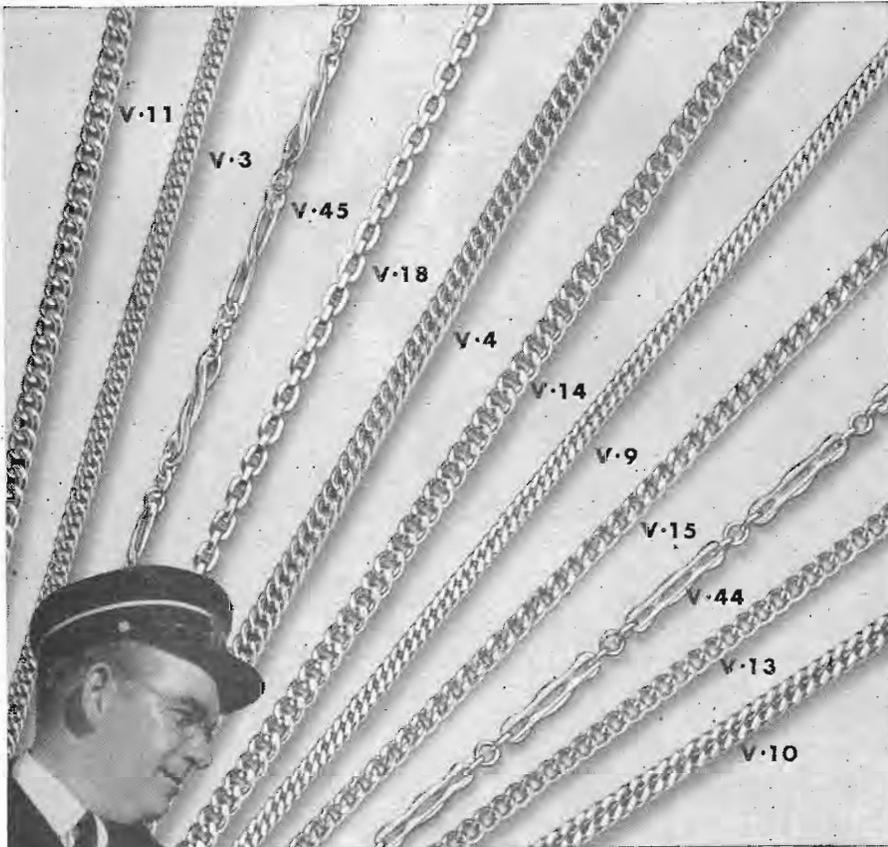


JULY 1945

The Milwaukee Magazine

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

For the Railroad Man



Simmons Chains

Make no mistake about it . . . these are really chains for railroad men . . . made especially for railroad men by jewelers who have been making watch chains for railroad men since 1873.

Simmons Quality Gold Filled throughout, these chains are brilliant in appearance, smart in style and, most important, strong, durable . . . built to last for years.

Due to our war work, these chains are available only in limited styles and quantities. But always ask your jeweler for them. Chances are he'll have some.

R. F. Simmons Company

ATTLEBORO, MASSACHUSETTS



OFFICIAL
MILWAUKEE UNIFORMS
★ QUALITY ★ SERVICE ★
Abel & Son Inc.
MASON CITY, IOWA

Time Is Our Business

CHAS. H. BERN
Union Station Bldg. Chicago, Illinois

MILTON J. HEEGN
29 E. Madison Street Chicago, Illinois

H. HAMMERSMITH
332 W. Wisconsin Ave.
Milwaukee, Wis.

ALLEN & BERG CO.
255 Hennepin Ave.
Minneapolis, Minn.

Official Watch Inspectors
for

The **MILWAUKEE ROAD**

Specialists in railroad watches, fine jewelry and personal gift items.

Always at Your Service

The Milwaukee Magazine

Joseph Caldwell Retires

When Joseph Caldwell retired from the position of general passenger agent and left the service of the railroad on June 1, the affectionate regard of a great many people went with him. During the 52 years he was associated with the Milwaukee Road, he earned the honest respect of the employes and patrons with whom he had contact.

It was as a telegraph operator that Mr. Caldwell entered the employ of the Mil-



Joseph Caldwell

waukee Road in June, 1893. He worked in that capacity at several points on the River Division before becoming chief clerk in the St. Paul passenger department in 1899, which position he held for three years, when he became traveling passenger agent there. From 1904 until 1906 he served as city passenger agent in St. Paul, and in 1906 became chief clerk in the general passenger department, Chicago. He became assistant general passenger agent in January, 1920, and was promoted to the position of first assistant general passenger agent in November, 1936. In March, 1944, he advanced to the position of general passenger agent, which he held at the time of his retirement.

Robert F. Johnston, who succeeds Mr. Caldwell as general passenger agent, Chi-



Robert F. Johnston

The Milwaukee Magazine

JULY
1945

Vol. XXXIII
No. 4



Marc Green
Editor

A. G. Dupuis
Manager

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

Subscription rate \$1.00 Single Copies 10c

cago, began working for the railroad in September, 1920, as a voucher clerk in the passenger traffic department, Chicago. He was stenographer to the general passenger agent from June, 1921, until April, 1922, at which time he was advanced to chief clerk in that office. In January, 1938, he became chief clerk to the passenger traffic manager, which position he held until June 1 of this year, at which time he was promoted to general passenger agent.

757th Shop Battalion Restores Big German Locomotive Works

After spending 10 months restoring destroyed French railway shops, locomotives and cars in Cherbourg, the 757th Railway Shop Battalion, sponsored by the Milwaukee Road, has taken over the Henshall & Sohn plant in Germany, foremost locomotive works in Europe.

The 757th, commanded by Lt. Col. John W. Moe, a former Milwaukee Road round-house foreman in Minneapolis, has a huge task at the Henshall works which is about equal in size to the Baldwin Locomotive Works in Philadelphia.

When the army railroaders took over, the plant was a debris-strewn mass of twisted girders, crumpled machinery and shattered locomotives and cars. Some of the lathes and machinery are still intact and there are numerous evidences of hastily abandoned work. All along the assembly line are locomotives, frameworks, gun mounts and cannon undergoing the boring process.

Most of the 4,000 employes who worked in the plant before U.S. occupation are now working under GI supervision.

The 757th is hastening the project to aid the rail program for moving supplies to the occupational forces and the redeployment of men and materials to the States and the Pacific theater.

Back Again

Harry Rowe, assistant general freight agent at Tacoma, reports that on Jan. 19, 1945, the St. Regis Paper Company loaded Milwaukee car 50651 with 120,000 pounds of wood pulp and consigned it to Grand Island, N. Y. On June 2 they received at their plant in Tacoma Milwaukee car 50651 with 105,000 pounds of salt cake which was shipped to them from Trona, Calif. The paper company's traffic manager thought he recognized the car number when he was paying the freight on the salt cake, so he checked his records—and sure enough!

New Equipment to Be Delivered Soon

To further accelerate the handling of its wartime job, the Milwaukee Road will soon acquire 30 additional diesel-electric locomotives. Five of the new fleet will be 5400 h.p. freight locomotives for heavy duty service between Chicago, Kansas City, Omaha, Sioux Falls and St. Paul-Minneapolis, or if increased military traffic to the Pacific area necessitates it, they will be used on the electrified sections in the Rocky, Bitter Root and Cascade Mountains to supplement the electric engines.

Five will be 4000 h.p. high speed passenger locomotives. They, together with the diesel power already in use, will draw the four Hiawathas between Chicago and the Twin Cities, also the two Midwest Hiawathas between Chicago and Omaha and Chicago, Sioux City-Sioux Falls. The remainder consists of twenty 1000 h.p. switching locomotives for use in Chicago, Milwaukee, St. Paul, Minneapolis and other terminals.

Delivery of the new diesels will begin in July and all will be in service in October.

One thousand box cars, 950 gondola cars, 500 flat cars, and 25 all-steel caboose cars will be built in our shops in Milwaukee this year.

Last year the road purchased six 5400 h.p. diesel-electrics, 10 powerful steam freight locomotives, and constructed nearly 2300 freight train cars. It also enlarged its yards, extended passing tracks and built new ones and expanded its engine-house facilities to expedite servicing of locomotives.



Operating Department

Effective July 1, 1945:

R. W. Graves is appointed trainmaster on the I&SM Division with headquarters at Austin, Minn., vice W. J. Lieb, deceased.

Mechanical Department

Effective July 1, 1945:

H. T. Dersch is appointed traveling engineer of the Iowa Division with headquarters at Marion, Ia., vice E. D. Jefferson transferred.

E. D. Jefferson is appointed traveling engineer of the Idaho Division with headquarters at Spokane, Wash., vice H. T. Dersch transferred.

When quiet Calvin Coolidge was governor of Massachusetts he was host to a visiting Englishman of some prominence. The Britisher ostentatiously took a coin from his pocket, saying "My great, great grandfather was made a lord by the king whose picture you see on this shilling."

Mr. Coolidge laconically produced an American nickel. "My great, great grandfather," he said, "was made an angel by the Indian whose picture you see on this coin."



Shown at the Fire Prevention Trophy presentation ceremony are, l. to r.: H. C. Munson, general superintendent; R. T. Shields, general inspector, fire prevention; L. J. Benson, assistant to chief operating officer; H. A. Scandrett, trustee; R. A. Woodworth, superintendent of the Madison Division; J. T. Gillick, chief operating officer; O. N. Harstad, assistant chief operating officer and general manager.

Madison Division Awarded Fire Prevention Trophy

By W. W. Blethen
Correspondent, Madison, Wis.

THE Fire Prevention Trophy, signifying the achievement of the road's most outstanding record in the prevention of fires during 1944, was presented to Superintendent R. A. Woodworth of the Madison Division at a ceremony held in the passenger station in Madison, Wis., on June 14. On hand to congratulate the representatives of the division employes were a number of officials from Chicago and Milwaukee.

The ceremony was simple and, because of government restrictions, the luncheon which is customarily held in connection with the presentation of the trophy was dispensed with. The fire prevention contest among the divisions was inaugurated in 1939 and since that time the Madison Division has won it three times—in 1940, 1941 and 1944.

In presenting the trophy to Superintendent Woodworth, H. A. Scandrett said:

"I am sure that everyone here on the occasion of this Fire Trophy presentation is thinking of Superintendent Jim Macdonald, because the work of the Madison Division in winning the trophy three times—the last time for the year 1944—was due to his long and splendid service with the Milwaukee Road and largely to the inspiration and untiring efforts he devoted to this and to all of his other work on the division.

"A superintendent by himself, of course, cannot win this or any other trophy and he cannot by himself make any kind of a good record. The good record comes from everybody on the division, and it was because everybody on the division was alert that you won this trophy.

"Now, Mr. Woodworth, I think you are on the spot. You received this trophy for the men and women on this division and you did not have anything whatever to do with winning it, but it is a fact that since you became superintendent of this division you have had a perfect fire record and I know I speak for all the officers when I say that they will be very happy if you develop into the kind of superintendent that Jim Macdonald was.

"I want to congratulate everybody on the division for the good work in fire prevention and all the other good work you do.

"We hope we are on the last leg of the war. We have done a good job but cannot let up in our record. In fact, we are told by the War Department that we have a bigger job for the next year or two than has been imposed upon us before. However, everybody concedes that we are going to dispatch that responsibility as we have been doing throughout the war period to date.

"We are going to have many very difficult problems; among them is to place the men who are returning from the service of the armed forces, and one of the most difficult parts of it is going to be fitting in the fellows who have been wounded and have lost their arms and legs. We have got to make a place for them so that we may remember what their sacrifices have been."

Gillick Reiterates Promise

Following the presentation, Mr. Gillick remarked that he had made a promise to Superintendent Macdonald back in 1941 when the Madison Division won the Fire Prevention Trophy for the second consecutive year that if the Madison Division won both the Fire and Safety Trophies the following year he would stage a party that the people on the division would not soon forget. He repeated the promise, telling the Madison Division employes to stay on their toes and earn the party next year.

In accepting the trophy, Superintendent Woodworth said, "Fellow employes of the Madison Division, I feel that I am on the spot in accepting this Fire Prevention Trophy. However, it was won by you people and I am sure we are going to keep it so that Mr. Gillick will have to fulfill the promise he made. This also includes the winning of the Safety Award, and I am sure that we can do that, too."

Harstad Praises Housekeeping

O. N. Harstad, assistant chief operating officer and general manager, stated that he was very proud of the work that had been done by the officers and employes of the Madison Division and that it was good housekeeping that accomplished it. "I hope," he added, "that you are able to do as well in 1945 so as to keep the trophy and to get the special award which Mr. Gillick spoke about."

General Superintendent H. C. Munson also spoke briefly, congratulating the Madison Division.

The Milwaukee Magazine

FIRE LOSSES BY DIVISIONS — 1944

(as rated under contest rules*)

Rank	Division	No. of Fires	Estimated Loss
1.	Madison	2	\$ 23.00
2.	Milwaukee Terminal	2	35.00
3.	Superior	2	114.00
4.	Kansas City	5	20.00
5.	Iowa & Southern Minnesota	6	25.00
6.	Terre Haute	4	282.00
7.	Iowa & Dakota	5	199.00
8.	Idaho	7	377.00
9.	Twin City Terminal	7	392.00
10.	LaCrosse & River	9	323.00
11.	Dubuque & Illinois	6	810.00
12.	Milwaukee	11	351.00
13.	Rocky Mountain	9	565.00
14.	Iowa	3	2,088.00
15.	Coast	21	1,546.00
16.	Chicago Terminal	16	2,892.00
17.	Trans-Missouri	29	1,737.00
18.	Hasting & Dakota	15	37,913.00
		159	\$49,692.00

*In estimating rank, one point demerit applies for each fire and 1/100th point demerit for each dollar of loss. . . . Fires caused by derailments, communication from adjacent private property and trespassers excluded.

son Division employes on their achievement.

L. J. Benson, assistant to chief operating officer, charged with the work of the department of fire prevention, addressed the group as follows:

"Presentation of the trophy is being made in this manner because government restrictions prevent us from feting you at a luncheon, as has been our policy and which would be in keeping with the treatment you received on the two previous occasions of your establishing the best fire prevention record. This is the third time the Madison Division has won the Fire Prevention Trophy. If you can keep up the good work done so far this year you will gain it the fourth time, and of course you will keep it. Under the new rules, it is necessary to win the trophy only two successive years in order to gain permanent possession of it.

"So far this year you have had no fires

charged to the division under contest rules. Last year you had \$23 in fire losses and, of course, that is the record on which you won the trophy.

"There is going to be a letter sent out to the employes of the Madison Division explaining to them the reason for not having the luncheon. In addition to that, there will be a little card of thanks signed by Mr. Scandrett sent to each employe of the Madison Division, expressing his appreciation of their work in the prevention of fires."

The inscription on the Fire Prevention Trophy shows the following division winners since the inauguration of the contest.

Division	Year
Terre Haute	1939
Madison	1940
Madison	1941
Iowa & Dakota	1942
Terre Haute	1943
Madison	1944

Causes of Fires in 1944

By studying the following list of fire causes on all divisions during 1944, the individual employe can see how increased vigilance on his part may serve to reduce fire loss. Shown in the order of incidence, the causes are listed with the number of fires and the total cost ascribed to each cause:

Locomotive sparks (47)	\$21,927
Grass fires (22)	171
Fires originating on adjacent property and communicating to railroad property (16)	2,999
Cigarettes (9)	149
Overheated stoves (8)	149
Hot boxes (8)	435
Building chimney sparks (6)	93
Fusees and torpedoes (6)	1,616
Electrical defects (5)	17,332
Trespassers (5)	62
Spontaneous ignition (5)	695
Burning weeds (4)	1,811
Acetylene torch (4)	176
Other torches (3)	407
Brake shoes (3)	276
Locomotive coals (3)	222
Caboose lamps (3)	69
Gasoline (3)	613
Fuel oil (3)	901
Hot cinders (3)	57
Burning rubbish (2)	222
Lightning (2)	115
Rendering grease (2)	374
Derailments (1)	1,953
Exhaust pipe (1)	900
Car heater (1)	6

Principal Property Damage by Fire—1944

	Number	Amount of Loss
Freight Cars	69	\$ 6,120
Passenger Cars*	36	2,066
Buildings	31	41,623
Poles, etc.	25	449
Bridges	12	2,916
Work Cars	9	459
Locomotives	8	1,147

*Includes diaphragm curtains. 21 fires—\$331.

First Aid Suggestions

The chief surgeon's office of the Milwaukee Road endorses the following up-to-the-minute suggestions of Drs. Warren H. Cole and Charles B. Puestow of the University of Illinois as given in their new book, "First Aid, Surgical and Medical";

● First aid treatment of wounds is so important that it may be the decisive factor as to whether or not infection develops.

Abrasions may be washed gently with soap and water if the area is dirty. Apply a sterile gauze dressing and keep the area covered until healing is well advanced. No medication is necessary, but if desired, powdered sulfanilamide or a 2 per cent aqueous solution of iodine—not the tincture—may be applied.

Apply no medication of any type to a deep wound. Cover with a sterile dressing and take patient to a physician.

● Serious hemorrhage from wounds leads to shock and should be controlled immediately. Insert a freshly-ironed (sterilized by the heat of the iron) handkerchief or towel into the wound and apply pressure.

A tourniquet is rarely necessary, but if indicated, use a handkerchief or rubber tubing, and not a rope or non-resilient material. It must be applied tightly enough to constrict the artery, but not so tightly as to injure the nerves and other structures. All in all, more damage than good has resulted from the use of tourniquets by laymen.

● When a person faints, do not attempt to raise him to a sitting position. Keep him lying with his head at least as low as the rest of the body.

● If a person collapses from heart disease or some other serious cause, keep him lying down until a physician arrives. Only on rare occasions when his respirations are rapid

and he is cyanotic (turning blue) is a sitting or half-sitting position indicated.

● When a person suffers injury by a fall or other serious accident, encourage him to lie quietly until it can be determined whether or not a fracture or head injury has been sustained. Excitement or injury may lower pain perception so much that he may attempt to walk, thereby converting a simple fracture of the leg to a compound one.

If a fracture of the leg or arm is present, do not transport the patient until the injured extremity has been splinted. Fractures of the forearm and wrist may be suspended in a sling and the patient moved safely if no other serious injury is present.

● A sprained ankle which does not improve sufficiently in a day or two to allow at least some weight bearing is usually associated with a fracture, and should be seen by a physician for x-ray, examination, and treatment.

● If unconsciousness results from an acci-

(Continued on page 6)

Goggle Repair Shop Saves Time and Eyes

Thanks to the foresight of K. F. Nystrom, chief mechanical officer, and other shop and maintenance of way officials, goggles for men in those departments have been kept in repair during these days of shortages. A goggle repair shop was set up in the Milwaukee shops on Apr. 13, 1942, and can be credited with the saving of many eyes, as it has repaired and returned to the men the goggles which are very nearly irreplaceable and which would have been out of use for months if it had been necessary to return them to the manufacturers for repair.

Ralph Sorensen, a licensed watchmaker and former machinist helper at the Milwaukee shops, is in charge of the reconditioning of these high priority and increasingly-scarce items.

Mr. Sorensen began working for the road

in 1923 and a few years later, while employed as a machinist helper in Milwaukee, studied watchmaking and still follows the trade in his spare time. His son, Ralph Sorensen, Jr., seaman 1/c, is a ship radio operator.

During the three years that the repair shop has been in operation, a total of 10,096 pairs of goggles of various types have been repaired, sterilized and placed on the store department shelves for re-issue to employes. During the last six months the shop has also been reclaiming respirators and to date more than 200 of these have been returned to service.

The repair room is equipped with every conceivable kind of apparatus for handling the work from the time the goggles and respirators are received in a dirty and dilapidated condition until they are completely reconditioned and ready for use.



Ralph Sorensen, specialist in the repairing of goggles and respirators, is shown at one end of the well-equipped shop.

First Aid Suggestions

(Continued from Page 5)

dent, a head injury usually is the cause. Keep the patient lying down and transport him to a hospital in an ambulance. It is better to wait half an hour or an hour for an ambulance than to try to transport such an injured person in an ordinary automobile.

● Burns involving only a small area and not destroying the entire skin do not require a physician's care. If blisters form, apply a sterile dressing. No medication is necessary, but if desired, 5 per cent sulfadiazine ointment may be applied. Menthol ointment—0.5 per cent—is more effective in relieving pain.

Third degree burns, involving destruction of all layers of the skin, and burns of less depth but affecting large areas, are serious

and require a physician's care. Cover the burned area with a sterile dressing such as a freshly ironed sheet or towel while awaiting the physician or transporting the patient to a hospital.

● When exposed to poison ivy, inflammation of the skin may be minimized or prevented by washing the contact areas with soap and water or benzene, if done within an hour or two following exposure.

● The only native poisonous snakes in the United States are the rattle snake, copperhead, cottonmouth moccasin, and coral snake. First aid treatment consists of application of a tourniquet to the extremity above the bite—tightly enough to constrict the veins, but not the artery—and a cross-shaped incision through the fang marks; then apply suction by a suction cup such as is contained in the snake bite kit obtainable at most drug stores, and give antivenine.

German Railroads

The German railway system as of 1938, inclusive of Austria and Sudetenland extended over approximately 37,107 miles. Before the present war took such a toll of facilities, the German Railway Company, operated by the government, ran 12,000 passenger and freight depots, with a normal staff of 700,000.

The nerve center of the German railways was located at Berlin, but because of our heavy bombing of the capital, most of the principal railroad offices were moved to other locations. Under supervision of Berlin, a regional headquarters covered Bavaria. Thirty divisional offices followed. A central office which handled car distribution was the next governing office. There were also 640 district offices and 100 workshops of various kinds; 11,000 passenger stations; 1,400 principal freight depots; 3,300 track foremen's offices, and 700 roundhouses and car shops.

Mainline railways radiate in all directions from Berlin. To the west goes the principal trunk route to Cologne and the frontier of Belgium at Aix-la-Chapelle, a distance of 400 miles. To the east runs the trunk route through Frankfurt-on-Oder to Warsaw and Russia. Northeastward runs the mainline to Danzig and the Baltic states. Northward is the trunk route leading to Straslund and Warnemunde and the Baltic ferries to Sweden and Denmark, with forward connections to Norwegian points. To the south is the important route to Dresden, Prague, Vienna, Budapest and the Balkans.

Western Germany has a most important network of railroads serving the two banks of the Rhine and connecting the Ruhr Valley with Switzerland at Basle. From Cologne a mainline runs northeastward to Dusseldorf, Bremen and Hamburg. Another trunk road goes southeast to Frankfurt-on-Main, Stuttgart, Munich and Austrian and Italian points.

Mainlines of the German railway system are of heavy steel rail supported by hardwood ties on a roadbed of stone. A modern signal system was the pride of the Reich, with extensive automatic and color-light installations on the routes and around the principal stations. Very large bridge structures connect lines which have to pass over the waterways. The most notable structure was the Hohenzollern Bridge across the Rhine at Cologne. More than 20 other principal bridges spanned this particular river. Passenger and freight stations were well designed and equipped with every convenience for speedy handling of traffic.

Steam Handles Bulk of Traffic

Steam locomotives are employed for the bulk of freight and passenger handling, drawing standard, heavy-weight trains. Freight cars have been standardized, six-wheelers prevailing. There are about 13,000 cars used for the movement of heavy and bulky loads, while a general utility flat car of 20 tons, 35 to 40 feet long, having upright slats at intervals along the sides and with two slats at each end, are used for all types of traffic, from hay and straw to machinery, boilers and rails.

(Continued on Page 18)

The Maintenance Man's Part in Perfect Shipping

T. H. Strate, Chicago Terminals division engineer, is the author of the following article, originally written for a recent Perfect Shipping meeting.

IT HAS always seemed to me that in the matter of claim prevention the maintenance of way and structures department has the least of the various departments to do with the subject. However, I believe we have plenty to be concerned with in connection with this highly important feature of railroad operations.

First, of course, is the up-keep of road-bed, bridges and tracks, to maintain them in smooth operating condition, to maintain proper ground conditions where switchmen are required to walk and to keep premises clear of obstructions and refuse. This for the purpose of permitting these switchmen or yard men to perform their duties with the utmost dispatch and with a minimum amount of safety hazards to contend with. A switchman working on a lead must be given every opportunity to handle his car work without having to devote a large share of his attention to things which might cause him to stumble or to injure himself in other ways.

Responsibility in Freight Houses Is Heavy

Our responsibility in the freight houses and on the platforms is heavy in that floors should be kept smooth and even so that trucks and trailers can be operated at maximum permissible speed without danger of freight falling off the trailers and damaging containers and contents.

You all know our experiences at Galewood where we have been experimenting with various kinds of floor surfacing during the past year. Approximately 5,000 square feet were replaced with new topping. We are planning to do about 20,000 square feet this season so as to provide new surface where the major part of the trucking is done. A considerable amount of maple flooring was placed in the Union Street freight house district for the same purpose. The major improvement here, however, was the completion of the so-called island platform at Houses 2 and 3 where the old flat cars set on track 5 served as a trucking platform for many years. While the greater feature here was the personal injury hazard, there was also to be considered damage to freight by reason of packages falling off trucks.

Flood lighting of this platform is another step toward safer and more efficient handling of commodities. B&B forces are also concerned with run boards and skids to see that they are made up in the most practical and useful manner.

Sufficient electric lighting must be provided on platforms and in cars to enable trucks and stowers to check destination marks easily. This is another obligation of maintenance forces. Likewise, repairs to trailers which are now handled by local B&B forces instead of the old practice of sending the broken trucks to Milwaukee

shops. This plan is working out very satisfactorily both as to cost and durability of the repairs made.

Section Forces Do Their Share

Section forces also contribute to claim prevention in picking up and recovering material dropped from cars, salvaging grain and coal, preventing loss of property by fire in seeing that water barrels are kept filled and pails provided at all times.

Section and bridge forces, by keeping their eyes open when trains are passing, can

often spot defects in cars and take steps to stop the train, thereby having the trouble corrected before an accident occurs with loss of freight, which inevitably results in claims.

Hog showers are claim preventers and it is the duty of the B&B forces to keep them in 100 per cent operating condition. We have but one such in Chicago Terminals; it is located at Mannheim, and to my knowledge has yet to fail.

Maintenance of stock yards, loading and unloading chutes, water and feed troughs, fences to prevent straying of animals, all play an important part in claim prevention. It is the duty of the B&B to follow these matters throughout the season.

Cleaning and disinfecting of stock cars

(Continued on Page 18)

Right End Scandrett Sends Flowers

Since the latter 1890's, when Henry A. Scandrett was captain of the University of Minnesota football team, several years and a number of changes in the game have intervened, but the memory of those days returned recently to amuse Mr. Scandrett and a group of his friends. The occasion for the reminiscing was the largely attended luncheon given by the Kansas City Chamber of Commerce on May 23 in connection with the dedication of the new President Harry S. Truman Bridge across the Missouri River.

The following remarks are taken from the address Mr. Scandrett made before the group:

"This trip for me is in the nature of a homecoming, for I was once a resident of Kansas City. Because of this, and not, I should like you to believe me, because of a habit that develops (we are told) with advancing years, I feel in a reminiscent mood. I lived in Kansas City at the turn of the century—in 1901 to be exact. While the period of my residence here was brief, Kansas City then, as now, was a warm, friendly, hospitable city and the memory of those days has always been a happy one with me. I was then in the claim department of the Union Pacific. I think I was the assistant to the assistant to the claim agent. There are more popular departments of railroading than the claim department, but none that afford a better opportunity to study human nature, because if there is anything off-color in men or women, it speedily comes to the surface in their negotiations with the railroad claim agent.

"I visited Kansas City at an even earlier date—in 1896—as a member of the Minnesota football team, which came down here to play the University of Kansas. We arrived several days before the game and stayed at the old Coates House, called though, I believe, the New Coates. One evening we went across the street to the Coates Opera House to see Howard Gould and Isabel Irving in 'The Prisoner of Zenda.' They also were staying at the Coates House.

"Miss Irving was so delightful and enchanting that it seemed we ought to do something for her and at the

same time establish our relations on a more personal footing, so in a stroke of genius I wrote on a card 'Compliments of the Minnesota football team', tied the card to a huge chrysanthemum plant the hotel had provided for our table and had a waiter take it across the dining room to Miss Irving. This generous impulse, at the hotel's expense, paid big dividends, as it drew a very pleasant and charming note from Miss Irving, which is still I think laid away, as the song has it, 'among my souvenirs', and a promise to wear the Minnesota colors, as a result of which we trimmed the Jayhawks without too great difficulty."



H. A. Scandrett, captain of the University of Minnesota football team in 1899, his fourth season at right end on the varsity eleven. As captain he was hailed by the press as "a strong player and an excellent field general".



Aberdeen is Different

THE only complaint any serviceman can make of the unique canteen in Aberdeen, S. D. is that the pheasant sandwiches make painful remembering when the going gets tough and he isn't eating too well. And to date there are more than 400,000 soldiers, sailors, marines, and their female counterparts in whose opinion Aberdeen, S. D. has been elevated to a high position because of the Red Cross-USO canteen in the Milwaukee Road depot where honest-to-goodness pheasant sandwiches can be had—for free, and plenty of them. There are canteens all over the country, but the one in Aberdeen is different.

Unusual, too, is the organization of the canteen service, being a joint operation by the Red Cross, the Brown County USO, the Milwaukee Road, the Girl Scouts, the Boy Scouts, the Women's Auxiliary of the American Legion, the local Extension Service, and the hunter who comes in with a couple more birds than he needs. Contributions of various kinds even come in from the northern and eastern parts of South Dakota and the southern part of North Dakota. It is more than a community project; it is an area undertaking and a very successful one.

