H.	Asst. Chief Clerk	Galewood, Ill.		3					
			3	175					
<b>Coast Division</b>					<b>Idaho Division</b>				
Cobley, W.H.	Freight Agent	Lynden, Wash.	1		Allen, Blanche, M.	Track Dept.	Spokane, Wash.		1
DeGuire, C.E.	Clerk	Tacoma, Wash.	1	1	Stoll, E.J.	Engineering Dept.	Spokane, Wash.	1	1
Ellis, G.J.	Store Foreman	Tacoma, Wash.	1					1	1
Goldsbrough, A.	Clerk	Tacoma, Wash.		1					
Morgan, Jean H.	Clerk	Seattle, Wash.	1						
Munro, James	Chf. Substn. Opr.	Cle Elum, Wash.	1						
Paulson, G.I.	Loco. Dept.	Tacoma, Wash.	1						
Rusch, H.	Stenographer	Tacoma, Wash.	2						
Swanson, E.M.	Substation-Opr.	Hyak, Wash.	1						
			9	2					
<b>Dubuque and Illinois Division</b>					<b>Iowa and Dakota Division</b>				
Brandt, Justin	Storehelper	Dubuque, Ia.	1		Anderson, D.E.	Foreman	Delmont, S.D.	3	
Brennan, Mrs. George	Wife of Sec. Frmn	Waukon, Ia.	1		Bailey, J.W.	Time Revisor	Sioux City, Ia.	1	2
Datisman, Harold E.	Engineering	Savanna, Ill.	1		Bankson, J.R.	Yardmaster	Sioux Falls, S.D.	2	
Dubmeyer, A.	Cutter	Dubuque, Ia.		6	Costello, F.L.	Steno-Clerk	Sioux City, Ia.	1	
Ernst, Ben	Ret. Loco. Engr.	Dubuque, Ia.	2		Entwistle, Jack	Car Inspector	Mitchell, S.D.	1	
Fisher, J.H.	Car Foreman	Savanna, Ill.	1		Flynn, Helen H.	General Clerk	Sioux City, Ia.	3	
Greener, George	Conductor	Preston, Minn.	1		Gaetze, J.J.	Station Force	Sioux City, Ia.		1
					Geupp, H.C.	Engineering	Mason City, Ia.	2	
					Hansen, J.T.	Asst. Supt.	Sioux City, Ia.	2	
					Lagan, William	Rate Clerk	Sioux Falls, S.D.		1
					Moran, C. Grace	Stenographer	Mason City, Ia.	1	
					Murphy, G.M.	Clerk	Sioux City, Ia.	2	
					Paullin, C.L.	Painter	Mitchell, S.D.	4	
					Paullin, Florence	Clerk	Mitchell, S.D.	1	
					Pecenka, Emil	Section Foreman	Stickney, S.D.	1	
					Serakos, Chris	Section Laborer	Mason City, Ia.	3	
					Woodhouse, W.H.	Baggage man	Mason City, Ia.	2	
								29	4

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>				
Cooney, W.F.	Engineer	Marion, Ia.	1		Belond, H.	AAR Inspector	Milwaukee, Wis.	8	
Curran, Francis C.	Rate Clerk	Cedar Rapids, Ia.	1		Hempel, A.O.	Pattern Recorder	Milwaukee, Wis.	1	
Hildreth, Mason	Store Dept.	Perry, Ia.		1	Hansche, T.D.	Roundhouse	Milwaukee, Wis.	1	
Myers, Wm.	Section Laborer	Bayard, Ia.	2		Kaun, E.A.	Clerk	Milwaukee, Wis.	1	
Sorensen, Jack W.	Cashier-Clerk	Council Bluffs, Ia.	1		Keller, E.A.	Chief Clerk	No. Milwaukee, Wis.		1
Wain, R.A.	Sig. Maintainer	Paralta, Ia.	1		Radmer, Herman	Loco. Dept.	Milwaukee, Wis.	1	
			6	1	Ruck, Otto	Loco. Dept.	Milwaukee, Wis.	1	
					Schultz, Leona	Hist. Record Clk.	Milwaukee, Wis.	1	
					Warren, H.P.	Signal Draftsman	Milwaukee, Wis.		1
								14	2
<b>Iowa and Southern Minnesota Division</b>					<b>Rocky Mountain Division</b>				
Bauman, Luella	Agent-Relief	Madison, S.D.	2		Foster, E.H.	C.C. to DMM	Deer Lodge, Mont.	1	
Blumer, Minne M.	Helper	Butler, S.D.	2		Jones, Pearl	Chief Clerk	Butte, Mont.	1	
Dosey, E.H.	Cashier	Blooming Prairie, Minn.		32	Tokley, Charles	Asst. Time Revisor	Butte, Mont.	1	
Hayes, Albert	Operator	Albert Lea, Minn.	9		Zahradka, W.J.	Div. Chief Clk.	Butte, Mont.	3	
Holden, Helen M.	Agent	Houston, Minn.		1	Zahradka, Mrs. W.J.	Wife of Div. Chf. Clerk	Butte, Mont.	2	
Larkoski, J.A.	Roadmaster	Austin, Minn.	2					8	0
McDaniels, Mrs. F.R.	Wife of Sta. Agent	Fountain, Minn.	1						
Olson, C.M.	Agent-Operator	Brownsdale, Minn.	3						
Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	1						
Peterson, R.A.	Agent-Operator	Winnepago, Minn.		2					
Popejoy, J.I.	Agent	Medford, Minn.		1					
Post, Edward O.	B. & B. Foreman	Austin, Minn.	1						
Swank, H.J.	File Clerk	Austin, Minn.	2						
Trueb, T.A.	Storekeeper	Madison, S.D.	1						
Voorhees, H.S.	Yardmaster	Austin, Minn.	1						
Wahlm, W.G.	Agent	Matawan, Minn.		1					
Wencil, R.P.	Sec. Foreman	Rose Creek, Minn.	1						
Wopat, E.L.	Agent-Operator	Chandler, Minn.	2						
Wopat, Mrs. E.L.	Wife of Agent	Chandler, Minn.	4						
			32	43					
<b>Kansas City Division</b>					<b>Off Line Offices and Miscellaneous Group</b>				
Atkin, F.W.	Rate Clerk	Kansas City, Mo.	1		Marony, R.J.	N.Y. Fiscal Rep.	New York, N.Y.	2	
Cain, Kathleen	Stenographer	Kansas City, Mo.	1					2	0
Crane, Beulah	Tracing Clerk	Kansas City, Mo.	1						
Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	1						
O'Malley, A.J.	Rate Clerk	Ottumwa, Ia.	1	1					
			5	1					
<b>La Crosse and River Division</b>					<b>Seattle General Offices</b>				
Blanchfield, E.C.	Cashier	Merrill, Wis.	1		Crane, E.B.	Princ. Asst. Engr.	Seattle, Wash.		1
Comiskey, Peter	Blacksmith Helper	Tomah, Wis.	1		Greengard, S.	Exec. & Law Dept. Clerk	Seattle, Wash.	2	
Elliott, John L.	B. & B. Dept.	La Crosse, Wis.	1		Harvey, S.W.	Stenographer	Seattle, Wash.	1	
Frazier, I.L.	Rate Clerk	Merrill, Wis.		1	Hickey, Margaret	Investigator	Seattle, Wash.	1	
Frye, M.J.	C. Clerk	Merrill, Wis.	1		McGalliard, S.O.	Supt. Transp.	Seattle, Wash.	2	
Henson, Russell	Carman	Merrill, Wis.	1		Meyer, N.A.	Stenographer	Seattle, Wash.	1	
Karow, C.A.	Cashier	Winona, Minn.	2		Raskoff, Muriel	G.F.A.	Seattle, Wash.	1	
Karow, Mrs. D.C.	Exp. Clk. & Steno.	Winona, Minn.	2		Sanders, R.C.	Auditor	Seattle, Wash.		9
Owecke, H.A.	Rate Clerk	Winona, Minn.	2		Strassman, J.N.			9	10
Ruder, George	Warehouse Frmn.	Merrill, Wis.		1					
Ruder, William	Yard Clerk	Merrill, Wis.		1					
Schaad, Gregory	Trucker	Merrill, Wis.		1					
Wheeler, Morton J.	Bill Clerk	Winona, Minn.	2						
			13	4					
<b>Madison Division</b>					<b>Superior Division</b>				
Blethen, W.W.	Stenographer	Madison, Wis.	3		Brennan, J.W.	Storekeeper	Green Bay, Wis.	2	
Conlin, R.A.	Asst. Cashier	Madison, Wis.	1		Buntin, George	Engineer	Green Bay, Wis.	1	
Coyle, Joyce	Clerk	Madison, Wis.	1		Deacon, M.J.	Store Dept.	Green Bay, Wis.		1
Higgins, B.L.	Clerk	Madison, Wis.	1		Herman, M.B.	File Clerk-Steno.	Green Bay, Wis.	1	
Howard, E.M.	Helper	Darlington, Wis.	1		Johnson, Julia	Clerk	Green Bay, Wis.	1	
Killian, A.M.	Chief Trn. Disp.	Madison, Wis.	1		La Haye, E.J.	Car Inspector	Green Bay, Wis.	1	
Lawless, T.G.	Telegrapher	Richland Center, Wis.	2		LaVeau, F.J.	Agent	Republic, Mich.	1	
Macdonald, J.A.	Superintendent	Madison, Wis.	2		Morack, August	Clerk	Green Bay, Wis.	1	
Plasecki, A.J.	Clerk	Richland Center, Wis.	2		Weiland, Walter	Engine Watchman	Plymouth, Wis.		1
Zeimet, P.F.	Yardmaster	Madison, Wis.	1					8	2
			14	0					
<b>Milwaukee Division</b>					<b>Terre Haute Division</b>				
Fiebelkorn, W.C.	C. Clerk	Beaver Dam, Wis.	2		Bashford, W.E.	Agent	Momence, Ill.		1
Harper, V.	Track Dept.	Horicon, Wis.	1		Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		15
Kuhn, H.G.	Clerk	Beaver Dam, Wis.	1					0	16
Lentz, A.	Track Laborer	Horicon, Wis.	2						
Lockwood, R.L.	Engineer	Horicon, Wis.	1						
Meyer, I.C.	Agent	Beaver Dam, Wis.	6						
Monogue, Ed	Conductor	Horicon, Wis.	1						
Mueller, A.A.	Operator	Beaver Dam, Wis.	3						
Noel, M.E.	Roadmaster	Horicon, Wis.	2						
Olson, A.H.	Roadmaster	Horicon, Wis.	2						
Passage, G.	Trammaster	Horicon, Wis.	1						
Weginger, John	Foreman	Iron Ridge, Wis.	1						
Whitty, Hazel	R.M. Clerk	Horicon, Wis.	2						
			25	0					
					<b>Twin City Terminals Division</b>				
					Andren, Joel S.	Clerk, New Yard	St. Paul, Minn.		1
					Brokopp, Julius	Carman	St. Paul, Minn.	1	
					Carll, Kitty	Clk., Sig. Dept.	Minneapolis, Minn.	1	
					Kline, L.M.	Pers. Steno.	Minneapolis, Minn.	1	
					Leevers, W.T.	Storehelper	Minneapolis, Minn.	1	
					Muir, I.L.	Section Stockman	Minneapolis, Minn.	1	
					Neumann, William	Electrician	St. Paul, Minn.	1	
								6	1

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

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

## CHICAGO GENERAL OFFICES



### Office of Auditor of Passenger and Station Accounts

*Bill Tidd, Correspondent*

As we usher in the New Year, let us resolve to do everything we can to make life a little more pleasant for our men and women in service. Send them a cheerful letter or a card or some little gift, and always a prayer for their safety.

Kenny Rutherford arrived in San Diego after two years of fighting in the Pacific. Jack Brandenburger was in town on furlough, but didn't get time to drop in the office.

In a recent letter from Bill Rysick, he said that things are pretty rough in Belgium, and the weather is getting cold, rainy and muddy. He also said that he would like a furlough and talk to his old friends again.

The Booster and Victory Clubs are to be congratulated on their splendid work in connection with the men and women in service.

The girls of the local bureau went ice skating at the Arena and all came limping to work next morning. But they claim they had a swell time.

Bob (Dead Eye) Kinetader went hunting and bagged his quota of pheasants and rabbits every day he went out. I wonder how Luke Lindley and Fred Dittman made out?

Elmear Martell returned starry-eyed from a two week vacation in New York.

Eleanor Schindler spent her vacation in San Francisco so as to be with her husband who is in the navy. While there she met Scotty Milton, who is in the coast guard.

Sara Pate of the central typing bureau has taken a six month furlough, and will be missed by all her friends.

### Freight Traffic Department

*Wesley S. McKee Correspondent*



Word was received on Dec. 13 that Sgt. William, Jr., son of Bill Gabriel of the Oriental freight, is missing in action over Slam. We all hope he returns.

Shirley Tansey, wife of S/Sgt. Ray, is working again in the G.F.D. Welcome home! Ray is on his way overseas.

Hank Wille is shining up his skates again. He has challenged Kay McNeela, Marge Roach and Pops Maday to a fancy skating meet.

Here, Here, girls! The cigarette shortage can't be that bad. But after a closer examination, yours truly found that three of our lovelies were trying to retrieve 56 pennies scattered over the main waiting room floor the other evening. Not looking for discarded OPB's.

### (Of Interest to the Medical World)

Glistening beads of perspiration stood out on their foreheads, no one spoke except the doctor in charge—"Tweezers"—"Screw Driver"—"Oil Can." Suddenly a cheer rose from the five men and each gave a sigh of relief. At last the serious operation had been successfully completed by Dr. Bill McCormick, in charge, assisted by Walter Klosowski, Erwin Kussmann, Al Krause, Phil Schleiter and R. D. Johnson. They had succeeded in removing a bent staple from the stapling machine, which has been causing considerable trouble for quite some time. These noted physicians deserve a pat on the back.

### Engineering Department

From the engineering department comes news of the death, on Nov. 12, of Henry W. Hauerlev, chief draftsman in the bridge department, who has been an employe of the road for the last 10 years. He is survived by his widow, Olga, of Roselle, his mother, who lives in Denmark, and one brother.



### Passenger Traffic Department

*E. R. Will, Correspondent*

Walter Peterson, assistant to the passenger traffic manager, is expected at his desk about the time this issue is distributed. At this writing, he is recovering from an abdominal operation.

This bit of news was dug up from our freight friend, one Frank Basil, who recently received a letter from Pvt. Harry Stastny, formerly of the advertising department. The censors did not delete the fact that he is in Belgium. He surely gets around: London, Paris, and now Brussels.

Seaman Leo LeCompte, also of the advertising department, wrote an interesting letter to that office from Great Lakes, where he is "prepping" for admission to Uncle Sam's navy. He has been "wondering" a great deal about this and that, which he says is the only one of the Four Freedoms he still has.

Disregard the rumors to the effect that a recent pay day affair was a confidence game. True, the instigators of it, our blonde-tressed damsels, Marie Frandsen and Alice Nolan, managed to win the first and third of a trio of prizes, but didn't their boss pick out the names?

At long last, we have an item from the city ticket office! Fran Seibel has made a rapid recovery from an appendectomy and is back in there pitching to help move the swollen Christmas-wartime passenger business.

The wishes extended in last year's column were not fulfilled, but I doubt if any would consider it unnecessary repetition if we repeat them:

May the New Year bring happiness and victory!

He: "I hear the church you go to is very small."

She: "Yes, every time the preacher says 'Dearly beloved', I feel like it's a proposal."



### Purchasing Department

*Josephine O'Hara Correspondent*

A very fond welcome greeted Pvt. Dorothy Croffoot of the Air Wac who surprised us with a visit recently. Dorothy, who joined the Air Wac last April, spent her first furlough in Chicago, thereby affording that long-anticipated glimpse of her in uniform. Her appearance is a compliment to the Air Wac, for she glows with health and happiness.

The state of California has an attraction for the girls of this department. Pvt. Croffoot has been assigned to an army air base in San Bernardino, and Frieda Henninger, who has been "at home" in Glendale for the past year, was later followed by Billie Peters, who is living in Los Angeles. Now cards are arriving from Ida Tucker postmarked Los Angeles, and she writes "You can take the girl from the country but not the country from the girl."

Congratulations are in order for Bob Nordin of Pacific Beach, Wash., who has been promoted to the rank of F.C. 2/c in the navy. The accompanying increase in salary has also brought happiness to Bob.

We were pleased to see a picture of Pvt. Michael Mataro in the army newspaper Wing Tips, published at the Army Air Forces Pilot School in Valdosta, Ga., where Mike is stationed.

Pvt. Bob Reiter is still writing to us from France and his letters are most interesting, as well as frequent. The weather has been the worst part of the war for Bob, and the rain and mud have become a part of his life.

Corp. Don Russo, now stationed in the Philippines, has another accomplishment to add to his list. In addition to being one of the best cooks in the army and a good barber for his buddies, he has become a home-builder. He has built himself a little house with a split bamboo pole floor to sleep on.

Great interest was shown in the money Jean Gullang had in her possession one day. It consisted of several German marks sent to her by her brother overseas.

D. C. Curtis, chief purchasing officer, offers a few suggestions which could be adopted as New Year resolutions by all railroad men and women in their 1945 business planning. And so—to whom it may concern: "1945 is starting. Help the purchasing department by budgeting your work by months. Ask only for material required each month. Advise promptly of all changes in your plans. Order only the actual material needed when it is needed."

### Freight Claim Department

*Marie Horatt, Correspondent*

T. J. Newton resigned his duties with the freight claim department on Thursday, Nov. 30, 1944, to take up farm life.

We were sorry to hear about Carl Larson, who has been ill for a spell, but at present he is on the mend and expects to be back with us shortly.

Emily Dohm and Rosemary Kelly of the typing bureau finally said yes and

both are sparkling beautiful new diamond rings on the right finger of the left hand.

Another smiling face among the old-timers, is that of Herman Grell.

I see where Palmer Lykken and Gene Podraza both have taken a boat ride and reports indicate they enjoyed the trip immensely.

Kenneth French wants to be remembered to all from somewhere in the Philippines.

Congratulations go to Miss Gertrude Clavey, who has celebrated an anniversary with the company. How many years, Gertrude?

Here are my thanks to all of the freight claim department for being so liberal and generous when I asked for an extra donation for the Victory Club. Again, many thanks to all, and a very happy and prosperous New Year.



### Auditor of Expenditure's Office

**Bernie Williams**  
Correspondent

A hearty wish for a happy New Year to all of our fellow workers and especially those who are away from us, on foreign and on free soil, and may it bring them home to stay.

Appendicitis kayo'd another victim recently as Aileen Gray of the timekeeping bureau checked in at Burrows Hospital for the deal. She's back with us now, looking better'n ever.

Lt. Les Kleiber, who formerly worked with the district accounting force at Milwaukee, visited us this month. Les, whom you'll remember as an A-1 typist, softball pitcher and bowler, has now made good as a papa, too. He's stationed in New Mexico with the Air Forces. It was good to see you, pal.

Leaving our midst this month was Gladys (Isberner) Mayne, freshly married to her sailor boy friend, in Phillietown, Pa. Gladys will live in the Quaker City, at least until hubby goes overseas again with the navy; he is interested in activities undertaken with Japan.

Corp. Robert J. Ruud, on leave from the dining and sleeping car accounting bureau, was among the men awarded the combat infantry badge for exemplary conduct against the Japs in attacking Hill 129, Bougainville Island. Bob was hospitalized several weeks after his return from combat duty and was recommended to represent his regiment in exams for West Point training, which he passed with flying colors but was disqualified because of a punctured ear drum, suffered in action. Corp. Ruud was transferred to school, studying communications and radar work.

Another welcome visitor during December was Fred Mancourt, who formerly held the timekeeping bureau together. Fred is a definite Hoosier now, working with Superintendent Berg at Terre Haute.

Bill Stegman has another swell basketball team this winter. The team plays its games at the Lincoln-Belmont "Y" and should have our support. Let's get out and see the games and give 'em a little support in the cheering section.

Earl Marsh, formerly of the general bureau, visited recently. He looked fine and said he's ship-shape. That Milwaukee weather must have its points.

Just about the time the builders bureau on the second floor was at the point of building a stairway, Elevator Operator Ida Pfenniger's feline fence-sitter (cat, to you) came down off her endurance tree-sitting act. Seems that her appetite got the better of her during her 24-hour sojourn atop a Southport Ave. tree.

Earl Benson, son of Martha Benson, of the AFE bureau, was recently home on leave. Earl's been overseas on current business. Keep 'em floating, sailor.

### Freight Auditor's Office

**J. A. Strohmeyer**  
Correspondent



Irene Lechman is the name of the new clerk helping Henry Rothman file tariffs and division sheets. She hails from the Wilds of Colorado, loves to work (and does), thinks the F. A. office and employees here are fine and minds her own business.

Robert West, ill at home from Thanksgiving Day to Dec. 6, arrived on the job with a brand new pair of bifocals, so now he gives his accounts a double check.

Mona Sanders Broker, who worked in the accounting machine bureau, and whose husband is connected with a Hollywood studio, paid us a brief visit Dec. 4. She spent the following day with Mrs. Ida R. Munro, clerk here many years, who retired recently.

Mrs. Florence Tomlinson is on furlough to be with her husband, S/Sgt. Edward Tomlinson, now at Laredo, Tex., and will undergo a surgical operation.

Gertrude Krause, former way bill sorter, is the new key punch operator in the accounting machine room.

Susanna M. Stops, interline, returned to work Dec. 1, after spending two months with friends in Massachusetts and New York.

Wave Irene Maize, formerly employed in the interline bureau, now stationed at Jacksonville, Fla., connected with the air service, was a brief visitor Nov. 27. Be sure to see her picture in this or a subsequent issue of the Magazine, and see how chic she looks.

Pfc. Tim O'Meara wrote from redistribution station, Miami Beach, Fla., and wants to thank everyone responsible for

building employees, scored a hard-wor victory over the strong Chicago Trans-former quintet, 43 to 36, at Belmont "Y." The Lincoln-Belmont "Y" Industrial League is composed of six outstanding teams, and games are played each Wednesday at 7, 8 and 9 o'clock. Tickets for these games may be procured from Wm. Stegman or Harry Wallace, price 30 cents for the evening.

The Milwaukee Road girl basketeers are practicing and in their first practice game defeated the Seeburg Mfg. Co. girls by a score of 39 to 9. There are still openings for tryouts for this team. Anyone interested in joining see Mary Gluchman, freight auditor's office; Emile Dodovich, car account's office; or Cora Koenig, distribution accountant's office.

Our bowlers are in fine mid-season form. Recent performances show: C. Woelfer, 603; E. Ruijs, 598; Harry Johnson (our president), 571. At the recent Feather Party the birds went to Larry Johnson, first; C. Kemnitz, second; C. Capron, third. The Tomahawks are leading by one game, followed by the Copper Country, Ltd., and the two just behind are the powerful Hiawathas and coming up are the Pioneer Limited. The bowlers entered the City Tournament, now in progress at Congress Arcade, Milwaukee Ave. at Western Ave. Some took part on Sunday, Dec. 17.

Frank Weichbrod is still receiving treatments preparatory to surgical operation on his eyes for removal of cataract.

Tim Wood, who writes much to service men and women employees, reports a Christmas card received from S/Sgt. Robert Ligneir, stationed at Camp Roberts, Calif. Andy Duffy writes that he likes Paris, but would much prefer to spend Christmas in Chicago, and to see the "old gang."

Ted Peterson, rate bureau, who has been in Augustana Hospital for some weeks, reports that he is home again, and wants to return to work soon.

Edith Marquiss, freight auditor's office, has tickets for the popular Saturday Evening Chicago Symphony Orchestra concerts at Orchestra Hall. Music lovers should take advantage of the lower price tickets she has for them. The concerts this season are said to be exceptionally fine.

Chaplain: (concluding a stirring service on temperance): "And so, all the liquor in the nation should be thrown into the river!"

Choir Leader: "The next selection by the choir will be 'Shall We Gather at the River?'"



J. A. Strohmeyer, the Magazine's correspondent in the freight auditor's office, Chicago, received this Christmas card from Pfc. Ed Bradtke, formerly a member of that office force, and now serving with the Army Air Force somewhere in the Burma area. It came V-Mail.

his receiving \$10 from the Milwaukee Road as a Christmas present. It enabled him to spend this Christmas with his parents. He spent last Christmas in Italy dodging bombs, and the Christmas before that in a dirty, dilapidated 48 et 8, car of World War No. 1 vintage.

Martha Steiner, L. & I. balano-bureau, was married on Dec. 23 to Thomas Harden, aviation machinist's mate. She said a gracious "thank you" to all who contributed toward her beautiful Christmas present. Her old friends and co-workers extend congratulations.

The Milwaukee Road men's basketball team, composed of Fullerton Avenue

Those who like people are always likeable people.

Isn't it strange that princes and kings,  
And clowns that caper in sawdust rings,  
And common folks like you and me,  
Are builders for eternity?  
Each is given a bag of tools,  
A shapeless mass, a book of rules;  
And each must make, ere life is flown,  
A stumbling block or a stepping stone.

## Car Accountant's Office

Harry M. Trickett, Correspondent

An interesting letter was received from 1st Sgt. Wm. Olsen on Nov. 17, telling of the hot reception (didn't mean weather) accorded him when he arrived on the Philippines and a Jap bomber fell 500 feet from his fox hole. Bill said that some day there won't be any Japs left, and the boys will come marching home. He further expressed his appreciation for the \$10 which the management sent out for Christmas to all of its employes in service. Bill sends season greetings to all of us and to Bill Rysick, who was formerly with him at Camp Carson, and asks us to send some Wacs.

Pvt. James Ward visited us on Dec. 1, after having submitted to the fourth operation on his right arm at the Vaughan General Hospital. He was injured in training in July, 1943, and has since been hospitalized most of the time.

Pfc. Jerry Nowakowski wrote on Nov. 14 from Germany, saying that he was in the First Army, which took part in the St. Lo break-through; he was also in Belgium and in the fighting right up into Germany. Had a rest period back in Belgium, and it was a relief not to hear shells going over. His thoughts will be at home on Christmas, and sends his greetings to us and hopes we can all be together soon. Is still receiving the Milwaukee Magazine and still looking for Stanley Scott, who must be in the same vicinity, according to their letters.

Pfc. Stanley Scott, by the way, also writes from Germany, on Nov. 14, saying he is still alive and in good health, and that he has a brother in the Air Corps in France. He is receiving "Victory Topics" and also expressed appreciation for the \$10 Christmas gift from the Road.

Our friend, Edward Colby, advised on Nov. 15, that he moved again and is now at an American Red Cross center in the South Pacific. He sends greetings to everyone and would appreciate hearing from all of us.

Haven't heard anything for some time from our sailors—Wm. Dinoffria and W. J. Shaban, and Coast Guardsman Andrew Pokrzewinski. According to last report, all are still in the States.

S/Sgt. James J. Giblin of the Marine Air Corps, who returned to the States some time ago after several months' service in the South Pacific, is now back at his old base in Cherry Point, N. C.

## Office of Auditor of Station Accounts and Overcharge Claims

Marie Hotton, Correspondent



The Chicago Symphony Orchestra's popular concerts at Orchestra Hall are attracting numerous patrons from Fullerton Avenue. Among the regular attendants are Miss Bertha Wilson, Harold Grove and Henry Kraebber, representing the musical circle of ASA&OCC. Mr. Kraebber, a devotee of the fiddle, had a treat in store on Dec. 30, when the orchestra, under the direction of Hans Lange, played Paganini's "Mote Perpetuo," featuring all the violins, on a brilliant holiday program. Tickets for these concerts are available every other week during the season and may be secured from Miss Edith Marquis, official representative of the orchestra association, in Room 30.

On Nov. 15, Leslie E. Harris, better known to his contemporaries as "Judge," passed away at his residence, 1120 N. Dearborn St. A native of Jackson, Mich., "Judge" was a pioneer railroad man in



Colorado, way back in the days of the iron horse and joined the staff of the CMSTP&P on Aug. 13, 1920. Mr. Harris was a well known figure on the near north side where he had resided for many years. He is sincerely mourned by the friends he acquired through more than 20 years of association.

"School days, school days  
Dear old golden rule days"

rings again in the ears of Ad Gove, George Frank and Oscar Jensen who are the latest recruits for the classes in "Training in Industry," sponsored by the War Manpower Commission under the direction of R. G. Chrisman of the bureau of training. This course covers the latest in personnel methods and stresses "skill in instruction, leadership, improving methods, and knowledge of work."

Condolences are extended to Frank P. Carr in the loss of his mother, and to Al Wackrow, whose brother passed away on Dec. 10 after a brief illness.

The sale of animals and toys made by members of the Illinois Association for the Crippled and sponsored by the Women's Club in their rooms, met with unprecedented success, the demand far exceeding the supply. Harold Goodstein purchased a mechanical yellow fowl, strongly reminiscent of Donald Duck, and the Inquiring Reporter was completely mesmerized by a royal blue percheron crowned with a cerise mane, both of which were found highly acceptable to the younger set. Orders were taken for future delivery and the tags which accompanied each article suggested that you visit their headquarters at 116 S. Michigan Ave. for other samples of their work.

Congratulations to Fred Brink upon his promotion to investigator B-9 and to Ed Hamacher, who follows Freed as senior PU&D clerk. Tom McShane will succeed Hamacher at the mail desk.

Thanks, everyone, for the terrific response to the appeal for extra funds, something to brighten up the Christmas holidays of the Milwaukee boys and girls. The accounting department really outdid its former generosity in the last weeks and rallied to the emergency, increasing its contributions by 100 per cent. As they say in Hollywood, its colossal. So, thank you again, from the Victory Committee and from approximately 260 Fullerton Avenue service men and women who will enjoy a little Christmas cheer from home as the result of your kindness.

## Library Notes

Do you like love stories? Here's a new one—They Dare Not Go A-Hunting, by Dorothea Cornwell, all about a girl who had youth, beauty, and charm, but was afraid of life and love. It must be good, for it was the winner of the annual \$10,000 prize novel competition, sponsored by Red Book. Nella Gardner White brings together the lady and the psychiatrist in her latest, Brook-Willow, and A. J. Cronin's The Green Years is due for a long run of popularity. So well does our librarian think of it that she has purchased two copies of this thought-provoking book dealing with the "green years" of Robert Shannon—a panoramic view of family, friends, church, love and ambition in a small town in Scotland. The beginning of a new year is an excellent time for a resumé of such favorites as The Apostle, Green Dolphin Street, The Robe, History of Rome Hanks and the lengthy but enthralling Good Night, Sweet Prince. Open every Tuesday and Friday during the lunch period, the library is operated for your comfort and convenience. Won't you please favor it with your patronage?

Wife: "I suppose you expect me to believe that you came straight home from the office."

He: "Sure I did. I came home just like the crow flies."

She: "So I see. Stopping frequently for a little corn."

## SUPERIOR DIVISION

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



Retired Dock Agent George M. Stoik passed away at Escanaba, Mich., on Nov. 12. The sympathy of all employes goes to Mrs. Stoik and family.

Trainmaster P. J. Weiland has been transferred to the LaCrosse & River Division, with headquarters at Portage, Wis. We were sorry to see Pete go, as he was very much liked by everyone on the Superior Division. We wish him the best of luck in his new appointment.

George L. Savidis has been appointed trainmaster on the Superior Division. We hope he is going to like his new assignment and the people on this division.

We should have good heat in the superintendent's office this winter as two new heating boilers have been installed. This will eliminate the use of the K-1 engine which was used for furnishing heat in the roundhouse and shop buildings, as well as the office.

Now that the ore season is over, the men are returning from Escanaba and Stambaugh, where they have been employed during the summer months switching and handling ore to the docks. H. R. Jones, who was formerly car foreman on this division, paid us a visit the other day.

Conductor Edward Whipple has decided to take his pension, as has Engineer Roy Quarters and Pump Repairer Leonard Meyers. We hope that all of these employes will have a chance to enjoy their well-earned pensions for a long time.

Conductor Otto Grebe is around again and we are glad to see him. Otto was a pretty sick man and states he is very thankful that he is still among the living. Roadmaster W. T. McNamara is again on the job after being off for some time, he is coming along fine.

I want to take this opportunity of extending the season's greetings to all of the employes on the Superior Division. I hope that in the New Year some one will have something to write about in the way of news for the Magazine.

## IOWA DIVISION

### Council Bluffs Terminal

Lillian Kinder, Correspondent  
Car Foreman's Office



Quite a number of the boys in service were able to be home during the Thanksgiving season and enjoy a home-cooked feast with their families.

T/Sgt. Lloyd E. Olson, son of Fred Olson was recently home from New Guinea after serving 33 months in the South Pacific. He left for a two week rest in California, after which he will be re-assigned.

Pvt. Ted Schmidt was recently home on his first furlough since his departure from the rip track last February. He is now stationed in Missouri. One of the things he misses most about home, is the many train noises continually heard around Council Bluffs.

Pvt. Larry Gallagher, son of L. Gallagher, roundhouse foreman, was home on a furlough after serving 34 months overseas. He was with the British Commandos during the African campaign and also saw service in the Sicilian campaign. He went into Italy with the first invasion group. Larry has been deco-

rated twice and will receive a citation in Hot Springs, Ark., after which he will be reassigned.

John Law, roundhouse clerk before entering the army, has completed his training in Texas and has been sent to New York for assignment to active service.

Bob Schonberg, storekeeper 2/c, son of Carl Schonberg, was home recently on a 15 day leave and just in time for our first big snow. Bob is now stationed at Camp Pearly, Williamsburg, Va.

Another fellow we were mighty glad to see was Les Hansen. He and Larry Gallagher were fortunate enough to come back from Italy on the same ship. Les is recovering from shrapnel wounds received several months ago. I think one of the reasons he is recovering so quickly is that he had none other than the glamorous Madeline Carroll for his private secretary. From what he says, she is truly beautiful and a wonderful morale builder.