It was in the summer of 1943 that F. R. Doud (then superintendent of the H&D Division and now a lieutenant colonel with a railway operating battalion in Europe) went into a huddle with Chief Clerk W. J. Kane and

They're doing a big business in the Milwaukee depot at Aberdeen, where every day the Red Cross-USO canteen treats some 500 servicemen to what South Dakota has most of—pheasants. ("Successful Farming" photo.)

Lisle Young, public relations representative, and decided to assign space in the main waiting room for the contemplated canteen.

The Milwaukee Road electricians and the Aberdeen water department, together with the Northwestern Public Service Company, installed hot and cold running water, sewer connections, electricity for the refrigerators, and did other work which made possible the operation of what is regarded as one of the most modern and sanitary canteens in the country.

\$1,000 Starts Ball Rolling

The original fund of \$1,000 came from the pooled resources of the Red Cross and the Brown County USO. Mrs. Max Stokes, who is now general chairman, organized the volunteers to staff the canteen, and Mrs. Bessie Joyner, Brown County home demonstration agent, set up a training class in nutrition for 16 canteen leaders. These 16 women became supervisors and each was assigned 15 women who acted as hostesses for one day every two weeks. The staff has since been enlarged to include 30 supervisors, thus enabling each supervisor to take charge one day every three weeks.

It is estimated that since the canteen actually went into operation in August, 1943, there have been between 17,000 and

A great deal of the credit for the unique canteen at Aberdeen goes to Harvey Jewett, Brown County chairman of the Red Cross. . . .



Mrs. Max Stokes, general chairman of the canteen, and . . .

Frank Guhin, Brown County chairman of the USO.



20,000 servicemen served each month, averaging 500 a day. Sometimes, when troop trains go through, the number jumps to as many as 1,500 in a day. The pheasant-hungry men in uniform pour into the canteen from the east and westbound sections of the Olympian, as well as from the north and southbound local trains.

"Successful Farming" Features Canteen

The June issue of "Successful Farming" carries an excellent story about the canteen, as well as a cover in color, showing a marine, soldier and sailor on the steps of a Milwaukee Road train, receiving pheasant sandwiches from Mrs. Raymond Lindsey, one of the Red Cross supervisors.

Under the direction of Mrs. Edward Soike, the club rooms and kitchenette of the Milwaukee Railroad Women's Club were converted into a commissary. The interesting story of how it was stocked is told in the "Successful Farming" article:

"When the question, 'Heavens, where are all the doughnuts and coffee going to come from?' arose, the farm people stepped up with their hands full. They brought cream, eggs, chickens, pork, cheese, cookies, pie, and cake—and butter. Yes, even butter. Much of the butter came in one and two-pound packages, just a little from each family, but it added up to plenty in the end.

"Town organizations chipped in with produce or cash, and not only organizations from Aberdeen itself, but from every other town in the locality. The Y.M.C.A., Y.W.C.A., Kiwanis, Masons, Elks, American Legion, Civic Association, and many others did their bit to see that the train-bound G.I.'s would have a snack and cheery word or two.

"The canteen didn't start out with a pheasant sandwich reputation, but as farmers began donating pheasants, the canteen workers used them in sandwiches, and, somehow, the demand went up and up until the workers had to send out a frantic demand for more pheasants. Hunts were staged and soon so many of the birds were sent in that the canteen ran out of storage room.

"Here the local freezer-locker plants came to the rescue with an offer to freeze and store the pheasants. Although there are at least a thousand birds in the lockers, the workers try to use only 10 a day in order to stretch the supply until the hunting season is here again.

"Sometimes the pheasant is served fried, but the sandwiches hold the spotlight.

"Besides the pheasant sandwiches, the servicemen can have the old favorites among sandwiches, ham and cheese, and cookies, doughnuts, fruit, milk, coffee, and soft drinks."

7,500 Pheasants Do Their Bit

By mid-June of this year approximately 7,500 pheasants had been served to the men who serve their country, and there were still more than 1,500 in storage. It is estimated that the wholesale value of the contributions, plus the cost of operating the canteen, total about \$100 a day.

During Christmas week the Milwaukee Women's Club arranges a big Christmas tree in the waiting room and the community sees to it that each serviceman and woman passing through during that week is properly provided with presents.

The canteen does not serve cigarettes but does provide them for convalescents in overseas hospitals and at sea. Thus far, approximately 50,000 packages of cigarettes have been sent to the wounded.

Adjoining the canteen is the information center, which is under the direction of a separate supervisor, who has two or three trained assistants on hand daily. The center is open the same hours as the canteen proper, providing magazines, books, matches, USO stationery, and playing cards. A first aid station is also located near the canteen.

A soldier in France wrote a letter home not long ago which, multiplied by several hundred thousand, pretty well tells the story of what the canteen in the Milwaukee Road depot means to the men in uniform. The G.I. wrote that as far as he was concerned there was no canteen in the United States which quite equaled the one in Aberdeen. "Marvelous hospitality. Best sandwiches I ever ate." His buddies agreed. "Puts Aberdeen on the map," they said.

It is futile to worry about yesterday or tomorrow, and it is foolish to worry about anything so temporary as today.

"If I was in your condition I'd shoot myself."

"Lady, if you wash in my condition you'd mish yourself."



FRONT AND CENTER



Ens. Robert A. Barquist, naval aviator, son of Vic Barquist, ticket clerk in St. Paul, was graduated on Mar. 9 from the Corpus Christi Naval Air Station but remained there for post-graduate work.



Pvt. Donald Mausel, last reported in Germany with an infantry division, is a former Minneapolis roundhouse machinist helper.



R. V. Kennedy



Gregory B. Kennedy



V. A. Kennedy

P. X. Kennedy, who only recently retired as agent at Montgomery, Minn., has three sons in the army: Lt. R. V. Kennedy is with an engineers outfit in Okinawa. T/4 Gregory B. Kennedy is with the engineers in Germany. Cpl. V. A. Kennedy is with an air force group in Germany.



Rosemary Henderson, Sp.S., daughter of Division Master Mechanic Wayne Henderson of Aberdeen, S. D., is stationed at a naval hospital in Oahu, Hawaii.



Dwight C. Myers, WT 2/c, son of Section Laborer William M. Myers of Bayard, Ia., is seeing active duty in the Pacific after more than three years in the Atlantic on the same ship.



Frank J. Dempsey



Marilyn Dempsey

Storekeeper Frank J. Dempsey of Madison, Wis., has a son and a daughter in service: Cpl. Frank J. Dempsey, formerly employed in the store department at Madison, is now a turret armament instructor stationed at Topeka, Kans. Cadet Nurse Marilyn Dempsey, who was a clerk in the superintendent's office in Madison before entering training, is now stationed at St. Margaret's Hospital in Kansas City, Kans.



Dale Utesch, son of W. F. Utesch, water inspector at Portage, Wis., is stationed somewhere in California with the navy.



Raymond P. Zeimet



Wendel R. Zeimet



Silvin J. Zeimet



Wilfred Zeimet

Nic Zeimet, pumper at Melstone, Mont., has four sons in the armed forces: Pfc. Raymond P. Zeimet went to the Pacific area with an artillery group in May, 1942, returned in December, 1944, and is now stationed at Camp Maxey, Tex. Cpl. Wendel R. Zeimet went to the South Pacific in September, 1942 and is now somewhere in the Philippines with an anti-aircraft unit. Pvt. Silvin J. Zeimet entered the army in February, 1945, and is taking infantry training at Camp J. T. Robinson, Ark. Gunnery Sgt. Wilfred Zeimet joined the marines in October, 1940, and served with a tank battalion in Iceland from July, 1941, to April, 1942. In January, 1943, he went to the South Pacific and at present is on Okinawa. Raymond, Wendel and Wilfred met on Guadalcanal in August, 1943.



2nd Lt. Edward L. Holbrook, son of Clint F. Holbrook, Twin City Terminals yardmaster, was recently promoted to that rank from a rating of staff sergeant for meritorious action against the enemy on the battlefield in the Philippines. He acted as forward artillery observer in the battles of Saipan and Tinian and came through both engagements unscathed.



Don J. Brady

George E. Brady

E. D. Brady, agent at Aspinwall, Ia., has two boys in military service: Cpl. Don J. Brady was in the signal department before enlisting two years ago. He is now somewhere in the South Pacific area, having participated in the invasion of the Philippines. George E. Brady, pharmacist's mate 2/c, was also employed in the signal department before going into service. He is now stationed aboard ship somewhere in South Pacific waters.



L. to r.: Merlin C. Winters, Bert W. Miner, Charles M. Olson and W. A. Millard.

These four Milwaukee Road men recently got together in Hawaii and had their pictures taken. Sgt. Merlin C. Winters of the marines was formerly an agent-telegrapher on the I&D Division. Pfc. Bert W. Miner was formerly an operator at Emmetsburg, Ia. Charles M. Olson, seaman 2/c, was an agent-operator on the I&SM Division before entering service. W. A. Millard, seaman 2/c, was formerly an operator at Jackson Jct., Ia.



Kenneth McLaren, Jr., son of Kenneth McLaren, Sr., lieutenant of police in South Minneapolis, was recently graduated from boot training and is now on sea duty. He worked in the South Minneapolis roundhouse during the summer of 1944.



Lt. Jack E. Allavie, son of J. J. Allavie, assistant roundhouse foreman of Sioux City, Ia., recently returned to the States on furlough after 35 missions over Germany as the pilot of a B-17 bomber. He holds the Air Medal and five Oak Leaf Clusters. After V-E Day he hauled prisoners from Austria and Germany into France.



Sgt. Bartlett Christiansen, who fired a boiler in the coach yard at Sioux Falls, S. D., before entering the army, has been overseas since October, 1942. Among other places, he has served on Guadalcanal and in the New Hebrides Islands.



Air Cadet Robert L. Johnson, in training at the army air field in Las Vegas, Calif., is the son of Arnold C. Johnson, a fireman whose home is in Austin, Minn.



Pvt. Robert D. Gilliland, A.S.T.U. at Wyoming University, Laramie, Wyo., is the son of Robert H. Gilliland, agent at Persia, Ia., and grandson of Agent S. D. Gilliland of Melbourne, Ia.



L. to r.: Claude C. Pollock, John H. Gill, Fred C. Pollock and Richard Q. Pollock.

C. H. Pollock, sectionman at Powersville, Mo., has three sons and one grandson in the service: Sgt. Claude C. Pollock has been in the Army Air Corps for three years. Sgt. Fred C. Pollock is somewhere in the Pacific area with an ordnance group. Pfc. Richard Q. Pollock has been with the 5th Army in Italy for a year. Air Cadet John H. Gill, a grandson, has been in the Army Air Corps for a year.



T/Sgt. Roland Fredricks, former blacksmith helper at the Milwaukee shops, and son of Otto Fredricks, blacksmith at the Tomah, Wis., frog shops, entered the army in 1942 and is now doing radio work in the Philippines.



S/Sgt. Frank Bond, formerly employed as a section foreman at Bearmouth, Mont., recently returned to the States for a 30 day leave after two years in Africa and Italy.



James R. Gregerson



Clinton J. Gregerson

H. G. Gregerson, retired agent at Madison, S. D., has two sons in service: James R. Gregerson, MM. 3/c, a bill clerk at Madison before entering the navy, has recently shipped out and his present location is not definitely known. Sgt. Clinton J. Gregerson, former brakeman and conductor on the I&SM Division, is with the 3rd Military Railway Service under the Persian Gulf Command.



2nd Lt. James V. Murphy, an electrician employed at Aberdeen, S. D., prior to entering the army, is co-pilot on a B-17 bomber. At last report he was with the Eighth Air Force stationed in England. He is the son of Harold Murphy, chief clerk to master mechanic at Aberdeen.



Ronald Knoke, S.T.M. 2/c in the merchant marine, was formerly a machinist apprentice at the Minneapolis locomotive shops.



Pfc. William G. Thompson, former brakeman who worked out of Tacoma on both passenger and freight trains, is a telegrapher with the Transportation Corps somewhere in the Philippines.



Pvt. Richard C. Blackman, son of C. M. Blackman, operator at Seymour, Ia., has been in the army since Apr. 16 and is now taking infantry training near Tyler, Tex.



Charles Nungesser, son of Conductor C. L. Nungesser on the Portage, Wis., run, has served with the army in Africa and France. At last report he was still in France.



M/Sgt. Richard J. Beck, son of John Beck, a car department employe in Milwaukee, is serving with the army in India.



John J. Burnett



William F. Burnett

Capt. John J. Burnett and Sgt. William F. Burnett of the Army Air Corps are sons of M. L. Burnett, trainmaster's clerk at Mason City, Ia. John recently spent a 30-day leave with his parents after 17 months in the South Pacific, during which time he completed 70 flying missions; he wears the Air Medal and seven Oak Leaf Clusters. Bill is a gunner on a B-29 bomber and is believed to be somewhere in the South Pacific area at this time.

The following are excerpts from a few of the letters recently addressed to various representatives of the railroad by customers and others:

Soldier Appreciates "Words and Gestures"

Several times within the past two years I've been privileged to ride on your trains at government expense and at my own and I can say truthfully that I've never been treated better by any railroad in the country, and I've ridden practically all of them. Your employes are to be commended for their consideration and patience during this emergency; they have always gone out of their way to make the serviceman as comfortable as possible with kind words and gestures and I for one will never forget it after the war.

Your rolling stock is the best, your Hiawatha can't be beaten for speed and comfort. After the war I'll come and beg to ride in the cab of the steam Hiawatha.

The railroads of the United States have a lot to learn (from the Milwaukee Road) in thinking of their future patrons.

M/SGT. HARVEY J. E. SCHUSTER,
Camp Plauche, New Orleans, La.

Briefly Quoted

A "Thank You" to Choral Club

(To George Dempsey, president of the Milwaukee Road Choral Club of Chicago).

As chairman of the ways and means committee of the Martha Missionary Society of the Austin Messiah Lutheran Church, I wish to express my own personal appreciation to you and also to your choral club for the excellent concert which you rendered at our church on May 18. Your selection of songs was very good and they were especially well rendered. I know that we all enjoyed a very fine evening of music.

MRS. VERN WICKLUND,
Oak Park, Ill.

Comes Clean, Returns Towels

(To J. R. Reagan, division freight and passenger agent, Spokane).

Several years ago we traveled on your road. I thought it was fun to collect souvenirs. I am returning two towels that have lain in my cedar chest ever since, doing no one any good. I feel they should

be back in use, for I know towels are hard to get and the demand for them is great.

Besides, I am the mother of small children. I am trying to teach them honesty and I would be terribly ashamed if they knew I had been silly enough to collect a couple of good towels for souvenirs in my youth.

We have always enjoyed traveling on your road.

A FRIEND OF THE C. M. ST. P. & P.

Grazia

(To J. E. Bjorkholm, superintendent motive power, Milwaukee. Mr. Bjorkholm explains that most of the Italian internees were merchant seamen who were on Italian ships in this country at the outbreak of the war. A group of them was first taken to Camp Missoula, Mont., but the monotony was too much and, through arrangements with the government, employment was provided. A group of 13 went to work in our locomotive department at Othello, Wash.; 8 of them, including Ferruccio Magni, writer of the following letter, former chief engineer aboard the luxury liner Conte di Savoy, stayed until they recently were granted permission to return to their native land.)

(Continued on page 17)

Oliver Schumacher Heads "On Wisconsin" Club

The "On Wisconsin" Club met at Plymouth, Wis., on May 25. The following were elected to club offices: Oliver Schumacher, chairman; A. V. Kenney, vice chairman; Henry Schur, secretary-treasurer. With the Green Bay and Chippewa Clubs to the north performing in fine style, the new chairman promised them competition despite the handicap of tire and gas restrictions. He hopes to combine business and social activity in rounding out full programs.

Before turning over the gavel to the new chairman, the past chairman, E. A. Kenney called upon the division's foremost Service Club booster, Superintendent F. T. Buechler, who said, "Our actions and activities today will be a priceless asset or a detriment tomorrow. Your record is our record, and our record means patrons or lost business. I am proud that the employees of the Superior Division are wholeheartedly supporting the public relations program and their Service Clubs."

Bill Hoffman, TFA, said, "News of industrial expansion and reconversion means potential traffic tips and prospective business. We in the traffic department are happy to hear from the employes through the medium of tip cards."

The speaking program was concluded by A. V. Kenny vice-chairman-elect.

Special Note: The lunch consisted of bread spread with Plymouth's finest cheese with an underlying thick layer of real Wisconsin butter.

C. H. Buford Addresses Seattle Club

C. H. Buford, former general manager of Lines West, and now vice president in charge of operations of the Association of American Railroads, was in Seattle on business recently and attended the Seattle Service Club's noon luncheon meeting on June 12. As guest speaker he gave a short explanation of his present duties and of the functions of the various departments of the A.A.R..

John Andrews, chairman, presided during the business session. He reported that the most recent club donation to the Soldiers' Telephone Home Fund was \$48. Following the meeting, many remained to visit and reminisce with their former boss, Mr. Buford.

Milwaukee Hiawatha Club to Hold Seventh Annual Picnic

Roy Dermody, vice chairman of Unit No. 2 of the Milwaukee Hiawatha Service Club, has tackled the job of running the biggest picnic on the Milwaukee Road. As picnic chairman he hopes for favorable weather in order to prove that 10,000 people will pass through the gates of Old Heidelberg Park on July 29. The site is the same as last year; the park is located on the Port Washington road.

The Hiawatha Band is scheduled to provide music throughout the day. There will be ball games, races, refreshments, and \$300 in cash awards. Remember the date—Sunday, July 29.

☆☆☆☆☆☆☆☆

Service Clubs

☆☆☆☆☆☆☆☆

Mt. Tacoma Club Dedicates Flag in Honor of John Betancourt

More than 300 employes gathered in the park of the Tacoma passenger station on May 28 for a ceremony in honor of John Betancourt, a former locomotive fireman, who lost his life on Apr. 4 while in action on Okinawa with the marines. He was the first Coast Division man to lose his life in this war. Included in the ceremony was the dedication of a new flag and staff in honor of all Coast Division employes in the armed forces.

Special honor was paid to Mrs. E. H. Kronmiller, mother of John Betancourt, in an impressive program presided over by P. J. Morrissey, locomotive engineer for whom Betancourt fired before entering the marine corps.

Mayor C. Val Fawcett of Tacoma, the principal speaker, spoke of the railroad industry as one of the most important in the war and told of the vast task accomplished and yet to be done by the railroads of the West.

Following the flag raising ceremony, Lt. H. H. Snyder, chaplain from Fort Lewis, offered prayer and benediction, after which Mr. Morrissey, in the name of the Service Club, presented Mrs. Kronmiller a corsage of gardenias.

Community singing was led by Mrs. Harry Mickelthwaite. Details of the event were arranged by Louis Seaman, chairman of the Service Club, and by Mrs. Clara Carrotte, chairman of the program committee.

Janesville Service Club Continues to Go Forward

If one attended a Service Club meeting at Janesville and then enjoyed the same privilege at Green Bay, an almost identical social would be found. In one corner huddled around the piano, intent on the closest blend of harmony, are the song lovers. This goes on for hours.

Both clubs have their card players. The card playing goes on while lunch and refreshments are being served, and the singers make it more difficult to hear whether it is deuces wild or straight. Now and then a catchy tune will strike home and a few of the card players add their bit to the discomfort of the boys who take their game more seriously.

At the June 12 meeting of the Janesville Club, Chairman George Hogan appointed the following on committees: Membership, Ray Dowd, James Sollinger, Carl Edwards; Program, Thornton De Coster, Glen Sweet, Frank Sullivan; Finance, Gil Selchert, Dave Shank, Bernie Sommerfeldt; Publicity, Gene Brown, Victor Cox, E. F. Krenke; Civic and public affairs, Jack Brown, Joe Boland, Bill Wilcox; Nominating, Herb Moe, Bill Bennett, Lester Falters.

R. A. Woodworth, superintendent, and R. A. Middleton, trainmaster, were again welcomed guests. The genial superintendent said, "It is gratifying to note the splendid turnout this evening. It proves you are aware that the Milwaukee Road is engaged in a highly competitive business and that you are willing to contribute your efforts



Flag raising ceremony at Tacoma, honoring Coast Division employes in military service. Shown, 1. to r. in the background are: C. Val Fawcett, mayor of Tacoma; P. J. Morrissey, locomotive engineer; Lt. H. H. Snyder, army chaplain; J. C. Williams; Mrs. E. H. Kronmiller, mother of John Betancourt; Mr. Kronmiller; Miss Mazine Carr, fiancée of John Betancourt; Mrs. J. C. Williams; J. B. Dede, public relations representative; Louis Seaman, chairman of the Tacoma Service Club; Mrs. Clara Carrotte, chairman of the program committee. The Boy Scouts are, 1. to r.: Lee Gingrick, Bill Stavig and Don Foster.



Group at the Appreciation Party given for members of the East End Wisconsin Valley Service Club. Standing are, l. to r.: Calvin W. Smith, secretary-treasurer; George A. Bankert, chairman; Ervin Van Wormer, vice chairman, and mayor of Babcock, Wis.

to keeping the name of the Milwaukee Road at a high level."

Mr. Middleton pointed out how employe influence in contact work can in turn influence scores of other people. "Explaining our existing handicaps, selling our bill of goods, and defending the railroads position is good public relations," he observed.

Jack Brown, agent, reminded the group that the field is very fertile for traffic tips, and asked that no prospects be overlooked.

Gene Brown, chief clerk, went home with the valuable door prize—a carton of cigarettes. Gus Kovacik also pocketed a \$25 War Bond for being the luckiest member of the club.

Mrs. Lottie Somerville accompanied the barber shop harmony gang.

East End Wisconsin Valley Club Enjoys Dinner and Theatre Party

The Appreciation Party held at Wisconsin Rapids on June 13 by the East End Wisconsin Valley Club was a bit different. The after-dinner entertainment consisted of a theatre party for the members and their wives.

A representative group in a very receptive mood enjoyed a delicious roast beef dinner accompanied by an unlimited amount of that stuff called butter. The ladies, with pencil and paper, were calculating the amount of red points saved from their domestic ration budget.

Chairman George Bankert performed commendably in the role of toastmaster. He left nothing undone. The ladies forgot there was a Crosby or Sinatra when George unfolded his latent talent in song. The words spoke not of love for another, but comprised Mr. Bankert's own ballad of Service Club accomplishments set to the tune of "Smiles." This was the signal for a little community singing which helped in digesting a fine and thoroughly enjoyable dinner.

After sincerely thanking the Milwaukee Road for a fine party, the chairman called upon many of those present for a few words. H. C. Cleveland, agent, spoke of the importance of catering to the younger people. "They will be our customers of tomorrow," he said. Mrs. Nick Semmelhack's

rendition of a cute bit of verse found her in Kokomo and Kankakee, when she should have been originally bound for Keokuk. Kelly Smith, secretary-treasurer, after expressing his appreciation of a splendid gesture on the part of the road, distributed the theatre tickets.

Hiawatha Band Opens Busy Season

The Milwaukee Hiawatha Service Club Band started its summer season in fine style on May 13 when it participated in the formal opening of the baseball season at Soldiers Home, Wood, Wis. The band marched onto the infield during batting practice and played a number, facing the

grandstand. Then, while both teams were lined up, the band played the national anthem and retired to the stands where they supplied the music for the remainder of the game.

On May 24 the band presented its last formal concert for the season at the Ward Theater in Milwaukee. On May 27 it participated in a Memorial Day parade at Waukesha, Wis.

On May 30 the band led the military section of the Memorial Day parade in Milwaukee. Needless to say, its efforts were very well received on all of these occasions.

During the summer the band will appear in several outdoor concerts for the benefit of the bed-ridden at the Veterans Hospitals at Wood and Waukesha, Wis.

Station Force Men in Service Receive Milwaukee Journal Green Sheet

In February of 1943 at a meeting of Unit 13 of the Milwaukee Hiawatha Service Club, Elmer A. Keller, chief clerk at North Milwaukee station, suggested it would be a good thing to send Milwaukee Journal Green Sheets to the unit members who are now in the service. He was appointed to carry out the job and started immediately gathering the papers from Service

Club members and his neighbors. With 60 men now in the uniform of Uncle Sam, Elmer has quite a job on his hands. Up to the present he has completed the job mailing 30,000 copies in 5,000 bundles. Each week 60 bundles leave the North Milwaukee station destined for all parts of the world.

"It is a lot of labor," Elmer says, "but I have been more than repaid by the letters from the men who appreciate reading and hearing news from the old home town. One bundle goes to India weekly, to a soldier working on a railroad. He reads the paper and sends the bundle down the line to other Wisconsin men, and eventually seven or eight groups get to read it. A soldier now in Belgium has written many times saying that words cannot express how much reading material means to him."



Elmer A. Keller, preparing to mail out another stack of Milwaukee Journal Green Sheets to servicemen. (Milwaukee Journal photo.)

East Kansas City Division Club Enjoys Appreciation Party

The Milwaukee Road gave an Appreciation Party for the members of the East Kansas City Division Club in Washington, Ia., on the night of May 19. The proceedings got under way with a delicious chicken dinner in the Curtis Hotel.

Mr. and Mrs. Don Fisher, Mr. and Mrs. Cliff Riley, and Miss Katherine Gohmann, Service Club boosters from Ottumwa, Ia., were introduced by Fay Cherwinker, toastmaster, but they had to leave rather early in the evening. S. W. Kaster, manager of a local newspaper, was an honored guest.

Mr. Fisher, chief carpenter, said, "It is grand for Milwaukee Road employes to get together, uniting themselves in a business and fraternal bond. We get to know one another better and thereby more readily understand one another's ways."

Cliff Riley, district safety engineer, paid tribute to the section forces. "They are mighty important men on any man's railroad," he said, "and I am happy when I have the opportunity to better acquaint myself with this faithful and loyal group of people."

Miss Gohmann, Service Club booster deluxe, called upon the members to help the public relations department maintain the reputation of the Milwaukee Road as a service institution. "Public relations," she said, "is an important part of railroading. By mingling with the public and by taking an active part in civic affairs, we can influence many people. The time will again come when we as employes will rely on these same people as customers."

After the dinner and speaking program, Archie Horak played his accordion for the dancing.



Above: There was rain for the Minneapolis Club's picnic, but the picnic committee had its picture taken anyway. L. to r. are: Carl Robin, H. E. Gee, Louis Muir, F. P. Rogers, J. G. Messecci, A. A. Kurzejka, T. F. O'Connell, M. C. Ahern, Robert Hugo, William Trethewey, J. W. Hafner, H. O. Pitts, H. J. Berringer and W. H. O'Neil.

Minneapolis Picnic Committee to Try Again

"Rain, rain go away, come again some other day."

That just about expresses the thoughts and wishes of the picnic committee that planned the Minneapolis Club's sixth annual picnic at Excelsior Park on Sunday, June 10, but old Jupiter Pluvius turned a deaf ear and hovered around amidst gray skies all afternoon. But the rain did not dampen the ardor of the committee and about 200 intrepid men, women and children who braved the elements for a day at the lake.

It was refreshing to know that there were so many optimists among the Minneapolis gang, many of whom brought their families and lunch baskets and, despite the gray skies, entered right into the picnic spirit, eating their lunches under the roof of the large pavilion and later riding on the Mountain railway, merry-go-round, sky ride, ferris wheel and the hundred and one other amusements at Excelsior Park.

The committee went into a huddle and decided that the various games and contests should be postponed until a later date when weather conditions would be more favorable, and, with their responsibilities as committeemen discharged, they had fun.



Martin J. Biller (left foreground), general chairman of the Milwaukee Hiawatha Club in 1944, presents a trophy to Chairman Rudy M. Freuler of the Store Department Unit, whose group increased its membership by the largest percentage. In the background are: Joe Reiter, vice chairman; Kenneth J. Kulk, secretary-treasurer; John E. Breuer, present general chairman; G. A. J. Carr, district storekeeper.



Group at the Minneapolis Club's picnic despite the rain.



Among those at the Ottumwa Appreciation Party were: Standing—A. G. Dupuis, assistant public relations officer, Chicago; Harry Nicholson, vice chairman of the club; H. C. Loveless, secretary; R. E. Boyd, chairman; M. L. Taylor, treasurer. Seated—Mrs. M. L. Fromm; Mr. Fromm, party chairman; E. O. Eckert, superintendent; John Houston, publisher of the "Ottumwa Courier"; Mrs. E. O. Eckert.

Ottumwa Service Club Does It Again

Waiters were hurriedly serving some 278 diners at the Riverside Boat Club at Ottumwa, Ia., on May 28. The speaker's table was bedecked with flowers, entertainers were awaiting their cue, and the obviously receptive mood of the crowd made it evident that this was more than just an ordinary night at the Boat Club.

The waiters were volunteer Milwaukee Road employes assisting the waitresses because of the labor shortage. At the speaker's table were Ottumwa Service Club officers, Milwaukee Road officers, and an honored guest. The crowd consisted of Milwaukee Road employes who were accepting Milwaukee Road appreciation at another Ottumwa Service Club affair.

Capable toastmasters usually get things running in smooth working order, and C. L. Post, agent at Blakesburg, Ia., was no exception. After expressing for the club the sincere appreciation of the members for Milwaukee Road's gesture in giving the party, he introduced the program chairman, George Joslin.

Mr. Joslin started things humming by calling on Will Lowrey to lead in community singing. Mr. Lowrey, who is well known for his accomplishments in the entertainment field, presented an excellent program of musical numbers.

During the short speaking program, Mr.

Post first called upon the division superintendent, E. O. Eckert. "I believe that hard work and cooperation among the Ottumwa Service Club members has made it the outstanding club it is," he said. "I am sure the fine work accomplished by the members will continue to set the pace for other clubs."