Our rip track sailor, "Red" Bolton, has finally been transferred out of Oklahoma to California. Red has been in the navy two years and has been sailing mythical ships all around Clinton, Okla., ever since. We all wonder what this dry-land sailor will do when he actually sees a ship afloat in the great Pacific.

2nd Lt. Robert M. Christensen, son of Merle Christensen, was home on a 10-day furlough before returning to Arizona to be assigned to active duty. Before his training with the Air Corps at Douglas, Ariz., from which he was graduated as a pilot, he was with the Medical Corps for 14 months at Pearl Harbor.

Ole Moen, former carman helper, was home in time to enjoy the Christmas season with his wife and family. He has been with the Merchant Marine since August, 1943. Ole told us of some interesting experiences he had in North Africa and Italy.

Virlin Hilburn, boatswain mate 2/c of the coast guard, son of Val Hilburn, was home for a short leave after nine months overseas. Virlin returned to Boston to await reassignment.

Martin P. Schmidt, retired general car foreman, and known to many as the old gent, celebrated his 87th birthday Nov. 22. Forty-two friends and car foremen from various railroads renewed old acquaintances at his home on that day.

Our congratulations this month go to Sivert Buskness and Mrs. Ida Henderson, who were married on Nov. 28.

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

Agent Ward Locke of Nemaha did his bit to help out in the war effort during his vacation by driving a tractor and helping to crib 12,000 bushels of corn. Mrs. Locke took over the agency while Ward was on his vacation, thereby doing her bit also.

Engineer E. G. White, who has been a hospital patient for several weeks, is improving.

A very new member of the Milwaukee family is Pennee Lee Fitzgerald, a daughter born to Lt. Edward Fitzgerald and wife on Dec. 1. Lt. Fitzgerald, who is in England, is a son of Switchman E. R. Fitzgerald.

The one-year-old daughter of Mr. and Mrs. Harold Burgess passed away during November.

Mrs. Russell Nelson, daughter of Operator Clark Lewis, passed away in November following an illness of several weeks.

L. W. Palmquist moved his family to Aberdeen, S. D., in November to make their home while he is acting superintendent of the division.

Mary Reel, daughter of Conductor J. M. Reel, was hospitalized in November for an operation on her hand.

Several of the west division train men had their vacation recently but could not report that they had enjoyed them. While W. S. Delaney was off duty his wife

fell and injured her knee, requiring hospitalization; John Wright's son broke his shoulder; Conductor Rumley's wife and Conductor Boisen's wife both were sick with the flu, and Conductor Lee Jones went to the hospital for medical treatment.

Ens. Judson Reimer, whose wife and children are staying with Engineer Cortner and wife for the duration, was home from Miami for a short visit in November.

Donald Bennett, with the armed forces in England, now has a rating of staff sergeant, of which he is justly proud. His brother, Edward, is in the Air Corps at Hondo, Tex., and a younger brother, Richard, just joined up and is at Temple, Tex., in the Air Corps. The boys are all sons of Omer Bennett of the Perry shop force.

Staff Sgt. Jack Davis was home for a few days in November for a visit at the home of his parents, Conductor and Mrs. Edward Davis. Jack is in the Medical Corps at Liberal, Kans.

## WEAR GOOD GLOVES OR HAND LEATHERS



Engineer O. G. Emerick and wife spent the week of Guy's vacation with their son, Lt. Orlan Emerick, at Liberal, Kans.

Conductor Richard Gilbert and wife of Rockwell City went to California in November to see their son who had been overseas for some time and who was sent back to the United States because of wounds received in action. Sgt. Gilbert was reported missing in action some months ago but later showed up and joined his outfit after some harrowing experiences.

Lt. Henry Litton, son-in-law of Engineer Owen Fox, was killed in action on Nov. 10 in France. Lt. Litton was an infantry officer with General Patton's Third Army on the Western Front. His wife, the former Marian Fox, and their 10-month-old daughter are living with Engineer Fox and wife.

Capt. Gene Halley, a dive-bomber in active service in the South Pacific, was home during November for a visit with his parents, Agent and Mrs. G. T. Halley of Hixley. An elder brother, Capt. Lloyd Halley, has been missing in action following a raid over Holland several weeks ago.

Flight Officer Jay McCann visited his parents, Traveling Auditor and Mrs. J. C. McCann, in December. He completed his training at Lubbock, Tex., and went to Galveston for further training following his visit in Perry.

Corp. Elmer Conner was home from Fort McClellan, Ala., in November to visit his wife and baby and his parents, Retired Conductor and Mrs. I. E. Conner.

Lt. O. P. Byrd, who is in the front lines with the Infantry, wrote home about the thrill he had when he got the first copy of the Milwaukee Magazine. Lt. Byrd was home in September, just before going overseas, and the October Maga-

zine was received by him with almost his first bundle of mail.

A son born Dec. 4 to Mr. and Mrs. Donald Anfinson at Knoxville, Tenn., is a new grandson in the family of Engineer P. Anfinson.

Francis Vodenik, son of Conductor Fred Vodenik, was given a medical discharge from the army after two months in training camp. Francis contracted scarlet fever, which impaired his health.

Don Gardner of the coast guard was home from San Francisco recently for a visit with his parents, Mr. and Mrs. E. C. Gardner.

Virgil Thursby, who worked for Section Foreman Williams on the Rhodes section, before going into the army, was reported wounded in action in Europe some time in November.

Corp. Harold Peterson was home for a few days' visit with relatives in November. He has been with a railroad battalion at Harrisburg, Pa., and brought his wife and daughter to Perry to stay until he comes back from overseas.

W. H. Robinson, Jr., who held second trick at Collins, was the latest operator to go into service. He is in the navy, taking boot training at Great Lakes.

Jack Sans got his call to service in November and was assigned to the army. Jack had been in the Merchant Marine for more than a year but wanted to see some fighting so enlisted and was assigned to the army when called for duty.

## I & S M DIVISION

### East End

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

Conductor John D. Zook is confined to St. Olaf Hospital for hernia operation. We all wish you a speedy recovery, John.

I overlooked mentioning last month that Conductor George A. Johnson's daughter, Lois, was married on Oct. 16 at Oakland, Calif., to Pt./M. Geo. Tracy of the navy, who is stationed at Treasure Island.

On Nov. 20 we bade farewell to Trainmaster George Savidis, who has been appointed trainmaster at Green Bay, Wis. We welcome back into our midst F. G. "Greg" McGinn, our former operator and train dispatcher, who has been appointed trainmaster at Austin to succeed Mr. Savidis.

Four employees at Austin who will retire in the near future were honored at the Service Club party on Nov. 20, at which time all the retired employees in the Austin area were our guests. The four were: P. J. Burns, engineer, Charlie McNally and Nels Nelson, from the roundhouse, and John Schumacher, section laborer.

A. A. Horton, agent at Fairmont, Minn., was honored by the Kiwanis Club of that city on Nov. 27 at a luncheon in honor of his beginning his 51st year of employment as agent at Fairmont.

Congratulations are in order for Fireman and Mrs. A. C. Johnson who became the parents of a 9½ lb. daughter on Dec. 5.

Also, via the grapevine, I understand that congratulations should be extended to Engineer Jens Jorgensen who was married Nov. 25. Cigars are scarce, Jens, so we'll settle for a piece of candy.

Dorothy Rudan is relieving as chief dispatchers' and trainmasters' clerk at Austin.

Pvt. Ed. Carroll, former dock laborer, Austin, visited the office Nov. 30 while home on furlough before reporting to Ft. Meade, Md.

T/5 George T. Houghton, who is stationed at Madison, Wis., has been a frequent visitor at the office since being transferred to Madison.

A letter from Lt. Harley C. Langdon, former special officer at Austin, now located somewhere in France, states that he enjoys the Milwaukee Magazine and

requests me to extend his best wishes for a Merry Christmas and Happy New Year to all his friends.

The following write-up, with a picture of Pat in the cab of Eng. 187, appeared in the Dec. 2 issue of the Austin Daily Herald:

"Stepping down from his cab, Pat J. Burns, 67, well known Milwaukee Road engineer, wound up 52 years and eight months of service Wednesday (Nov. 29) afternoon, all of it on the same railroad, with which he started as a water boy.

"A third generation railroad man, Pat followed the occupation of his father and his grandfather.

"As he made his last run to Calmar and return, section men waved to him, and a group of fellow workers greeted him at the depot, shown in the accompanying picture.

"Retired on pension, he will spend most of his time east of the city where he has 2½ acres and about 50 chickens to keep him busy.

"Pat was born near Mendota, and came to Austin with his parents in the spring of 1838. After attending school here, at the age of 14 he started to work for the Milwaukee as water boy for a steel gang of which his father was foreman at Rosemount. When the gang tied up for the winter, Pat got the job of calling train crews at the old Milwaukee depot here for two and a half years. After that he called engine crews for three years under H. N. Breneman, roundhouse foreman, and J. E. Opie, general foreman. He went firing on the I. & M. Division on Sept. 28, 1898, and was promoted to engineer under John Taylor, master mechanic, on Oct. 5, 1902. For the past 16 years he has been in passenger service.

"He served as alderman and on the Austin city council for two and half terms, and also served the Brotherhood of Locomotive Engineers as legislative delegate for 24 years, and was elected chairman of the board, serving in that capacity for eight years. He and his father together gave the railroads 107 years of service. His father was a railroad man for 55 years before retiring, and back in 1880 and 1881 he was roadmaster on the H.&D. Division at Granite Falls. His grandfather, also named Pat, was a section foreman on the B.&O. at Sandusky, Ohio. The career of the three generations covers most of the history of railroads in the United States."

And so, we come to the close of another year, and from all of us Over Here, to all of you Over There, goes a wish for the happiest New Year possible, wherever you may be. May it bring that long awaited Peace on Earth, and speed your return home. You may be sure we all echo the prayer that next year you will be here with us.

### West End

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

I am sorry to say that Harvey Gregerson, agent at Madison, S. D., has been confined to bed again. He is being relieved by H. J. Bennett of Egan, S. D. Harvey would appreciate a call or a letter from his friends.

W. C. Belling of Wirock, Minn., is relieving at Egan, S. D., while it is on bulletin. H. J. Bennett has been appointed agent at Flandreau, S. D., but at the present time has been relieving at Madison, S. D. Mrs. W. C. Belling is taking care of the Wirock, Minn., station.

V. E. West, agent at Flandreau, has taken the pension, and has moved to Texas. Vic has been an employee of the Milwaukee Road for 47 years of good and faithful service. Happy landings, Vic, and we would appreciate a letter once

in a while. H. J. Lewis, Sr., is relieving at Flandreau at the present time.

Mr. and Mrs. Elmer Koolman of Roswell are the proud parents of a baby girl. Elmer is our agent at Roswell. Congratulations.

K. W. Gebhart is working first trick dispatcher at Madison, S. D., during the rush season.

Les Hauge, section foreman at Pipestone, Minn., who bowls with the railroad's team of the National League, blistered the woods with the highest single game ever rolled on the Bole-Mor alleys at Pipestone in league bowling. His series was 651 and the big game for Hauge was 288. The railroaders with this help, rolled the highest series (2797) in the league history at Pipestone, Minn. This team would like some games with other railroads teams. They accept all challenges. Write to V. E. Peterson, captain.

Your correspondent wishes you all a Happy and Prosperous New Year. The past year has been a very successful one in the railroad business, so let's make this year a still better one. Don't forget to drop a card to the boys in the armed forces. They are doing a good job. Let's all back the attack and buy more War Bonds.

## MILWAUKEE DIVISION

### "Old Line"

*Hazel Whitty  
Correspondent  
Ticket Clerk  
Horicon, Wis.*



Here at the start of a new year I would like to mention once more that this column is the place for "Old Line" news, and I shall appreciate your sending it to me. Just as much of it will be published as the editor can accept.

John Ehr, engineer from Horicon, Wis., is ill, but we are all hoping for a speedy recovery.

Trainmaster G. E. Passage recently made a trip to Clinton, Ia., to see his nephew, who has been wounded and returned to the States from overseas.

Sgt. Norris Olson, son of Roadmaster A. H. Olson, is authorized to wear the Distinguished Unit badge signifying that he is a member of a Mitchell bombardment group which received a War Department citation for its part in destroying the Benevento, Italy, marshalling yards. Sgt. Olson joined his present group four months ago and is serving as a tail gunner.

Conductor Kaiser and Brakeman Gates will attest to the fact that consideration for others sometimes leads to reward. At Horicon, they notified their passengers that they had sufficient time to step into the depot restaurant for a lunch if they cared for it. Many took advantage of the tip, and two passengers, in appreciation of such thoughtfulness, returned to the train bearing pie for both Kaiser and Gates. One never knows, does one?

## I & D DIVISION

### Marquette-Sanborn

*Margaret C. Lownsberry  
Division Editor  
Mason City, Iowa*

Our sincere sympathy is extended to the bereaved relatives of:

Mrs. Guy Davis, wife of Conductor Davis, who died Nov. 21.

Dell C. Brainard, retired flagman, who died Nov. 23.

Mrs. Frank Broderick, wife of retired fireman, Frank Broderick, who died Nov. 25.

Sympathy is extended to the relatives

of E. J. Sullivan, who passed away in December. Mr. Sullivan was formerly freight inspector at Mason City and for the past few years has been working in Milwaukee. Mr. Sullivan is a brother-in-law of Ruby Potter, chief clerk in the master mechanic's office at Mason City.

Pvt. Bert Miner, formerly operator at Emmetsburg, passed through Mason City recently on his way to visit friends and relatives at Emmetsburg. Pvt. Miner is on his way to the west coast.

W. A. Millard, formerly operator at Jackson Jct., and Richard D. Smith, formerly storehelper at Mason City, are now serving Uncle Sam in the navy.

Ralph Anderson has resigned his duties as night yard clerk and is now working as clerk to the chief carpenter, replacing William "Bill" Garrity, who retired as of Dec. 1.

Congratulations to Brakeman and Mrs. A. D. Merrin on the birth of a baby girl born Nov. 18.

H. O. Davis, train baggageman, has sold his home in Sanborn and moved to Mitchell, S. D.

Again the Milwaukee Road employees of Mason City went over the top in the annual War Chest drive. The quota in Mason City for the Milwaukee Road for 1944 was \$800 and we secured subscriptions totaling \$865. This certainly is a good showing and our employees should be proud of it. N. P. Van Maren, division freight and passenger agent, acted as lieutenant in charge.

D. O. Burke, train dispatcher, is now working second trick in the dispatcher's office at Mitchell, while V. K. Drury at Mitchell, is working third trick in the Mason City office.

We all wish each and every one a Happy and Prosperous New Year.

## Sioux City and Western Branch Lines

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

Engineer and Mrs. Edward Whelan of Sioux City have been notified by the Navy Department that their son, John Whelan, coxswain, is missing in action. He is 21 and enlisted in the navy two and one-half years ago. He spent 18 months in Trinidad and after returning to the United States last fall was assigned to the Pacific area.

W. E. Beck, formerly agent at Geddes, S. D., and now superintendent of the personnel record bureau, Chicago, was a welcome visitor at Sioux City recently.

Donald E. Becker, formerly operator at Hornick, Ia., has accepted a responsible position with the government (been



Edward A. Schindle, of Oshkosh, Wis., who retired recently after 40 years as section and extra gang foreman. At one time or another he has worked on every division on Lines East.

inducted into the army, in other words). Fireman Stanley Ratkiewicz and Miss Charlotte Rodgers of Sioux City were married on Dec. 2 at Sioux City.

W. C. ("Bill") Edwards, car distributor in the chief dispatcher's office at Sioux City, recently went pheasant hunting. He did not get any pheasants, but he did get a good chance at a cotton-tail rabbit which he drove into a fence corner. He raised his trusty eight-gauge and took careful aim, when he happened to notice that the bunny's large liquid brown eyes reminded him of entry No. 391 in his No. 2 book of girl friends, so he dropped his gun, wiped a furtive tear from his eye and went home, stopping by the way at the corner market for 25 cents' worth of hamburger. "Bill" will never be a hunter unless he either hardens his heart or confines his attentions to blue-eyed girls.

Martin A. Sullivan, late of New York City, is the new second trick operator at Mapleton, Ia.

Peter J. Deignan, senior switchman at Sioux City yard, retired on Dec. 10 after 43 years of service. He will live in Denver following settlement of his affairs at Sioux City. "Pete" will be sadly missed around Sioux City yard.

Conductor Lawrence Barrett Kerr passed away while on his run on train No. 64 at Elk Point, S. D., on Dec. 6. The cause of death apparently being heart failure. He had entered the service of the company in March, 1912.

Retired Engineer Walter H. Houser recently passed through Sioux City enroute to the Pacific coast for a vacation from the arduous duties on his Texas ranch.

Engineer William F. Luth retired on Nov. 12 after 38 years of service. He will make his home in Sioux City. His retirement was due to poor health.

Emile A. Thomas, assistant agent at the Sioux City stock yards, who retired in 1938 after many years of faithful service, died at his home in Sioux City on Nov. 28.

Conductor Bert ("Bush") Brashear, in a reminiscent mood recently, recalled some of his earlier experiences in railroading. It seems, according to Bush, that shortly after the close of the Civil War he was working as rear brakeman on a train on the Platte Line. The train was stopped out in the country to allow a herd of buffalo to cross the tracks, and Bush went back a couple of miles—positively no less—to flag. While out there on the prairie waiting to be called in he was suddenly charged by a pack of ferocious prairie wolves, whereupon Bush, with his mind on his perfect safety record, immediately climbed a tall tree and saluted the wolves in the good old-fashioned way with his thumb to his nose. His glee was short-lived, however, as the wolves, who had evidently been drilled in cooperation and teamwork, immediately held a conference, and while the rest of the pack stood guard at the base of the tree one of the members galloped off across the prairie, returning shortly with a beaver, who promptly started to cut the tree down. Just at this exciting moment Bush suddenly recalled a most important engagement uptown and left without finishing the story. Watch our next issue for thrilling details in "The Life of Bush Brashear, the Boy Brakeman." Will the train crew rescue Bush, or is he still up a tree?

**Pretty Cashier:** How about giving me a week off to recover my health? My beauty is beginning to fade.

**Manager:** What makes you think so?

**Pretty Cashier:** The men customers are beginning to count their change!

**Bride:** John, dear, let's try to make people think we've been married a long time.

**Bridegroom:** Okay, honey, you carry the suitcase.

January, 1945

## Sioux Falls Line

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

Trainman E. J. Wingett reports that his two sons were home on furlough recently. Art Wingett, seaman 2/c, has been in the service two years and is now with the patrol torpedo service on east coast. Eldon Wingett, seaman 2/c, is in radar school at San Pedro, Calif. On Aug. 13 the two boys met at Red Cross headquarters in Italy, not knowing of each other's whereabouts.

Pvt. Floyd "Cub" Bastemeyer of Dell Rapids, former section laborer, and the son of John Bastemeyer, section foreman, writes of his experiences in the European sector. He was within nine miles of his father's birthplace. At present he is convalescing from wounds for which he wears the Purple Heart.

The new third trick operator at Sioux Falls is Jim Pranger from Harrisburg, at which point he learned telegraphy. This is his first assignment.

M/Sgt. Jack Bjork of the marines, former switchman at Sioux Falls, was home on furlough from his base at San Diego recently.

Ens. John Howard Bell, navy flier who has completed his operational training at Melbourne, Fla., spent a 15 day furlough recently and reported to his base at Vero Beach, Fla. His future assignment will be for night fighter training. Ens. Bell is the son of Ticket Clerk John L. Bell, Sioux Falls.

A letter from Pfc. Elton H. Claussen, former passenger and freight station employe, reports that he is mail orderly for his company stationed in Belgium. He appreciates the Milwaukee Magazine and also requests that some of the employes write. The address can be obtained from your correspondent.

## Samborn-Rapid City

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

J. H. Jones, pump repairer, of the west end, has terminated his services with our company and taken the pension.

Dispatcher D. O. Burke and family are new residents of Mitchell. He replaces V. K. Drury as second trick dispatcher. Mr. Drury, in turn, has taken over third trick at Mason City, Ia.

Lyle Shanahan, former I&D fireman who is now in the navy, spent a short furlough with his family early in December.

Clement Quass, son of Conductor Robert Quass, who is stationed in California, spent his furlough with his parents and his wife and child.

Machinist R. Paulin of the roundhouse has been confined in a hospital at Chicago and we hope for his speedy recovery.

Extensive repairs have been made to the main passenger platform at Mitchell, new cement platforms having been put in.

Judging by the number of pheasants being shipped out of the local express office, all of the out-of-state hunters have been getting their full quota of birds.

We extend a very happy New Year to all on the division and propose that you make one resolution—the first of the year: To forward your correspondent a little news occasionally.

**"They tell me your wife is outspoken."  
"By whom?"**



## LACROSSE & RIVER DIVISION

### Second District

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

Bill Johnson, retired section foreman, has been laid up in the hospital for some time now and feeling kind of blue at being cooped up and not being able to come down here and keep the furnace going for us this winter. We all hope he gets well soon.

Julius Klemp and his signal gang are here putting in some more centralized traffic control equipment.

We have Lyle Olson on second trick at Red Wing, with the younger Tackaberry relieving the original Tackaberry at Lake City. Said original is going to have an operation.

Norman Mahler, switchman, is off for about a month and at present is in the hospital recuperating from an operation.

I called up Winona and Wabasha and asked if there was any news, but they say there is no news at those places. People don't have to jump off the water tank to make this news column, so please send in whatever items you have.

### Wisconsin Valley

Lillian A. Atkinson, Correspondent  
Care of Assistant Superintendent  
Wausau, Wis.

Best Wishes for a Happy New Year to All!

Mr. and Mrs. Henry F. Dell arrived in Wausau from Cedar Rapids, Ia., to visit with Mrs. Dell's father, Richard Flatler. Mr. Dell was employed as division storekeeper at Wausau a few years ago.

Miss Helen Leney, daughter of Conductor Bert Leney, who is a freshman at Lawrence College, Appleton, Wis., has been pledged to Alpha Chi Omega Sorority. Miss Leney also had the honor of being elected president of her pledge group.

The marriage of Walter Moore and Mrs. Lillian Rice, which took place on Nov. 10, at the parsonage of the First Methodist Church was of interest to their many friends. Mr. Moore is employed in the roundhouse at Wausau. Congratulations are extended to the newlyweds.

Pfc. Forest James, son of Mrs. A. F. James, and the late Engineer A. F. James, was wounded in action Oct. 13 in Italy where he was serving with the Infantry of the Fifth Army. He is recovering in a base hospital in Italy and has informed his mother that he is sending home the Purple Heart decoration he was awarded. Inducted here Oct. 2, 1942, Pfc. James went overseas last April and was stationed in Oran, Algeria, for several months before going to Italy.

Philip Hazelwood, son of Chief Clerk Earl Hazelwood, who was operated upon for appendicitis the latter part of November, is around and about again and says he is feeling fine.

Patrick Brown, youngest son of John L. Brown, chief clerk, left recently for Great Lakes Naval Training Station.

### First District

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

It was a nice cool morning with a hint of snow in the air when three bold hunters from Portage—Night Operator Henry Care, Conductors Louie Roberts and Daniel Boone Tracy—set forth into the wilds of Lewiston to get themselves a little point-free meat. Proceeding into the dense, swampy country, they trudged about 20 miles with no deer in sight and the weather getting cold and starting to snow hard. Somebody yelled "Let's go back to the car and get warmed up." The motion was carried unanimously and the car reached in record time. Louie

got there first and Hank and Desperate Dan could hear him a mile away, "Blankety blank double blankety blank, etc. How am I going to get in to get the keys. I'm locked out!" Various schemes were thought of, including drawing straws. Louie drew the short one and had to walk three miles to a farmer's house and get a hammer to drive the bolt out of the door hinge so they could open the door. While Louie was on his mission, Fireman Russ Pike and his wife came by in their car, also hunting the elusive deer. Hank and Desperate Dan gave them a vigorous washout signal, and Russ, after a short search, produced a long piece of wire which he skillfully poked through the window and opened the door and retrieved the keys from the switch. Anyway, Hank proved that his 45-70 rifle would have knocked over a deer, as Desperate Dan shot at a mark three miles away and missed it by only half an inch!

We are sorry to record the passing of Telegrapher William Kampman, 73, who passed away at Tunnel City. He had been first trick man there for many years and his long period of service was spent in faithful performance of his duties. His many friends will miss him as they pass his station near the tunnel.

We said goodbye to retired Yardmaster Thomas Bloomfield who recently sold his home here and went to Milwaukee where he will make his home.

Ken Larkin, recently appointed day ticket clerk at La Crosse, visited his father, retired Conductor P. J. Larkin, and his sister, Mrs. James Hart, both residents of Portage.

Sgt. Fred Learmonth of the Marines, former clerk in our freight house at Portage, writes that he has been in 23 months and on six different islands on different missions in the Pacific. He says he would like to see some real snow again!

I saw Section Foreman Otto Butzloff and his helpers oiling up the sweeper recently, which is a sure sign of snow. It's about time—Dec. 10 and only about an inch on the ground so far.

Which reminds me to wish you all a Merry Christmas and Happy New Year.

## MADISON DIVISION

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

Lt. Edward Agner, son of Train Dispatcher C. H. Agner, was recently home on furlough after spending 15 months in the European theater of war. Lt. Agner made 69 missions over enemy territory as a bomber pilot. He wears the Distinguished Flying Cross and has 12 clusters to the Air Medal.

Storekeeper and Mrs. Frank Dempsey of Madison had as their guests over the Thanksgiving holiday their son, Corp. F. J. Dempsey of the Army Air Corps, and their daughter, Marilyn, who is a cadet nurse.

Brakeman and Mrs. William C. Brown of Madison announce the arrival of a son, Norman Leo, on Dec. 2. Congratulations.

Engineer John Alleman retired on Nov. 24 after more than 43 years of continuous service with the Milwaukee.

W. J. Hughes, assistant division master mechanic, has been ill at his home in Beloit for several weeks but hopes to be back on the job soon.

Congratulations are in order for retired agent and Mrs. T. B. Huggins of Belmont, who have just celebrated their 51st wedding anniversary. They are both in good health and we wish them many more years together.

Retired Agent and Mrs. Thomas Pagel of Mineral Point have gone to St. Petersburg, Fla., for the winter, as have Retired Agent and Mrs. J. E. Aylward, who are wintering at Lake Worth, Fla.

Retired Milwaukee Division Engineer Edward McCann has been ill in a Mad-

ison hospital for several weeks but is now convalescing at the home of his daughter, Mrs. B. M. McNulty at Madison.

Freight Trucker Charles Conlin, son of Freight Agent J. F. Conlin of Madison, has been called into service. He enlisted in the Army Air Corps several months ago.

## TERRE HAUTE DIVISION

### Terre Haute District

*William Nadzeika, Correspondent*

Captain Robert H. Colwell, son of Clerk Colwell, in the superintendent's office, has been assigned to overseas duty.

Pvt. Ralph Pounds of the store department, who was seriously wounded in France recently, is in Billings Hospital, Indianapolis, Ind.

Corp. Paul F. Hollis, son of Traffic Representative Hollis, is now stationed at Miramar, Calif., for reassignment.

Dispatcher Ralph Hunt, after several months' illness, has returned to work.

### West Clinton

Sympathy is extended to the family of Leonard Martin, who died suddenly on Dec. 12. He was employed in the car department.

Retired Brakeman T. W. Dagly is seriously ill at his home in Clinton and we are hoping for his early recovery.

Engineer Wm. Buckner is on the sick list due to an injury resulting from a fall at home the first of December.

Retired Carman Geo. Hale is visiting relatives in California this winter.

Letters and cards have been received from Sgts. Wm. Young, Dean Allen, Louis Cooper and others.

Anyone interested in raising fish should see Car Inspector Happy Hall. He will tell you how to get a whole bowl full.

Carman Sam Cooper retired the first of December, and all of the boys wish him good health and good luck.

Tommy Hall, son of Machinist Pete Hall, has received a call to arms and is leaving the latter part of December.



If you can read the sign on top of G. C. Fowler's prize tomato plant, don't believe it; it's an understatement. Instead of reaching a mere 20 ft. 2 in., as advertised, it went to 20 ft. 8 in., and must be the highest tomato plant anybody ever went to the trouble of staking. Correspondent Bill Nadzeika, who sent the picture in, failed to mention whether the plant had any tomatoes on it. Mr. Fowler is car inspector in our West Clinton, Ind., yards.

## Faithorn District

*Berniece Sparks, Correspondent  
Faithorn, Ill.*

Our loss is Galewood's gain. Switchman Bill Zunker left us recently to return to his former position at the Galewood freight house.

We lost another switchman this past month to the navy. Dolphia Weddel was inducted on Dec. 16. We wish him the best of luck and hope that in the near future he will be back with us again.

Switchman Arnold Lukasavitz has returned to work after several months of illness.

Pvt. B. J. McCanna, son of Clerk McCanna of Chicago Heights, is at present stationed at Camp Claiborne, La.

Pfc. Richard Exo, son of Conductor Neal Exo, and former switchman at Faithorn, is expected home on a furlough very soon. At this writing, he is convalescing in a marine hospital in New York, after having spent 23 months overseas.

Politics are not so simple. Sometime just try standing on a fence while keeping both ears to the ground.

## TWIN CITY TERMINAL

### South Minneapolis Shops and Coach Yard

*Oriole M. Smythe, Correspondent  
Car Department*

### Service Notes

Pvt. Edward G. Ryberg, stationed at Camp Berkeley, Tex., with a medical training group, visited home folks on furlough prior to being shipped to the South Pacific as a member of Medical Research Survey of the army. Corp. Harold C. Anderson, was with tank destroyers in Africa in June, 1942, and moved into Sicily, suffered malaria, was confined to a hospital for a while, and thence to redistribution center. He was assigned to an armored division and moved on to Anzio and Rome. Pfc. Arnold B. Olson is located at Eagle Pass, Tex., army air field. Pfc. Elmer W. Holt is with an engineers construction battalion in the South Pacific. Pfc. Mike Rollins is with an engineers battalion in France. Mike has four brothers—two in naval and two in army service. Honorable discharges have been received by the following: Eugene Roger Erickson, recently discharged from the naval station at Farragut, Idaho; Pvt. Ralph Holt, who had about three years in the Army Engineering Corps and saw action in the South Pacific; Capt. J. M. Smythe, from the Coast Artillery, anti-aircraft battalion, Camp Stewart, Georgia, with service since July 5, 1939, as a reserve officer.

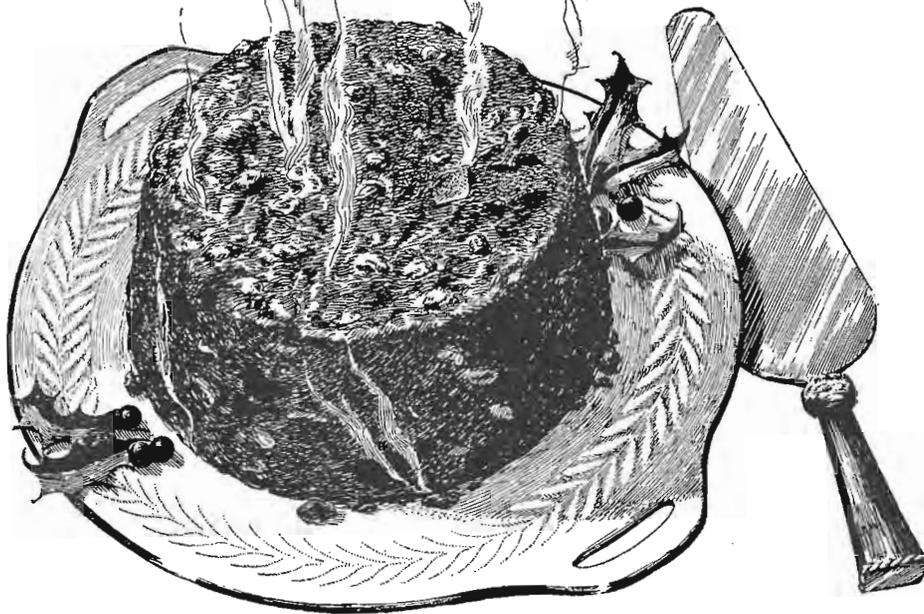
### Retirement

These employees applied for Railroad Retirement annuity on Dec. 1: Carman Ivar Lindsay, following 34 years of service; Carman Marius Mathison, with 42 years of service; and John Bjorneraas with 37 years on the Milwaukee Railroad. They have our best wishes.

Welcome to Lauritz Wiken on his return to work in the air brake shop, following an injury sustained last year in our train yards.

Carmen Andrew Tangen reports on his four sons in the armed forces: Gerhard, a former Milwaukee employe, was with the infantry in France, sustained wounds and is now in a hospital in England. Alfred, also a former Milwaukee employe, who sustained injuries during a bombing raid on England, received a medical discharge and is now home. William, a member of the Minnesota National Guard, was with the infantry in Italy, and was recently home on furlough.

# After the plum pudding



When you've finished the last delicious crumb of that sugary-brown plum pudding, settle down in your easy chair, light up a Dutch Masters cigar and enjoy the taste of truly great tobaccos. What a perfect way to end your holiday dinner!

## DUTCH MASTERS CIGARS

Ralph, in naval service, is stationed near Norman, Okla.

Congratulations to Mr. and Mrs. Charles O. Bross (former car foreman at Aberdeen, S. D., retired in November, 1941) who celebrated their 50th wedding anniversary on Nov. 21. Best wishes from many friends in the Twin Cities.

A Happy New Year to all!

### St. Paul Traffic Department

*Brooksie Luth, Correspondent*

All is calm around our usually stormy office. Somehow everyone has managed to keep out of mischief, and consequently I'm fresh out of news. S'pose we're practicing on our New Year's resolutions already?