A. G. Dupuis, assistant public relations officer, paid high tribute to the club members for their realization of self-importance in their community. "The Ottumwa Service Club is a bell ringer," he remarked. "A great many other clubs are trying to accomplish what you have done." In closing, Mr. Dupuis reminded his audience that the employes have a solemn obligation to perform. "I am sure our employes in the service expect that we at home do everything we possibly can to maintain the reputation of the Milwaukee Road. They, I am sure, would like to return to their former positions, and members of the Ottumwa Club can be complimented on living up to all expectations."

John Huston, local newspaper man and honored guest, paid the Milwaukee Road a sincere tribute in referring to it as a self-supporting, subsidy-free asset to the community. "Most people take the railroads for granted," he said. "Where would Ottumwa be today if it were not for the benefits derived from the Milwaukee Road and its employes? The railroad man can be proud and self respecting in knowing he

works for an industry that does not rely on the taxpayers to keep him in a commercial transportation business."

Bob Boyd, chairman, expressed his gratitude for the support given him and the club officers during the past few months. "The Ottumwa Club will continue to advance," he said. "However, this will only be possible to the extent of continued cooperation voluntarily given the officers by you good people."

Last, but not least, there was a certain gentleman to whom much of the success of the party is attributable: M. L. Fromm, general party chairman. Mr. Fromm and his committee did an outstanding job, one that will long be remembered. The names of the committee men are certainly worthy of mention: Fred Wilford, Roy Washburn, Don Fisher, Robert Dobratz, Iver Carlson, Jim Ferrell, Harry Stern, Charley Baker, and the club officers—Harry Nicholson, vice chairman; M. L. Taylor, treasurer; and Hersh Loveless, secretary.

Mississippi Valley Club Holds Appreciation Party

Over 100 men took advantage of Milwaukee Road appreciation at Red Wing, Minn., on May 26. The ever-loyal section forces again proved themselves by an almost 100 per cent attendance. The party committee outdid itself in providing what looked like a prewar luncheon. On the menu were: cold cuts, hot dogs, pickle and olives, and a side dish of 60 pounds of smoked carp as desert. It looked like an excess order until the boys went to work on it.

Mr. and Mrs. Julius Danielson provided the music and the serious-minded card players got down to business.

Present officers are: F. O. Anderson, chairman; C. A. Ellingson, vice-chairman; R. G. Bartels, secretary-treasurer.

Acting on the party committee were: George Loer, Otto Plifka, Robert Rodin, C. O. Henry, R. J. Bartels, Carl Ellingson, Tony Classen and Orin Weldt.

Miles City Club Holds Large Meetings

The programs and activities of the Miles City Service Club during the past few months provide definite assurance that the club is not only interested in the affairs of the railroad but is also interested in the affairs of those it serves. There are never less than 400 members in attendance.

At the April meeting, the Elks clubrooms were filled to capacity for the full evening's program. W. L. Ennis was one of the speakers, and Perfect Shipping was his subject. L. B. Foster, county chairman for the War Finance Committee, spoke concerning the 7th War Loan, as did William H. Bartley, executive vice president of the State War Finance Committee.

The lunch served during the course of the evening was prepared by Sam Leo and the program was arranged by C. O'Brien, program chairman. I. H. Rodgers, club chairman, presided.

Another capacity crowd attended the May meeting, with V. S. Peterson of the public relations department of E. I. DuPont de Nemours & Co., as the guest. Using about



Part of the group of 278 who attended the Appreciation Party at Ottumwa.

40 exhibit items to explain the use of plastics for war and peacetime purposes, Mr. Peterson demonstrated how research has been speeded up to develop numerous chemical products and replacements for unavailable materials. He said that several important materials now of utmost importance in the war were not even known, or were just emerging from the test tube stage for commercial application when the war began. Ivan Hall of the agricultural department made the arrangements for Mr. Peterson to appear before the club.

The club now has its own monthly publication, "Cinders"; Mrs. Mary Etta Gilmore, wife of a sectional stockman in the store room, won \$5 for the name in a naming contest open to all employes and members of their families. The staff consists of L. E. Wall, editor, and Martin Walsh, Marjorie Scanlan, Mrs. Pearl Huff and Thurman Bankey, associate editors. The paper is highlighted by the amusing drawings of its editor and is gaining in favor throughout Lines West.

Briefly Quoted

(Continued from Page 12)

I am one of the Italian internees working for the Milwaukee Railroad since 1943.

With three other men, we are now leaving this country to go back home to Italy.

Before we depart I want to thank you, Mr. Bjorkholm, for the opportunity given us to work for you on the Milwaukee Railroad. After being three years in a concentration camp, then here in Othello, working side by side with the American railroad men, we strived to do our best in modest cooperation with them; we learned to know better the American people, their good will, laws and freedom.

Always we will remember this period that we were working here, and in particular we appreciate and thank you for your good and able foremen, Mr. Schwanke, Mr. Davidson and Mr. James Sammarco.

"Keep 'em rolling" has and is being executed by your good foremen with the same speed and precision that the American boys on the battlefields are using to achieve victory.

May God give to the Milwaukee Railroad good luck and prosperity and bless all the people working for you.

To you we extend our most sincere thanks and good wishes.

FERRUCCIO MAGNI.

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

Army—Philippines.

Your Christmas gift was received and was greatly appreciated. Although I am far away in the Philippines, I shall always remember your thoughtfulness. I hope that the day is near when I can personally give you my thanks.

N. F. MCCARTHY,
Carman Helper, Janesville, Wis.

Army—Germany.

To me it was an honor and a pleasure to hear from you. Words alone can never express how grateful I was to receive your most thoughtful Christmas gift. Christmas over here was hardly the day it would have

RETIREMENTS

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

Chicago General

CLARK, HARRY A.
Maintenance Carpenter Chicago, Ill.
D'SPAIN, ETHEL S.
Stenographer, Traffic. San Francisco, Cal.
EBERHART, JOSEPH A.
Traveling Adjuster, Frt. Cl. Chicago, Ill.

Chicago Terminals

BLAKESLEY, ROBERT L.
General Yardmaster Chicago, Ill.
HATHAWAY, WILLIS M.
Clerk Chicago, Ill.
MCQUADE, THOMAS E.
Machinist Chicago, Ill.

Coast Division

OLIVER, SAMUEL L.
B&B Carpenter Tacoma, Wash.
OTTO, CLARENCE
Agent Cedar Falls, Wash.
ROSENBERG, HENRY E.
Machinist, Loco. Dept. Tacoma, Wash.

Hastings and Dakota Division

MITCHELL, LOUIS J.
Brakeman Aberdeen, S. D.
NESLUND, LARS
Carman Montevideo, Minn.
PATRICK, FRANK L.
Agent Clinton, Minn.
STARBECK, ROBERT J.
Locomotive Engr. Minneapolis, Minn.

Iowa and Dakota Division

HERMAN, FRANK P.
Section Laborer Tabor, S. D.

Iowa and Southern Minnesota Division

OLSON, LOUIS O.
Brakeman Austin, Minn.
SORUM, MONS H.
Loco. Engineer Minneapolis, Minn.

Kansas City Division

BROWN, JOHN C.
Agent Harris, Mo.
HAWKINS, HARRY B.
Trucker Kansas City, Mo.
JOHNS, CHESTER L.
Switchman Ottumwa, Ia.

La Crosse and River

BLAU, WILLIAM N.
Loco. Engineer Madison, Wis.
MERRELL, FRANK D.
Laborer, Loco. Dept. La Crosse, Wis.
PATTERSON, HUGH C.
Agent Cambria, Wis.

Madison Division

SWEENEY, JOHN
B&B Carpenter Mazomanie, Wis.

Milwaukee Division

ALEXANDER, GUY H.
Conductor Milwaukee, Wis.

Milwaukee Terminals

BETONTI, SAMUEL
Carman Milwaukee, Wis.
BRADLEY, GEORGE M.
Loco. Engineer Milwaukee, Wis.
BUCHOLZ, ANNA M.
Janitress Milwaukee, Wis.
ENNIS, CHARLES B.
Store Helper Milwaukee, Wis.
JURETICH, MATH.
Freight Trucker Milwaukee, Wis.
KILBRIDE, JOHN E.
Switchman Milwaukee, Wis.
MEZELEWSKI, FRANK
Carman Milwaukee, Wis.
NOLLER, ROBERT
Box Packer, Car Dept. Milwaukee, Wis.
SCHUMACHER, CARL A.
Uphis. Hlpr., Car Dept. Milwaukee, Wis.

Terre Haute Division

ADAMS, HENRY L.
Boilermaker W. Clinton, Ind.
MCBRIDE, CLIFFORD C.
Conductor W. Clinton, Ind.

Trans-Missouri Division

DRAKE, DANIEL J.
Loco. Engineer Miles City, Mont.
ERICKSON, ERICK M.
B&B Foreman Miles City, Mont.
LEWIS, EDWARD E.
Blacksmith, Car Dept. Miles City, Mont.

Twin City Terminals

ANDERSON, CHARLES B.
Blacksmith Minneapolis, Minn.
BENSCH, ALFRED J.
Machinist St. Paul, Minn.
CASSELY, CHARLES W.
Yard Conductor Minneapolis, Minn.
PEDERSON, BAARD
Car Cleaner Minneapolis, Minn.
PETERSON, JOHAN A.
Carman Minneapolis, Minn.

been in the States, as you probably know what happened last Dec. 25. But that is past and victory over here is ours.

I am, and shall always be, proud of the railroad which I worked for before entering the service. I am planning on taking a diesel and electric course in the army if I stay over here.

I miss all the boys from the Bensenville roundhouse but hope to see them all again soon.

SCT. GEORGE A. BONNER,
Electrician Helper,
Locomotive Department,
Chicago.

Army—Philippines.

I wish to express my sincere thanks for the fine remembrance. It makes a guy feel good to know that he has not been forgotten by his employer.

PFC. JOHN P. ZAWADA,
Fireman, Miles City, Mont.

Army—Germany.

I want to thank you for the \$10 you sent me for Christmas and also the very nice letter you wrote. Five thousand employes are a lot of men in the armed forces. I am in Germany and there are parts of this country that are beautiful, but it can't

compare with the good old U.S.A. I only hope that by next year I am back working for the railroad again.

CHARLES B. EGGE, JR.
B&B Department, Miles City, Mont.

Army—Okinawa.

It was a very pleasant surprise to receive your Christmas letter and check. It is very pleasing to know that you are remembered by the ones at home and that they are doing everything possible to help us over here. I want to express my gratitude for your remembrance.

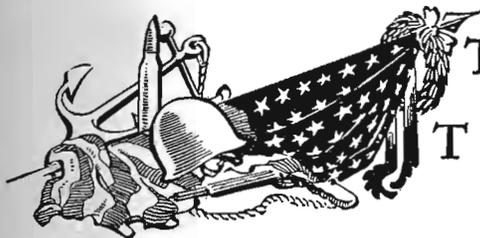
I enjoyed working for the Milwaukee Road and hope that I may continue to work for them on my return.

JOSEPH P. RAQUER,
Machinist Helper, Tacoma, Wash.

Army—Hawaiian Islands.

I am writing to let you know that I have been receiving the Magazine for the past few months and that I also received the check at Christmas. I want to thank you very much. I am in hopes that it won't be too much longer until I can be back working on the road again.

SCT. ALLEN R. WEEKLY,
B&B Department, Idaho Division.



THEY GAVE THEIR LIVES

Pvt. Boleslaus P. Sawicki, who was employed in the Fowler Street freight office, Milwaukee, prior to entering the army, was killed in action in Germany on Nov. 3, 1944, while serving with the Infantry. He was a son-in-law of Tony Strukel, a maintenance man at the Fowler Street office.



Boleslaus P. Sawicki



Robert L. Vetter

Robert L. Vetter, petty officer 2/c, formerly employed in the store department at Madison, Wis., was killed on Feb. 21 when the ship on which he was serving was attacked off the shore of Iwo Jima.

Cpl. John Foley, formerly employed at the rail mill in Savanna, and son of Michael Foley, also employed at the rail mill, was killed in action in Germany on Apr. 13. He had been in service since Apr. 1, 1943.

1st Lt. Roland J. Wolff, formerly employed at Davies yard in Milwaukee, was killed in action on Luzon Island in the Philippines on Apr. 25.

Pfc. Robert E. Burns of the marine corps, son of Frank Burns, yardmaster at South Minneapolis, was killed in action at Okinawa on May 7. Memorial services were held at St. Helena Church in Minneapolis on May 29.

Col. V. R. Pogue, son of J. L. Pogue, an operator at Ottumwa, Ia., was killed in action during the last phase of the war against Germany. He was with the Signal Corps attached to the 1st Army.

Clayton J. Houff, hospital apprentice 2/c, son of Joe Houff, station baggageman at Austin, Minn., was killed on June 11, 1944, during the campaign in the Marianas Islands. He contributed to the winning



Clayton J. Houff

of the Presidential Unit Citation for his marine corps division which participated in the battles of Saipan and Tinian. The Houffs have four other sons: Chester is an engineer in the navy; Ronald is with the navy at Wold Chamberlain Field, Minneapolis; Virgil is a pharmacist's mate serving aboard a hospital ship; Jimmy is serving with the merchant marine.

Maintenance Men's Part in Perfect Shipping

(Continued from Page 7)

and bedding them with clean sand is another important item in claim prevention and is generally handled directly by section forces, although in Chicago Terminals this work is now being done by contract.

Maintenance of way forces can assist in claim prevention by observing the loading of cars and promptly reporting anything which is being done incorrectly. The main thing is to tell someone about it before the car gets on its way.

The section foreman is the railroad to a large number of our neighbors, more especially so in the country and small town than in large terminals, but even in the cities he is about as important to the industries as the agent or switch engine foreman, and his attitude towards them will often soften a disgruntled factory manager to the extent of dropping a claim or at least minimizing it. Co-operation and courtesy go a long way toward making a satisfied customer.

Son Follows in Father's Foot- steps, Wins Silver Star

When 1st Lt. Richard J. Dunn, Jr., son of Richard J. Dunn, signal maintainer at St. Paul, joined some other soldiers in digging up a German communications cable, he was probably only doing what he had seen his dad do time and time again. The difference was that when Lt. Dunn did it, the Germans were shooting at him with artillery, mortars and small arms, and when the job was done the army pinned a Silver Star medal on him in recognition of his bravery. He was shot in both legs and is now recuperating in a Memphis hospital.

The cable, consisting of 80 pairs of wires, provided a communication channel for the enemy at Cologne and when Lt. Dunn and the other men severed it, the Germans were deprived of a very vital facility.



Lt. Richard J. Dunn, Jr.

The Milwaukee Magazine

German Railroads

(Continued from Page 6)

In addition to the locomotive crew, two conductors are in charge of a freight train. The conductor rides in the front car and takes charge of the waybills. In the rear of the train an assistant conductor rides.

There are three classes of passenger cars in use in Germany. First and second class are comparable to American Pullman accommodations, while third class corresponds roughly with American day coaches.

Electrification made rapid strides before the war. Munich became the center of a vast electric network of lines stretching in all directions. For mainline operation there is employed a single-phase low frequency current with a trolley wire voltage of 16 kv. and a frequency of 16 2/3 periods per second. In Silesia and the Bavarian mountains mainline electrification has proved most successful, conversion to electricity resulting in a cut of 13 per cent in journey time of fast trains, and of freight trains 29 per cent. Suburban and interurban railroad electrification has been developed in the Berlin, Hamburg and Cologne zones, while

the Berlin underground railway system is one of the largest in Europe.

The German railway system, scarred by war, is once again being operated—this time by the GI railroaders of the Transportation Corps. The Military Railway Service is in the Reich.

The Bridge Tender Says "Thanks"

L. A. Harris, engineer for the Hiawatha for several years, has been dropping off his Minneapolis daily paper for a draw-bridge tender at LaCrosse. The other day Harris was sitting in his favorite eating place at LaCrosse when a man walked in. He asked: "Is there anyone here named Harris?" Harris identified himself. The man looked at Harris' engineer's cap and said: "I guess you're the one," and handed him a box of cigars, Harris' favorite brand. Then Harris learned the gift was from the bridge tender, who was showing his appreciation for the paper received regularly over the years. Up to that time the two had not met personally.

—From the *Minneapolis Daily Times*,
June 2, 1945.

Mason City Chapter

Mrs. John Balfanz, Historian

Fifty members braved the rain to attend the May day breakfast held in the clubroom May 1. Mrs. E. J. Sullivan of Milwaukee, Mrs. Vi Gossman of Farmersburg, Mrs. John Leibold of Clear Lake and Mrs. Fred Winn of Ossian were out-of-town guests. The tables were decorated with May polls in pastel shades and May baskets filled with sweet peas and daisies. After everyone had enjoyed the breakfast, Mrs. Sizer, music chairman, introduced Mrs. Glen Wallace, who led community singing, Mrs. Harry Farrar was accompanist. Mrs. Carl Anderson, president, presided at a short business session. Reports were given, and we were pleased to hear that our club was almost over the top in membership. Mrs. O. T. Anderson appealed to members to give a few hours each week to Red Cross sewing. Mrs. F. J. McDonald, program chairman, presented Mrs. H. Shipman, who gave two readings, which we all enjoyed. Mrs. Walter Hendrickson was chairman of decorations. Meses John Balfanz, C. E. Kemp, Walter Hendrickson, Jess Mathewman, Oscar Larsen, J. P. Hogan, Louis Coe, and C. E. Pack, refreshments. This is our last meeting until fall.

La Crosse Chapter

Mrs. Victor Hansen, Historian

La Crosse Chapter met May 9 with a pot luck luncheon. 48 attended, also four new members. Reports of the various chairmen were given. The membership is doing fine, 149 voting, 225 contributing. Good cheer sent out two floral sprays, one plant, and made eight sick and seven phone calls.

After the business meeting Mrs. Nick McGauhy took charge of the program consisting of community singing, a recitation and solo by little Mary Clare Finelly, and a selection by Mrs. McGauhy. Two groups of young women of Aquinas high school entertained with solos, group singing, and instrumental music, which everyone enjoyed. Chapter is closed until September.

Kansas City Chapter

Mrs. H. B. Numbers, Historian

March meeting was well attended, despite the snow storm. Red Cross sewing was the main event of the day. Telephone calls are being made and cards are being sent to all our shut-in and sick members.

Report of our Rummage Sale was given at April meeting. The sales were made and the ladies were ready to leave for home by 1 P.M., tired but happy, and with \$50.00 to add to the treasury.

May meeting was called at 11 A.M. for a May Brunch Party. We were served fruit cocktail, eggs, bacon, American fried potatoes, hot biscuits, jelly, and coffee. The tables were decorated with flowers and a May basket at each plate. About 40 guests were present. Mrs. William Kinder, our Ways and Means chairman, and committees deserve a lot of thanks. After the Brunch everyone soon busied themselves with the Red Cross sewing. Mrs. Morrison's electric machine started humming and needles and thimbles clicked along with it. Our next meeting is to be a picnic.

Madison, S. D., Chapter

Mrs. Harvey Gregerson, Historian

In the absence of our president Mrs. Mike Perry, Past President Mrs. Geo. McKinney presided at the meeting held May 1. It was announced that our chapter had gone over the top with 81 voting members and 191 contributing members.

At the last social meeting before vacation husbands of members were entertained, whilst being played, awards going to Mrs. Geo. McKinney and Mrs. Milo Potter. In the late evening a delicious lunch was served by the May serving committee.

The Milwaukee Railroad Women's Club

Portage Chapter

Mrs. B. A. Gothompson, Historian

Portage Club has been unusually busy these past few weeks. Our May morning breakfast was well attended. Mrs. Burns and her committee made the club room gay with spring colors and potted plants. One unique feature of our breakfast was that the food served was, for the most part, ration point free. Some of our husbands came to sample our culinary art and voted it "quite right." We are convinced ham and—are out for the time being. Several solos by Mrs. F. Stewart were enjoyed. Mrs. Herman Manthey, our program chairman, told us of the origin and observance of May Day.

At our regular meeting a week later we found much of the spring cleaning of our club house had been done, thanks to Mrs. Callish. Also Mrs. Bublitz and a volunteer group who cleaned our dishes and cupboards. At this meeting the serving committee sold chances on small gifts from its members. We find this adds quite a considerable sum to our treasury.

Marmarth Chapter

Mrs. Shirley Richey, Historian

We have had a very interesting five months with our new officers. We have gone over the top in our membership and now have 42 contributing and 35 voting members. Sunshine Chairman Edith Stiles is kept busy sending get well cards. Our Treasurer, Dorothy Hedges, reported \$101.06 in the bank. Our club house was the depot for our national used clothing drive. Mrs. Shirley Richey acted as co-chairman with others who donated their services. We boxed 567 lbs. of clothing. We have made liberal donations to the Red Cross and Salvation Army and are buying bonds regularly.

Our agent's wife, Mrs. M. A. Tripp, who was in the Miles City hospital, was remembered with a "get well" card shower. At last meeting lunch was served by Mesdames Chmura, Ashley and E. Clark.

Savanna Chapter

Mrs. Raymond Schreiner, Historian

The club held its annual pot-luck supper and get-together for all paid members and their families, on the evening of May 14 in our club house. The event was attended by more than 100 persons. Dinner was served at tables beautifully decorated with cut flowers, Meses. Matthew Pollock, Otto Wolfe, Frank McDonnell and Geo. Shaver were in charge. A short business meeting was held, which opened with the group singing "God Bless America," with Mrs. Raymond Schreiner accompanying at the piano. Brief committee reports were given. The meeting closed with the singing of "I've been working on the Railroad."

Mrs. A. J. Cush, program chairman, announced the following program. E. D. Gantert, a Savanna man, just recently returned from service in the South Pacific, and now discharged from service, gave a very interesting talk on "Life in the South Pacific." A group of Savanna High School students presented a cavalcade of radio stars. Those taking part were: William Campbell, Miss Mary Delores Cruz, Miss Jane Brackett, Thomas Sullivan, Miss Jean-

ette Trunninger, Miss Alverdo Tyler, Miss Peggy Smith, Edward Rogers, Miss Marilyn Radke, Miss Geraldine Sweitzer and Miss Grace Smith. The remainder of the evening was spent playing games, honors in bridge going to Mrs. Albert Lahey, in "500" to Mrs. Hans Sorenson, and in bunco to Mrs. Steve Deisis, and the children's prize in bunco was won by Miss Lou Ann Rabun.

St. Bernice Chapter

Mrs. Wallace Jordan, Historian

Our March meeting was held on the 21st. Supper was served by Mrs. Ora Reed, Mrs. Jess Dunn, and Mrs. Reed McGinnis. A short business session followed. Sunshine committee reported 18 personal and phone calls, and seven cards sent. \$25 was voted for the Red Cross.

On April 18 our meeting was held with good attendance. A fish supper was served by the following men: Ben Reed, Benny Conner, Reed McGinnis, and Elisha McDonald. Following supper the business meeting was held, Sunshine committee reporting 21 personal and phone calls, and four sympathy cards sent. Victory Maps sold amounted to \$5.16 profit.

May 16 a pot luck supper was served by Mrs. Stanley Reed, Mrs. Charles McCauley, and Mrs. Reed McGinnis. The Sunshine committee reported 27 personal and phone calls, and eight cards sent. The Ways and Means committee cleared \$126.90. A good time is always had by every one at these meetings.

Channing Chapter

Mrs. Jack Meyers, Historian

A special meeting was held on the afternoon of May 17. A pot luck lunch was served, after which a meeting was held. Miss Lindskog was a guest of the club. After the meeting, a social hour was enjoyed. Those present reported a pleasant afternoon.

Mitchell Chapter

Mrs. Floyd Phillips, Historian

Our regular monthly meeting was held May 14 in the Elks' club parlors with an average attendance. In the absence of the president Mrs. Ray Schiltz, Mrs. Geo. Foote, first vice president, presided.

It was voted to dispense with our regular June picnic this year on account of members being busy with more important duties. The attendance prize was drawn by Mrs. Passehl. We adjourned for the summer months and will meet again in the fall. Refreshments were served by Meses. Sundquist, France, Reise and Griffin. Cards were the diversion for the remainder of the evening.

Sanborn Chapter

Leah Smock, Historian

Sanborn Chapter met for its May meeting with our President, Mrs. Harvey Hopkins, presiding. Routine business was taken care of and various reports approved. The club has served several funeral dinners this past month. We extend our sympathy to Mr. and Mrs. McMann in the death of her mother, Mrs. Cannon; Mr. and Mrs. Newt. Pippinger in the death of their grand-daughter, Lyla Ahrens, also to the twin brother Lyle, older sister Carol and mother Mrs. Morene Ahrens; Mrs. Helen Ott and son, John Jr., in the death of John Ott, Sr.; Paul Jones and family in the death of his father, L. D. Jones of Ventura. Also to Mrs. L. D. Jones of Ventura. These folks were formerly members of the Sanborn club and were greatly missed when they moved to Ventura.

We are glad to welcome Mrs. W. K. Peterson and children back to Sanborn while Mr. Peterson is away in the service of our country. We are sorry that we are to lose Mr. and Mrs. Claud Powell and family but our good wishes go with them to their new field of work in Elkader.



Members of the board of the Sioux City Chapter.

Sioux City Chapter

Mrs. Ben Rose, Historian

Anticipating a delightful occasion, a goodly number of our Sioux City Chapter attended the Annual Membership Tea, which was held in the Y.W.C.A., Thursday afternoon, May 24. In keeping with war time simplicity, rather than ostentatious elaborateness, very charming and effective decorations were achieved by Mrs. W. C. Boyette, chairman, and Mrs. B. Bra-shear, Mrs. B. M. Gallas, Mrs. T. J. Snyder, Mrs. L. E. Cotter and Mrs. R. F. Leahy, who composed the committee.

Appearing on the program were Mrs. C. A. Hoyt, who gave an excellent book review, and Mrs. Jess Jamison, who paid tribute to our flag. As does the artist, with his last stroke, pick up and bind together the contrasting elements of his painting, so did Miss Etta Lindskog, our honored guest, add the finishing touch to the afternoon's program, with her inspiring talk concerning the various phases of chapter work, as she made clear, that our Milwaukee Women's clubs are needed more than ever, as we make the transition from war restrictions into the areas of peace adjustments and reconstruction. Those of our membership meeting Miss Lindskog for the first time were deeply impressed (and so expressed themselves) with her qualities of selfless leadership. (Just what we oldsters have known for a long time. Censor, please pass.)

Mrs. U. S. La Breck and Mrs. G. W. Wean poured. Weather cooperating, a lovely summer of picnics and out-of-door relaxations lies just around the corner.

Milwaukee Chapter

Mrs. John Ehler, Historian

Reports on expenditures for 1944 were heard at our May 15 meeting and \$50 was donated to the Victory Committee. The May 31st card party at the club rooms was well attended. Proceeds were \$19.35. Welfare reported one family well taken care of. Seven blood donors for May, leaving a splendid record for the Milwaukee Road at the close of our Milwaukee Blood Donor Center here. We will continue to donate to the Red Cross through the Home Service fund. Two good cheer, one sympathy, and two convalescent cards were sent. Mrs. C. Lindgren, won the attendance prize. Our members enjoyed a motion picture on Dr. Phillip's orange orchard in California which explained the nutritive value of the fruit. Members expressed the hope that more such enjoyable and educational evenings could be looked forward to.

Red Cross May Report: Donated to Home Service \$6.02. Surgical Dressings 4 x 8's 1,030, Surgical Workers 81, Surgical Hours 346½. Knitting crocheted two A.R.C. afghans 50 hours, Civilian Mufflers 100 hours, Army mufflers 30 hours. Army sleeveless sweaters 44 hours, army pilot sweaters 36 hours, making 260 hours. Total of 606½ hours worked by group. After the meeting lunch was served, followed by cards.

Part of the group who attended the Mar. 26 meeting of the Sioux City Chapter.



Terre Haute Chapter

Mrs. Edward Bevington, Historian

Dedicatory exercises for the service flag of the auxiliary were held by the chapter on May 17, which event took the place of the regular meeting, usually observed by a potluck supper. The program opened with group repeating the Pledge of Allegiance to the Flag followed by the dedicatory prayer, led by Mrs. Aaron Wright, Miss Helen Bailey played the "Meditation" from "Thals" on the violin. She was accompanied at the piano by her mother, Mrs. Pat Bailey.

Walter Glass and Hershel Austin, employees of the railroad, gave brief talks relative to the occasion. The meeting was closed with the singing of "The Star Spangled Banner." Light refreshments were served to about 75 people.

Ottumwa Chapter

K. M. Gohmann, Historian

The "V" shaped luncheon table, with its decorations of yellow and white and beautiful spring flowers, was very appropriate to celebrate the victorious ending of our membership drive; under the able leadership of Mrs. Walter C. Becker 752 members were secured and our club was the first in its group to go over the top this year in the membership drive. Fifty-four attended the noon luncheon preceding the meeting on June 1st, which opened with the singing of "God Bless America" by Miss Norma Sowder, and the entire group singing the "Star Spangled Banner" with piano accompaniment by Mrs. Frank Ebbert. It was our pleasure and privilege to have as our guests Miss Etta Lindskog of Chicago and Miss Jenness Hope of Ottumwa, who at one time served as a nurse in the Fullerton Avenue building in

Chicago. The talk given by Miss Lindskog was interesting and we appreciated the commendable comments and the praise given to our club members. We were complimented for having purchased \$600 worth of war bonds, for our participation in civic activities and our contribution to the war effort through various sources.

Our season will close with the picnic planned for June 24, and our meetings will be resumed on September 7th. Mr. and Mrs. M. L. McNerney celebrated their 36th wedding anniversary on May 28, the date of the Service Club Appreciation Party, and they were presented with a beautiful bouquet following the dinner.