It isn't quite so dull in France, though, according to T/4 Hubert Lindblom, formerly ticket seller in Minneapolis (ours by adoption). "Lindy" wrote Stu Olson recently, describing a party held by his outfit. He did his part toward furthering international goodwill by dancing nearly every dance, "always with a different girl," but it fretted him a little that no lengthy discussions could be carried on. Now, who wants to talk while dancing, anyway?

The overseas Christmas greetings to our office so far include a card from "Lindy," one from T/3 Doug Tybering (also in France); and one from Alice Treharne Herrick (still in Italy). Well, we're a little late, but—right back atcha, and

all the rest of our wanderers. We hope in another year we can give these greetings to you personally.

And while the season's greetings are being scattered, they are also directed to the home front readers of the St. Paul news. Let's hope that 1945 is better for all of us.

### St. Paul Freight House

*Allen R. Rothmund, Correspondent*

Our freight office is now a one story building. The upper story was removed last month.

Otto Bork, chief bill clerk, should be happy now, for he can fish through a hole in the ice.

Georgine, our expense clerk, admits it is really tough when the highways get icy and the busses quit running between Hudson, Wis., and St. Paul.

Edith Jahnke is on the Pacific coast, spending some time with her husband, George, of the navy.

Charles Fielder, retired employe of this and the yard office, passed away last month. Charlie was also agent at Bowman, N. D., some time ago.

Well, the men in service were lucky over the holidays. They did not receive neckties for Christmas.

It is nice to have our annual passes good for two years, however, one misses every other year the thrill experienced when the passes are handed out. I'll never forget the first one I received.

It was a boyhood dream that came true.

The St. Paul chapter of the Milwaukee Railroad Women's Club gave a dandy Christmas party. Others as well as the kiddies had a wonderful time.

Let us hope for an early ending of the war, and a really happy New Year.

**Editor's Note:** Allen C. Rothmund, cashier at the St. Paul local freight office, whose picture appears at the head of his news column this month for the first time, has made a reputation for himself as a War Bond salesman. And, like all good salesmen, he buys what he sells. He has bought at least one War Bond every month since before Pearl Harbor, starting back in the days when they were still "Defense Bonds." Having been in service 38 years, he is planning on working the bonds into a retirement income plan.

All the time, during bond drives and between bond drives, Rothmund is on the job, selling the world's best investment to the boys in the St. Paul yards. By the middle of December his sales for the Sixth War Loan drive alone amounted to \$8,000, maturity value, and his goal was \$4,000 more.

A patent has been issued for an emergency ash tray which is built into the back of an ordinary match folder.

When a man has a birthday, he takes a day off; when a woman has one, she takes a year off.

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## Minneapolis Local Freight and Traffic Dept.

Kay Jiran, Correspondent

I understand all Al Wareham wanted from Santa Claus was a new clock for the local freight office, or a hurry-up on the repairs to the old one. Seems no two wrist watches read the same, especially in the morning!

We were sorry to learn that Phyllis Johnson has received word that her husband, Lt. Frederick Johnson, has been reported missing in action over Europe. We are hoping that Phyllis, who is a clerk in the local freight office, will have news of his safety very soon.

Martha Osblom recently enjoyed a visit with her brother, George, home on a short furlough from army duties.

The postman brought a letter from Alice Pomroy, formerly employed as messenger in Minneapolis, now a civilian employe stationed in Honolulu. Alice was very hush-hush about her work for the government but says she loves the country and is enjoying her stay there immensely.

The navy has claimed another from our midst, as Mary Keenan sports a lovely diamond ring. Best wishes to Mary and her sailor.

It's seven pounds and six ounces of boy at the home of Petty Officer 2/c and Mrs. Ben Dahlberg, National City, Cal. The new bundle of joy arrived on Dec. 1. The young man's arrival was enough to make Grandpop General Agent Bill Sinclair beam. But you should see him now that the news has arrived that the little fellow has been named William Edward after grandpa. We think he has a right to be mighty proud.

I want to thank those of you who have been so faithful about sending me news items in 1944. Let's do even better this year.

Happy New Year and may 1945 bring peace to the world!

## South Minneapolis Locomotive and Store Depts.

Thelma Huff, Correspondent  
Office of Shop Superintendent  
South Minneapolis

We don't know who will be opposing F.D.R. 21 years from now, but we do know that Susan Jane Scholl, born Nov. 7, in the heat of the latest election flurry, will be able at that time to express her choice. She happens to be the granddaughter of a fellow employe, Ferdinand F. Meinke.

Virgel Johnson, son of Oscar Johnson, locomotive carpenter of the roundhouse staff, is an M.P. in the regular army serving in Puerto Rico. His absence of over two years was brightened by telephonic contact with his loved ones recently.

Bob Hearne, with a railway battalion overseas, writes that his brother George has flown 21 missions over enemy territory, all of which is deeply gratifying to his father, one of our painters.

The family of D. B. Rivers, former district storekeeper at Minneapolis, has moved to Chicago after having made their home in Minneapolis for the last 16 years. Just prior to their leaving, Shop Superintendent Blyberg entertained them at dinner at his home.

Information has reached us that former Boilermaker Apprentice Leonard Armstrong is now a fireman 1/c on one of Uncle Sam's newest aircraft carriers.

The secretarial force of the locomotive department has been augmented recently by Shirley Olson.

On Dec. 6 our old friend, John W. Erickson, celebrated his 88th birthday.

A former blacksmith, he is now on the retired list. It is hard to believe that he has attained such an advanced age, for, despite his years, he is very active and enjoys every evidence of good health. Our sincere good wishes for many more years of happiness.

Again we regret to report a sudden death. Fireman Daniel Chilefone of the River Division was drowned near Hastings recently.

T/Sgt. George Heinz, who formerly was a machinist apprentice in the South Minneapolis shops, is now a turret gunner with the 8th Army Air Force in England. He recently gladdened his home folks by returning on furlough. He has flown 31 missions over Germany, and has won the Distinguished Flying Cross.

How about donating that pint of blood to the Red Cross that you have so long intended to give. Think how nice it would be to eventually wear that "Gallon Club" ribbon.

Three years away from home is a long time. S/Sgt. Earl D. Friedrich, son of Machinist Otto Friedrich, had his first taste of home cooking just recently after such a long absence. He has been "down under" in the Air Force in the extreme Southwest Pacific. Duty called him back to Santa Ana, Calif., on Dec. 2.

Francis L. Brady, a former machinist apprentice who has been in the navy since Oct. 21, 1942, has been specializing on Diesel construction in the navy school at Richmond, Va. He was here on a short furlough in November, following which orders took him to New London, Conn., for advanced training in the submarine school.

Lorraine Kline of the store department office, has received recently a letter from Reynold L. Nordstrom, machinist 3/c with the Pacific fleet. He sure appreciates the Milwaukee Magazine when he gets it and would like much to hear from his old friends and fellow workers who could spare time to drop him a line.

How many of us seem to sigh with relief when we get home at night and can remove the soot and black which are the trade symbols of the railroad! But here is one who craves to resume that trademark. In fact, he says he wouldn't mind if he was as black as the "Two Black Crows." Pvt. Don E. Kurtz is the one. Don was one of our mechanical force in the machine shop. He no longer yearns for the "ease of the South Pacific." He just merely wishes to settle down in the smoke pall of the Minneapolis shops. This is the information which we have received concerning him from William Anderson, machinist, to whom he wrote recently.

Pvt. Otto Madsen was home on a furlough for 15 days in November. He is a former machinist and is now with a railway battalion at Bucyrus, Ohio.

John Gordon Kline, son of former Stockman John K. Kline, has been stationed at Camp Farragut in Idaho since Nov. 11.

Lt. W. A. Hotzfeld, with the 757th Railway Shop Battalion writes Shop Superintendent Blyberg: "Have been on detached service ever since I came to France. I really have seen the country, too, and these French people are more like us than we are ourselves. The people are particularly friendly to Americans, and although the French language is tough, it doesn't seem to stop them. Among other things, cigarettes stopped being a luxury and are now the best medium of exchange—if you can imagine their being worth the equivalent of \$10 and at one time even as high as \$20 a carton. Our American power is really cutting the buck over here and doing the job. Well, Gus, the experience I have already had is really priceless and I wouldn't trade this period of my life for any other, except, of course, to get back home again."

If you wait too long for something to turn up, it may be your toes.

THE MILWAUKEE MAGAZINE

## IDAHO DIVISION

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

My apologies for being a little too late with my notes for December. My first fan letter must have gone to my head. It came from C. W. Ziemer, formerly of this Idaho Division, now located in the Tacoma ticket office, who wrote that he appreciated hearing about "the old gang" once a gain. Thank you, Mr. Ziemer.



We have been informed of the death of William H. Hunter, retired passenger conductor on the Pend Oreille branch, who died on Nov. 20 following a major operation and an illness of several months. He leaves his wife and a daughter. Mr. Hunter first started to work for the company in 1907, retiring in 1937. He was well known and well liked by all.

At the meeting of the Service Club on Nov. 21 elections were made for the coming year, with the nomination of J. P. Downey chairman; H. B. Kipp, vice-chairman; and W. T. O'Reilly, secretary-treasurer.

Water Serviceman Joe Roller, of Lind, had a narrow escape on Oct. 19 when a gasoline tanker truck and trailer went out of control and crashed into his garage. The truck and trailer were loaded with 6,800 gallons of high octane gasoline and, although it did not explode when crashing into his garage, it did catch fire and spread rapidly, destroying the garage and Roller's car, which was in it. The fire also spread to his house but was extinguished.

It was "Happy Birthday" for Section Foreman Vincent Perrone as of Nov. 14—his 30th birthday.

Effective Nov. 1, Spokane's downtown office has had considerable disruption in its personnel, starting with the transfer of F. W. Watkins, commercial agent, to Aberdeen, Wash., as division freight and passenger agent there.

L. F. Walsh, city freight agent at Butte, succeeds Mr. Watkins at Spokane. H. G. Ehmer, formerly chief clerk to the D.F. & P.A., J. R. Reagan, Spokane, has been transferred to Butte to take over the vacancy left by Mr. Walsh's transfer to Spokane as city freight agent there. George A. Larson, formerly chief clerk to the city agent at Portland, has been transferred to Spokane to fill the vacancy left by Mr. Ehmer as chief clerk to the D.F. & P.A., Spokane.

Oct. 20 was an exceedingly big day for the W. T. O'Reillys (chief clerk to the superintendent) and the D. J. Sullivans (D.F. & P.A.) because it happened to be their 29th and 10th wedding anniversaries, respectively. The double event was celebrated on the evening of the 21st with a dinner at the Desert Hotel, Spokane, attended by Mr. and Mrs. O'Reilly, Mr. and Mrs. Sullivan and Mr. and Mrs. J. B. Dede, Spokane's public relations representative. We're all wishing both the O'Reillys and the Sullivans "Happy Anniversary" and many more of them!

With the induction of his son, Bob, into the army on Nov. 13, W. C. McCaughey, equipment maintainer at Dishman, now has three sons in the service. Chief Boatswain Jim, in the Seabees, is stationed on the Admiralty Islands; Pfc. Wallace is in England in the Air Corps. Mr. McCaughey's daughter, Beryl, wife of Capt. C. F. Griggs of the Middle Atlantic Divisional Engineers, is visiting at the home of her parents here in Spokane.

As of Oct. 30 the new addition to Trainmaster Devlin's office is Mrs. Rosemary Henningsgard, stenographer. We hope Rosemary will like us.

Congratulations and best wishes are

in order with the marriage of Locomotive Engineer A. S. Nash and Mrs. Stewart, both of Spokane, on Sunday, Nov. 19!

Our sympathy is extended to Mrs. Donovan in the death of her husband, Ray D. Donovan, engineer on the Idaho Division, who died at the Sacred Heart Hospital on Nov. 2 after a brief illness and operation. Mr. Donovan has been in service with the Milwaukee for the past 25 years.

Ending a service of approximately 45 years with this company as of Nov. 1, Locomotive Engineer H. H. Haas made his last trip on the POR line before taking the pension. We all wish Mr. Haas lots of happy days!

Master Mechanic G. J. Johnston departed on Nov. 13 to attend a staff meeting of the mechanical department held in Milwaukee, returning the 19th.

During the month of November the two extra gangs under Foreman E. E. Long and J. Hernandez were consolidated and moved from this Division to the Coast Division.

Word was received by Mrs. Mary K. Smith, stenographer to the superintendent, of the death of her son-in-law, Lt. Chancey F. Miller, on Nov. 15. Lt. Miller, a Spokane boy, had been in France six months before his death. He leaves his wife, Virginia Lou, and a daughter, Leslie Ann, nine months old.

Vacation time is still with us as we notice that Andrew Fischer, car inspector, spent his week's vacation visiting with friends and relatives in Minot, N. D., from Nov. 9 to 15. Mrs. Mary K. Smith, stenographer to the superintendent, left Nov. 4 on her vacation to visit with friends and relatives in Minnesota, returning Nov. 20.

Now that all the election finals are in, we have had quite a few cheery faces and about the same number of sad ones—some with "money" in their pockets, such as A. L. Boyd, time reviser, who guessed right and made it pay, and some with not too much to say, such as R. C. Peterson, dispatcher at Spokane, who sadly put away all the Dewey buttons he had pinned to his lapel—eight of them!

Retired Chief Dispatcher P. L. Hays and his wife made a trip to Whidby Island, Puget Sound, the first part of November, to celebrate some birthdays in the family with their daughter and her family.

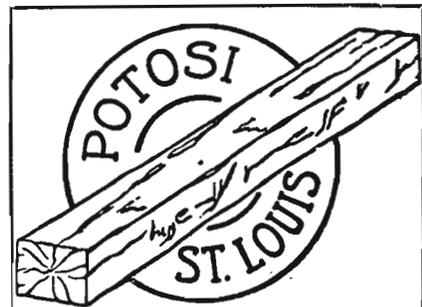
Nov. 4 will go down in the family records as a real red letter day for Henning H. Wohlk and wife, as they were both admitted to full American citizenship on that day. On that same day, Mr. Wohlk also took the examination for B & B foreman, after having worked for eight years as a carpenter in crews on the Idaho and Coast Divisions.

Section laborer Joe Destefano has been advised that his son, Ray, who is in the Army Medical Corps and received the Purple Heart for wounds received in the invasion of Normandy, has been transferred to the Army General Hospital at Vancouver, Wash.

Henry Vogel, retired section foreman, was a recent visitor at St. Maries for several days, accompanied by Mrs. Vogel. Mr. Vogel has been doing some work on track construction for contractors during the past few years to help out on construction of defense industries.

Smith Brothers Construction Company of Vancouver, Wash., was awarded the contract for crushing and stock-piling gravel at the pit at Spokane Bridge, for use in the 1945 ballast program for the division. They are now engaged in putting in their plant. Shovel Operator R. M. Ferguson is loading gravel at the pit with the shovel.

Office Engineer C. E. Peterson of Division Engineer Johnson's office has been placed on the ballot of the Milwaukee Hospital Association to represent the maintenance of way employes on the executive committee, with Harry Miller, chief carpenter's clerk, as Mr. Peterson's campaign manager.



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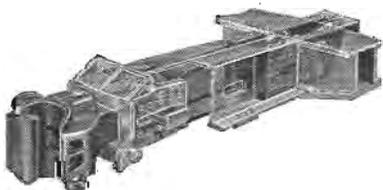
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Section Foreman Jess McFee, of Rathdrum, accompanied by Mr. McFee, spent a week in November hunting on Priest Lake, Idaho, with very good results.

It has been reported that both Leonard Lore and Elmer Burnett, carmen, who have been ill, are improving and we will, no doubt, soon see them back on the job.

Private Angelo Scarcello, of Rathdrum, Idaho, section laborer at that point when in railway service, writes from Fort Worden, that he is enjoying his training in the Coast Artillery. He appreciates getting the Milwaukee Magazine with news of the Idaho Division.

Section Foreman E. W. Stratton of Worley, Idaho, has received word that his son, Merle, former section laborer at that station, is now with an air service group in India. Their daughter, Viola, has been promoted to petty officer 1/c in the Waves at Corpus Christi, Tex. Their son-in-law, Corp. Ray Russell, who was wounded in action in Germany, is now in a hospital in England.

Ringbauer who has been in a hospital in Buckley Field, Colo., with a leg injury, visited their parents Roadmaster and Mrs. Wm. Ringbauer, in Savanna, during the past month.

A Safety First meeting was held at Savanna the night of Dec. 1 and the attendance of 180 was most gratifying to all the officers. Superintendent Bowen presided and various officers gave short talks. Safety Engineer Riley speaking briefly on safety, and Public Relations Representative Hoerl on matters pertaining to his department. Geo. M. Dempsey, general inspector, division of safety, was the main speaker of the evening. Following the meeting, a lunch and smoker was held.

As 1944 comes to a close, our wish is that the Milwaukee employees and their families will find a greater degree of contentment and happiness in the New Year and that it will be a safe one for all of us.

## TRANS-MISSOURI DIVISION

West End

Pearl Huff, Correspondent  
Miles City, Mont.