Perry Chapter

Mrs. J. Snipe, Historian

Perry Chapter held its May meeting on Thursday the 3rd in the dining room of the Presbyterian Church, where their May breakfast was served. The tables were

beautifully decorated with May Poles and spring flowers. Potted Violet plants were given as favors.

Following the breakfast a very good program which was enjoyed very much was presented by some of the children of railroad families from the high school, also a play by the ladies of the G.I.A. Our President held a short business meeting and expressed pleasure in the large attendance. Seventy members were present and all were invited to come to our next meeting which will be in September, as we will not meet during the summer months.

Tomah-Sparta Unit

Mrs. Wm. Hovey, Chairman

Our April meeting was held at the home of Mrs. Albert Bergman with Mrs. Ray Gamble assisting hostess. Reports were given. Several of our ladies are giving a great deal of their time to the 7th War Bond drive, also Red Cross sewing and knitting. Window boxes and flower beds for depot lawn were discussed. Games and a fine lunch were enjoyed by 18 members.

Regardless of rain and cold weather 40 members enjoyed a ten o'clock breakfast May 31 on the south side of depot waiting room. Tables were nicely decorated with flowers and ferns. Fifteen men highly appreciated a cup of hot coffee and a little hand out. Our veterans were invited. Out of town guests were Mr. and Mrs. Walter Woodman from Westfield, Wis. Our meeting was called to order, reports were given. Fruit and flowers were sent to our contributing member Frank Fredricks who was ill.

The family picnic was discussed and voted for July 12. It is to be 5 o'clock pot luck supper on Sparta depot lawn. Peter Hensgen and Geo. Kiefer donated and planted some fine shrubbery to beautify our depot grounds. All plants for window boxes and flower beds were donated

and planted by members. Our section and depot men again have offered a helping hand in keeping our depot lawn and flowers in perfect order for the summer. We appreciate and thank our men for their fine co-operation. A nice reading was given by Mrs. M. Richgruber and Mrs. Geo. Kiefer which ended a perfect day for all.

Spokane Chapter

Harriet Ashton, Historian

At March 13 meeting, Committee reports were given. Six calls made and cards sent to the sick were reported by Good Cheer. Club voted \$10 to the Red Cross and \$5 to the telephone fund for Service Men. Members reported their hours of war work. Local firemen showed a picture of a War Combat Series. At the close of the meeting Mrs. W. H. Hunter, one of the Club's most faithful members was honored with a tea and birthday cake—her 78th birthday.

April 4 Mrs. Harry L. Anderson, president of Union Station Chapter, Chicago, was guest of honor at a luncheon the Spokane Chapter gave, also Mrs. J. Shook was honored on her 83rd birthday. April 9th regular meeting was held. After a short business meeting Mrs. A. L. Meeks presented Mrs. Geo. H. Hill in a book review, "High Time," by Mary Lasswell, also a group of songs by Mary Jane Meeks and Patricia Greif. The afternoon was concluded with a tea and social hour.

Minneapolis Chapter

Mrs. Fred J. McKeever, Historian

Our May meeting was held at which time the Service Club entertained. We had a very short business meeting and then joined the men of the Service Club who gave a dinner and entertainment in honor of Mr. J. T. Gillick and the old-timers. About 250 guests were present. A letter was read from Mr. Gillick regretting his inability to come. A good dinner was served and speeches by many of the old-timers were enjoyed, with Mr. Rogers as toastmaster. A very fine program followed, consisting of a number of solos by Ted Collins, an amusing stunt by Joseph Conrad and a skit on the life of Mr. Gillick, which he surely would have enjoyed. A few numbers were rendered by the choral club and community singing followed.

Our membership is growing steadily and a great deal of credit is due Mr. McDermott of the Roundhouse for his wonderful cooperation and help "far beyond the line of duty."

Bensenville Chapter

Mrs. James M. Calligan, Historian

The last meeting of the season before summer vacation was held on June 6. Preceding the meeting a delightful luncheon was served by hostesses Mmes. J. Caport, W. Williams and Wm. Peck. We were indeed happy to have so many of our older members with us and hope they will come out again. We also had a very pleasant surprise by a visit from one of our past presidents Mrs. Marion Rands. All were indeed glad to greet her. Marion and her husband Wm. Rands moved to California some five years ago and are here on vacation, also to attend the graduation of their grandson David Rands from the Bensenville High School.

Meeting was opened by our President Mrs. Paul Sturm. Club motto was given followed by the Pledge of Allegiance to the Flag of our Country, after which all joined in singing. Sunshine 21 cards, 10 personal and five phone calls. Membership 83 voting, 212 contributing reported as of June 1 putting us over the top to win the prize offered. We have a neat little sum in the bank, also were able to buy two more \$100 war bonds. On hand 1,929 Library books.

A handkerchief shower was tendered Mrs. Leo Koch by the members, as she and Mr. Koch are moving to Marion, Iowa in the near future. The club extends the best of wishes and good luck to Mr. and Mrs. Koch in their new venture and good fortune. Mrs. Koch enjoyed all the lovely

hankies and thanked the members, after which meeting was adjourned. We wish for all a very happy vacation time and hope for a large attendance at our September meeting.

Des Moines Chapter

Nina F. Eggleston, Historian

The annual May Day luncheon was served and prepared by the 1945 officers. Mrs. Esther Moore—Pres.; Mrs. Pearl Shannon, Vice-Pres.; Mrs. Lou McClucas, Sec'y; Mrs. Vera Chinn, Treas.; Mrs. Margaret Price, Sunshine; Mrs. Hazel Garland, Membership. Twenty members enjoyed the delicious meal. Our table banquet was furnished by our Secretary from her beautiful flower gardens. After the regular business meeting which followed, bridge was played the remainder of the afternoon. The June meeting being our last meeting until September was held at the club rooms with lunch brought by the members present. Our membership committee reports 89 members so far this year.

Malden Chapter

Mrs. Chas. Hankins, Historian

It was not possible to hold the April meeting due to painting of our club rooms. They are now nicely redecorated. After our May meeting the second of a series of card parties was held, and plans for our picnic were also discussed but no date set. We greatly regret the loss by death of two of our members, Sam Darnell and John D. House, and extend our deep sympathy to their families.

Butte Chapter

Mrs. David Ehrlich, Historian

Our last meeting before the summer season was high lighted by reports from the various committee chairmen on their activities since January. Members particularly excelled in piling up many hours of Red Cross work. It was planned to open the fall season by a large benefit affair for one of our elderly pensioners who is in need of our aid.

Following the business session, members enjoyed a bridge party, and a charge of 25c per person went to augment our treasury, and Mrs. Victor Petersen and Mrs. R. C. Schwichtenberg were hostesses at a delightful dessert supper. Members bid each other goodbye for the summer, planning to come back in the fall with renewed interest and many interesting plans for another successful season.

Wisconsin Rapids Chapter

Mrs. Howard Gibbs, Historian

Our chapter held its last meeting before the summer recess on May 15 at the home of Mrs. Herman Schuman at Nekoosa. Good Cheer chairman reported six personal and phone calls made and two good cheer cards sent in April. At the present time our efforts are being concentrated on completing our membership drive as quickly as possible. Mrs. Clarence Brave is chairman in charge of membership.

We regret to report we are losing one of our most faithful members. Mrs. Carl Akey, secretary and treasurer, resigned at our last meeting due to the fact that the family is moving to Wausau. We are going to miss her a lot, but we are sure her successor Mrs. Ellsworth Peavey will carry on the good work.

Janesville Chapter

Mrs. J. W. Higgins, Historian

We were indeed honored at our June meeting by the presence of our Secretary General, Miss Etta Lindskog. We are always glad to have her in our midst to tell of the activities of the 59 other chapters. Preceding the meeting a lovely luncheon was served by Mrs. Clara Naeser and her capable committee consisting of Mmes. James Fox, William Bennett, Wal-

ter Seitz, Chas. Corson, Earl Messerschmidt and A. M. Boucher. Thirty were seated at tables profusely decorated with spring flowers. We were interested to hear of the canteen service to the men and women in uniform that some of the chapters have carried on. Though we have no opportunity to do this service many of our members have devoted many hours in the Red Cross Work, Campaign Army etc. In the absence of our President, Mrs. Pat Wallace, our Vice President, Mrs. Wm. Reilly took over. A \$100 War Bond was purchased. A June card party is in the offing, with Mrs. M. J. Kelleher to be chairman. Mrs. J. W. Higgins won the attendance prize. Come again Etta, you are always welcome.

Milbank Chapter

Mrs. Geo. Lewis, Historian

The last meeting until fall was held at the club house, Wednesday, May 23 at 2:30 p.m. After the Pledge to the Flag and club motto were repeated the meeting opened in regular form and routine business followed.

A social hour with Bingo was enjoyed and prizes were awarded. Mrs. Otto Warner was welcomed into the club as a new member. A pot luck luncheon was served and enjoyed by all. The bank night award of \$1.00 was won by Mrs. Otto Warner. We hope to see a large attendance at our meeting in September.

Miles City Chapter

Mrs. N. A. Helm, Historian

Miles City Chapter held its last meeting until fall with Mrs. Irene Gilbert presiding. Treasurer, Mrs. Grace Moss, reported \$182.52 on hand. Membership chairman, Mrs. E. B. Walters, reported a total of 215 members were signed up. Mrs. Wm. James reported 93 telephone and personal calls made; 39 cards sent. Mrs. Mildred Brisbane, Red Cross chairman, reported 161 hours put in, 41 garments made and 41 workers who sewed.

Mrs. Earl Farr won bank night prize which was \$2. Mrs. Glen Denton gave two humorous readings, "Mrs. Peaslee and Her Children" and "Tillie and the Twins." Mrs. Earl Farr and Mrs. Moss were on the refreshment committee.

Othello Chapter

Mrs. E. R. Berkey, Historian

On May 19 Ways and Means Chairman Mrs. Barrett and her committee served a bounteous evening meal to 75 townspeople attending a Town Hall roundtable discussion which was held in our club rooms at the suggestion of Mayor J. H. Barrett, who acted as host and master of ceremonies. Matters of social and civil betterment were discussed by representatives of the churches, clubs and members of the town council, and a much better understanding among the various groups resulted. In fact, the meeting was so successful we were asked to consider handling more of these gatherings during the ensuing year.

At our regular meeting June 5 it was decided to dispense with business meetings until October, but to continue our monthly social meetings. At the close of a short business session a no-host potluck dinner was served and honors were paid Mrs. Marguerite Wilson, better known as Mother Wilson, who was 79 years young that day.

Do You Know?

Our purchasing agent informs us that approximately \$45,550 per year is spent on batteries for trainmen's lanterns and flashlights.

If flashlights and lanterns are turned out when light is not required (and not used continuously), the reduced demand on the battery will extend its overall service life.

Economical use of material will produce the same result at less cost.

MILWAUKEE TERMINALS

Fowler St. Station

Dorothy Bertha, Correspondent



Been running into Cpl. John Williams all over the terminal. He has returned from New Caledonia and is on his way to a rest camp in Miami Beach.

Sgt. Edgar Kurtz is reported to be in Czechoslovakia.

Pfc. Walter Neumeister writes a grand letter from France, where he is stationed with the Railroad Company. He says: "The M.R.S. operates the railroads in an identical manner to the roads back in the States. Most of the boys are from various roads back home and have had previous experience. I met several fellows off the MR, on the La Crosse and River Division and the C&NW from Madison."

Harry Opitz, veteran of four years in the South Pacific, is the new checker seen at the fruit house.

Estelle Rege is the sweet girl graduate of the month. Estelle will stay on with the billing department.



Mike Palmisano (left) and "Swede" Larson, cooperators at the Fowler Street freight station in Milwaukee.

Felix Coerper has been on the sick list for over a month, and we are hoping that he will soon be back on the job fully recovered.

Never a dull moment on the rate desk. Glance over and you will see a page out of Esquire. Tony Cheihar never fails to show up in the latest in sport shirts.

More broken legs this month. Also an automobile accident. This time it was Emanuel Higgins. Also hospitalized recently were Mike Kurth and Otto Paul, both having to undergo operations.

Romance walked into the freight house this season and as a result on June 16 Checker Marge Barry and Skippy Richter, tractor driver, were married.

Medic: "What you need is an electric bath."

Private: "Nothing doing; I had an uncle drown that way up in Sing Sing."

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

Richard J. Steuer, Correspondent

It appears that even correspondents are not safe from notices of one kind and another. Witness last month's article pertaining to your correspondent which appeared in the Fowler Street news. Suffice to say I was both surprised and pleased to see my name in print, and that goes for the girl friend as well.



Sgt. Kenneth Henning was home on furlough after three years' service in the South Pacific area. He covered most of the territory from Australia to Manila, and all that important island hopping remains sharp in his memory. Kenny is the son of Car Inspector George Henning, Chestnut district.

While on the subject of servicemen, mention should be made of Sgt. Harry Gastel. Harry wrote his dad, Hugo Gastel, yard clerk, that "hunting deer in Germany is just as much sport as open season in Wisconsin." Harry and his buddies were a few of the lucky ones who found themselves in the neighborhood of the Nazis' personal game refuge when their furloughs came through. So they enjoyed a postman's holiday stalking deer.

The last letter from Wally Holz places him somewhere in the South Pacific aboard a warship. Judging by his description of action he has seen, he should have quite a lot to tell when he again finds his way around here.

What has a beginning has an end, Ted Wojtasiak found to his dismay. The tall, dark and handsome rate clerk spent his vacation at his Antigo farm and after a week decided to remain a few days longer. However, he returned empty-handed, with not even as much as an 18-pound ham for the gang!

The return of Bill McGrath to the rate desk leaves only one on the sick list this month. Bill McG. sure is glad to get back into the swing of things, and confesses that it wasn't as bad as he had expected. What with all those new rates and embargoes going into effect, not to mention the ODT rules and regulations, one would think Bill would have a tough time. Tony Stollenwerk has returned to the North Milwaukee rate desk, and Bob Owsley has resumed his clerical duties at that office. Bob picked up valuable experience while filling in at the rate desk.

After a feverish four weeks of running hither and yon for birth records, letters of recommendation and whatnot, Tony Wokszynski left for service in the merchant marine. Tony's correspondence has been of the short kind: "Having wonderful time, wish you were here." "Buck" Spellman is now handling the PFI work with the dispatch of a veteran.

The long-awaited wedding of Yard Clerk Jim Madushaw and Thelma Baumann took place June 16 at Ascension Lutheran Church. The happy couple spent their honeymoon in Illinois.

Odds and ends... Buck Leaman can give anyone tips on what horses are due for killing. Just ask him next time you head down the racetrack way... Recent visit included former Agent E. E. Ross and Frank Thielke, retired demurrage clerk. Both are looking well.

Coach Yard

Richard Flechsig, Jr., Correspondent Milwaukee, Wis.

It's about time the three sick boys from the coach yard got out of St. Joseph's Hospital. Tony Weiland was there five weeks; Richard Flechsig, Sr., is out after being there for 23 days, and your correspondent was there for 12 days. Tony is still recuperating at his home, but the two Richards have reported back to work.

Congratulations go out to Phil Stetzinbach, who became a grandfather recently. Can't you just see him walking around the yards with his chest expanded to almost twice its usual size? John Stetzinbach, Phil's son, worked at the shops before his recent enlistment in the navy.

Big Bill Derhimmer was put in as a steamfitter helper while your correspondent was in the hospital.

Joe Galica still hasn't been able to report to work yet. He left us last September and is still trying to regain his health.

In the Nineties a young man's kiss was like a henpeck compared to the vulcanizing jobs they do today.

Friendship is the highest degree of perfection in society.—Montaigne.



Price Collins, a Milwaukee Road porter whose home is in Milwaukee, is a bond buyer extraordinary. In addition to purchasing a \$1,000 bond at the beginning of each War Loan drive, he buys others from time to time. At last report he has bought \$1,200 worth in the 7th War Loan, and altogether he has 73 bonds of various denominations, some of which date back to the Defense Bonds issued prior to Pearl Harbor. He has never cashed one. (Milwaukee Sentinel photo.)

Muskego Yard

Grace Johnson, Correspondent



I am sure many of you fellows know Cpl. Anthony Mesich, who has been in the service for the past four years. Received a fine letter from him in the Philippines. He has been overseas more than three years and expects to be at home within a few months now. He has seen plenty of action, having been in combat areas ever since 1943. He says hello to Charley Tennant and all the fellows in the west yard who were his old buddies. He sends a special greeting to George Gates, Roy Lewis, Eddie Lewis, the engineer, and even Soo-Line Eddie (if he reads a good railroad magazine he will see this). Anthony is another of our boys who wants to thank the Milwaukee Road for his Christmas check.

We have some news concerning a favorite switchman from Muskego who has been in the service for the past few years. You all know him best by the name of "Mike Switch," I think. Had a letter from Mike two days after he had been taken to a hospital in Putzchen, Germany. He was pretty seriously wounded but is coming along all right and we hope he will be in the States soon. He said he expected to be taken by plane from there to the States very soon. For those of you who perhaps don't know him by the name of "Mike Switch," it is Gene Kolasinski I am writing about. He is very anxious to recover and come back to railroading with us, so here's hoping he can at least pay us a visit soon. I will be glad to furnish Mike's address as he is one chap that I know would certainly welcome a letter from any one of you fellows. His entire letter was filled with his wishes to get back to the Milwaukee Road. He was with the 744th Railway Battalion.

Kenny Christopherson, who was with the 740th—in fact the only Milwaukee man with that outfit—was wounded in action and has been awarded the Purple Heart. The personnel of the 740th has also been awarded their second Bronze Star—one for the campaign in Germany and the second for the campaign in northern France. Ken is still walking with the aid of a cane but sure looks OK. He still is not released from Percy Jones Hospital at Fort Custer and reports there for treatment.

Greg Schueller has returned from the army and is back in the yards.

The service news seems to far outshadow the social events this issue but there is certainly no more deserved space than that given to any of our boys in the service.

CHICAGO GENERAL OFFICES

Freight Claim Department

Marie Horatt, Correspondent

There are quite a few changes in the freight claim department:

J. A. Eberhart, after 27 years of service, has retired to his country home at Kewaunee, Wis.

Congratulations to Al Ducret on his appointment as traveling adjuster.

We are happy to see the smile on the face of Mr. Frey, who has received word that his son, recently liberated from a German prison camp, is in the States and will be home soon. We are looking forward with pleasure to meeting this young man.

Mail from our boys in the service has been rather scarce of late—guess these boys are just too busy to write.

Your correspondent underwent an operation in May.

Roy Reimers is also back on the job after an extended illness.

Wedding bells have been ringing in the typing bureau. This time Rosemary Kelly

said "yes" to Roger Milles, seaman 1/c. We hear Lavergne Sabus will say "yes" in the very near future to John Harris who is serving in Uncle Sam's navy.

Passenger Traffic Department

E. R. Will, Correspondent



Cpl. Bob Chermak visited the department recently while on a 15-day furlough. This particular furlough differed from the others as the little corporal took unto himself a wife. The beaming bride was formerly Miss Vivian Mikell. They were married June 9. After a brief honeymoon in Wisconsin, Bob will report at

Camp Swift, Tex. He is now in the medical corps and can be considered a prodigal son as far as Camp Swift is concerned for this will be the fourth time that he has entered or been shipped from this base. The department extends best wishes to the happy couple.

Tragedy struck the department last month with the sudden death of Ceil Ogden, who succumbed after a brief illness. Ceil had been a former employe of the company and had accepted a request to return to work as secretary to Mr. Hicks, passenger traffic manager, when the regular members of the force entered the armed services.

Many of the passenger department's employes, particularly those from the off-line offices in the East, will be saddened at the news of the death of George J. Lincoln, age 88, formerly general agent of the company in Philadelphia. Mr. Lincoln was employed by The Milwaukee Road from 1898 until his retirement on Jan. 1, 1941.

For a time it seemed that the annual derby pool would be overlooked, but Roy Huntsman rectified this situation. The field in the derby was too large and a number of "furriners" from other offices had to be solicited. As luck would have it all three winners were in that bracket.

After many years a new financial angel in the person of Gene Henderson distributed to the passenger department's employes their bi-monthly awards for service. Contrary to rumor, Ed Lange still retains his popularity. It might be well at this point to congratulate Ed and Gene as well as Gil Henkens, three swell guys, on their promotions made possible by the elevation of Robert F. Johnston to the position of general passenger agent, which is outlined in detail in another section of this issue.

With the lifting of censorship in the European theater, many of the boys now are telling actual experiences. Sgt. Heinz Reupert wrote Ida Grimm of some of his experiences, including his voyage on the Queen Mary from the States to England, spending Christmas of '43 off the coast of Iceland and hitting the beaches at Normandy on June 9, 1944. More details, however, must await the soldier's return.

Car Accountant's Office

Harry M. Trickett, Correspondent



Sgt. Wm. C. Olsen on May 7 sent his appreciation to the Victory Club for another American dollar bill, which he was most happy to see because of the type of money used by the army. He is not so pleased with his location in the South Pacific, but says that they are getting closer to the target, and that the little yellow boys annoy him with their planes. Due to his change in A.P.O. number, he received a Christmas card on May 7, a little late, but appreciated.

Angela Nixon submitted to an appen-



Abbie Wendell, majorette of the Milwaukee Hiawatha Service Club Band, feeds a piece of Hiawatha birthday cake to Engineer A. A. Grandy as Conductor E. E. Haddock looks on enviously. The scene took place in the Chicago Union Station on May 29, the Hiawatha's 10th birthday, following a luncheon held for a group of newspaper and magazine writers in a Hiawatha diner which had been spotted on a track adjacent to the Afternoon Hiawatha. H. A. Scandrett, one of several company officers who attended the meeting, addressed the group.

dectomy at the Ravenswood Hospital on May 24 and is convalescing at home.

May Belle Johnson took a 30-day leave due to ill health.

Dorothy Donnelly, who was in the sorting bureau for a short time, passed away on June 8.

Several girls from the office had a bridal shower for Rose McClellan on May 29. She is to be married in the near future.

Eddy Colby, formerly seaman 2/c, stationed for several months at a South Pacific base, is now a fireman 2/c aboard ship where the food is better and he gets plenty of exercise, fresh air, salt water spray and swimming. Finds his work with the black gang in the boiler room interesting and warm.

Pfc. Warren Gearhart wrote on May 16 from Germany that he has been lucky, or had a charmed life, after one year of hell and high water, with but a few good and pleasant memories, and that V-E day was just another day. About the females, he mentions that the German girls are a bit all right, but our boys don't speak or look at them unless on business. After being through five countries, he says that he still likes the U. S. girls, as they are the best, even though harder to get along with. He also sent a booklet entitled "History of the 79th Division," printed with German ink on German paper with German presses in Germany.

J. E. Crowley was very happy when news came of the arrival of his son, Ellis, in the States on May 27 after three years in the Pacific.

Marian Scharlow was the proud possessor on June 12 of a Hawaiian lei of orchids sent by plane by her husband, stationed in Hawaii. They appeared to be freshly picked and were rich in color.

Margaret Marshall had the ill fortune of having her billfold taken from her bag on a recent shopping tour in the loop.

Received advice from Pfc. Jerry Nowakowski of a change in his APO number to 339.

On May 25, by order of the governor, Harry Trickett was promoted to 1st lieutenant, Illinois Reserve Militia, and assigned to Company "E" at Elgin, Ill.

Purchasing Department

Josephine O'Hara, Correspondent



The appeal of railroad work and the *esprit de corps* found among railway employes has often been observed, but it gains full expression when one congratulates a veteran employe for 50 years of faithful service. It was with pride that we of the purchasing department

offered George Gale, stationery buyer, our best wishes on such an occasion. Mr. Gale served 25 years with the Burlington Railroad before coming to the Milwaukee, where he celebrated his 25th anniversary on June 9 last.

W. A. Linn, former assistant to the chief purchasing officer, received a warm welcome on a recent visit among us. His dapper appearance, accentuated by a trim mustache, attracted no little attention, and many of us found it difficult to believe that he is a retired railroad man.

Among the business visitors this month have been out-of-state men on our line. They included J. C. MacDonald, assistant general storekeeper of Tacoma; Charles Reynolds, chief clerk in our Seattle office, and H. T. Bell, storekeeper from Cedar Rapids.

Time does go by, and after 16 months of military service Michael Matara is working with us again.

Pfc. Bob Reiter wrote that although he is the possessor of three battle stars he is on a strict training program. It seems that Bob doesn't want to stop his programs.



KEEP IT IN MIND

By Barton Braley

Now that V-E Day's behind you

You will kindly not forget

To remind us to remind you

That the Japs are fighting yet.

And for quite a while you'll find you

Have the costs of war to pay,

So remind us to remind you

"Buy another bond today!"

Cpl. Don Russo sent a few pieces of American invasion money used in the Pacific area, and we quite agree with Don that his money must be a nuisance to count.

A newcomer has been added to the office force. This time we have a Chicago girl, Margaret Egan. However, our score of Chicagoans has suffered a loss because Marge Martinus, who recently moved to Bensenville, may now be seen in the company of our Elginites on the morning train.

Another bit of romantic news has come to our attention, for Jean Lathrop promises us a wedding in the autumn. She recently became engaged to William Ryan, a former lieutenant in the infantry. He saw active duty in France and is now discharged from service.

Auditor of Expenditure's Office

Bernie Williams, Correspondent



It was with deep regret that the office learned that Frank L. Brackett had gone to his reward on June 12 after a short illness at his home in Minneapolis. An employe of the Milwaukee for 43 years, the last 25 of which were spent on the traveling force, Mr. Brackett underwent an operation and recovered, but later succumbed to pneumonia. Burial was at Minneapolis on June 15. Frank is survived by his widow, Mrs. Bessie Brackett, and a daughter.

Among the men cited for the great work of keeping the B-29's in the air over Japan was Cpl. Henry Neven of Mr. Murray's office, recognized as a specialist with ground echelons supporting the superfort assaults on Nippon. In other words, he's a superman with those superforts.

Leaving the ol' C.M.St.P.&P. on June 1 to enjoy his pension was Palmer A. Nickey, formerly district accountant at Minneapolis and more recently of the chief disbursement accountant's office, AFE Bureau. Mr. Nickey has been at this railroadin' life for 45 years and he surely deserves every happiness in his future years.

Returning to the Milwaukee fold recently was Harry Pajak, late of Uncle Sam's army. Harry received his honorable discharge at Fort Crockett, Tex. We'll be glad to have him with us again. He's the first of our servicemen to return. Welcome home, Harry!

Another serviceman a long time away is Lt. Donald Hayward of the Army Air Force. Veteran of 35 bombing missions, with a batch of service ribbons, "Jamaica" honored us with a visit recently on his furlough between wars. A navigator on a bomber, he plans a little trouble for the Japs now. Best of luck, "Jamaica."

The typing bureau lost a member in good standing this month as Helen Wojcik decided on a 100 per cent home career. "Henry" stands to depart from his army khaki, since he seems to have enough points to not only receive a discharge but have some left over for butter and meat—if they'll let him use 'em.

Still absent on account of sickness are Nola Cawood and Nell Chadbourne, both of whom still are battling their way back to health. Let's hope the girls can break the jinx soon and kazo Old Man Sickness.

Marie Stwalley is still breaking things up and now has one arm out of whack. Marie's working, however, doing the work of two hands with one.

Airman Ray Litka, long a prisoner of the Nazis, has been released since his buddies overtook the Krauts in their retreat and is now back in the good old United States. Ray is reported a little thinner but in good shape and mighty happy!

Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent

June brought us two very gala wedding affairs:

Erna Jeffries and Harvey Schmidt were married on June 2 in the Galilee Baptist Church. The wedding was attended by many people from the road, following which a reception was held in the church parlors.

Bob Kinatader and Terry Leb exchanged vows on June 16 at Our Lady of Mercy Church. There were 15 in the wedding party and it really was a very impressive affair. The wedding was followed by a dinner and reception attended by several hundred people. Terry's bridal bouquet was caught by June Mathison. Next?

Len Janke has been promoted to major and is now with the 15th Army. We hope he comes back a colonel.

Don Malatesta has been discharged from the Army Air Corps and intends to take a two-month vacation before returning to work.

Johnny Groppi, Gunnar Drangsholt and Charles Baker paid us a visit and had many interesting tales to tell of their stay in German prison camps. Chuck Essig is back in Chicago, but to date we have not seen him.

Marilyn Ashley was forced to resign her position due to ill health. We will miss her sunny smile and hope she will soon be in the best of health.

Roy and Eleanor Tiedje are the proud parents of a son, Ronald, born Apr. 6; a playmate for Joan.

The Milwaukee Road men's softball team has won four games and lost four in the Wells Park Industrial Softball League. At the present time they are tied for fourth place. All games are played at Wells Park at 6 p.m. On July 15 the boys will play the C. & N. W. R. R. at North Western Park in Des Plaines, Ill., which will be a special attraction at the North Western Railroad's picnic. The members of the team wish to take this opportunity to thank the Milwaukee Road Booster Club for their generous contribution to the team.

"I often wondered what it would feel like to be hit. Now I know. It felt like I had been hit by Babe Ruth with a baseball bat." So wrote Marine Pvt. Bud Kusch to his father, Ed Kusch. He is well on the road to recovery and expects to be up and around soon.

Auditor of Station Accounts and Overcharge Claims Office

Marie Hotton, Correspondent



Cupid strikes again! Central station accounts seems to be a special target for the gentleman with the bow and arrows. May 19 Rosemarie Browark became the bride of John Shipley, U.S.N., in a lovely ceremony at St. Luke's Lutheran Church, and was attended by Jean Labant of the same office. Mrs. Shipley wore a yellow suit and carried yellow roses, while Miss Labant was dressed in aquamarine, so becoming to blondes. After a reception at home the newlyweds left for a short honeymoon trip but expect to be "at home" soon in California.