Mr. and Mrs. Jos. Patch of Miles City have received word from the government that their son, Sgt. Nick Patch, is now in a prison camp in Germany. He was reported missing in July and several weeks ago they received word that he was a prisoner of war, after taking part in the invasion with an artillery outfit.

Engineer and Mrs. P. N. Welles of Miles City have received word that their son, 1st Lt. Tom Welles, with the Engineers in Germany, has been awarded a Bronze Star medal for "heroic achievement against the enemy on Oct. 8 in France."

Lt. Harold Hilderman has been awarded an Air Medal for action in the South Pacific where he has been with the Army Air Corps since June. Harold was a brakeman on the west TM Division prior to entering military service. His wife is making her home with her parents, Mr. and Mrs. H. E. Loehr, at Miles City.

Lt. Stanley Blue has been awarded a Silver Star for gallantry during the battle of Aachen, in which he fought with the Artillery. In addition, Lt. Blue with the heavy artillery who took part in the battle of Aachen was awarded the Bronze Star medal. His wife, Jane Blue, is employed as stenographer in the division engineer's office at Miles City.

Mr. and Mrs. A. S. Anderson of Miles City have four sons in action overseas. Carman Anderson, MM 1/c, has been in the Pacific theater of war for the past year. 2nd Lt. Art O. Anderson has been in the East Indies as a radio operator with the A. A. C. S. for the past six months. S/Sgt. Manford L. Anderson was recently decorated with the Bronze Star medal and is with a headquarters company of the Infantry in Germany. Pvt. Roy E. Anderson went overseas a year ago with the Infantry. He is a military police and has been in service in Italy recently. Mr. and Mrs. Anderson had not heard from their son, Carman Anderson, on an LST boat in the South Pacific for the past three months; however, in a recent issue of the Miles City Star he appeared in a picture on the front page with a group of American sailors under the caption, "Chinese Babe Captures Yanks." The only idea given as to the location of the sailors is the line "the baby is a refugee from one of the tough battle zones." The father of these boys has been an employe at Miles City shops for many years, as tinner and pipefitter.

We understand William Virag, formerly employed as fireman on the west TM Division, and who has been overseas for the past two years, is with a railroad battalion, firing freight engines to the Russian border. He recently spent a 15 day furlough in the Holy Land.

## D & I DIVISION

First District

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

### Anniversary Congratulations

To retired Carpenter and Mrs. Edw. Booth, of Savanna, who celebrated their 88th wedding anniversary on Nov. 29. And to Iowa Division Fireman and Mrs. Wm. Madison on their 25th wedding anniversary on Nov. 25.

Mildred Marken, office messenger, in the superintendent's office at Savanna, made a hurried trip up the hill to the city hospital one evening in November and left her appendix. She seems to be doing quite well without it.

Irve Tyler, chief carpenter's clerk at Savanna, is at present employed in the freight house at Tomah, where he will be near his wife, the former Louise Reinehr, who has been an invalid for a number of years. Irve was presented with a War Bond at a farewell party held in the division engineer's office at Savanna on the day of his departure. Dorothy Bere from the Engineering Office at Savanna has taken over the position formerly held by Irve.

Mr. and Mrs. Wm. Cain welcomed a baby daughter into their home on Nov. 9. Mr. Cain is a Savanna roundhouse employe.

### Army and Navy News

New arrivals in England are Corp. E. H. Shafer Jr., son of machinist Edward Shafer, Savanna, and Sgt. Kenneth McCall of Savanna, formerly employed with the system steel bridge crew.

S/Sgt. Walter J. Eaton, son of Mr. and Mrs. Russell Eaton, of Savanna, has been promoted to technical sergeant in the Army Air Corps, now stationed in England, where he has been located for the past 17 months.

Retired Iowa division conductor, J. A. Hensley, Savanna, received word that his son, Corp. Allen Hensley, had been wounded on Nov. 21 while in action with the 1st Army in Germany and is confined in a hospital in France. He has been awarded the Order of the Purple Heart and the Good Conduct medal.

Corp. Wm. F. Ringbauer, who has been overseas for 26 months, returned from Naples, Italy, and Pvt. Gerald





### East End

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

The November meeting of the Women's Club was held in our new clubroom on the evening of Nov. 27, with a fine attendance. We are very proud of our fine new clubroom which has been moved to its new location and thoroughly remodeled and made modern and up-to-date in every way. We are serving the canteen from there now.

Herewith a brief history of the Moberge Servicemen's Canteen which was organized and sponsored by the Moberge Chapter of the Milwaukee Railroad Women's Club, with the co-operative help of all the Women's Service Organizations of the city and surrounding territory. Service men and women on trains 15 and 16 have been served lunches every Friday and Saturday since Aug. 1, 1943. Treats such as ice cream, candy bars, coca cola, oranges, apples and cigarettes have been given on all holidays, also roast turkey with dressing on Thanksgiving Day. These special treats have been purchased from the canteen fund and given out by the canteen committee. Civic groups and individuals in this city and from the surrounding towns and rural communities have donated \$420, including \$100 which came from the Grand Chapter of South Dakota of the Order of the Eastern Star. About 1,300 women have worked and donated food. By Dec. 10 approximately 42,000 servicemen and women had been served with about 60,000 sandwiches and 120,000 cups of coffee. At present, plans are being made for a special Christmas Day serving.

Three of our prominent railroad employees retired from active service on Dec. 1, namely Conductor Jack A. Riley, Engineer A. R. Phillips and Chief Operator A. R. McCauley. Conductor Riley has been in railway service for 40 years, 35 of these years having been spent as a passenger conductor on the Milwaukee Road between Moberge and Miles City, where he made a host of friends, who will miss Big Smiling Jack and his kindness and consideration for all his passengers, and especially his thoughtfulness toward old people and little children. During all these years, Jack has had a perfect record in charge of Milwaukee trains, not marred by a single black mark—that is outstanding!

Engineer Phillips has just ended 51 years of railway service, 42 of them having been in the employ of the Milwaukee. He was promoted to engineer in 1908. He and Mrs. Phillips have two children, a daughter, Mrs. W. C. Dickson and family of Glenham, S. D., and a son, T/4 Gerald Phillips, who is now serving our country in the Philippines. Mr. and Mrs. Phillips will continue to make their home in Moberge for the present.

Chief Operator A. R. McCauley has a record of 35 years of continuous service in the Moberge relay office for the Milwaukee railway and has been a telegrapher the better part of his life, having learned the Morse code at the age of six from his brother-in-law, a dispatcher at Uhrichsville, Ohio. Mr. and Mrs. McCauley have one daughter, Mrs. E. E. Nepp of Albert Lea, Minn. They plan to spend the winter there with their daughter and husband and two grandchildren. We wish for these three fine men, a well deserved rest and much happiness in the coming years. An appreciation stag party was given at the clubroom on the evening of Nov. 30 for these three retired men, which also included Engineer Elbert Taylor, Engineer Wm. Morris and Conductor Ed Sandals, who retired earlier in the year.

Congratulations to B & B Foreman Erick Olson and wife on the arrival of

a son on Nov. 26 and to Foreman Wm. Leuder and wife on the birth of a daughter on Nov. 25.

S/Sgt. Jack Yenne and wife of Sioux Falls, S. D., spent Thanksgiving here with Mrs. Yenne's parents, Mr. and Mrs. John Rode. Mrs. Yenne is the former Ruth Rode of Moberge.

We wish all our readers happiness and prosperity in the New Year.

## MILWAUKEE TERMINALS

### Coach Yard

*Richard Flechsig, Jr., Correspondent*

Last month we had a big surprise at the coach yard. William Derhimmer did not come to work in the morning, but in the afternoon he came to work and was passing out cigars. Bill was walking around in a daze and no wonder. He is wearing a wedding ring.

Jeanette Braun brought her soldier heart-throb down to the yards and introduced him to the gang. They make a very nice looking couple and we wish them a lot of luck.

One question here is finally settled and it is about time. Les Leiberg has now said that he is married.

Ed Berndt, captain of the bowling team, said that they needed more spectators at the bowling alleys to give his men a little more pep.

When it comes to safety first the coach yard can be proud of themselves on their past record. The men and women of the yard said that they would keep this good record in 1945 and for years to come.

### Muskego Yard

*Grace Johnson*  
Correspondent



When the Magazine for December carried the announcement that Caller Ben Schwartz had returned to work after a long illness, little did anyone think

that with this issue it would be our sad task to announce his death. Ben had returned to work and seemingly was able to carry on his regular duties, but after a short period of time was again taken ill and on Dec. 1 succumbed to an attack of bronchial pneumonia. Mr. Schwartz was born on Mar. 20, 1870, in Hancock, Mich. At the age of 30 he went west to work in the silver mines of Utah. He worked as stationary engineer in the Ophir, Gold Springs, and State Line silver mines. He then came back to this part of the country and entered the service of the Milwaukee Road on Dec. 5, 1911, as a switchman. He was seriously injured on Jan. 2, 1913, and was unable to resume service as a switchman but came back to work Mar. 1, 1916, in charge of what was as that time called the "Seniority Board." And now after 33 years of faithful and loyal service, we at Muskego yard, and all of Ben's old friends and fellow employees, have said goodbye to him. He is survived by his wife and two sons, Harold, a switchman in our service, and another son, Everett, who is in New Jersey. Ben Schwartz was a fine gentleman who handled for many years a most difficult job.

G. Arthur Brown is modest and does not seek publicity, but by the eternal grapevine again comes the news that his son, Bob, who is serving in New Guinea with an amphibian tank destroyer unit, was made a corporal on his 20th birthday. This may or may not have something to do with the way Art goes after the fellows for the 6th War Loan subscriptions, but at any rate he has done a splendid job. While his department is not entirely 100 per cent at this writing, they



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really made a fine showing and all employes may be on the band wagon by the time this goes to print.

Walt Dreyer, the fisherman phone director, has finally admitted that the temptation to climb the social ladder has gotten the better of him. He has sold his home on 20th Street and is moving to Shorewood with the elite. Mr. Dreyer will receive mail at North Larkin Street, and you do dress for dinner.

There is a fine new locker room under construction to replace the old red shanty at Burnham Bridge. The walls and floor are in and no doubt the boys will be "raising the roof" before the new year has gone very far.

Traffic Agent Ray Birchard (R. B. B.) has taken the plunge, and the pledge, no doubt—it is a venture into matrimony and the lucky girl is Miss Esther Braun. Ray spent some time at Muskego, being mostly a trouble shooter clerk, until he received a call to the profession of traffic agents. Is he the man on the street. Not any more since there is a Mrs. R. Birchard. He and Miss Esther Braun were united in matrimony on Dec. 9. A very lovely wedding reception was held at the home of the bride's sister with many "railroadites" as well as many other friends in attendance. Best wishes to the newlyweds from all of us.

### Fowler St. Station

*Mickey Doss, Correspondent pro tem.*

Hello. I am substituting until your reporter gets back from seeing all there is to see in California, and judging by the lack of correspondence one gathers she is having a good time. Another traveler was Joanne Boland, who took a little jaunt down to Kansas to see her little man before he left for overseas. And, confidentially, she hasn't been the same since.

It wasn't enough that Carl Witt was absent from House 7 recuperating from his recent encounter with a car, but A. J. Ward decided to try the hospital out too, for diversion, but he is back and doesn't look any the worse for it. Went out to the house looking for material and found they were willing to give me enough to fill the whole magazine. Henry Lederer, retired, is definitely sold on California, according to his recent letter to the boys. No one knows why, but after giving him 20 years of good service, George Deraus's red sweater was tossed aside in favor of a beautiful new sheepskin jacket. Now that things like that do happen the fellows out in the house are wondering if maybe the fellow with the twenty year old pipe will take a hint.

Elmore J. Sullivan, 63, a veteran of 44 years on the Milwaukee Road, died on Dec. 2 after a very brief illness. He began his railroad career in the local freight office in Milwaukee in 1901, later going to Chicago, where he worked in the office of claim prevention, and later as a traveling adjuster in the freight claim department, returning to C. R. Dummier's office in 1932 to handle the loss and damage claims passing through that office. He held that position at the time of his death. Because of his long and varied career on the Milwaukee, he

was well known on the line and will be missed by his many friends.

Saw a very interesting little paper the other day in the hands of Wanda Beard. It was published on the Anzio Beach in Italy at its first printing and now that the boys have pushed on into France, the paper goes to press where the soldiers are. Besides the paper she has a number of pictures taken at the front. So that's were the film is! Can't think of a better place, can you?

It was a boy at the home of Ed Wencka, night expense clerk, and they are calling the little bundle Conrad.

One of the most willing people to contribute material for publication is Bruno Kowalski who advises that at the last meeting and party of the Service Club the election of officers was held resulting in the retention of the same officers in Unit 13. This is the time of year to be thinking about paying dues to the various clubs—and when you are passing out your dollars, remember the Service Club and the Women's Club. The volume of good they do is well worth the price, to say nothing of the good times you have at their socials. Just to be novel, why not offer your dollar this year instead of being asked for it.

Was talking with Felix Coerper inquiring about his bowling score, but he was reluctant to talk about anything but his son, Frederick, who is still stationed in Trinidad, according to a letter written to his former colleague clerks. He has been promoted to sergeant. He advises that the baseball season is in full swing, and sent along a few pictures as proof. Hmm, wonder if we will hear more about his baseball than we do his father's bowling average.

Pfc. Wally Neumeister reported via V-Mail from Southern France, where, he advised, cigarettes are so scarce that the French are willing to give a large bottle of wine for a single pack. International, this cigarette shortage, isn't it!

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

*Richard J. Steuer, Correspondent*

An extra special Christmas package was received by Steno Gladys Cassens in the appearance of Corp. Wallace Seefeldt, back from the South Pacific area after two years of service. He came home on his first furlough, and, we believe, he had the situation well under control.

Sgt. Robert McGinnis, son of Switch Foreman Clarence McGinnis, was home after 33 months of thrill-packed experiences with the marines in the South and Central Pacific areas. On returning to duty, Bob reported to the Naval Air Station at Lakehurst, N. J.

Christmas found our boys in far away places. Sgt. Dick Wank last reported from "somewhere in Germany"; Larry Janus is stationed in the Hawaiian Islands; Wallie Holz is with the navy in the Pacific; Al Stollenwerk and Eddie Kurtz are in the European theatre, and Ernie Reinhardt is in far away Australia. Bill Koepke is with a railway battalion in India.

Bill Koepke's latest correspondence was

THE MILWAUKEE MAGAZINE

so interesting, we thought it too good to pass up. Here are a few lines . . . "It happened at midnight. A train couldn't go into a siding to meet another train. The controller from battalion headquarters telephoned to the jungle and asked about the delay. The answer was that a tiger was eating a cow right on the rails. The midnight supper lasted 32 minutes and traffic had to be suspended all this time and the war had to wait until the tiger retired." Mention was also made of elephants used as living switch engines in the jungle "marshaling" yards. The GIs do not have to worry about any overtime for their engines . . . just an extra bale of what elephants like. Natives handle the beasts at work, motioning to them what to do. They never have to be told a second time.

Special Supervisor Bill Radke dropped in the Chestnut St. office to have a look around and see the old gang once again. Bill had lots to say about the business handled at "his station," Crane, Indiana.

On the sick list the past month is Frank Wallace, a veteran of 45 years with the Milwaukee Road. He has been taken to St. Michael Hospital.

Bill McGrath is showing wonderful improvement, which is certainly good news.

At this point, ye scribe would like to offer a word of gratitude for the surprise birthday party held for him Dec. 2. Special thanks are extended to Yard Clerk Bill Kaegler, his wife and pretty daughter, Eileen. The party, which was certainly a surprise, was held at the Kaegler home, and among those present were Mr. and Mrs. Frank Lahm, Mr. and Mrs. Rudy Placek, Mr. and Mrs. Eddie Hoerl, Mr. and Mrs. Frank Vail, Charley Barth and his fiancée, Lorraine Berg, Henry Hoelt and Mr. and Mrs. Kagle. The occasion shall never be forgotten, I assure you all.

## CHICAGO TERMINALS

### Galewood Freight Station

*Herman F. Boeck, Correspondent*

On Nov. 11 Mr. and Mrs. Robert De-Michael became the proud parents of a new daughter. Mother and baby are doing nicely.

Owen Graham, former check clerk who returned to service recently, has had to take another leave of absence because of a recurrence of trouble resulting from leg wounds received in the present war.

Norman Bishop, assistant agent, recently received a nice letter from William Noble, former cashier at Healy station, who has been on pension for some time. He sends his regards to all of his former co-workers and would like to hear from them. His address is 1031 Dakin St., Chicago 13, Ill.

Howard Johnson, former counter clerk, who now is in the army, is still on the sick list at the Gardiner General Hospital. Here's hoping his health improves and he will soon be up and around.

We had a letter recently from Dick Graham, who is still with the marines in

the South Pacific. He is doing well and hopes soon to get a leave to visit the home folks. We hope so, too.

Andrew Ptak and James Kostoff, stowers at Galewood, recently received a letter of commendation from W. L. Ennis on their fine work in stowing up cars loaded at this station. Keep up the good work, boys.

Well, here's hoping the New Year will bring peace and allow us to see all of our boys in the service return to a well-earned rest.

## Bensenville

*Howard Lawrence, Correspondent  
Assistant Superintendent's Office*

Arthur Leverenz, former machinist apprentice at Bensenville roundhouse, graduated from the Army Air Force Navigation School of Hondo Army Air Field, Tex., on Nov. 11, after a year of intensive training. Lt. Leverenz, who is expected home on leave soon, will be a bomber navigator.

Yardmaster Vern Smethurst of Bensenville, we learn, has been up in Wisconsin, but he states it was strictly business and no guns were along. Somewhat different from last year, what?

On Nov. 25 a bowling team representing the Milwaukee Railroad at Bensenville journeyed to the Bowling Lanes in Chicago to take on the Simpson Clothes girls from the Bowling Lanes Major League. They were beaten, 2,697 to 2,568, due mainly to a 233 game rolled by June Olson and a 230 game rolled by Bertha Skoda, both in the second game when the girls totaled 913 to 805 for the boys. Oh well, we had a lot of fun anyway, but don't let anybody tell you these girls don't roll for keeps.

Frank E. Anderson, employed as a switchman in Chicago Terminals since Sept. 18, 1940, passed away on Nov. 26, after a prolonged illness due to pneumonia. Frank is survived by his widow and four small children, to whom our deepest sympathy is extended.

This correspondent wishes all the Happiest New Year ever.

Christmas Greetings have been received from Sgt. Roland Keefer, former Terminal employe. How we wish our French had not been so sadly neglected! The greeting, in that language, looks very interesting.

A very interesting letter has been received from Corp. Bernard A. Halverson, former employe in the Terminal; it came from somewhere in Germany. The tone of this letter, which was written in a dugout under direct fire from German artillery, contains throughout a note of optimism which has accounted for the manner in which the American boys have acquitted themselves on all fronts.

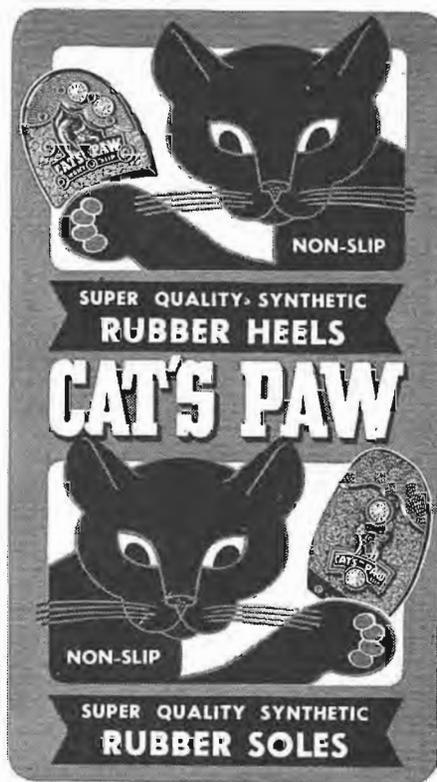
Another very interesting letter is from Pvt. A. F. Pierce, former employe in the Chicago Terminals. It is also very optimistic, with a note of humor running throughout. He writes of coming very close to seeing George Shaw, former Milwaukee employe. He had occasion to stop in a town where George was lo-

cated and went over to the car where he was staying but found him out at the time. As he left the car, he could not very well say "George Washington slept here," but he could say "George Shaw slept here." Priv. Pierce is a head brakeman on a railroad somewhere in France and writes that he finds it plenty tough, especially when he and the engineer have to get out and sand the rails by hand, which they have done more than once. Also running without headlights. For all this he gets less than \$100 a month, and we are complaining about conditions and the fact that we are continually urged to buy more bonds to keep these boys going.

I received another interesting letter from Pvt. Jos. B. "Whizzer" White, former caller at Bensenville roundhouse, someplace over there.

It is interesting to note in these letters the way these fellows feel about those back home griping about this or that which, in effect, is nothing like what the boys on the fring line have to face.

S. J. (Steve) Owens passed away on Dec. 1 at his home in Wooddale as the result of an automobile accident in Berwyn in February, 1941. Having known Steve for a number of years, we are in a position to state without fear of contradiction that they don't come any finer. His many friends mourn his passing and extend condolences to those he left behind.



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## Western Avenue

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

### Western Avenue Yard

Ted Neilson, son of Machinist T. Neilson, was a visitor during December.

We regret the death of Engineer Otto Peterson, retired on Nov. 17, 1944.

Ray Pulford, former Milwaukee division fireman, is visiting his parents, Engineer and Mrs. Sam Pulford, after service in France.

Martin Reegan, son of M. Reegan, caller, has been promoted to first lieutenant under Gen. Patch, in France. Another son, Jack, is still in the New Britain Islands.

Earl Austan, formerly of the master mechanic's office, now in France, has been promoted to major.

Jos. Blake was seriously ill during December, but is now recovering very nicely.

Yardmaster T. Killoran has retired after 34 years of service. Many happy years to you, Tom.

John Usco of the car department dropped dead while at work in the coach yard. Our sympathy is extended to his family.

W. Derengowski, formerly of the car department, has been killed in action.

Mrs. M. Graffe of the store department visited recently with her husband, who is stationed in Cheyenne, Wyo.

J. Hancharyk suffered a stroke during December.

G. Tierney, electrician helper, entered the Army on Dec. 4.

The depot at Western Avenue has been cleaned inside and out and completely done over. It now rates as one of the many beauties on the system.

Domonick Stellato is still confined in Wesley Hospital.

Lt. Glenn W. Hoffman, formerly of the store department, has been awarded the Distinguished Flying Cross.

## KANSAS CITY DIVISION

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

Our December Service Club meeting brought out about 120 employes and wives—many of whom went home with prizes won during the bingo game; others carried home delicious cakes won in the Cake Walk contest; Thomas Corrigan of the roundhouse and Carl Weems of the freight house each won an attractive large box of assorted home-made cookies, prepared and donated by Mrs. D. E. Chambers. The door prize, which was won by Mrs. Chet L. Johns, had been donated by Vice-Chairman Robt. Boyd.

About Dec. 15 we lose our efficient secretary, Harold J. Gliddon, who for two years has been equipment maintainer in Ottumwa and goes to Bensenville as assistant car foreman. He and his family will reside, for the present, in Franklin Park, Ill. Harold has been a member of our Service Club bowling team and following their participating in the league bowling on the evening of Dec. 7 the group entertained for Mr. and Mrs. Gliddon at the D. E. Chambers home, presenting them with a gift. Harold has the best wishes of everyone for his continued success.

Wm. Arbuckle, formerly wrecking engineer at Kansas City, Mo., comes to Ottumwa as successor to Mr. Gliddon. He will move his family as soon as he can secure a house in which to live.

Another employe to leave us is Cloyce Gilliland, who has been in our engineering department since June, 1943, having accepted the position of project engineer with the Sinclair Coal Company at Madisonville, Ky. His wife and two children have been residing in Sigourney, Ia., and will continue living there until spring. Good luck to Mr. Gilliland in his new work.

Conductor Roy N. Sisk, who has become a familiar figure on the Southwest Limited during the last few years, retired on Nov. 14. He was employed on Mar. 14, 1903, and promoted to conductor on Aug. 1, 1907. Because of ill health, Mr. Sisk has not been able to work regularly for the past few months and for that reason has retired from active service.

The death of Henry Young, retired section laborer, occurred at his home in Sigourney, Ia., on Nov. 14. He had retired in October, 1935, because of ill health. He and Mrs. Young planned to leave for San Francisco on Dec. 1 to make their home there.

Mrs. W. C. Givens and Mrs. E. A. Murphy were house guests of Chief Dispatcher A. G. Elder and wife in early December. Mrs. Givens dismantled her home in Ottumwa and shipped her household furnishings to Sioux City, where she will establish her future home. Maj. Wil-

OUR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

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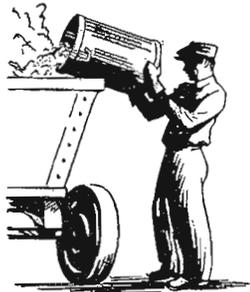
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Try **GLENDORA** the next time you order coal

The **ASH MAN** could tell you who uses the *Best Coal*

When the chimney belches black, sticky smoke, and several tubs of ashes are set out every week, it's a certainty that **GLENDORA**—"The Wonder Coal" is NOT being used.

**GLENDORA** burns clean and hot and leaves only a fine white ash. No troublesome clinkers; easy on furnaces and grates; won't crumble, less dust.

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*The Wonder Coal*  
ORIGINATING ON THE MILWAUKEE ROAD  
8 So. Michigan Ave., Chicago

William Givens of the marines and his brother, Ens. Norman Givens, anticipate spending Christmas together in Hawaii.

Dispatcher J. G. Upp and wife returned on Nov. 20 from a sojourn at Long Beach, Calif., with their son, Ens. Robert G. Upp, U.S.N.R.

Mrs. James W. Wooley left on Nov. 29 for California to visit with her son, Sgt. James W. Wooley, Jr., stationed at Oxnard, and with her daughter, Mrs. Cecil Russell of Hollister.

A surprise caller at the residence of Traveling Engineer Kervin on Nov. 20 was 1st Lt. Robert E. Rogers of the Army Air Corps, returning home after eight months in the European theatre of operations. He is the husband of the former Irene Kervin and saw for the first time his little daughter, Mary Pat, born last June.

Home on leave in late November was William Evan Davis, coming from the Great Lakes Naval Training School, where he just completed his boot training. Bill was employed in the roundhouse at West Yards before enlisting in the navy.

Another fellow home on furlough was L. W. Cupp, M.O.M.M. 2/c, who had a 30-day leave during November. He called at the office of superintendent. For 22 months he had been stationed on one of the New Hebrides Islands. At present he is in San Diego, Calif., attending an amphibious school for six weeks.

Richard H. Coulter, R.T. 3/c of the coast guard, spent his furlough in Ottuma with his family, after which he was sent to Greenland.

Pvt. Frank Ball, who has had 16 weeks' training at the Infantry Replacement Training Camp, Camp Hood, Tex., spent a few days in Ottumwa with his family while enroute to the east coast for further assignment.

The heavy bombardment wing with which Pfc. Melvin Forbes, former section laborer at west yards, is serving in Italy, recently completed its 100th aerial attack on vital nazi targets in southern Europe. Forbes has ended six months overseas and has been authorized to wear the army's new gold overseas service stripe on his left sleeve.

Mrs. Waldo B. Henson of Hayesville has gone to visit her husband, Pvt. Waldo Henson, at Camp Gruber, Okla.

The family of William B. Eskew has been notified that he was killed in action Oct. 26, somewhere in France. He is the brother of Howard Eskew, brakeman.

Corp. Michael L. Carroll writes that his unit was one of the very first to step ashore in the invasion of the Philippines, and that he is having some nightmarish thrills.

Machinist Elmer E. Randall has three sons in the fighting forces. Pfc. Raymond, the older, is in the Army Coast Guard over three years, stationed in Seattle for a period of time; he is now in Camp Chaffee, Ark. Sgt. Donald, in the Army Air Corps for two years, has been overseas for one year and when last heard from was somewhere in Holland. Kenneth, fireman 1/c in the navy, is serving as an electrician on a hospital ship.

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**RECEIVING  
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**P. D. Carroll Trucking Co.  
CHICAGO, ILL.**

A former section laborer at Williamsburg, now Marine Sgt. Lyle D. Furman, has traveled 70,000 miles aboard a transport in little more than a year and gets nearer his destination with every trip. During the year, he has seen 11 islands and has made seven round trips, always moving forward with the advancing marines and soldiers and hopes to eventually be carrying troops and cargo directly to Tokyo.

An honorable discharge was recently given to Dr. Donald M. Dowell, who for a number of years has served as a company doctor at Chillicothe. He was a major in the army at the time of his discharge. He has practiced medicine in Chillicothe for 13 years. During the last nine months in the army he was in hospital administration work and was stationed in Chicago. On this assignment he traveled an average of 3,000 miles a month in his territory, which included Michigan, Wisconsin, Illinois, Indiana, Kentucky and Ohio.

May the year 1945 bring that much desired peace to the world. To those who have left us to fight for that peace our heartfelt thanks. The No. 1 New Year resolution of those of us on the home front is to continue to do everything possible to speed the day of victory and the return home of our fighting forces.

**MILWAUKEE SHOPS**



Office of  
Mechanical  
Engineer and  
Supt. of Car Dept.

Harold Montgomery  
Correspondent

We wish all the boys in service who have been connected with these offices a Merry Christmas and a Happy New Year.

We know you boys are not having it any too nice wherever you are, and would



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RAIL BRAKE**

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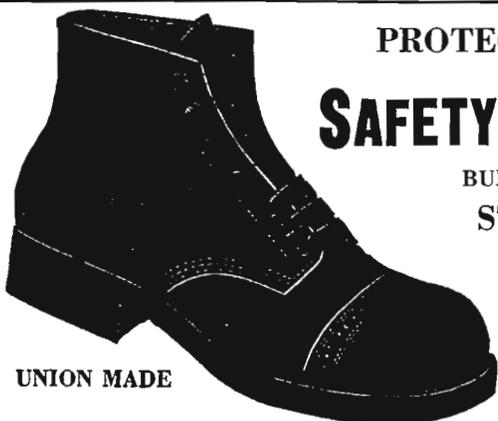
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**CAN YOU  
DO THIS WITH  
YOUR  
LOCOMOTIVES?**

The Superintendent of Motive Power of a midwest railroad has called our attention to an advantage of Timken Bearing Equipped steam locomotives that we had not previously heard or thought of.

This railroad has found that as the steam pressure of a locomotive goes down after knocking the fire preparatory to washing the boiler, a locomotive equipped with Timken Roller Bearings can be started and moved on 10 pounds steam pressure, as against 40 to 50 pounds required to start and move a similar locomotive on friction bearings. Try this on *your* locomotives. The Timken Roller Bearing Company, Canton 6, Ohio.

appreciate a Christmas at home more than anything. But we all have our jobs to take care of. Your job is by far the greater, and we salute you for the progress you are making. May God guide you and keep you safe from harm.

#### Mechanical Engineer's Office Boys

Lt. Col. William B. Reitmeyer, Major Merle L. Benzer, Lt. Jack W. Mulhollon, Molder 1/c James Elder, Corp. N. J. Eberhardy, Pvt. Allan R. Hanson, Pvt. Donald E. Froemming, Ens. Eugene W. Krueger.

#### Test Department Boys

Capt. C. L. Heinold, Lt. H. E. Kijanczyk and Pvt. Harvey Zunker.

#### Supt. Car Department Boys

Capt. Carl E. Wood, Staff Sgt. Clayton Minkley, Sgt. Robert Pscheid, Pfc. Jos. Klewein, Pvt. Robert L. Banner, Pvt. Burton R. Stark, A/C Robert Hoffmann, A/S. Frank C. Kohout.

#### Mechanical Assistant, Chief Operating Officer's Boys

M. Sgt. R. H. Severson and Sgt. Kenneth Petzoldt.

It is with regret we announce that Pvt. Robert Klatte, son of Herman W. Klatte, has been killed in action in France. We are indeed sorry and offer our depest sympathy.

#### Store Department

Earl L. Solverson, Correspondent

After the appearance in the Sunday Milwaukee Sentinel of the picture of the costumed persons at the store department's service club party, Chairman

Freuler received several phone calls from a Mr. Harris of M-G-M, who made substantial offers and stressed his desire to meet him in Milwaukee or Chicago the following Saturday morning.

Ruth Stadelmayer of the upper floor, was married to Geo. P. Figarina on Dec. 2, and is making her home near Truax Field, Madison, Wis.

Ruth Kamin and party, with A. J. Epp and party, were deer hunting and it is claimed that the only bucks they saw were those with Geo. Washington's picture. We think the heavy artillery they carried around scared the game away.

Louise Gribble of the builder's store had the misfortune to drop her last ¼ lb. of butter on the floor and is now looking for extra red points.

John Bloomquist's son, Paul, returned to the States after two years overseas with the 5th Army in Africa and Italy. Their Christmas should be a very happy one.

Builder Accountant H. W. Stark's youngest son, Burton, is now taking his basic training at Camp Hood, Tex.

Charles Klug, former car department blacksmith shop foreman, called at the shops on Nov. 18 and we envy him if he caught all the fish that the pictures showed.

Corp. Sylvester P. Lemke called at the shop on Nov. 24. He is located at March Field, Calif.

The Battle of the Century took place on Dec. 7 at the Silver City Alleys with Harry (Mother Goose) Gehrke and his four little goslings battling Alex (Wrecking Chief) Sawdy and his four real wreckers. We hope the score can be printed. We sympathize with Harry.

The Brimmer sisters, Maleta and Ruth, enjoyed the show "Oklahoma" in Chicago and did their Christmas shopping at Marshall Field's. We are looking forward to an unusual gift.

Virginia Valentine expects her boy friend, Robert, to return soon on a furlough and will spend her Christmas at home in Austin, Minn.

A. R. Weber had the misfortune of breaking his right wrist, but can manipulate the comptometer very well with his left hand.