S/Sgt. J. J. Cassin, lately of Camp McCoy, Wis., and recently returned to civilian life, joined the Milwaukee staff on May 21 as traveling demurrage inspector, replacing M. K. Darnell, who has been appointed to the position of building superintendent.

On May 25, Miss Ethel Lauterbach, who for three years so efficiently conducted the business of the Hiawatha Credit Union, retired from her position to engage in private enterprise. Her many friends were sorry to see her go, but Ethel can always be located at the Lauterbach Bootery, Oak Park, Ill. Doris Taaffe, formerly employed in the military reservation bureau at the Union Station, is taking over the work of the Credit Union.

George Cook, just graduated from St. Gregory's High School, is our new office boy, and Bud Seymour is filling a similar position for central station accounts. However, with the navy already at his heels, it looks as though George's employment with us will be of short duration.

Visitors in town: Sgt. Gene Heing, natty as usual, on furlough from Hamilton Field, and Pvt. Marty Nolan, home on a 30-day furlough, recovering from the wounds he received operating a bazooka at Limburg, Germany. Marty's next stop will be Rome, Ga., where he expects to be reassigned to Pacific duty. On his way to the Pacific after two years in the European campaign, Jim Lynch, RM 2/c, tells us that his spare time is consumed with the publication of a daily which is circulating aboard his ship.

Anent Betty Montgomery, the demon lady bowler of station accounts, playing with the team of B. Ramsey, secretary of the Women's Bowling Congress. Betty wound up the season with a 150.10 average. Next season watch for Betty in the Women's Major League, which bowls at the Congress Recreation Center.

Stork News: Mr. and Mrs. Oren P. Barry, Jr., are the parents of a boy, Michael James, born June 13 at St. Francis Hospital.

*"I'm proud to bear an honored name,
But still my loud lament is
That people don't appreciate
A name like Oren Prentice."*

*"Take Hank and Al and Pete and Chuck,
Take Jack, Tom, Dick and Harry,
And Art and Frank and Bob and Bill—
They all sound good with Barry."*

*"But 'Oren Thrd'? Lay off that stuff,
(It seems a vicious cycle.)
And pick a handle with some zip—
A good tough name like 'Michael.'"*

*So Mike it is. All hail to Mike
And to the name he carries—
A name that packs a wallop and
We think it's just the Berries."*

A girl no longer marries a man for better or worse. She marries him for more or less.

July, 1945

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

James T. Harvey, head clerk, 17,000 rate adjustment bureau, and many years an employe in the freight auditor's office, underwent a serious operation on June 12 at Swedish Covenant Hospital and reports received are to the effect that he is getting along nicely.

Edith Marquiss, company material accounts bureau, reported an enjoyable visit to Mexico on her return June 14.

Ellen Schwartz was married to Charles Strohmeyer on June 16 at St. James Lutheran Church. Mr. Strohmeyer is an employe of the Teletype Company, and they will spend their honeymoon at their summer home in Wisconsin. Ellen's girl friends at the office were her hosts at a farewell dinner.

LaVerne Last, L&IB bureau, underwent an appendectomy on June 8 and hopes to return to work again soon.

Rationing may be a headache to some but it has been a boon to Sherman Arp, Harry Wallace, J. Jacobson and Jim Kelleher of the rate revising bureau, as they took on a dieting program due to shortage of ration points, and the result is a splendid streamlining job. Combined weight lost, 213 pounds, Arp leading, a he had more to work with. Murray White was also on the program but he pulled a Corrikan and went the wrong way. J. K.

Eleanor Klein, accounting machine room, left the service on May 31 for permanent home duties. She received a black plastic bag as a farewell gift from office friends. Also they held a dinner for her at Matt Iglar's Casino. Among those present was our Miss Margaret Jones, who looked stunning. And the men at the office asked, "Who's that?" Who? Ask Margaret. The girls said they wanted her at more of such parties in the future.

Irma Guendling was married on May 26 to Edward Bordewieck of the merchant marine. The office employes presented her with a beautiful wedding gift, also linen table cloth and napkins and a lot of good wishes.

Sgt. Andy Duffy wrote to Joe Pecora from Germany on May 11 stating that all is well with him but he'd like to be back in Chicago. Larry Plucinski, Y 3/c, visiting us May 25, wore decorations, five battle stars, and said two more were due him for combat on a flat top in various Pacific battles. And what a tan he had!

Marty Griebnau, radio man 3/c, stationed on a flat top, has seen action in many places on both the Atlantic and Pacific, visited us May 31.

Ruth Norman, S 1/c, a visitor on May 3, is now stationed at Washington, D. C. Lt. Jack Conway, Wakeman Hospital, Camp Atterbury, Ind., in charge of food supply there, came to see us May 24. And Warren Berg, a staff sergeant who has seen service in Africa, Italy and various European points, was a visitor June 7 when he and many friends exchanged information on interesting incidents.

Our Milwaukee Road girls' softball team is playing a fine game and expects to be in championship form very soon.

MILWAUKEE DIVISION

"Old Line"

Hazel Whitty, Correspondent
Ticket Clerk, Horicon, Wis.

Walter D. Porter, operator at Fond du Lac, retired on June 1 after 58 years of railroad service, 49 of which were spent on the Milwaukee Road. He was at Fond du Lac for the past 28 years and is succeeded by B. E. Keepers, who came from Waupun. Mrs. E. E. Holmes of the Western Union office in Waupun takes Mr. Keeper's place.

Clyde Moffatt, brakeman, has become the father of a second son.

Conductor Edward P. Monogue of Horicon died on May 1 while checking his train, the Beaver Dam patrol.

Charles J. Sholes, an engineer who worked out of Milwaukee prior to his retirement in 1937, died recently. He was a veteran of the Spanish-American War and was a musician of ability.

H. G. Patterson of Cambria retired on May 1. He is succeeded by Harold Atkinson.

Dennis Slattery, a section foreman of Horicon, and John Gerg of Beaver Dam, also a track department employe, died in May. They were both well known, having built enviable reputations for their furtherance of safety practices.

ROCKY MOUNTAIN DIVISION

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

About the most important news this month is that of the homecoming of service men. Julian Bell, who, before he offered his services to Uncle Sam in the navy, was agent at Lennep, has returned from the Pacific and is now on first trick at Three Forks. Everyone is indeed glad to see him back. I understand Carl Lebert is on his way home at this writing, too. Carl is a brakeman on this division and was, when last heard from, in Africa. We trust many more will soon join our ranks on the Rocky Mountain.

If it would just rain it wouldn't be so bad, but when it rains almost all the time and snows part of the time and then clears up and . . . well, you know the rest. Why on earth we ever planted our gardens so early no one knows. Still, Old Man Frost hasn't gotten everything so far, I hear.

A wedding of interest to Rocky Mountain



Freight Service Inspector M. D. Rue of Deer Lodge, Mont., submits these pictures, taken in March, showing what happens when the change from steam to electric is made at Avery, Idaho. The top picture shows a westbound diesel hitched to a big train of everything under the sun, including livestock, perishables and war materials, waiting for the arrival of No. 16, the eastbound Olympian. The electric passenger motor is just arriving, to be on hand to replace the oil burning steam locomotive that will bring No. 16 into Avery. The depot is at the right. In the lower picture, all three types of locomotives are shown in action. The diesel is ready to start on its run to Othello, the electric motor is standing by to replace the steam engine on No. 16, which is shown arriving from the west. This picture was taken from the St. Joe River bridge.



From Dan Young of Gallatin Gateway Inn comes this picture of some of the group of 25 boys from Bozeman (Mont.) High School who are working in Foreman Nick Listarhis' gang near Bozeman. Mr. Young's son is one of the group, whose ages range between 16 and 18.

Division employes was that of Marphle Greaves and Russell Ballentine of Three Forks on June 10 at the home of Engineer Thomas Lefever. Mrs. Ballentine is a stepdaughter of Mr. Lefever and Mr. Ballentine is the son of a rancher at Willow Creek. They will live in Trident.

Operator Evelyn Jennings, who has worked third at Three Forks for about a year, has been sent to Avery, relieving Miss Whittiker.

Operator Leo Koffler, on first here while Alexander relieved H. C. Rector for vacation, has gone over to the other division west of us, now working at Alberton. That is where those bear stories come from. Leo had better look out for that bunch.

Conductor Burns has been assigned to the Gallatin Valley local and the Burns family has moved to Bozeman. A letter full of news from Eugene Burns arrived a couple of weeks ago. Both he and Rex are in the South Pacific. He sends regards to all.

Brakeman Leo Meng, who is Pvt. Leo Meng now, from Camp Wolters, Tex., spent a short furlough on this division recently. He makes a good looking soldier, too.

The Rector family have their youngest daughter, Maida, as a visitor. She came home from Washington state.

CHICAGO TERMINALS

Galewood Station

Herman F. Boeck, Correspondent

A baby girl arrived June 5 to greet Jack Kerwin, Jr., who has just been stationed at Salina, Kan., after overseas duty. Kathleen Mari and wife just can't wait for his approval on his next furlough home.

Platform

We are glad to see Assistant Agent B. G. Pobloske back at his desk again after a siege of illness.

A recent visitor was Bill Braun, retired check clerk. He is looking quite well for himself and says that he is looking forward to going out and seeing a few baseball games at Wrigley Field.

T/Sgt. Joe Gale also paid us a visit recently while on a short furlough from Camp Crowder, Mo. Joe is attached to the Army Medical Corps. If appearance means anything, it would indicate that married life is agreeing with him.

Asst. General Foreman John Wagner reports that his son is stationed in California, doing ordnance work for the navy. He also reports that golfing is quite good even if the California sunshine is a bit heavy on occasions.

Jim Cassidy, S 1/c, on leave from Great Lakes, also paid us a visit recently. He even managed to get in a

few days of work here. Jim is in the post office department of the navy.

It is reported that Edna Trumbull was recently seen looking over her victory garden with a magnifying glass to see if there was any trace of the beet seeds that she had sown.

WANTED: One new or used rowboat. See Special Officer Dietzel. To be used as emergency transportation between house and garage.

Western Avenue

T. A. Finan, Correspondent

We are sorry to report that Frank Stevens of the coach yard stores has been confined to his home for the past month due to illness. We hope to see him back at work soon.

Minor N. Angle has returned to work after a siege in the hospital.

Richard Graff has returned to work as machinist apprentice after his release from the army. Also Jack Ruffino, terminal fireman.

Erick Siffert, former terminal fireman, was a visitor at the Boulevard.

Leroy Scherer has returned to the job of switching after two years in the navy. He says that boxcars don't ride as easy as boats.

The staff at Boulevard roundhouse welcomes Louis Ernst, formerly of Bensenville.

Joseph Seper, former cook, was discharged from the army on May 18 after three years of service.

Marion Wilbanks, former porter, was discharged from the navy on May 26 after one and a half years of service.

Bensenville

Howard Lawrence, Correspondent
Assistant Superintendent's Office

W. A. Rands, who retired from his duties as yardmaster at Bensenville some years ago has been since living the life of Reilly in California, as well as assisting in no small way in the war effort, is back in Bensenville greeting old friends and taking a few divots. Bill is looking fine and appears to be enjoying life to the utmost.

We have received a very enjoyable letter from an old pal, one Ernie W. Schuena-man, Cox., USN., written from Paris. Before enlisting some time ago, Ernie was employed in the stores department. The letter gives a grand insight into how these young fellows look at the job they are doing for us. It is full of optimism, with only one note of what could possibly be termed discontent—the lack of bowling facilities.

Lill Barry, who is employed in the office of the superintendent of terminals, recently found herself without anything of much importance to occupy her time, hopped a ride into Chicago and attended the Sinclair Quiz Program on Station WBBM., from

9:45 until 10:15 p. m. She was thrilled to be selected as a contestant with a chance to earn a lot of that foldin' money. While Lill didn't know what new highway project was contemplated for Chicago or was going to be named she did know the correct answers to enough questions to earn herself a neat pile of cash. Two of the questions that might stump you but which she answered correctly were—Is the population of India, one-fourth, one-half or three-fourth the total of the British Empire and where is the little Siegfried Line located?

Our assistant train director won top award of the 2950 Club regular monthly drawing in May, amounting to \$50. Not bad, we understand his fellow employes were treated to a nice five-pound box of candy.

The old north hump is practically a memory now. The leveling off is about completed and "Blue" Herlehy, in charge of laying the new rails, is right on the heels of the contractors bringing the land down to a track level. The new tracks are being laid very fast and it will be only a short time now until this district will be in operation as the new west departure yard.

This correspondent is rather proud of the fact that for the 10th birthday party of the Hiawatha he disposed of a total of over 400 tickets with the able assistance of some other friends and employes.

M. S. Fu, whose home in Liaoning, Manchuria has been occupied by the Japs since 1931, and C. C. Chia of Peiping, China, are in the United States studying modern railroading methods for the benefit of the Republic of China after the Japs have been driven out. They have been around Bensenville for the past few weeks, gaining a lot of knowledge and experience in the actual operation of one of the biggest terminals in the United States. Both of these young men are extremely affable and possess an almost unbelievable ability to absorb and retain knowledge. Everything should be done to make their stay enjoyable.

By the time this issue reaches you, this correspondent, with the aid of a lot of spinach and other blood-building foods, will have donated his 14th pint of blood to the Red Cross, something of which he is very proud.

SUPERIOR DIVISION

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



Torger Nelson, retired car department employe, died on Apr. 25 after a brief illness.

Arthur Dysland, bridge tender and former car department employe, was struck and killed by a truck Apr. 28.

Edward Beck, retired passenger trainman, died at Milwaukee on May 7.

On Apr. 21 E. J. Ryan, roundhouse clerk, reported for work at 7:30 a.m., which is one-half hour early for him. Roundhouse Foreman O'Connor, wanting to have the occasion registered, blew the whistle three times. Red was bewildered.

L. K. Sorensen and W. G. Powrie made a trip over the division to Iron River on Apr. 17.

Congratulations to Trainmaster and Mrs. G. L. Savidis. It was a baby boy on Apr. 18.

We were pleasantly surprised a few days ago when M/Sgt. John Malecki dropped into the office after four years' absence during which time he was in charge of the maintenance of a Flying Fortress in England. John named the big bomber "Chippewa" and it carried The Milwaukee Road emblem and an Indian head along with the name. He says it made 60 missions over Germany without the loss of a man. It spread

the fame of The Milwaukee Road and our Chippewa train to a new section of the world.

We again have the boys' extra gang employed on the division putting in ties and ballast, working out of Chilton at the present time, and also have a large extra gang which is going to do the ballasting of track out of Adell, Wis.

MILWAUKEE SHOPS

Locomotive Department

Ray Stuart, Correspondent

Foundry

Roland Carrivean, apprentice molder, visited from Saipan and while home married Mary Sarda of Iron River, Mich.

Alvin Jones, wheel molder, died June 2 at the age of 58. He was with the company approximately 30 years.

The foundry held its picnic Sunday, June 10, at Jackson Park. The weather was fine and there was a very good turnout of employes. The Mexican laborers played a very good foundry team 10 innings of baseball and lost, 15-16. Our foundry team was lucky to win.

Having completed 25 combat missions, Sgt. Arthur W. Peterleus, 24, formerly of the foundry, received a cluster to the Distinguished Flying Cross he wears, a dispatch from the 8th Air Force station in England says. He received the Distinguished Flying Cross for meritorious achievement in connection with the bombing attack on the Rumanian oil fields at



Sgt. Arthur W. Peterleus, formerly employed in the foundry of the Milwaukee shops, is shown receiving the Distinguished Flying Cross.

Ploesti last August. He has since been promoted to a flying cadet and is stationed in the United States.

Pearl Micka, our foundry stenographer, is leaving to spend happier days in Sioux City, where she will await the return of her husband from India.

Office of Assistant Shop Superintendent

The spotlight this month is turned on Fred Koop, former assistant shop superintendent, who retired on May 31 after serving the railroad for many years. The shop office force held a farewell party at lunch-time and then there followed a rather quiet and thoughtful afternoon. Mr. Koop was saying good-bye to his many friends. A testimonial dinner was given in the main dining room of the Ambassador Hotel, Milwaukee, on June 1. Ninety of Mr. Koop's friends and associates were present. Mr. J. E. Bjorkholm, as toastmaster, and Messrs. F. O. Fernstrom, A. C. Hoppe, H. A. Grothe, W. Marshall, E. H. Heidel, R. C. Hempstead and L. Howell paid tribute to the excellent record as a leader which Mr. Koop had established. The evening was concluded with entertainment furnished by members of the Hiawatha Band, Col. Westphal, C. E. Wellnitz and Si Stebbins. This must be the climax in a

man's career—to turn back the pages of 36 years of service and review the accomplishments which helped to improve the operation of a railroad, and now to stand on the threshold of a new kind of living, relieved of major responsibilities, ready to enjoy a well-earned vacation. Mr. Koop has attained an enviable record as a supervisor.

Superintendent Motive Power Office

T/Sgt. John A. Roe, son of Harvey Roe, is home on furlough after being overseas for 18 months serving with a bombing squadron in Italy. He received a hearty welcome from his son, age 2½, who hadn't seen his daddy since he was six months old. At the end of his furlough he reported to Sioux Falls, S. D., for a new assignment.

Ed Flood, chief clerk to the D.M.M., is up and doing fine after his illness and it won't be long before he'll be back. Ramona Kopitsch will be glad when he is at his desk again. She certainly has been working hard trying to keep the correspondence from piling up. We have to take off our hats to a real trooper.

There may have been a lot of publicity about the Milwaukee River and Juneau Park lagoon being a haven for mallards (with particular reference to Gertie and Francis—as if you didn't know) but they haven't got a thing on the cozy nest a pair of robins built in the back porch of the Theodore Mischefske home. The nest was inhabited by Mrs. Cock Robin and several wee robins, and the latest report comes through in that traditional phrase: "Mother and babies doing fine."

Mrs. Emma Bates, mother of Walter Bates, assistant to the superintendent of motive power, passed away on May 25 after a short illness. Her husband had served the road for many years, his employment dating back to the Civil War period; he was among the first to operate the wood-fired steam locomotives.

Locomotive Shops (Machine)

Matt Dieringer, retired machinist, formerly employed in the tool room, died on May 11 at the age of 78. He had been employed here since November, 1909.

Elmer Libert, W.T. 1/c, was married to Patricia Kolb on May 12 at SS Peter and Paul Church, Milwaukee. Elmer was serving aboard ship in the South Pacific area. He reported for reassignment on May 28. Elmer had been employed as a machinist apprentice.

Paul Marnell, former machinist apprentice, has been confined to the hospital at Belvue, Washington, D. C. After his release from the hospital Paul is due to attend officers candidate school at Fort Bolivar, Va.

Another machinist apprentice, Pvt. M. Baldwin, now serving with the marine corps, was wounded at Iwo Jima. He is recuperating at the Great Lakes Naval Hospital. He visited the shops last week and is looking fine.

The shop news wouldn't be complete if we didn't pay tribute to the best bond salesman in the locomotive department. The gentleman we have reference to can bring in more \$750 checks to cover the purchase of \$1,000 bonds than anybody we've seen. He ought to get the super-salesman's medal. As if you hadn't guessed, the gentleman is none other than Al Wallwitz.

Roundhouse

Capt. Earl Austin, former roundhouse foreman, paid the shops a visit last week. It was his first call since his return from



Fred Koop, assistant shop superintendent at Milwaukee, whose retirement became effective on May 31. An account of the farewell party given for him will be found in the first column on this page.

overseas. After his furlough he reported to Camp Butler, N. C., where he will be an instructor.

Ray Merrill, machinist in the back shop, was called home because of the death of his father, Earnest Merrill, who passed away on May 9. Ray's father was a retired engineer who had served on the L&R Division.

Peter John Paprocki, employed as box packer at the roundhouse, retired on May 31. He worked in this department since July, 1923.

Store Department

Earl L. Solverson, Correspondent

Chauffeur Vernon Kulk was married on June 16 to Audrey Huck at the Layton Park Evangelical Lutheran Church. Reception at Shorty's Hall. His jitterbugging days are about over.

Chauffeur-Storehelper Harold Rosenthal was married on June 2 to Zoe Ann Wenzlick. They spent their honeymoon at Tomahawk Lake but the cold and rainy weather hurried them home.

Pfc. Glen J. Lang writes from the Philippines that he's been too busy battling the Japs to write to R. M. Freuler. When he gets his furlough he will pay a visit to the shops and give Rudy a hand.

Gary Tesch is the new son of Harold Tesch, chauffeur, born on June 5. Pop will have to work longer hours to compensate for the additional upkeep. We all enjoyed the cigars.

Sgt. John W. Ewald wrote from Paris to Art Metzger the day after V-E Day. Their colonel released them about 3:30 p.m. on V-E Day and they joined the throngs on the Champs Elysées. He says it was a real thrill to see the fountains spurt water again and all the floodlights go on. Paris, "the city of light," was reborn. In spite of all the jubilation, they were reminded of the war in the Pacific. The war is over for the French but not for the Americans. He enjoyed a reunion with Dale Manning, Kenny Barbian and Wayne Goudy.

Pfc. Ray Peters wrote to John Waldman, Sr., that he is now on Okinawa and that it rained for two weeks and everything was mud. Expressed his thanks to the Victory Committee for the Christmas and birthday packages and to the railroad management for the check.

Gerald J. Waldman entered the army air force on June 16. He is the son of John Waldman, Sr., stationery storekeeper, who now has four sons in service. The ol' man will be outranked when all the boys get home. Has the aspects of a real convention.

Sgt. H. W. (Casey) Gorman was finally heard from. He writes from Germany that he's in good health after participating in the battles of Argentan, Falaise Gap, Le Mans, Hurtgen Forest, Hanover, Tangurmunde and Stendal. Mailed a copy of the Stars and Stripes which depicted the hor-

rible conditions at the Dachau prison camp. Casey was awarded the Bronze Star Medal at a battalion formation on June 9. Has 33 points and has hopes that the requirements will be lowered and he will be released. American trucks are hauling German soldiers, fully uniformed, to their homes, where they are released to do farm work, while American soldiers have to remain in service.

Pfc. Frank Brewa wrote on V-E Day that he's afraid to go out for fear that he will celebrate too well and wind up in the wrong place. Visited the Casino de Paris at \$3 per seat and reports that it was better than the Folies Bergere and shows he has attended in the U. S. Sends his regards to the boys and signs it "From the Keeper of the Bastille."

Letter from Pfc. Norbert Kubiak, in Heddeshelm, Germany, states he expects to be home in July and thence to the Pacific to clean up the Japs. He visited Mannheim, which is badly demolished, and also went to Metz.

T/Sgt. Peter G. Peterson writes from Pueblo, Colo., that he was hooked for a detail on the range and enjoyed being picked up by a Wac en route to the range in a jeep. His overseas gang wrote to him and informed him that he was awarded six battle stars, or 30 points, and he now estimates he has 87. States that they are training B-29 crews, that it is a beautiful plane but that the gunnery system is most complex. Like sitting on your home front porch and driving your house around. V-E day was most calm—even the local drunks were sober.

S/Sgt. Norman Wood, son of Inspector of Stores France Wood, writes that he was in the hospital in France with yellow jaundice that he acquired in Germany. He writes of a rare experience while watching a P-47 raid a road—out of sight—and could see the anti-aircraft tracer trails going toward the P-47. Their battery made a bulls-eye and silenced the anti.

Pfc. J. F. Schnell writes to the Victory Committee from the Philippines that he is in good health. Left New Guinea in December, 1943. Glad to get out of the jungles and now amidst the rice fields. More peaceful, but when it rains they need a rowboat. The Japs took everything and left the natives poor, but they look clean and neat. The natives are glad to see the Americans but steal most everything, including a pair of Schnell's shoes. He had a touch of malaria. The native girls do the boys' washing and when they get done they say, "I go home now," which is about the only English they know. Schnell would like to hear from his former store department co-workers. Your correspondent has his address.

Elmer F. Parker of the stationery store died on May 29. He had been an employe about 23 years.

Cpl. Robert Paasch, son of Al Paasch, assistant stockman, visited the shops on June 5 after three and a half years overseas and four years in service. Received the Silver Star about a year ago for meritorious service. Looks better than ever after enduring hardships on Bougainville, Iwo Jima and other places with the marine signal corps. He has four battle stars. He has to report to Yorktown, Va., as the marines are not being released from service.

Jerry and Mrs. G. Meyer celebrated their one year of married bliss on June 24 but without ceremony. Their family consists of goldfish and a canary. The dog was too much bother.

The 1945 Wisconsin State Champion Skat Meister, Rudolph Freuler, attended the National Skat Tournament at the Eagles Club in Milwaukee on June 3. It is held simultaneously in 14 large cities of the U. S. Rudy had a good start but the good hands went elsewhere. Al Epp and Herman Janke also tried to hit the jackpot.

John W. Ryan of the diesel store, who was on the supply train last November when he and the rest of the crew obtained tickets from the Miles City Milwaukee Road Service Club to specify the date that V-E Day would occur. John picked May 8 at 3 p.m. but the committee designated

when lifting a sack...

USE
YOUR
LEGS



not your back!

NATIONAL SAFETY COUNCIL

May 9 at 12:01 a.m. as the official time. John was sent a check for \$325, but had to split it with five others—which was their agreement. All were happy to get any portion of it and extend their thanks to the Service Club.

The following employes were elected as officers of the Milwaukee Road Post No. 18 of the American Legion on June 12: Commander, Charles Stickley, switchman; first vice-commander, Raymond Fligge, machinist apprentice (World War 11 vet); second vice-commander, Leroy Heider, locomotive fireman; adjutant, Art Weldig, switchman; finance officer, Ed Carlson, switchman; chaplain, Rev. C. N. Bittle; sergeant-at-arms, William Roberts, locomotive fireman-engineer.

Clinton W. Harryman, MM 1/c, visited his old section on May 24 after a siege in the South Pacific.

The boys in service may be interested to know of "Wisconsin Avenue Gertie," a mallard duck that hatched a brood of ducklings on top of a rotted pile alongside the Wisconsin Avenue bridge and in front of Gimbel's store. She sat on the nest for four to five weeks and would not budge for the boat or street traffic and the thousands of people who watched at all hours of the day and night. The city had scheduled to renew the piling, but the contractor had to hold off until the brood was hatched. The bridgetenders had to be on constant guard to keep people from disturbing Gertie. Not even the Memorial Day parade caused her to leave her nest. The bands stopped playing when they arrived at the bridge. Right after the parade the eggs started to pop, with five of the ducklings surviving. One of them was named Bill, as he was the wolf of the flock and kept getting out from under Gertie's wings and soon took a dive into the water—about six feet. Gertie was right after him and it was a merry chase for Gertie and the bridgetenders. Finally Bill was scooped back into the nest. Many people watched instead of going to a show or home to make the old man's supper. The ducks reposed in Gimbel's window for a day or two before being transferred to the lake front lagoon, where they now reside. Alderman Koerner and the common council passed more resolutions pertaining to Gertie than they have for any other project. Gimbels ran an advertisement stating that Gertie stuck on the job through everything, and urged the public to stay on the job and to purchase War Bonds.

Paul Zahorik of the district storekeeper's office left the employ of the Milwaukee Road on June 16 for a position with the Motor Transport Company of Milwaukee. Paul stated he would see the boys and girls at the store department service club meetings.

Ray Dumann of the DSK office was married on June 2 at Port Washington. Married at 9:30 a.m., rode train No. 15 at 12:55 a.m., changed trains at New Lisbon at 3:53 a.m., arrived Merrill at 8:43 a.m., barged in on grandma and grandpa for Sunday breakfast. Planned to go fishing the rest of the day. We wonder if the bride agreed to that.

Chester Raasch returned to work in the DSK office on May 25. Received a military discharge after three years and three months of service in the North African and European campaigns. Looks fine and all are glad to see him back.

Foreman A. M. (Ski) Guschl of the car department machine shop recently went fishing and hooked a whopper of about eight pounds and was carrying it in a net, still on the hook, when the fish flopped out of the net onto the pier and off the hook and back into the lake! Ask him.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

1st Lt. Jack Mulhollon, a veteran with 54 bombing missions over Germany to his credit, has returned from Europe for a rest and reunion with his family, Mr. and Mrs. W. H. Mulhollon (a baggage-man of 25 years' service) and his wife, Dolores, and daughter, 2-year-old Joan Celeste. Jack has an enviable record, as his many decorations will show. He has the Air Medal with seven Oak Leaf Clusters, the Distinguished Flying Cross, the European Theater Ribbon with four battle stars and the Presidential Unit Citation with one Oak Leaf Cluster. Jack has two tours of combat duty to his credit. After his 30-day leave (this is his second) he is eligible for bigger and better things. Right now Jack and family are sunning themselves down in Miami.



1st Lt. Jack Mulhollon

Bob Jonas, our North Division graduate draftsman, bade farewell to all the boys and girls to join the navy radar service with lots of training and schooling at Great Lakes.

Meet Ray Fliggs, the newly-elected first vice-commander of American Legion, Milwaukee Road Post No. 18. Ray is the first Milwaukee Road World War 2 veteran to return to work under the provisions of the new G. I. Bill of Rights. He is a machinist apprentice in the car department.

Sun-tanned Pvt. Harvey Zunker, stationed at Camp Bowie, Tex., with the field artillery, stopped in with his wife to say hello while home on leave to visit the folks. Myrtle lives down Texas way to be near hubby, so it was also reunion day for her while making the rounds. She took a leave of absence as secretary to Supt. Harry A. Grothe of the freight shop.

Our ambulance driver and clerk, Laval Ellis, has heeded the call of the West. "Go west, young man!" and he did. He leaves the Milwaukee Road to work in the sales department of Monarch Stove Co. over the entire state of California. Yes, he's taking his Milwaukee-raised wife along.