Pvt. John Kempinger called on Dec. 5. He is located at Camp Swift, Tex., after spending several months in California.

Pvt. Gordon Peterman visited the shop recently. He has had quite a bit of flying experience around Laredo, Tex.

Pvt. Howard Gross, former employe at the iron house section, left on Nov. 24 for Fort Knox, Ky.

Pfc. Steven Laday writes from England that he visited Liverpool and liked it there. Also visited several small towns, but does not think so well of the English trains, due to size and speed.

Corp. Adam Olkiewicz is at Fort Belvoir, Va., but expects to move elsewhere soon.

Pvt. Frank Brewa, in France, could not persuade the French to give him a street car ride with a City of Milwaukee street car pass. He visited some beautiful parts of France and enjoyed seeing many beautiful homes.

THE MILWAUKEE MAGAZINE

Sgt. Robert Metzfeld, also in France, writes that the French have some large locomotives, comparable to our F's. Saw one with 10 drivers. They still operate a lot of the 40 et 8 type cars. Had opportunities to see several streamlined passenger trains, which he claims are beautiful. Is being razzed for being so interested in railroad equipment.

Lt. Kenneth Bogert writes from the Canal Zone that he now has a crew of his own and enjoys flying. Had a wonderful Thanksgiving turkey dinner at the officers' club.

T/Sgt. Peter Peterson is now enjoying a rest at the Santa Ana Army Air Base in California, after more than 50 bombing missions.

Milwaukee Road Post No. 18 of The American Legion, with the cooperation of Voiture No. 85, La Societe des 40 Hommes et 8 Chevaux, is sponsoring a dinner on Jan. 27 in the Wisconsin Hotel, Milwaukee, in honor of our post and voiture chaplain, Rev. Celestine N. Bittle, who was elected national chaplain of the Forty et Eight. Invitations are being extended to Milwaukee Road officers.

## COAST DIVISION

### Beverly Area

Bernice Borden, Correspondent  
Beverly, Wash.

Orchids this week to Jimmie Hanscom, Jr., son of the local cashier, for quick thinking and action in preventing the almost certain death of "Skipper" Holcomb, only child of Robert H. Holcomb, chief rate and revising clerk. Skipper, age 2, was playing on top of an old cess-pool 20 feet deep when he slipped through a broken vent. Jimmie, who has reached the mature age of five, caught one hand and held him until help arrived.

James Hanscom, cashier, has received word that his brother, John F. Hanscom of Faribault, Minn., is at home on leave after nearly two years in the south Pacific. He is a member of the Seabees. John is making the acquaintance of Mary Ann, his 16-months-old daughter.

Due to the unholy schedule of incoming freight trains, several office positions are being re-bulletined for change of hours.

Phil Donohue, our genial chief yard clerk, has returned to work after an attack of flu.

First Trick Operator Nick Gahr, who is affectionately known as "Mayor of Beverly," has recovered from quite a severe illness and is again holding down his 8-to-4 job.

In the 18th Century, grapefruit was not considered edible and was used on trading vessels as ballast and to clean the decks.



### Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen  
Correspondent  
Local Freight Office

Your correspondent recently heard from S/Sgt. Emmett Springer who, before entering the service, was employed in the cashier's office, local freight. He says that the United States—the Puget Sound country particularly—would look pretty good to him.

Frances Fraher of the local freight office has resigned and returned to Moberg preparatory to entering the University at Minneapolis. She is the daughter of Conductor Ralph H. Fraher of Moberg. Helen Linda, also of Moberg, arrived here early in December to take Miss Fraher's position. Miss Linda, daughter of Conductor John Linda, has been employed by the Brotherhood of Railway Trainmen at Cleveland, Ohio, the past four years.

Fay E. Fox has been made supervisory assistant chief clerk of the Seattle yard, his job as chief interchange clerk being filled by J. R. Webb. Charles McKean is in charge of the zone switching accounting, with Gene Porter assisting.

Jim S. Eccles, retired trainmaster and superintendent's chief clerk, visited the local freight office the other day. He is working at present in the timekeeping

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Eyes tired? Do they smart and burn from overwork, sun, dust, wind, lack of sleep? Then *cleanse* and *soothe* them the quick, easy way — use Murine.

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Murine is a scientific blend of seven ingredients — safe, gentle, and oh, so soothing! Just use two drops in each eye. *Right away* Murine goes to work to *relieve* the discomfort of *tired, burning eyes*. Start using Murine today.

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department of the Todd Pacific Ship-building Co. of Tacoma.

Harry Wilson, Milwaukee marine department port master, reports that business is good, his equipment being taxed to capacity handling the traffic to Bremertown Navy Yard and other Puget Sound ports. But keep the cars moving west, and Harry will find a way of handling them. He can still carry some in his row boat.

Beatrice Gregg, former assistant cashier at Beverly, is now PUD clerk in the Seattle local freight office.

Betty Lucile Dyer of our switching accounting department was married to William Savage of the navy on Dec. 9. After a brief honeymoon, Betty returned to her position and William headed back to Cuban waters. His home is in Tulsa, Okla.

The Service Club luncheons which are held every Tuesday at noon at the Meves Cafeteria are becoming increasingly popular. Last week our toastmaster was J. T. Nordquist, our car supervisor, and the principal talk was given by Jim Ludwick, our local freight agent. His subject was government bill laddings and I am sure everyone left the meeting with a much clearer understanding of the matter.

We extend a hearty welcome to Evelyn Bauer of Vancouver, Wash., and Marilyn Woodford of Seattle. They are electro-matic typists.

When our assistant chief clerk, Leo F. Kord, visited his farmer friend the other day, he observed that the old cow seemed happy to be milked. He asked why, and the farmer replied, "She's a baseball fan and likes the Yanks."

## Tacoma

R. R. Thiele, Correspondent  
Agent's Office

Carl Ziemer has been appointed additional ticket clerk at the passenger station, being promoted from the baggage room force.

We learned unofficially that Tacoma ranked second of the stations on the Milwaukee system in the matter of passenger earnings. Not bad for W. S. Burroughs and his force.

A reception was held at the bride's home in honor of Mrs. Elizabeth Baker whose wedding to Glen Russell took place on Dec. 9. The bridegroom is well known to Milwaukee men as the chief baggage man at the local passenger station and better known as "Barna Tumble" (search us for the literal translation, but we are told that it means "Bag of Wind" in the Kickapoo Indian language). The bride is a sister of Ray Fink, formerly warehouse foreman at Tacoma and Seattle. After the wedding the couple left for Victoria, British Columbia, for a brief honeymoon trip. We offer our cordial congratulations.

Clarence Backer, locomotive fireman one and a half years, died Nov. 23 after several months illness; he is survived by his wife and daughter, to whom we tender our sincere sympathy.

James Bryan at the local office is proudly exhibiting a letter from 1st Sgt. Bill O'Neill, who is with a railway battalion in Southern Italy.

Millie Anderson of the local office, is on 90 days leave of absence, which she is spending caring for her invalid mother.

Mrs. Margaret Kirsch has resigned her position and gone to Walla Walla to join her husband at the war veterans' hospital there. He will be remembered as Arthur Kirsch, who before entering the armed service, was a brakeman.

Assistant Superintendent A. O. Thor was ill at a Seattle hospital for some time but is recovering and is out of the hospital now.

Chief Dispatcher Wiltout has been sick for several weeks following his wife's illness; we hope for his early recovery. Clinton P. Miles is acting as chief meanwhile.

The Milwaukee Women's Club and the Milwaukee Service Club joined forces



## THIS SMART HAT AND BAG SET IS EASILY MADE

Bring your last winter's outfit up to date with a new set of accessories. And the most wonderful thing about it, you can make this hat and bag set easily and inexpensively. You might use one of this year's rich colors, such as plum or forest green, or use a bright shade of scarlet or fuchsia. The hat will complement your smooth hair-do, while the pouch bag with covered handles is graceful and convenient. Sew this set with greater accuracy by using a pattern with a printed cutting line.

(A sewing leaflet, "Fashion and Fabric Hints for Accessories", No. M 1148, can be had by writing to The Milwaukee Magazine, Room 356, Union Station, Chicago.)

and held a rummage sale in November; each added a little to its treasuries.

Mrs. Clara Carrotte is now holding a general clerk's job at the superintendent's office.

The bowling team of the superintendent's office is leading the Milwaukee Bowling League by a good margin and expects to finish the first half of the season in that position. Small wonder when you gaze at their membership: Louis Seaman (captain), Eddie Herzog, Herb Davis, Leo Jensen and Harry Anderson.

J. R. Piatt is working on the swing trick in place of C. P. Miles; his place on the second trick branch lines dispatching is being taken by H. L. Hitchcock.

Lt. Wayne R. Brown, son of Mrs. Brown, chief dispatcher's stenographer, recently completed a 10 day furlough before going overseas as pilot in the Army Transport service.

Sam Whittemore, agent at Raymond, who underwent an operation at the Mayo Hospital at Rochester, Minn., has recovered and is back on the job at Raymond; we are very glad to see him return. Earl L. Pravitz, Jr., who was relieving him, has gone to Cle Elum, where he is relieving A. J. Sorenson, agent at that station, who is ill in the hospital at Ellensburg.

E. P. King, operator at Chehalis Junction, is ill and is being relieved by C. S. Winship, Jr.

Ralph Moyles of the yard office force, has lately been observed singing while on duty and otherwise indulging in capers very much out of keeping with his dignified exterior; but his demeanor has been explained by the fact that his daughter, Mrs. Bernice Ashman, wife of Pete Ashman of the Bremerton Navy Yard, became the mother of a baby boy on Nov. 16. As this is the first time Ralph has become a grand-daddy, we fully sympa-

thize with him and Mrs. Moyles in their extraordinary behavior.

Kenneth Alleman is now at the yard once more, acting as manifest clerk and booking cars.

Brakeman Marvin Johnson is back at work after being blackjacked at Hoquiam recently.

Al Fullerson, operator at the yard, has bought the old Cornell place at the corner of North 5th and K St., but could not make the sawdust burner work and was about to tear it out in favor of another heater when he mentioned his trouble to Helen Alleman, the board operator at the yard office. Right then his troubles were over for Mrs. Alleman volunteered to come over to his home and show him how. The burner meekly obeyed her and has been functioning ever since. Helen is thinking of having her cards printed with Furnaces Fixed While You Wait.

Switchman Walley Ackerson has returned to work since his finger has healed, the damage was not serious, but painful.

Brakeman Dick Shreve is at the hospital with a broken leg; he is getting along nicely and expects to be around again before long.

General Yardmaster Howard Montague was caught in the general shortage of cigarettes and manfully invested in a corn cob pipe. But Mrs. Alleman's housewifely instincts were provoked by seeing an apparently unidentified pipe around and she gave it away, so now Howard is pipeless and reduced to smoking twofers. Donations towards reducing the shortage are accepted.

Vera Proctor from California is the new stenographer for the car department; she has followed her husband, who is in the navy. Mary Louise Kephart is on her way up to Dutch Harbor, in the Aleutians, where she is going to work for a private firm.

Capt. Paul James, who used to be with the car department, and was taken into the regular army with the National Guard, was here for a short furlough from Fort Sill, Okla., but has left for Camp Bowie, Tex., where he is attending a field artillery school. We wish him well wherever he may go.

Harold Palmer, son of Assistant Yardmaster A. C. Palmer, has sent home a photograph of himself in his foxhole, somewhere in the Pacific.

Everybody at the yard office got a nice letter from Tom O'Dore out in the Pacific. We hope he gets back to tell us of his adventures.

The car department went over the top in the bond campaign—about \$5,000.

General Foreman George Ellis has recovered and is back on the job.

## Evolution of an Expense Account

5/1	Advertisement for girl stenographer .....	\$ .50
5/1	Violets for new stenographer .....	.65
5/8	Week's salary for new stenographer .....	15.00
5/9	Roses for new stenographer .....	3.00
5/10	Peanut brittle for wife .....	.20
5/12	Lunch for stenographer .....	6.25
5/15	Week's salary for stenographer .....	20.00
5/17	Motion picture tickets for self and wife .....	.80
5/18	Theatre tickets for self and stenographer .....	8.80
5/19	Gumdrops for wife ....	.15
5/20	Week's salary for Anne (stenographer) .....	25.00
5/21	Theatre and dinner with Anne .....	21.75
5/28	Lawyer representing Anne's husband .....	125.00
5/29	Fur coat for wife ....	650.00
5/30	Advertisement for stenographer (male)....	.50

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A rail anchor of greatly improved efficiency in eliminating the creeping of rail.



### Rail Joints Protected by NO-OX-ID Are Easily Maintained and Kept Rust Free

Treating the entire track joint assembly—consisting of joint bars, track bolts, and rail ends—with NO-OX-ID prevents corrosion caused by brine drippings, live coal, cinders, moisture, and other rust accelerators, and acts as a lasting lubricant to keep joints from freezing.

Easily applied. Acts two ways: mechanically to exclude moisture and gases; chemically to inhibit corrosion.

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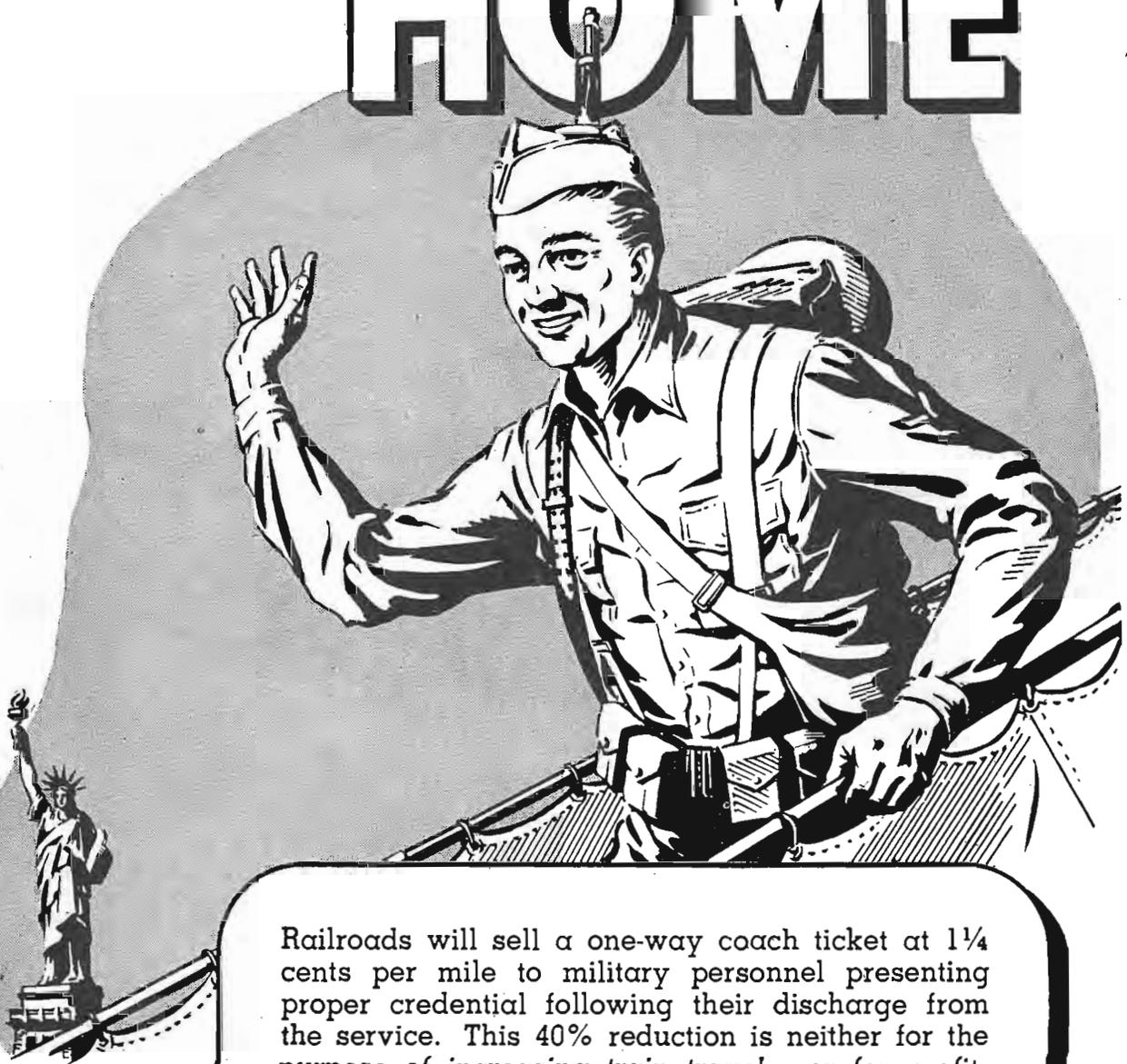
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*the original rust preventive*

# His Ticket HOME



Railroads will sell a one-way coach ticket at 1¼ cents per mile to military personnel presenting proper credential following their discharge from the service. This 40% reduction is neither for the purpose of increasing train travel, nor for profit. It is just a bit of help from the railroads toward getting service men and women back home and into civilian life.

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