What is worse than a young lady finding one mouse in her drawer? The answer is finding two of them, and Ethel Carpenter is the unfortunate young lady to suffer this harrowing experience.

Donations are now in order to purchase a new bed to replace one lost in a recent fire. Send contributions to Ode Odegaard.

Chow Chien, a representative of China, is gathering constructive information regarding the railroad industry and is doing quite well at becoming a "jack of all trades." It is too bad, however, that he should be sent to the drafting room to be acquainted with such fellows as Rudy Broeksma, Jack Armstrong, Hank Kundert, John Schnell, Terrance the Terror, etc., especially after he was doing so well elsewhere. Do you know that Rudy has started to teach him a new way to speak Chinese? Don't believe everything you're told, Chow Chien. Glad to have you with us, and we will help you all we can.

Two former upholstering department lads now in service dropped a word or two to their boss, Harvey Klind, to let him know how they are and to say "Hi" to all their former co-workers. Harold A. Pape, S 2/c, writes that he is getting a great deal of schooling at Great Lakes yeoman school. Write him at SEC Y4-6 Bks., 502 L. P. Ser. Sch. Comd., USNTC, Great Lakes, Ill. Also from Fred Jakobek, PR 2/c, U. S. Naval Hospital, Ward C, Bremerton, Wash., comes word that he has been returned to this country from Okinawa to get rid of a skin disease acquired in the tropics. His ship on one of the landings was hit by a 1,000-lb. bomb and destroyed, but his luck held out and he was rescued, only to fall victim to a bad skin infection. Harvey Kind sends his and the gang's regards and wishes you well.

Bill Moch of the freight shop office has officially announced his engagement to Marie Klewein of the S.C.D. A diamond ring proves Bill isn't fooling. Bill is the son of Mike Moch, lead man in the passenger car shop. Best of luck, and don't forget to let us all know when the wedding takes place.

Arthur LaRue is putting the finishing touch to his four-year apprenticeship as machinist.

Albert Matje has announced his retirement after a period of 46 years in the painting department. Mr. Mate has sold the old homestead and now plans on keeping up Herb's big one-acre homestead.

F. A. Shoulty, assistant superintendent, car department, has a "Believe It or Not" oddity in his family. He was born on May 15, 1889. His brother Lloyd was born on May 15, 1891, two years later. His brother Charles was born on May 15, 1894, three years later.

Martin Drinka, our West Division high draftsman, was graduated from that school June 14 with high honors. Martin had an average of 93 for the four-year period and his last semester average was 98. He took a science course. Martin, you know, is the younger brother of Joe, who also is a brilliant student, now nearing the end of a long hard grind of night schooling for his M.S. degree in engineering.

Davies Yard

J. J. Steele, Correspondent

With a heavy heart we report the death of a good friend and good soldier, 1st Lt. Roland J. Wolff, who was killed in action on Luzon, P. I., April 25. Roland was employed at the Davies Yard, and those of us who were fortunate enough to know him well feel his loss keenly.



In behalf of the employes of the Milwaukee Road we wish to extend our most heartfelt sympathy to his parents, Mr. and Mrs. Charles Summers, and his brothers and sisters.

John Dunn's new girl friend was under the impression that the way to John's heart was through his stomach—that is, until she saw him eat.

Bowlers may come and bowlers may go but John Dunar is in a class by himself. He recently learned that a ball he purchased and used for about a year is almost square.

July, 1945

Phillip Engle auctioned off his farm and purchased a home in the city. Steve Engle attended the auction and became the proud father of eight ducks which he purchased.

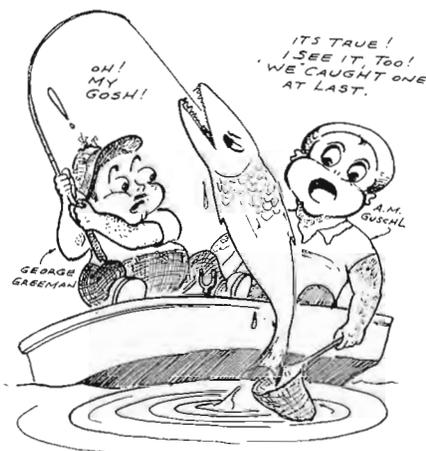
Henry Landmann is sporting a brand-new red mustache—or is it pink?

Lt. Edward Starosta, stationed somewhere in the Philippines, sent his father, Joe Starosta, a Japanese flag which he captured in the line of duty.

While en route to Miami from the Philippines, Sgt. Al Waldera stopped off at Milwaukee and became a bridegroom on Apr. 21.

Self-appointed highway commissioner, Val Schuler, and his protege, Ambrose Ermisch, have come to the parting of the way. We are led to believe that it is due to a conflict of temperaments.

Andy Schilhansl is rapidly recovering from his recent operation. We hope he will be back among us soon.



GEORGE GREENMAN'S UNUSUAL CATCH!?!
NORTHERN PIKE—33 INCHES X 9 1/2 LBS.
PEWAUKEE LAKE, JUNE 14, 1945.

Anonymous contribution from the office of mechanical engineer, Milwaukee.

LA CROSSE & RIVER DIVISION

Second District

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

Fred Grille is relieving Agent Phil Johnson at Wabasha, who is off on a vacation of 30 days or more, mostly for his health.

Mrs. Carl Leckler, wife of yardman at Wabasha, is in the hospital recovering from a major operation and is reported to be progressing satisfactorily.

Pearl Rounde, roundhouse man at Wabasha, has received the sad news that his son, Richard, was killed in action in Germany. He had been in service three years. Another son, David, is in the South Pacific.

Operator W. L. Tackaberry, Lake City, is off on his vacation and should soon be back on the job again full of vim and vigor. The senior Tackaberry is back on the job at Lake City after being off on the sick list all winter. We are glad to see him back again.

Wisconsin Valley

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

Funeral services for Mrs. Harry F. Dell, who passed away at Cedar Rapids, Ia., May 31, were held on June 4. Mr. Dell was formerly storekeeper at Wausau, Wis. Sympathy is extended to Mr. Dell.

Mrs. P. H. Nee has accepted a position as roadmaster's clerk in the office of the superintendent and will make her home at 631 Grant St. She was formerly employed in the office of L. E. Porter, superintendent of signals and telegraph, Milwaukee. A hearty welcome is extended to her by her former associates.

Carl Akey, brakeman, has moved his family from Wisconsin Rapids and will make Wausau his headquarters.

New streamlined fluorescent lighting fixtures are being installed in the freight-house and division offices. This is a great improvement over the old system and adds much to the appearance of the offices.

IDAHO DIVISION

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

We were sorry to hear of the death of Locomotive Engineer J. P. Berg, who passed away on May 26 at Post Falls, Ida., leaving his wife, Bessie M. Berg, one daughter and one son. Mr. Berg started to work for the Milwaukee as a bridgeman in 1902, worked as a fireman, transferred from the S&M Division to the Coast Division, and arrived for work at Plummer, Ida., on Aug. 19, 1908. He was the brother of Arnie Berg, engineer in passenger service on this division.



Cortez Burrill has taken the Coeur d'Alene run in the place of Engineer J. P. Berg.

Trailer City, located at Othello, Ida., is going full blast now with all 10 trailers occupied and the grounds being landscaped as fast as possible. This little city was built to provide additional housing facilities for employes and their families at Othello.

D. W. Matthews, assistant trainmaster at Othello, has completed the moving of his family from Lewiston, Mont., to Othello, where they are now occupying one of the trailer houses in Trailer City.

Paul Leistner, foreman of one of Chief Carpenter Hodgson's bridge crews, is on the sick list and until his recovery will live at Bellevue, Wash. Anton Parsons is relieving Mr. Leistner, the crew being stationed at St. Maries.

The roadway signs and switch targets on Roadmasters Allen and Loftus' districts have been getting their faces "uplifted" by being repainted by painters A. R. Taylor and W. M. Bedwell of St. Maries.

Word has been received here of the honorable discharge of S/Sgt. Paul M. Thornton, son of Spokane telegrapher G. D. Thornton at Fort Lewis, Wash. He has returned to his home in Spokane.

J. T. Dersch, former traveling engineer on the Idaho Division, transferred back to Marion, Ia., as traveling engineer on the Iowa Division, effective July 1, 1945.

Cathay Sprinkel, operator at Coeur d'Alene, has been breaking in on the side-table job at Spokane in order to be able to do relief work when called upon.

The Continental Telegraph Co., situated in connection with our Milwaukee telegraphic offices in Spokane, has a clerk, Arthur Lysell, at Spokane who is a fine singer. He recently appeared in a vocal and piano recital given by Dr. Karl J. Trebitsch, Russian instructor at Spokane. Mr. Lysell sang several arias, all in foreign languages, and received considerable applause.

The Fairmont weed burner, loaned to the division by Lines East, is in operation on all roadmasters' districts on the Idaho Division. Operator J. W. Royal of St. Maries is in charge. L. H. Myers of the Rathdrum section is working as assistant on the machine.

The climbing roses near the office windows give the car department offices the scent of a flower garden. Car Foreman E. Medley not only informed me of this fact but bedecked my desk with a lovely bouquet.

If you lend a friend five dollars and you never see him again, it's worth it!

IOWA DIVISION

Council Bluffs Terminal

Lillian Kinder, Correspondent
Car Foreman's Office

Many thanks to E. E. Davis, chief clerk at our Omaha office, for helping me out with this month's column.

William J. Marshall, a product of a railroad family in Council Bluffs, has replaced Henry Sterba at Omaha as rate clerk.

Congratulations to Mr. Sterba on his recent promotion to city freight agent at Minneapolis.

W. J. Swenning, veteran telegrapher in the Omaha office, has undergone an overhauling job of a surgical nature at a local hospital. He is being temporarily relieved by Al Bliven, local commercial photographer and pinch-hitting telegrapher of ability.

T. P. Schmidt has a new grandson, born several weeks ago at Long Beach, Calif. Martin Schmidt, former car inspector at this point, is the proud father.

We are sorry to report that Laurids Hansen, retired laborer and possessor of a 40-year service pin, passed away June 4.

On June 7 the Milwaukee Veterans' Club enjoyed a picnic supper at the home of T. P. Schmidt with 35 veterans and friends attending.

Beulah Whittington of Cedar Rapids has replaced Ada Olson as clerk for the locomotive department.

Congratulations to Miss Dorothy Grosse and Leonard Cox, coach cleaner, on their marriage which took place June 3.

Sgt. Ted Schmidt is a qualified deep sea fisherman now and has a picture and certificate to substantiate his catch. Teddy recently landed a 7½-foot sailfish weighing in at 55 pounds off the coast of West Palm Beach, Fla.

Now that school is out, the labor situation is being greatly relieved by the local high school boys. Their help is much needed and appreciated.

Howard Rooney, yard clerk, and his wife celebrated their silver wedding anniversary on June 17.

Iowa Division—Middle, West and Des Moines

Thomas Beatty, for many years an employee in Perry roundhouse, died early in June. He retired in 1937 and had been in poor health for some time.



Sgt. W. D. Thomas, instructor of hydro therapy and physical therapy somewhere in the Hawaiian Islands. He is the son of Conductor L. H. Thomas of Des Moines, Ia.



New members of the Milwaukee family include Mrs. Glenn Longman, the former Marie Dick of Early, Ia. She and Glenn were married while he was in the army. He received his discharge in May.

T/Sgt. Frank Smith, son of Mr. and Mrs. William Sheets, and Frances Ranes, daughter of Viola Ranes, clerk at the agent's office, were married while Sgt. Smith was home on a furlough after four years of overseas duty.

Ruth Margaret Honomichl, storekeeper 3/c, was married in Seattle to Eugene Vanderleest of Denver, Colo. He is a chief petty officer attached to the naval hospital in Seattle. Ruth Margaret is the daughter of retired Conductor L. G. Honomichl.

Barbara Stoner, daughter of the late Jerry Stoner, for many years an Iowa Division engineer, was married in Norris-town, Pa., on June 1 to Pfc. Samuel Feorilla of that city. He is stationed at Camp Picket, Va.

A son, born to Lt. Woodrow Wilson and wife, makes one more grandchild in the family of Arthur Aspinall of the Perry roundhouse force.

Velma McCarthy, storekeeper 2/c of the Waves, was home from Washington, D. C., in May for a visit with her parents. Her father, Dan McCarthy, is employed in the maintenance department.

Sgt. Bill Ranes, son of Viola Ranes, has been awarded the second Oak Leaf Cluster to the Air Medal he was awarded some time ago. He is with the 8th Air Force.

A marriage of interest to the railroad folks was that of Mrs. Lottie Owens of Council Bluffs and Conductor John Narver of Perry. It took place May 21 at Council Bluffs.

Roland Audas of the coast guard was home for a visit in May after a year of overseas duty.

TERRE HAUTE DIVISION

Faithorn District

Berniece Sparks, Correspondent
Faithorn, Ill.

Cpl. Kenneth Pearce, son of Operator S. D. Pearce at Delmar, is home on a 60-day furlough after having been a prisoner in Germany. He was with the Rangers in Italy when he was captured on Jan. 30, 1944, and was not liberated until Apr. 28, 1945.

Art Grote, our night yardmaster, has accepted a position in the assistant general manager's office in Chicago.

We are sorry to report that Engineer J. Hussman has been ill for quite some time.

Don Gore, former agent at Delmar, is now working in the dispatcher's office at Terre Haute.

H & D DIVISION

W. J. Kane, Division Editor
Office of Superintendent
Aberdeen, S. D.

West H&D

Charles E. Speer, Conductor
Correspondent

Gordon B. Walleen, former extra agent and operator at Roscoe, S. D., is taking his basic navy training at Great Lakes, Ill. He is the son of L. H. Walleen, Sr., agent at Ellendale, N. D. His brother, L. H. Walleen, Jr., is dispatcher at Montevideo, Minn.

Sympathy is extended to the family of Ben F. Mathes, former yard conductor at Aberdeen, who passed away after an illness of several months.

R. O. Sabin, former agent at Warner, S. D., died at the Aberdeen hospital on June 1. He was a Milwaukee employe for 35 years and will be greatly missed by his former associates.

Extensive road repairs are under way on the Mitchell line where an extra gang of 150 men is resurfacing, graveling and laying new steel. Smaller repair jobs are in progress on the Moberg main line and on the Linton line.



2nd Lt. James V. Murphy, son of Harold Murphy, chief clerk to the master mechanic at Aberdeen, S. D., is shown receiving the Air Medal from his squadron commander in England. As the co-pilot of a Flying Fortress, he participated in many bombing missions over Germany. He also has been awarded a Presidential Unit Citation, one Oak Leaf Cluster to the Air Medal, and two battle stars.

There has been an increase in business on the H&D in the past few weeks, making it necessary for the trainmaster to hire several new brakemen. There are also several new firemen riding the cabs on this division. Crops have never looked better and there is a fine showing of cattle, hogs and horses that will soon be moving to market.

Conductor "Patty" O'Brien has been confined to his home with arthritis for several months. He enjoys visits with his railroad friends.

MADISON DIVISION

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

Conductor Patrick H. Smith retired after 44 years of continuous service with the Milwaukee Road. He was first employed in the B&B department in 1901 and in July, 1902, he transferred to train service and was promoted to conductor in January, 1910, which position he filled up to the time of his retirement. Conductor Smith is to be congratulated on his very fine record and we wish him many years of good health in which to enjoy the pension.

Sgt. Bob Ferris has received a discharge from the army after two and a half years of service. Bob was formerly employed as a clerk in the freight department at Madison.

Marine Bernard F. Currie, employed as switchman in Madison yard, was recently home on a short furlough. Bernard has had several months of active service in the Southwest Pacific.

Mrs. H. J. Hurlbut, wife of Conductor Hurlbut, passed away at a hospital in McGregor, Ia., on May 28. Sincere sympathy is extended to Conductor Hurlbut, to son R. K. Hurlbut, chief clerk, passenger department, and to daughter Mrs. N. E. Sielehr of Madison.

Sgt. Lorraine Tledeman of the U. S. Marine Corps has transferred from Camp Lejeune, N. C., to the Great Lakes Naval Training Station, Chicago.

Donald A. Crinklaw, agent at Richland

PULVEX
FLEA POWDER
Kills fleas
100% SATISFACTION
OR MONEY BACK

The Milwaukee Magazine



FAIR ENOUGH

As the man who reads the barometer might say: "The weather always changes, but a Dutch Masters remains the same fine cigar I've always enjoyed." Fair enough!

DUTCH MASTERS CIGARS

Center, succumbed suddenly at his home on June 13 at the age of 64. Mr. Crinklaw was employed 44 years, most of the time being spent at Richland Center as telegrapher and agent. We all mourn the passing of our very good friend Don and extend our sincere sympathy to the widow who survives him.

Dan Cupid and the stork are more than keeping the passenger department at Madison in the limelight with the following events:

Doris Neff, information clerk, and Lt. Donald Gibson were married June 2 at the Luther Memorial Church in Madison. Best wishes to the newlyweds.

Mr. and Mrs. J. J. Fields (Lois Randall Fields, information clerk, now on leave) announce the arrival of a son, Jeffrey Michael, on June 5.

Mr. and Mrs. Vincent Pieper (Catherine Dempsey Pieper, formerly employed as information clerk) announce the arrival of a daughter, Barbara Christine, on Apr. 26.

R. J. Black, former agent at Arena and now of the Merchant Marine, was recently home on a short leave.

Retired Engineer Matt Holman of Wauzeka passed away at his home on May 18 at the age of 80 years. Mr. Holman retired in 1937 after 45 years of railroad service. Heartfelt sympathy is extended to his widow, Mrs. Jennie Holman.

Esther Burke, who was employed as a clerk on the Madison Division several years ago, is working in the freight department at Madison during the vacation period.

Mrs. C. H. Agner, wife of Train Dispatcher Agner, is recuperating in St. Mary's Hospital after a recent operation.

Waldo Luchsinger, crossing flagman at Janesville, died at his home on Apr. 12 after a short illness. We extend sincere condolence to Mrs. Luchsinger.

Received a fine letter from Telegrapher Stanley Joyce who is now with the 719th Railway Operating Battalion in Italy, in which he described the primitive methods of railroading in Europe.

Your correspondent, much to her surprise, discovered a young telegrapher working at the train dispatcher's desk, and, believe it or not, it was Bob Richter.

I & D DIVISION

Marquette-Sanborn

Margaret C. Lownsberry, Division Editor
Mason City, Ia.



We on the I&D Division were shocked to hear of the sudden death of Conductor Earl R. Lambert, who died at Marquette before returning to Mason City on his passenger run. We extend our deepest sympathy to Mrs. Lambert and family.

George Darrah, retired agent at Farmersburg, died at his home on May 31. Our deepest sympathy is extended to Mrs. Darrah.

Virgil Taylor, Hollandale, Minn., is our new PFI. Welcome to our force, Virgil.

Switchman Ralph Joynt is wearing a broad smile these days. The reason—he is the proud father of an 8 pound boy born June 13.

Sioux City and Western Branch Lines

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

Chief Caller W. J. Leach spent his vacation visiting his father, retired Engineer Clifford Leach, in Bellingham, Wash.

A four-year-old buck deer, weighing approximately 160 lbs., caused much excitement at the Sioux City roundhouse Wednesday morning, June 13, when he appeared practically at the back door of the roundhouse. Some thought he had come to hire out as a fireman, and everyone short of red points looked the animal over and wondered whether or not deer hunting was in season. It is thought that the high waters of the Sioux River drove him down from the north.

Assistant Roundhouse Foreman F. D. Morgan attended a two-weeks' diesel instruction school at La Grange, Ill., during the early part of June.

Miss Colleen Wagner, 17, daughter of Switchman Ed Wagner of Sioux City, won the first scholarship to be awarded by the

(Continued on page 33)

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Chicago General Offices					La Crosse and River Division				
Bluhm, M.L.	Law Dept.	Chicago, Ill.	2		Beggan, Mrs. Thos.	Wife of B&B Carp.	Watertown, Wis.	1	
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.	3	1	Blanchfield, E.C.	Cashier	Merrill, Wis.	1	
Butler, J.S.	Ret. Accountant	Chicago, Ill.	2		Frazier, I.L.	Rate Clerk	Merrill, Wis.	1	
Carlson, E.J.	Asst. Engineer	Chicago, Ill.	1		Frye, M.J.	Chief Clerk	Merrill, Wis.	2	
Eldridge, E.	Freight Clerk	Chicago, Ill.		2	Karow, C.A.	Cashier	Winona, Minn.	2	
Graves, Vila M.	Asst. Secy.	Chicago, Ill.		3	Karow, Mrs. D.C.	Exp. Clk. & Steno.	Winona, Minn.	1	
Gunter, Helen M.	Steno., Real Estate	Chicago, Ill.	1		McCullough, L.A.	Instrumentman	La Crosse, Wis.	2	
Hallwachs, Dorothy	Steno., Transp. Dept.	Chicago, Ill.	1		Owecke, Harry A.	Rate Clerk	Winona, Minn.	2	
Hamm, J.A.	Rev. Frt. Clm.	Chicago, Ill.	1		Ruder, George	W.H. Foreman	Merrill, Wis.		1
Kuehn, E.W.	Adj. Frt. Clm.	Chicago, Ill.	1		Ruder, William	Yard Clerk	Merrill, Wis.		1
Lowry, F.C.	File Clk. Trustee	Chicago, Ill.	2		Schaad, Gregory	Trucker	Merrill, Wis.		1
Parrott, W.C.	Asst. Engineer	Chicago, Ill.	2		Stien, John M.	Ret. Conductor	Watertown, Wis.	2	
Vehlow, Elsie	Clk., Car Acctnt.	Chicago, Ill.	1		Uehling, U.	Rodman	La Crosse, Wis.	1	
					Wheeler, Morton J.	Bill Clerk	Winona, Minn.	2	
			16	6				17	3
Chicago Terminals Division					Madison Division				
Bishop, N.	Asst. Agent	Galewood, Ill.		3	Blethen, W.W.	Stenographer	Madison, Wis.	2	
Boeck, H.F.	Chief Clerk	Galewood, Ill.		3	Coleman, James F.	Ret. Clerk	Madison, Wis.	1	
Borman, H.A.	Rate Clerk	Galewood, Ill.		8	Conlin, R.A.	Asst. Cashier	Madison, Wis.	2	
Brown, H.	Rate Clerk	Galewood, Ill.		3	Coyle, J.	Clerk	Madison, Wis.	1	
Dybs, T.	Route Clerk	Galewood, Ill.		1	DeCoster, F.H.	Welder	Janesville, Wis.	1	
EnSor, A.	Rate Clerk	Galewood, Ill.		1	Glenn, W.H.	Rtd. Flagman	Madison, Wis.	1	
Ewing, J.J.	Clerk	Galewood, Ill.		4	Hansen, E.J.	Trucker	Richland Center, Wis.	1	
Hanson, H.	Clerk	Galewood, Ill.		3	Higgins, B.	Clerk	Madison, Wis.	1	
Kerwin, J.J.	Rate Clerk	Galewood, Ill.		5	Piasecki, A.J.	Clerk	Richland Center, Wis.	1	
Kucera, M.	Car Order Clk.	Chicago, Ill.		2	Sommerfeldt, B.C.	Rate Clerk	Janesville, Wis.	2	
LeMire, G.E.	Rate Clerk	Galewood, Ill.	100						
Miller, E.A.	Chr. W/B Clk.	Chicago, Ill.		1					
Miller, John H.	C/L Notice Clk.	Chicago, Ill.		5					
Oefftering, J.J.	Rate Clerk	Galewood, Ill.		12					
Petersen, Victor	Chief Clerk	Chicago, Ill.		1					
Reimann, B.	Rate Clerk	Galewood, Ill.		1					
Van Alstine, G.	Clerk	Galewood, Ill.		1					
Willison, H.	Asst. Chr. Clk.	Galewood, Ill.		3					
				157				13	0
Coast Division					Milwaukee Terminals and Shops				
Anderson, Millie	Clk., Frt. Office	Tacoma, Wash.	1		Dreihoefer, Wm. J.	Pass. Truck Shop	Milwaukee, Wis.	1	
Christin, Mrs. Rene	Wife of Loco. Engr.	Tacoma, Wash.		1	Guschi, Audrey	Clk., Car Shops	Milwaukee, Wis.	3	
Cobley, W.H.	Freight Agent	Lynden, Wash.		2	Jaeger, Carl G.	Asst. Chf. AAR Clerk	Milwaukee, Wis.	2	
Cook, R.A.	Mech. Dept.	Tacoma, Wash.		1	Liebnow, Elmer H.	AAR Clerk	Milwaukee, Wis.	1	
Crawford, J.P.	E. & B. Foreman	Tacoma, Wash.		1	Rieboldt, Fred	Ret. Painter	Milwaukee, Wis.	1	
DeGuire, C.E.	Clerk	Tacoma, Wash.		1	Rosar, J.A.	Chf. Clk. to ASCD	Milwaukee, Wis.	1	
Dein, Mrs. Evelyn	Check Clerk	Seattle, Wash.		1				9	0
Elston, L.E.	Counterman Store	Tacoma, Wash.		1					
Jirard, G.J.	Diesel Sup.	Tacoma, Wash.		1					
Guy, M.J.	Upholsterer	Tacoma, Wash.		1					
Hart, J.E.	Bill Clerk	Seattle, Wash.		1					
Herzog, S.E.	Asst. Trnmstr.	Tacoma, Wash.		1					
Moyles, A.G.	Loco. Engineer	Tacoma, Wash.		1					
Pentecost, Al	General Foreman	Tacoma, Wash.		1					
Rasmussen, F.W.	Chief Clerk	Seattle, Wash.		1					
Rusch, H.	Stenographer	Tacoma, Wash.		1					
Stockton, G.A.	Blacksmith	Tacoma, Wash.		2					
				17					
				2					
Dubuque and Illinois Division					Seattle General Offices				
Brandt, J.	Storehelper	Dubuque, Ia.	1		Bouldin, Charlotte	Chief Clerk	Seattle, Wash.	1	
Dubmeyer, A.	Cutter	Dubuque, Ia.		6	Browne, Myrtle	Clerk	Seattle, Wash.	1	
Gultz, L.W.	Storehelper	Marquette, Ia.		10	Davis, J.N.	Asst. to Trustee	Seattle, Wash.	2	
Kart, Francis B.	Clerk	Wauko, Ia.	14	1	Goodman, C.F.	Asst. Chf. Clerk	Seattle, Wash.	1	
Miller, Lucille	Clerk	Dubuque, Ia.	1		Greengard, S.	Exec. & Law Dept.	Seattle, Wash.	1	
Stafford, Wm. A.	Clerk, DF&PA	Dubuque, Ia.	1		Hickey, Margaret L.	Stenographer	Seattle, Wash.	1	
Wmacht, H.A.	General Foreman	Dubuque, Ia.	2		Horak, Agnes	Clerk, Traffic	Seattle, Wash.	1	
Withhart, F.M.	Baggageman	Savanna, Ill.	18		Kennedy, E.D.	Chf. Clk. to GM	Seattle, Wash.	1	
Wangblood, L.A.	Loco. Dept.	Marquette, Ia.	3		McClain, Keith G.	Secy. to GM	Seattle, Wash.	1	
			40	17	Mumford, E.H.	Steno., Tax Dept.	Seattle, Wash.	1	
					Nelson, Mildred W.	Steno-Clerk	Seattle, Wash.	1	
					Pinson, J.F.	Asst. Engineer	Seattle, Wash.	1	
					Sievers, W.D.	Chief Clerk	Seattle, Wash.	1	
					Strassman, J.N.	Auditor	Seattle, Wash.		8
								14	8
Hastings and Dakota Division					Superior Division				
Haldeman, Mrs. Jane	Steno., DMM	Aberdeen, S.D.	1		DeBraal, J.	Yard Foreman	Menasha, Wis.	1	1
Mitchellhill, J.M.	Asst. Engineer	Aberdeen, S.D.	3		Dinwoode, J.T.	Chf. Dispatcher	Green Bay, Wis.	1	
Mariarty, W.J.	Chf. Clk., Store	Aberdeen, S.D.	1		LaVeau, F.J.	Agent	Republic, Mich.	2	
Nelson, Victor	Mach. Helper	Aberdeen, S.D.	1		Liese, A.W.	Agent	Appleton, Wis.	1	
O'Riley, M.M.	Cross. Flagman	Aberdeen, S.D.	1		Lowell, V.E.	Operating	Green Bay, Wis.	1	
Phelan, George	Clerk	Milbank, S.D.		3	Materle, P.M.	Train Dspchr.	Green Bay, Wis.	1	
Siedl, R.W.	Instrumentman	Aberdeen, S.D.	2		Schumacher, J.	Car Dept.	Green Bay, Wis.		1
Ryan, Elizabeth	Clerk, Store	Aberdeen, S.D.	1					6	2
			10	3					
Idaho Division					Terre Haute Division				
Erath, Maree E.	Supt's Office	Spokane, Wash.	1		Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		24
Faestel, M.N.	Engineering	Spokane, Wash.	1					0	24
Wesborn, A.M.	Engineering	Spokane, Wash.	3						
Stall, E.J.	Engineering	Spokane, Wash.		0					
			6	0					
Twin City Terminals Division					Trans-Missouri Division				
Andren, Joel S.	Clk., New Yard	St. Paul, Minn.	1	1	Revlng, Olaf O.	Conductor	Miles City, Mont.	1	
Leevers, W.T.	Storehelper	Minneapolis, Minn.	1		Riebe, L.P.	Machinist	Miles City, Mont.	1	
Neumann, William	Electrician	St. Paul, Minn.	1					2	0
			2	1					

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted																																																																																													
			Pass.	Frt.				Pass.	Frt.																																																																																												
Milwaukee Division					Iowa and Dakota Division																																																																																																
Gallenbeck, H.	Coal Shed Opr.	Horicon, Wis.	5		Burnett, M.L.	T.M. Clerk	Mason City, Ia.	1																																																																																													
Heerkes, J.K.	Retired Carman	Freeport, Ill.	1		Flynn, Helen	General Clerk	Sioux City, Ia.	1																																																																																													
Hughes, W.J.	Asst. Mast. Mech.	Beloit, Wis.	13		Foster, W.S.	Sec. Foreman	Tripp, S.D.	1																																																																																													
Karas, Kenneth	Sec. Laborer	Horicon, Wis.	1		Johnson, C.F.	Engineer	Sioux City, Ia.	1																																																																																													
Marx, Byron	Sec. Laborer	Horicon, Wis.	1		Mullin, J.D.	Agent	Geddes, S.D.	1																																																																																													
Olson, A.H.	Roadmaster	Horicon, Wis.	1		Myers, Fred G.	Chief Clerk	Sioux Falls, S.D.		1																																																																																												
Pinske, A.A.	Train Baggage man	Portage, Wis.	2		Pappas, Tony	Loco. Dept.	Mason City, Ia.	1																																																																																													
Repp, Alvin A.	Clerk	Oshkosh, Wis.		2	Peterson, A.J.	Loco. Dept.	Mason City, Ia.	1																																																																																													
Reuter, C.J.	Loco. Dept.	Beloit, Wis.	4		Sizer, R.E.	Trainmaster	Mason City, Ia.	3																																																																																													
Willers, J.	Sec. Foreman	Horicon, Wis.	1		Snow, H.C.	Freight Agent	Sioux City, Ia.	1																																																																																													
			29	2	Terry, J.P.	Student Tele- grapher	Lake Andes, S.D.		1																																																																																												
Iowa Division					Kansas City Division																																																																																																
Bryant, Mrs. L.B.	Check Clerk	Council Bluffs, Ia.	1		Atkin, F.W.	Rate Clerk	Kansas City, Mo.	2																																																																																													
Fraser, W.C.	Law Dept.	Omaha, Neb.	1		Cain, Kathleen	Stenographer	Kansas City, Mo.	1																																																																																													
Koester, J.F.	Operator	Tama, Ia.	1		Fisher, Mrs. Don	Wife of Chf. Carp.	Ottumwa, Ia.	1																																																																																													
Lackey, Dewey	Boilermaker Helper	Cedar Rapids, Ia.	1		Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	2																																																																																													
Miller, L.J.	Agent	Springville, Ia.	2		Hampshire, J.F.	Car Clerk	Ottumwa, Ia.		1																																																																																												
Smith, Raymond A.	Attorney	Council Bluffs, Ia.	1		Holman, Mrs. E.C.	Widow of Engineman	Ottumwa, Ia.	1																																																																																													
			7	0	Love, Edward	Fireman	Ottumwa, Ia.	1																																																																																													
					O'Malley, A.J.	Rate Clerk	Ottumwa, Ia.		1																																																																																												
Iowa and Southern Minnesota Division					Number of Traffic Tips Reported During May, 1945																																																																																																
Alme, A.	Sec. Lab.	Madison, S.D.	1		<table border="1"> <thead> <tr> <th>Division</th> <th>Passenger Tips</th> <th>Freight Tips</th> <th>No. of Tips per 100 Employees</th> </tr> </thead> <tbody> <tr> <td>Seattle General</td> <td>14</td> <td>8</td> <td>11.6</td> </tr> <tr> <td>Iowa and S. Minnesota</td> <td>44</td> <td>37</td> <td>8.6</td> </tr> <tr> <td>Chicago Terminals</td> <td></td> <td>157</td> <td>5.2</td> </tr> <tr> <td>Dubuque and Illinois</td> <td>40</td> <td>17</td> <td>3.4</td> </tr> <tr> <td>Milwaukee Division</td> <td>29</td> <td>2</td> <td>2.3</td> </tr> <tr> <td>Terre Haute Division</td> <td></td> <td>24</td> <td>2.1</td> </tr> <tr> <td>Madison Division</td> <td>13</td> <td></td> <td>1.8</td> </tr> <tr> <td>Coast Division</td> <td>17</td> <td>2</td> <td>1.3</td> </tr> <tr> <td>Iowa and Dakota</td> <td>14</td> <td>3</td> <td>1.1</td> </tr> <tr> <td>Kansas City Division</td> <td>8</td> <td>2</td> <td>1.1</td> </tr> <tr> <td>Superior Division</td> <td>6</td> <td>2</td> <td>1.0</td> </tr> <tr> <td>Hastings and Dakota</td> <td>10</td> <td>3</td> <td>0.9</td> </tr> <tr> <td>Chicago General</td> <td>16</td> <td>6</td> <td>0.8</td> </tr> <tr> <td>Idaho Division</td> <td>6</td> <td></td> <td>0.8</td> </tr> <tr> <td>La Crosse and River</td> <td>17</td> <td>3</td> <td>0.8</td> </tr> <tr> <td>Iowa Division</td> <td>7</td> <td></td> <td>0.4</td> </tr> <tr> <td>Milwaukee Terminals</td> <td>9</td> <td></td> <td>0.2</td> </tr> <tr> <td>Trans-Missouri Division</td> <td>2</td> <td></td> <td>0.1</td> </tr> <tr> <td>Twin City Terminals</td> <td>2</td> <td>1</td> <td>0.1</td> </tr> <tr> <td>Rocky Mountain Division</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Miscellaneous</td> <td></td> <td></td> <td></td> </tr> <tr> <td>TOTALS</td> <td>254</td> <td>267</td> <td>1.6</td> </tr> </tbody> </table>					Division	Passenger Tips	Freight Tips	No. of Tips per 100 Employees	Seattle General	14	8	11.6	Iowa and S. Minnesota	44	37	8.6	Chicago Terminals		157	5.2	Dubuque and Illinois	40	17	3.4	Milwaukee Division	29	2	2.3	Terre Haute Division		24	2.1	Madison Division	13		1.8	Coast Division	17	2	1.3	Iowa and Dakota	14	3	1.1	Kansas City Division	8	2	1.1	Superior Division	6	2	1.0	Hastings and Dakota	10	3	0.9	Chicago General	16	6	0.8	Idaho Division	6		0.8	La Crosse and River	17	3	0.8	Iowa Division	7		0.4	Milwaukee Terminals	9		0.2	Trans-Missouri Division	2		0.1	Twin City Terminals	2	1	0.1	Rocky Mountain Division				Miscellaneous				TOTALS	254	267	1.6
Division	Passenger Tips	Freight Tips	No. of Tips per 100 Employees																																																																																																		
Seattle General	14	8	11.6																																																																																																		
Iowa and S. Minnesota	44	37	8.6																																																																																																		
Chicago Terminals		157	5.2																																																																																																		
Dubuque and Illinois	40	17	3.4																																																																																																		
Milwaukee Division	29	2	2.3																																																																																																		
Terre Haute Division		24	2.1																																																																																																		
Madison Division	13		1.8																																																																																																		
Coast Division	17	2	1.3																																																																																																		
Iowa and Dakota	14	3	1.1																																																																																																		
Kansas City Division	8	2	1.1																																																																																																		
Superior Division	6	2	1.0																																																																																																		
Hastings and Dakota	10	3	0.9																																																																																																		
Chicago General	16	6	0.8																																																																																																		
Idaho Division	6		0.8																																																																																																		
La Crosse and River	17	3	0.8																																																																																																		
Iowa Division	7		0.4																																																																																																		
Milwaukee Terminals	9		0.2																																																																																																		
Trans-Missouri Division	2		0.1																																																																																																		
Twin City Terminals	2	1	0.1																																																																																																		
Rocky Mountain Division																																																																																																					
Miscellaneous																																																																																																					
TOTALS	254	267	1.6																																																																																																		
Bast, B.W.	Whse. Foreman	Madison, S.D.	1																																																																																																		
Bennett, H.J.	Agent	Madison, S.D.	1																																																																																																		
Bennett, Mrs. H.J.	Wife of Agent	Madison, S.D.	1																																																																																																		
Burke, L.R.	Agent	Pipestone, Minn.		3																																																																																																	
Clinnin, D.W.	Agent	Zumbro Falls, Minn.	1																																																																																																		
Conrad, G.	Sec. Lab.	Madison, S.D.	1																																																																																																		
Crabbs, P.L.	Clerk	Madison, S.D.	2																																																																																																		
Crabbs, Mrs. F.L.	Wife of Clerk	Madison, S.D.	1																																																																																																		
Crabbs, Phyllis	Daughter of Clk.	Madison, S.D.	1																																																																																																		
Dosey, E.H.	Cashier	Bloomington Prairie, Minn.		32																																																																																																	
Eggebraten, V.	Sec. Laborer	Madison, S.D.	1																																																																																																		
Hanson, P.	Clerk	Madison, S.D.	1																																																																																																		
Hayes, Albert	Operator	Albert Lea, Minn.	5																																																																																																		
Heidtke, B.J.	Sec. Foreman	Brownsdale, Minn.	1																																																																																																		
Johnson, Charles	Agent-Operator	Sherburn, Minn.	2																																																																																																		
Keck, H.J.	R.H.F.	Austin, Minn.	1																																																																																																		
Klopf, L.H.	Sec. Laborer	Madison, S.D.	1																																																																																																		
Larkoski, J.A.	Roadmaster	Austin, Minn.	1																																																																																																		
Larkoski, Mrs. J.A.	Wife of Rdmstr.	Austin, Minn.	1																																																																																																		
Malone, W.E.	Conductor	Austin, Minn.	1																																																																																																		
Martinson, N.	Sec. Foreman	Madison, S.D.	1																																																																																																		
McDaniel, Mrs. F.R.	Wife of Station Agent	Fountain, Minn.	1																																																																																																		
McKinney, C.	Sec. Laborer	Madison, S.D.	1																																																																																																		
Moe, A.D.	Clerk	Madison, S.D.	1																																																																																																		
Mohr, Arnold C.	Engineer	Austin, Minn.	1																																																																																																		
Moose, W.P.	Clerk	Madison, S.D.	1																																																																																																		
Mowry, F.	Sec. Laborer	Madison, S.D.	1																																																																																																		
Olson, Helen	Daughter of Agt.	Brownsdale, Minn.	1																																																																																																		
Olson, Kenneth	Son of Agent	Brownsdale, Minn.	1																																																																																																		
Palmer, L.H.	Cashier	Madison, S.D.	1																																																																																																		
Palmer, Mrs. L.H.	Wife of Cashier	Madison, S.D.	1																																																																																																		
Peterson, R.A.	Agent	Winnebago, Minn.		2																																																																																																	
Stephenson, Charles W.	2nd Operator	Albert Lea, Minn.	1																																																																																																		
Swank, H.J.	File Clerk	Austin, Minn.	1																																																																																																		
Vogel, A.P.	Roadmaster	Madison, S.D.	2																																																																																																		
Wopat, E.L.	Agent	Chandler, Minn.	1																																																																																																		
Wopat, Mrs. E.L.	Wife of Agent	Chandler, Minn.	3																																																																																																		
			44	37																																																																																																	

(Continued from page 31)

Sioux City Trades and Labor Assembly. The scholarship is valued at \$200. Miss Wagner has attended a Sioux City high school for two and one-half years, plays in the school orchestra and is a member of the news staff on the Leeds Leader, student paper.

Glenn Oliver, for some time manager of the Interstate lunch room at Sioux City, was killed in action on Luzon during April.

Engineer Frank Mansfield retired on June 30 and will live in Corvallis, Ore.

New firemen are Carl G. Morgan, son of Assistant Roundhouse Foreman F. D. Morgan, and Leonard V. Payer, son of deceased Fireman Frank Payer. Both of these young men are veterans of the European and African campaigns and were discharged from the service under the 85-point program.

Kenneth E. Bushnell, fire controlman 2/c in the coast guard, and conductor on this division prior to entering the service, recently spent a short furlough in Sioux City.

James Robinson, lieutenant of police at Sioux City, recently attended a meeting of railroad police in Des Moines, Ia.

Ove Lynberg, engineer, who recently had a very severe illness, has retired and will make his home in Los Angeles.

George Popper, general foreman of the Sioux City yard section, has quite a number of high school boys working for him this summer. George says he doesn't mind the kids calling him "Pop," but the first one that calls him "Grandpop" will get blisters.

When a midwestern reporter turned in a story about a farmer's loss of 2,025 pigs by theft, an alert copyreader thought the figure pretty high and phoned the farmer to check.

"Did you lose 2,025 pigs?" he asked. "Yeth."

The newspaperman thanked him and changed the copy to make the loss two sows and 25 pigs.

Sioux Falls Line

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



After six years as train baggageman on the Sioux Falls-Bristol line, Charley Dowler of La Crosse has taken a run out of Austin, where he recently purchased a home.

Car Inspector John Bird, Sioux Falls, who assists with the makeup of the Arrow each afternoon, recently took time out for a short vacation to

Marion and Cedar Rapids, Ia., and the plans were to use the Arrow, but, not knowing when this train departs, he arrived at the station in time to see it leaving town, and it was necessary to drive to the Rock Island crossing to make connection. For future trips, ticket office should be consulted for train schedules.

Under all conditions and at all times,
T-Z Products give unexcelled service.

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
T-Z Smoke Preventer Nozzles
T-Z Tender Hose Couplers
T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs

T-Z Products, as standard equipment,
are daily proving their merit.

T-Z Railway Equipment Co.
8 So. Michigan Avenue
Chicago, Illinois

PANAMA-BEAVER

Carbon Papers Inked Ribbons
Unimasters

Since 1896

"THE LINE THAT CAN'T BE
MATCHED"

PANAMA-BEAVER, Inc.

600 Van Buren St.
Chicago, Illinois

739 N. Broadway
Milwaukee, Wis.

Grain Doors

Railroad Cross Ties

Hardwood Lumber

Timbers

Webster Lumber Company

2522 Comc Ave., West
St. Paul, Minn.

CARBON AND ALLOY
STEEL CASTINGS

A For
Wehr Every
Steel Service

WEHR STEEL CO.
MILWAUKEE, WIS.

Paul Guemmer, messenger on Arrow and Midwest Hiawatha, has just received news that his daughter, Mrs. Melvin Tate of San Diego, Calif., is the mother of an eight-pound girl. Paul is a proud grandfather and advises that Chet Belknap and Verne Quine have nothing on him.

Sanborn-Rapid City

Margaret Kelly, Correspondent
Mitchell, S. D.

Donald J. Roller, USNR, son of Peter Roller of Mitchell, was commissioned an ensign on June 1 at the United States Naval Reserve midshipman school at Cornell University, Ithaca, N. Y.

H. A. (Andy) Williams, 15-year-old agent at Interior, S. D., is hospitalized at Mitchell with an infected foot. Relief Agent Shilling is holding down the job in his absence.

Operator Teiszen is now holding down the third trick at Canton, S. D.

C. A. Powell, former agent at Sanborn, is now happily located at Elkader. He claims it is a vacation after Sanborn for two years.

Mrs. Lucille Hopkins, agent at Okaton, S. D., retired June 26 after serving the company faithfully for 30 years.

TRANS-MISSOURI DIVISION

West End

Pearl Huff, Correspondent
Miles City, Mont.

Lt. Mary Catherine Kelly, daughter of Engineer W. F. Kelly of Miles City, Mont., has arrived in England with the Army Nurse Corps and, according to word received from her by her father, she had a very pleasant trip. She is located in southern England in a general hospital and says she is very happy with her work.

Miss Billie Vonderheide, daughter of Charles Vonderheide of Miles City, left here during June to enter the Waves.

We are happy to report that S/Sgt. Nickolas Patch has been released from a German prison camp where he had been held prisoner for some time after he had taken part in the invasion of the continent. The last word his parents, Mr. and Mrs. Joe Patch, have received from him was a letter four and a half months ago. They anticipate his return in the near future.

Fifth Bronze Battle Star: Four times previously awarded battle participation credit for troop carrier sorties on the western front, S/Sgt. Donald Kransky, son of Mike Kransky of Miles City, has been authorized to receive his fifth Bronze Star, significant of service in five major campaigns in the European theater of operations. Climaxing its previous aerial operations, Sgt. Kransky's organization made history in the Rhine air-borne assault at Wesel, Germany, by being the first troop carrier unit to fly a double-tow formation into combat. Sgt. Kransky is a radio operator on a C-47. His outfit has dropped freight totaling approximately 31,517,666 pounds, transported air-borne combat personnel figuring about 13,500, and evacuated by air thousands of casualties since D-day.

Miss Marguerite Waldmann, daughter of Fritz Waldmann of Miles City, is believed to be the only woman to receive the decoration recently given her. A clipping from a Canal Zone paper states: "Miss Marguerite Waldmann of the War Shipping Administration at Balboa, C. Z., has been decorated with the U. S. Merchant Marine Pacific War Zone Bar awarded for active service aboard a ship in that war zone." Miss Waldmann served as a stewardess aboard a Norwegian tanker putting in at Honolulu in the tragic days following the Japanese sneak attack on Pearl Harbor. She has been employed in Balboa for about one year. She is believed to be the only woman to have received this decoration

MAUMEE INDIANA WASHED COAL

CLEANER
HOTTER
BETTER

Mined on
THE MILWAUKEE RAILROAD

THE MAUMEE COLLIERIES
COMPANY

Coal Miners and Shippers
TERRE HAUTE, INDIANA

EDWARD KEOGH PRINTING COMPANY

Printers and
Planographers

732-738 W. Van Buren St.

Phones: Monroe 0432-0433-0434

Chicago, Illinois

PROMPT AND EFFICIENT SERVICE

Present Day
SAFETY Requirements
DEMAND the Best
Equipment

LAKESIDE FUSEES

Fill the Bill
SAFE DEPENDABLE EFFICIENT

LAKESIDE RAILWAY
FUSEE COMPANY
Beloit, Wisconsin

LOCOMOTIVE:

FEED WATER HEATERS
(The Locomotive Water Conditioner)

SLUDGE REMOVERS

BLOW-OFF COCKS

CENTRIFUGAL BLOW-OFF
MUFFLERS

GRID SECTIONAL AIR-
COMPRESSOR RADIATION
UNIT HEATERS

WILSON ENGINEERING
CORPORATION

122 So. Michigan Ave., Chicago

Locomotive Availability And Utilization

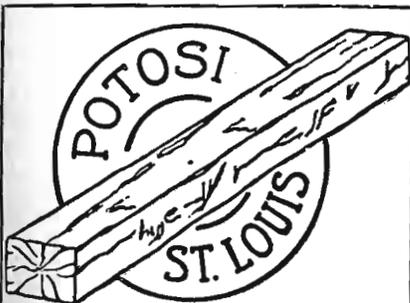
A large Western railroad recently wrote us as follows: "Mileage figures for the first six months of this year show that our Timken roller-bearing steam passenger locomotives, which is 32.9% of ownership, made 51.9% of our total passenger locomotive miles; our Timken roller-bearing steam freight locomotives, which is 6.5% of ownership, made 15.8% of total freight locomotive miles."

The greater availability for service of Timken Bearing Equipped locomotives has been, and is, one of the most important factors in enabling the railroads to provide adequate service even under the stringent necessities of war. The Timken Roller Bearing Company, Canton 6, Ohio.

TIMKEN

TRADE-MARK REG. U. S. PAT. OFF.

RAILWAY ROLLER BEARINGS



TREATED AND UNTREATED
CROSS TIES
SWITCH TIES
PINE POLES

Potosi Tie & Lumber Co.
ST. LOUIS DALLAS

CARTER BLATCHFORD, INC.

80 E. JACKSON BLVD.
CHICAGO

RAIL JOINTS

Reformed to meet specifications for new bars.

VULCAN XX STAYBOLT IRON
VULCAN ENGINE BOLT IRON
VULCAN IRON FORGING BILLETS
LOCOMOTIVE FORGINGS

AXLES

CRANK PINS

PISTON RODS

HAIR FELT INSULATION

on the isthmus. Before going to the Canal Zone she was employed by the Ship Building Dry Dock at San Pedro, Calif. She spent a few days' visit at the home of her parents in Miles City during June, which was made possible because she was asked to chaperone two children to their home in Burbank, Calif., from the Canal Zone, and the trip was made by Pan-American plane. Her father has been passenger engineer on the Trans-Missouri Division for many years.

William James, one of the oldest conductors on The Milwaukee Road, who had been in service for many years on the Trans-Missouri Division, passed away June 7 at his home in Miles City. The Milwaukee family wish to convey their sympathy to Mrs. James and remaining relatives in their great loss.

Lt. Sherman W. Trafton, son of Jess Trafton of Miles City, has been reported by the War Department as missing in action over Japan on May 18. He enlisted in the Army Air Corps in 1942 and after pilot training was commissioned second lieutenant, sent overseas to New Guinea, Australia, and to the Philippines last November. He has had about 15 missions in a B-24 Liberator bomber. We sincerely hope something further will be heard from him by his parents and wife in the near future and that he is safe. His father is an employe at Miles City shops.

1st Lt. T. C. Morgan, son of Thomas Morgan at Miles City, was one of the GI railroaders who saved a million gallons of gasoline by their bravery. The story of the heroic action of Lt. Morgan and four other men was told in "The Yankee Bomber," a Yank publication in the European theater. While the railroad soldiers were on duty in the rail yard at the gasoline dump, fire broke out and spread quickly through the many gasoline-filled tank cars and gondolas loaded with full "Jerricans." Gasoline floating on the water covering the ground from a drizzling rain had ignited when hot coals fell from a locomotive firebox. These men quickly took hold of the situation and under the cool-headed guidance of Lt. T. C. Morgan started switching cars of gasoline through raging fire. Time after time the crews went into the inferno, while exploding tank cars and cans rained liquid fire through the dump. Many cuts had to be made and made speedily. Car after car was uncoupled and switched down the tracks as they fought the fire, forgetting personal safety. It was estimated that approximately 1,000,000 gallons of precious fuel slated for General Patton's tanks were saved by the courage and skill of these GI railroaders. The Soldier's Medal was awarded the five men at a special formation by Lt. Gen. John C. H. Lee, commanding general. Mr. Morgan's father is pipe-fitter foreman at Miles City shops, and T. C. Morgan is a trainman from The Milwaukee Road.

KANSAS CITY DIVISION

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

We learn that 58 years ago Engineer John Sweeney, now retired, took the first train over the Missouri River bridge at Kansas City, and on June 1 of this year rode in the engine on the first passenger train (Southwest Limited) to operate over the new President Truman bridge. Mr. Sweeney is 88 years of age, still very active and as much as ever a booster for the Milwaukee.

The positions of operator on pier No. 1 at the east end of the new bridge have been assigned as follows: First trick to I. K. Carey, second trick to L. R. Rigley, third trick to D. E. Cox. The position of second trick at Chillicothe is permanently assigned to C. W. Hollis; second trick at Excelsior Springs to F. B. Sutton; third



JOHNNY SHOEMAKER SEZ..

"A feller needs every vitamin in his Victory Garden to give him the energy to keep the darned thing in shape."

As far as I know, nobody's ever discovered a vitamin that's good for run-down heels. So it's good sense to get long-wearing rubber heels in the first place.

The best way to do that is to always ask for Hood Suprex Rubber Heels. You can tell them by the Hood Arrow."



LOOK FOR THIS ARROW



HOOD RUBBER COMPANY
A Division of B. F. Goodrich

LUMBER PILING—TIES

and

MINE TIMBERS

Egyptian Tie & Timber
Company

St. Louis

Chicago

"M-F"

- Lock Nuts (3 types)
- Water-tight Bolts
- Lock-tight Floor Clips
- Collar Bolts

MacLean-Fogg Lock Nut Co.
CHICAGO, ILL.

Still Greater
PROTECTION
 for CARS and LADING

CARDWELL WESTINGHOUSE
 FRICTION DRAFT GEARS

to absorb vertical shocks

CARDWELL FRICTION BOLSTER
 SPRINGS

to absorb vertical shocks

•
 CARDWELL WESTINGHOUSE CO.
 CHICAGO
 CANADIAN CARDWELL CO., LTD.
 MONTREAL

trick, Linby, to L. L. Mallory, and HI office, Kansas City, to Kay Lewis.

The work of dismantling the old line between Birmingham and Northern Junction began on June 11.

Mrs. Wm. Fry was in Washington, D. C., for the wedding of her son on June 2. He and his bride left on June 11 for Peru, where he will be engaged in manufacturing quinine for the government.

Instrumentman Harry Stern left our engineering department on June 1 to accept a position with the Globe Union Co., Milwaukee, as electronic switch engineer. We will miss Harry in our Service Club activities, as we depended on his help in making up our notices of meetings.

On May 12 occurred the death of Mrs. Charles W. Jordan at her home in Ottumwa. She was the wife of our retired yardmaster at west yards.

Charles O. Toole, for 23 years clerk in the freight house at Ottumwa, died at his

home on May 29. He is survived by his wife and one daughter.

On May 22 Conductor John E. Carroll retired. He was employed in July, 1907, as a brakeman and promoted to conductor in July, 1914. Previous to his retirement he was in the service as flagman on the Southwest Limited.

A pamphlet entitled "Thundering Trail" was compiled by Lt. John D. Reed, with the assistance of Cpl. L. W. Williams, giving a boost to military railway service. Data used was secured while attending a lecture on the history of railroads and the use of them in time of war by Maj. R. M. Montgomery. Lt. Reed is with the Railway Training Section, Technical Branch, Fort F. E. Warren, Wyo.

The mother of Lewis W. Cupp received information via telephone that Lewis was married on May 15 to Arline Deaton of San Francisco, whom he met while on the west coast. He is MMM 2/c in the navy.

Pfc. Henry E. Yahn, formerly section laborer at Hayesville, spent a short furlough at home with his parents and is now at Camp Cooke, Calif. He wrote his thanks for the Magazine, which he enjoys.

Lt. Joseph Ryan, son of Conductor J. H. Ryan, was home on furlough while ship was undergoing repairs. His brother-in-law, Lt. Walter Zlogar, was also home for a brief stay while being transferred to Newport, R. I., where he is transportation officer. He is with the Seabees and expects to be stationed in Newport for about six months.

While en route from Camp Hood, Tex., to Fort Ord, Calif., former Brakeman Sammie B. Van Cleave, now in the infantry, visited for a short time with his wife in Ottumwa. He is anticipating overseas duty.

Lt. Col. Robt. Nevins arrived back in Germany after his furlough in time to participate in one more battle before the fighting ceased. He is now with the army of occupation, quartered in an elaborately furnished modern German mansion very much different from his living quarters for the past two years.

Leonard H. Carroll has been transferred from Great Lakes, Ill., to Fort Lauderdale, Fla., where he will receive eight weeks' training in maintaining and operating big guns on ships.

Section Laborer Lloyd Hollaway of Laredo is now in the army at Camp Patrick Henry, Va., and Section Laborer Edgar Hesselnow of Galt is stationed at the Great Lakes Naval Training Station.

Melvin R. Deemy, MOMM 3/c, returned to Port Hueneme, Calif., in the latter part of May after spending 21 days' furlough with his family in Ottumwa.

Gilbert Harding, with the infantry, writes that they landed in Okinawa on Easter Sunday, waded ashore and met with plenty of opposition. At one time he had 16 days' growth of beard on his face.

Cpl. Michael Carroll was also in the initial landing on Okinawa and says there was "plenty of junk" flying through the air.

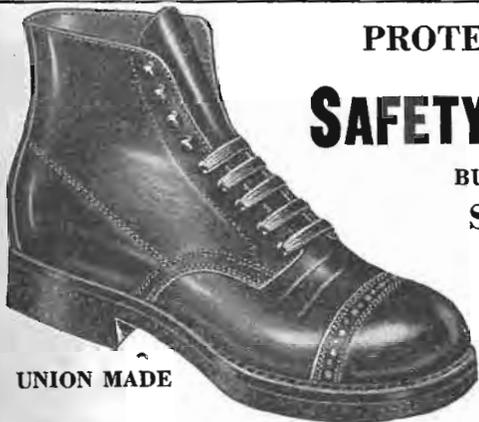
Wm. A. Genochio of the field artillery has been in seven different countries; is now in Germany but expects to be sent soon to the South Pacific.

OPERATING 161
 MOTOR TRUCKS,
 TRACTORS AND
 TRAILERS

RECEIVING
 and
 FORWARDING
 POOL CAR
 DISTRIBUTORS

ESTABLISHED 1880

P. D. Carroll Trucking Co.
 CHICAGO, ILL.



UNION MADE

PROTECT YOUR TOES
 with
SAFETY FIRST SHOES

BUILT WITH PROTECTIVE
 STEEL TOE-BOXES

A wide range of styles
 available thru your local
 storekeeper.

**SAFETY FIRST
 SHOE COMPANY**
 Holliston, Massachusetts

MARSH & McLENNAN

INCORPORATED

INSURANCE

FEDERAL RESERVE BANK BUILDING
 164 WEST JACKSON BOULEVARD, CHICAGO

NEW YORK
 DETROIT
 PHOENIX
 VANCOUVER

BUFFALO
 INDIANAPOLIS
 SAN FRANCISCO
 MONTREAL

PITTSBURGH
 MILWAUKEE
 LOS ANGELES
 BOSTON
 WASHINGTON

CLEVELAND
 MINNEAPOLIS
 PORTLAND
 ST. LOUIS

COLUMBUS
 DULUTH
 SEATTLE
 LONDON



The Answer to Your Heating Problem

is a

WARM MORNING COAL HEATER

For Sale by Leading Coal Merchants
and

Retail Stores Everywhere

Distributed by

REPUBLIC COAL & COKE CO.

General Offices: 8 S. Michigan Avenue, Chicago

Branch Offices: St. Louis, Minneapolis, Indianapolis, Peoria, Detroit, Milwaukee, Cleveland, New York, Cincinnati

Having been selected to drive the automobile for the Prime Minister of the Netherlands, Sgt. Henry H. Godwin is finding the World Peace Conference in San Francisco very interesting. His father is with the maintenance of way department, Washington, Ia., and before enlisting in the army Henry spent his summer vacations in the section gang.

After 22 months over seas, Pfc. Glenn Hamilton, son of Section Foreman H. D. Hamilton, Washington, Ia., is now stationed at Fort Knox, Ky., attending armored school. He was married on Feb. 1 to Miss Hazel Worden of Louisville, Ky.

During a special half-hour broadcast over station KBIZ in Ottumwa on June 3 2nd Lt. Albert J. Alsdorf was interviewed. He is believed to be the first airman taken prisoner to return to his home in Ottumwa. He was taken prisoner in his 13th mission over enemy territory. His father is Boilermaker Fred Alsdorf, west yard roundhouse, and his father-in-law is Bert J. McGraw, conductor.

Second Lt. James F. Bottenfield, son of Engineer Wm. F. Bottenfield, was awarded the Oak Leaf Cluster to the Air Medal for meritorious achievement while taking part in bombing attacks on German industrial targets as co-pilot of a Flying Fortress.

I & S M DIVISION

East End

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

The I&SM Division was saddened by the death of Assistant Superintendent W. J. Lieb on June 13. Bill had been in the hospital for about three weeks and his condition had been improving until about two days before his death. He served the company faithfully and well for 52 years, starting his railroad career as operator at Minnehaha at the age of 14. He came to this division in 1931 when the I&M and SM Divisions were consolidated, and served as trainmaster until 1942 when he was promoted to assistant superintendent. In my mind the three words which best describe Bill Lieb are: faithful, honest, dependable. His friendly disposition and wealth of knowledge about the railroad and its patrons up and down the line made new friends for Bill wherever he went. Always a willing and able conversationalist, it was a pleasure to sit down and talk with him. He was a friend of the men who worked for him.

"The Jackson County Pilot" of June 7 carried a nice picture of Joe Skarda and a writeup concerning his years of service with the railroad following his retirement on May 31 after serving the company for 23 years as section foreman at Jackson and as laborer for 10 years prior to being promoted to foreman. We hope Joe enjoys his well-earned vacation.

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.

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin

Cigars or something are in order. On May 24 Chief Dispatcher F. M. Valentine received the glad tidings that he was a grandpop. A son, William, Jr., was born to Capt. and Mrs. W. J. Valentine at Rapid City. The family spent a few days with the folks in Austin the early part of June while Capt. Valentine was en route to Maxwell Field, Ala., where he will spend some time before reporting to Clovis, N. Mex., where he will be in charge of the B-29 training group.

J. W. Malone, former agent, Hayward, Minn., is now working as train dispatcher at Miles City. Hazel O. Eckman, one of our new student operators, who trained at Granada with Jack Theophilus, has been appointed agent at Hayward.

Lorraine Jurgenson, another Granada trainee, is relieving at Oakland station while Margaret Rafferty spends a month with hubby Howard at Shoemaker, Calif.

Vernon A. Peterson, former clerk at Pipestone, has been appointed agent at Artesian, S. D.

Conductor Claude Hallman and family were pleasantly surprised by a visit from their son, Captain Paul, who arrived home from the South Pacific on May 28. He planned to be married June 26 and leave June 28 for Miami, Fla., where he will be stationed for some time.

Superintendent R. C. Dodds was glad to receive word from son Robert that he had been promoted to T/5. Bob is with a railroad battalion in France.

Mrs. Mildred Blanchfield of Rushford received notice from the public relations office, Boca Raton Army Air Field, Fla., that son Paul W., former clerk at Austin,

THE A.A.R. TYPE "H" TIGHTLOCK COUPLER



A.A.R. Type "H" Tightlock Coupler and Attachments provide maximum strength and safety with reduced end shocks.

THE BUCKEYE STEEL CASTING CO.
NEW YORK COLUMBUS, OHIO CHICAGO

DELICACIES FOR THE TABLE

Specialties

Butter, Eggs, Cheese, Poultry,
Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

PREFERRED NON-CANCELLABLE PROTECTION for RAILWAY EMPLOYEES

HEALTH — ACCIDENT — LIFE (Death from any cause)

HOSPITAL BENEFITS • NON-CANCELLABLE POLICY

NO MEDICAL EXAMINATION REQUIRED

GOOD IF YOU LEAVE SERVICE ON PENSION OR OTHERWISE



EMPLOYEES MUTUAL BENEFIT ASSOCIATION

1457 Grand Avenue

St. Paul, Minn.



DIESEL LOCOMOTIVES

for

PASSENGER, FREIGHT
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION

LA GRANGE, ILLINOIS, U. S. A.

NALCO SYSTEM OF WATER TREATMENT

Chemicals for wayside water treatment and for use at softening plants. Complete chemical feeding equipment. Locomotive, automatic, continuous blow-down. Simplified testing kits and control methods. Practical and competent service engineers. Complete and modern research laboratories. Surveys, analyses and recommendations furnished without obligation.

NATIONAL ALUMINATE CORP.
6216 West 66th Place CHICAGO, ILLINOIS

**CREOSOTED
MATERIALS
and
COAL TAR
PRODUCTS**

Republic Creosoting Co.
Minneapolis

and brother of Vernon of the Austin freight office, was appointed a flight officer and presented with the silver wings of a combat observer in the A.A.F. at graduation ceremonies held May 19.

News From the Front

Received a very nice letter from former brakeman Arno Van Ryswyk, now a staff sergeant with the Army Air Force, headed "Somewhere in Burma, Along the Lido Road," saying that the monsoons had started down that way and it was really hot and sultry. He also told of the bears, tigers, leopards, coral and cobra snakes, as well as deer and buffalo, and that one of the boys in the outfit had shot a snake which had just consumed a 100-lb. deer for lunch. He stated he didn't know there were so many kinds of bugs and mosquitoes in the world as exist down there.

Bob Corkill, former I&M brakeman, writes that he is still in Germany and that they have finally come to the eight-hour day, which is quite a respite from the 12- to 16-hour days they had been putting in. He is now piloting the German crews over the same territory which many of them had rail-roaded for 20 years prior to the arrival of the Yanks, but they still need a little watching.

A most interesting letter was received from Chief Clerk L. L. McGovern from his daughter Jeanne, a captain in the WACs, who is with the War Finance Division, stationed in Paris, telling of a seven-day leave with three days' traveling time which she and a girl friend spent on a tour in southern France. She also stated she was permitted to take her movie camera along and had taken a lot of pictures, which we hope to see some evening after Jeanne returns.

After serving the Milwaukee Road for 34 years and 6 months at the same station,

P. X. Kennedy, agent at Montgomery, has retired. Mr. Kennedy was born at Ottumwa, Ia., Nov. 14, 1877, in a log house long before the Milwaukee Road passed through that section of the country. He began railroading at Omaha in May, 1899, and served in succession the Union Pacific, Burlington, Pennsylvania, Missouri Pacific, Illinois Central, Chicago Great Western and Chicago & North Western at Omaha, coming to the Milwaukee as agent at Lonsdale in August, 1910, and to Montgomery in November, 1910, as agent. He was in continuous service there until May 1, 1945. He served as safety first committeeman, was on the claim prevention committee and also was chairman of the Faribault Service Club. The Kennedys have three sons in the armed forces whose pictures appear elsewhere in this issue.

Mr. Kennedy takes pride in the fact that quite a number of the boys who have "gone places" served under him for their final preparation for something better. Some of the boys are: Jimmy Moudry, now assistant superintendent at Milwaukee, who took his first train order at Montgomery; C. S. Pack, now train rules examiner; S. B. McGinn and M. S. Olson, train dispatchers; F. W. Walton, train dispatcher, serving with the 744th Railway Operating Battalion, and I. R. Crawford, agent at Minnehaha, local chairman of the ORT.



P. X. Kennedy, who has just retired as agent at Montgomery, Minn., is shown with Mrs. Kennedy at their home.

West End

E. L. Wopat, Correspondent
Chandler, Minn.

Switchman George McKinney of Madison, S. D., attended the Veterans of Foreign Wars convention at Vermillion, S. D., from June 8 until June 12. George says it was the best convention he ever attended.

Engineer Frank Gray attended the Spanish War Veterans' convention at Pierre, S. D., from June 9 until June 15.

Mr. and Mrs. H. F. Bennett recently enjoyed a visit from their son, John F. Bennett, ACMM, who recently returned from Pearl Harbor, where he spent four

The Milwaukee Magazine

years without a furlough. He will return to his new camp located near Dallas, Tex. S/Sgt. Dan Lawler, son of Switchman J. D. Lawler of Madison, S. D., recently spent a 45-day furlough with his parents. He returned from overseas duty on May 1 and is now at Fort Snelling waiting for reassignment.

George Schrader, baggageman on Nos. 222-203, has retired, his last trip over the division having been made on June 4. He was in service 44 years and is succeeded by Charles Dowlar.

The gravel train, under the supervision of Al Brakke, is in full force. The extra gang of 70 boys under the tutorship of Les Hauge, their foreman, is doing a good job of placing the gravel. They have set as their goal the graveling of the track as far as Wirock this summer. Judging by the way they are going right now, they may get even farther.

D & I DIVISION

First District

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

Miss Lorraine Radke, daughter of Switchman Harry Radke, of Savanna, was graduated from Coe College, Cedar Rapids, Ia., on June 11, at which time she was awarded a Bachelor of Arts degree in Romance languages.



Conductor and Mrs. J. A. Schmidt of Savanna vacationed in Flagstaff, Arizona, during June with their son-in-law, Capt. J. C. Schreiner and their daughter who are stationed there.

Boyd Latham, formerly D&I first district engineer, who retired in 1933 because of ill health, passed away in the East Moline state hospital June 7. He is survived by his widow, one brother and a step-son.

Sympathy is extended to Clarence Taylor of the rail mill, and Carl Kraft of Savanna store department, in the loss of their wife and sister, whose death occurred in Savanna on June 8.

Congratulations and Best Wishes to:

Supt. and Mrs. W. G. Bowen who celebrated their 35th wedding anniversary on June 15.

Engineer and Mrs. Frank B. Yachik of Savanna on their 37th wedding anniversary celebrated June 1.

Coal Shed Foreman and Mrs. James Cimino, who celebrated their 39th anniversary on May 3.

Also to operator and Mrs. A. W. Pape, of Thomson, whose marriage occurred in Long Beach, Calif. on Apr. 19. After a honeymoon spent visiting in California, they returned to Thomson where they will reside.

Retired Iowa Division Engineer and Mrs.

A. M. Johnson of Savanna quietly celebrated their 53rd wedding anniversary on May 26.

Captain of Police George P. Layton remains seriously ill in his home at Savanna.

Engineer Harry Casselberry, who underwent a major operation at Mayo's in Rochester, Minn., has recovered sufficiently that he is now up and around and hopes soon to be back on his engine.

Conductor J. L. Sophy, who has been in service with the Milwaukee Railroad since Jan. 18, 1895, is retiring because of ill health. Mr. Sophy was promoted to conductor in 1899 and to passenger conductor in 1912 and has been in passenger service continuously since that time.

Army and Navy News

Flight Officer Donald Casselberry, son of Engineer Harry Casselberry of Savanna, and a German war prisoner for 22 months, was liberated from the prison at Moosburg, Germany and arrived home on June 7 for a 60-day furlough with his parents. Casselberry, a P-40 flight officer, was shot down on July 7, 1943 on his ninth mission.

John E. Bere of the marines was seriously wounded on Mar. 19 when a Jap dive bomber scored two direct hits on the aircraft carrier U. S. S. Franklin which he was aboard, according to word received by his wife, Dorothy Daley Bere, clerk in the chief carpenter's office, at Savanna. Sergeant Bere now is in a base hospital in Hawaii.

Cannibal Cook: "Shall I boil the missionary, sir?"

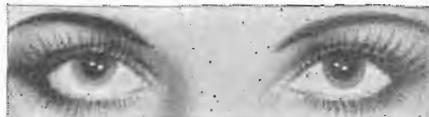
Chief: "Don't be silly! He's a friar."

How to give TIRED EYES a quick rest

MAKE THIS SIMPLE TEST TODAY



EYES OVERWORKED? Just put two drops of Murine in each eye. Right away you feel it start to cleanse and soothe your eyes. You get—



QUICK RELIEF! Murine's 7 scientifically blended ingredients quickly relieve the discomfort of tired, burning eyes. Safe, gentle Murine helps thousands—let it help you, too.

MURINE
FOR YOUR EYES
SOOTHES • REFRESHES



★ Invest in America — Buy War Bonds and Stamps ★

FAMILY HOSPITAL-SURGICAL PLAN

Since 1926 —

The Provident has protected Milwaukee employees against the financial hazards of Death, Dismemberment and Disability caused by Accident or Sickness.

And now —

Provident's new low-cost HOSPITAL-SURGICAL plan (FHS 73) is available to ALL Milwaukee employees, their wives and their children.

HOSPITAL BOARD • HOSPITAL EXTRAS • SURGEON'S FEES
Payroll Deductions

PROVIDENT
LIFE AND ACCIDENT
INSURANCE Since 1887 COMPANY

We mine the coal we sell.

DEEP VEIN
AND
BLACKHAWK COALS



DEEP VEIN COAL COMPANY

111 North 7th Street
Terre Haute, Ind.

28 East Jackson Blvd.
Chicago, Ill.

Circle Tower
Indianapolis, Ind.

Organized 1903
WE SPECIALIZE
IN
STOKER PREPARATIONS

CONTINENTAL SERVICE

The CONTINENTAL CASUALTY COMPANY is represented wherever railroad men are found. Here are a few Continental representatives located on the Milwaukee System, who are ready, day or night, to serve you.

W. G. STELZER **G. E. REYNOLDS**
910 S. Michigan Ave. 1532 Locust St.
Chicago, Ill. Terre Haute, Ind.
Ph. Wabash 7272 Ph. Harrison 0922

M. C. CHIER **E. I. BURBEY**
806 First Wisc. 520 8th Ave. So.
Nat'l Bank Bldg. Wis. Rapids, Wis.
Milwaukee, Wis. Phone 671

L. J. LIGHTFIELD **L. J. EMOND**
407 Walworth St. 229 E. Wis. Ave.
Elkhorn, Wisconsin Milwaukee, Wis.

F. L. STERLING **R. A. WILLIAMS**
2325 W. 12th St. Stevens Hotel
Duluth, Minn. Great Falls, Mont.

GEORGE W. BURT
3144 19th Ave.
Minneapolis, Minn.

J. ELLEFSEN
Apt. 303
1530 La Salle St.
Minneapolis, Minn.

HENRY W. NELSON
Box 783
Livingston, Montana

A. E. HANKINS
Box 1173
Spokane, Washington

R. A. WEGNER
1411 4th Avenue Bldg.
Seattle, Washington

W. N. HAMILTON
6323 Greenwood Ave.
Seattle, Wash.

ACCIDENT AND HEALTH PROTECTION

"The Railroad Man's Company"

CONTINENTAL
CASUALTY COMPANY
CHICAGO - TORONTO - SAN FRANCISCO

COAST DIVISION

Tacoma

R. R. Thiele, Correspondent
Agent's Office

Walter S. Burroughs, chief ticket clerk at the local passenger station, is quite proud of his two boys. One of them, Col. Walter Burroughs, is stationed at Fort Douglas, near Salt Lake City, Utah, and is in charge of various activities of the army in that state; he is married and has a little daughter. The other one, Howard Burroughs, is now living at Chicago as manager of the Automatic Electric Co.; he really lives at Winnetka, a suburb of Chicago; he is married and has two little girls.

Ivar Berven, cashier at the local freight office, enjoyed a week's vacation recently by painting his house. His three able assistants, Miss Slater, Mrs. Wheeler and Frank Bryan, handled the cashier's department in very exemplary fashion.

Ray Powels, chief clerk at the local office, points with pride to his two boys. The older one, Ensign David J. Powels, is now a gunnery officer in charge of one of the batteries of his ship somewhere on the Pacific Ocean; he passed his examination in radar with flying colors but was then sent to a gunnery school for further training. The younger son, Vernon Powels, shipped out with the merchant marine and is now stationed at the training station on Catalina Island.

Miss Phyllis Le Blanc, general clerk at the local office, has very interesting souvenirs from her boy friend, now in India, in the form of coins of India and various states, and pillows, but chief among the souvenirs is a photograph of Pfc. Frank Kobe, the boy friend. He was firing an engine out of Tacoma when last here but is now in charge of an engine as engineer in India; we believe they call it a "driver" over there.

John Alleman, a retired engineer on the old line and a brother of F. J. Alleman, retired agent at Tacoma, is expected out here in the near future. He is a widower; his son has now been commissioned as a physician in the army now in Germany, and Mr. Alleman is coming out here to stay a while.

Miss Crawford, stenographer for Mr. Grummel, the live-wire agent at the Tacoma freight office, is walking around with a seraphic expression on her face, induced by the fact that she was the winner of the jackpot on the V-Day in Europe, amounting to a mere trifle of \$90. Louis Seaman, chairman of the Tacoma Service Club, was the manager of the affair.

David Hoag, now yard clerk at Tacoma yard, is apt to fool anyone guessing at his weight, for he carries some 15 or 16 pieces of shrapnel around in his body, received somewhere in the Pacific. He holds the Purple Heart and other decorations.

G. G. Moe, passenger and baggage agent at the Tacoma passenger station, is in the market for a cocker or springer spaniel. Mr. Moe is quite a marksman and trains a good dog for the fall season. Why not a beagle?

On May 28 Miss Jean Claire Cardle, daughter of O. R. Cardie, warehouse foreman at Tacoma, and Dr. R. Lee Rennick both graduated from the Washington State College at Pullman and on the same date were married. Mr. Cardle was there to give away the bride. The couple will reside in Seattle.

Roland McKee is now a clerk at Tacoma yard by virtue of having been reclassified by the army.

John Dolle, retired traveling auditor, and his wife went east recently to look over some property of theirs at Sioux City, Ia.

We have not mentioned that since January V. O. Spann has been reclaim clerk at the local office, vice Mr. Nelson.

Guy J. Dougherty, general clerk at the local office, is enjoying a vacation at this writing.

Miss Bertha Wyatt is now expense clerk at the local office.

H. W. Montague, general yardmaster, and Switch Foreman Kendall were on a hurried trip to Chicago the other day, having been subpoenaed as witnesses in a railroad suit. Mr. Montague had only about 30 minutes to see the operations of the yard at Chicago but made good use of the opportunity and came back with his head crammed full of ideas. We understand that he has already blocked up the yard office preparatory to moving it to the north side of the 11th St. viaduct.

Carl Tveter is now off on a vacation from his duties at the yard office. Lyle Smith, former yard clerk, is relieving him.

Andrew Norwood, car distributor at the superintendent's office, calls our attention to a real oldtime operator living in Tacoma. His name is Abraham Owens, 85 years of age; he was an operator for 67 years and retired Dec. 17, 1937. He lives at 1215 S. Prospect St.

Mrs. Clover, wife of Chief Clerk Fay Clover of Auburn, has returned from a trip to Detroit and Pennsylvania points, returning by way of San Antonio, Tex., where she stopped to get better acquainted with her daughter-in-law, the wife of Kingsley Clover of the armed forces.

Operator R. F. Wagner is breaking in as swing train dispatcher to relieve the other dispatchers in turn. Unfortunately, his infant child died while he was here from Ellensburg.

Ray Hutchinson is now working in the warehouse at Tacoma local office as trucker.

Mrs. Evalina Love is now working as relief in the superintendent's office.

Albert Roesch retired as the superintendent's file clerk on June 1. We wish him a long and peaceful retirement. Harry Anderson, heretofore chief carpenter's clerk, bid in Mr. Roesch's job, and Miss Alder, formerly chief carpenter's stenographer, took Mr. Anderson's job.

Guy Bell, chief time revisor at the superintendent's office, took a vacation that covered the entire month of June. My, it must be nice to be rich!

Miss Virginia Malley, at one time employed in the superintendent's office,



Pfc. Frank Kobe

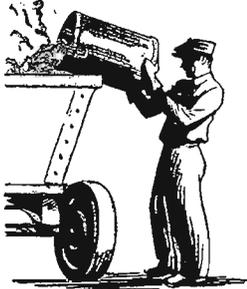
WEST COAST WOOD PRESERVING CO.

[We are proud to serve "The Milwaukee Road" in
supplying treated ties and structural timbers.]

Office: 1118-4th Avenue, Seattle, Wash



Plants: Eagle Harbor and West Seattle



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.

GLENDORA

The Wonder Coal
ORIGINATING ON THE MILWAUKEE ROAD

8 So. Michigan Ave., Chicago

Try GLENDORA the next time you order coal

STERLING-MIDLAND COAL CO.

Tacoma, later in the freight claim department, Seattle, was appointed deputy prosecuting attorney of Kitsap County about six months ago. However, June 15 of this year she hangs out her shingle in the town of Shelton, Wash., where she begins private practice. Her many friends on the railroad wish her the best of everything in her work.

R. E. Joiner, a new train dispatcher from the Rocky Mountain Division, arrived here June 6 to take up his assignment as third trick on the east end.

Mrs. Jeanette Burnham is the new stenographer in the car foreman's office.

We regret to report the death of Mrs. Joe McGovern, who died June 6, and of Harry Thong's wife, who also died in early June. Mr. Thong is a retired machinist's helper.

N. P. Yost and wife recently celebrated their silver wedding and the 15th birthday of their youngest son, Nick. They received a congratulatory telegram from their oldest boy, in the marines.

Bob Western, our conductor-brakeman, is walking around on a cloud since the arrival of his new daughter. It called for a trip off his run but the boardmen cut his vacation short and put him back to work.

W. E. Cross, Tacoma's youngest brakeman, just received his call into the marines. He will be missed around the home terminal.

Gene Lewis was home on furlough and, of course, was persuaded to help out switching.

Seattle Yard

F. J. Kratschmer, Storekeeper
Correspondent

Bert Roberts, PFI, Seattle, journeyed back to Iowa to visit with his folks last month. Bert wanted to escape the Midwest summer heat, so he made the trip early. Evidently he must have run into the other extreme while back there, and got a little "friz up," for he hardly got back on the job when he was stricken with a back ailment which laid him up for several days. Albert Larson of Minneapolis took over during Mr. Roberts' absence.

Mrs. H. O. Bangs (our mailman) took off a few days the early part of May. We did not get all the particulars, but there was something whispered about Mrs. Bangs starting for California and ending up at the Seattle Ice Follies.

Seattle yard is very justly proud of its achievements during the past several months insofar as the handling of cars in and out of the terminal is concerned. With practically the same office force, the increase in cars handled has run over one-third more than a year ago. December showed an increase of 47 per cent over last year. The peak month proved to be January, with a total of 44,557 cars handled with yard power. This is by far the heaviest month on record in the history of Seattle yard. Taking into consideration the inexperienced help which it was necessary to employ in order to keep cars and trains moving, makes this record all the more outstanding.

Switchman Al Rieck, Seattle, journeyed to St. Paul for a short vacation during June. He visited with his brother whom

he had not seen for nearly a quarter century.

Al McDonald, yardmaster at Seattle, spent a few days in Spokane during early June. He also went up to British Columbia, where he took a ride on the new railroad out of Vancouver.

Friends of Ed Blom, former store department employe, will no doubt be glad to know of his whereabouts. Ed worked at various points on our line from Othello, Wash., to Moberge, S. D. He recently dropped in for a chat and to renew old times. He is now connected with the Bekins Transfer Co., Seattle.

Dave Elder, who has been in charge of the Olympic Commissary camp in Seattle yard for the past two years or more, took a leave of absence on June 4. Dave went to visit with his brother at Marysville, Wash. His wife, May, who was clerk in the local track foreman's office, accompanied him. Pete Jackson has taken charge of the camp temporarily.

We were very agreeably surprised a short time ago when our old friend and co-worker, Jay Dyer, dropped in for a short visit. Jay formerly was employed in the accounting department at Spokane, Wash., in the days when we had division accounting. After that he went to Tacoma, and was later employed with the TCFB in that city. Just recently Jay was transferred to the office of superintendent of transportation, Seattle, under N. A. Meyer.

Mrs. Frieda Nelson has accepted the position of clerk in the office of S. O. Wilson, track foreman, Seattle. Mrs. Nelson was a former interchange checker.

S. O. Wilson has been very busy with the weed burner and has done a nice job.

TWIN CITY TERMINAL

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

The many Twin City friends of William J. Lieb, veteran employe, were saddened to learn of his death at Austin on June 12. Much of his service was in this area as traveling freight solicitor on the H&D Division and trainmaster on the I&M Division, and he made a host of friends who sincerely mourn his passing and extend their heartfelt sympathy to Mrs. Lieb and their two daughters.

Sympathy is also extended to Arthur J. Justad and his family in the death of Mrs. Justad, who died at her home in Minneapolis on May 31. Mr. Justad is a veteran machinist at South Minneapolis roundhouse. He is also treasurer and a very active member of the J. H. Foster Service Club.

A recent welcome caller was Mrs. John Vale, formerly Winnifred Foster, daughter of the late J. H. Foster. Mrs. Vale moved to Los Angeles a number of years ago and, while she is a booster for California, she said the old home town looked pretty good to her and she thoroughly enjoyed visiting with old friends and the old familiar places.

Minneapolis Local Freight and Traffic Dept.

Gladys Mirocha, Correspondent

New faces are not a novelty at the local freight office. We welcome Nancy Kilgore,



EMPLOYEES ONLY

If you work on the Milwaukee our Accident and Sickness Policy is available to you.

★

Get full details at once from a Travelers representative, or address

Railroad Department



THE TRAVELERS
HARTFORD, CONN.



MORDEN SECURITY ADJUSTABLE RAIL BRACE

Standard on The Milwaukee Road. Designed for super-strength to meet the requirements of modern high-speed traffic.

WE MANUFACTURE

Frogs — Switches — Crossings — Guard Rails — Gage Rods — Rail Braces — Compromise Joints — Balkwill Crossings — Articulated Crossings — Samson Switches — Belt Switches and Security Track Designs.

Morden Frog & Crossing Works CHICAGO, ILLS.

Representatives in
Cleveland, Ohio
New Orleans, La.

St. Louis, Mo.
Louisville, Ky.
Washington, D. C.

Charlotte Maxey, Vivian Bodine, Phyllis McGrail and Don Williams into our midst. Don Williams is a discharged veteran who formerly served in the radar division of the navy. During his 20 months at sea he participated in four major engagements—New Britain, Bougainville and the Gilbert Islands, and was in Normandy on D-Day.

Del Keenan, also a new employe, brings the total of employes from the Keenan family up to five. Evidently railroading is in the blood. Emmett Keenan, seaman 2/c, at present stationed at Oakland, Calif., has brought forth another prospective railroad man in the person of his newly-born son, Michael Emmett. Mary Keenan was married to Herb Scheelk, electrician's mate 1/c on June 13.

Arnold A. Allestad, former employe, has joined the maritime service and at present is in training at Sheepshead Bay, N. Y. After completing boot training he will be eligible for specialized advanced training.

Dan Scott will be leaving us soon to join the army.

M/Sgt. Bob Guyer of the marines is home on leave after spending 33 months overseas, 23 of which were spent at Guadalcanal, Bougainville, Guam and Iwo Jima. Bob is happy to be home, although anxiously awaiting the arrival of his Australian bride. After his 30 days at home, he will report at San Diego and from there out in the Pacific again.

Lawrence Boyle, freight house employe, has received his discharge from the marines and is back with us. Lawrence also spent his time in the Pacific at Guadalcanal, Bougainville and Guam.

Delton Lundberg, son of Art Lundberg, has received the Presidential Citation for meritorious achievement while participating in aerial flights as pilot of a carrier-based fighter plane in strikes against the enemy during November and December, 1944 and January, 1945.

The city ticket office finally gave forth with a little news. Carl Dionysius spent a week with his boy, Curt, who is due to leave soon to see the world with the maritime service, and Ev Holloran also spent some time with his son, Tom, who expects to go into the service next month.

Getting back to the local freight office, congratulations are certainly in order to Bea Shea, whose husband Maj. Jim Shea, has recently been promoted to lieutenant colonel. He is serving with the 724th Railroad Operating Battalion and is now in Paris. He has received the Soldiers' Medal for services performed during the Battle of Soissons, France.

St. Paul Freight House

Allen R. Rothmund, Correspondent

Gus Unruh could be some trapper. He caught a live fox the other day near the freight house. Shortly afterward the Express Company was looking for the missing fox.

Irene Siber resigned and will leave soon for Dallas, Tex.

Marilyn Leitch is working in the office for a few weeks. Delores Alby is the new girl on the payroll.

Your correspondent was happy to learn he is one of the 10 winners of the Perfect Shipping contest.

With the new furniture arriving in this office from time to time we sure are taking on polish.



South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent
Car Department

Servicemen Notes

Robert Carlson, formerly a carman helper at the Minneapolis coach yard, now with the marines, enjoyed a 21-day furlough with home folks recently. He is now stationed at Tillimook, Wash., and

has more than two years of overseas service to his credit. He engaged in seven major battles.

Sgt. Robert Ingvaldsen, with an engineer battalion in India, writes that their hot weather started in April with temperatures above 100 degrees every day for a month.

Lt. Clifford Wendell, prisoner of war in Germany since December, 1943, cabled his folks that he was safe and hoped to return soon.

Sgt. David Harrington, with the 766th Railway Battalion, writes of their work on a car-building program in Marseilles, France; also of a visit to Notre Dame Cathedral. He has also visited the Chateau d'If, the island prison in Marseilles harbor from which the Count of Monte Cristo escaped.

A baby boy, Leslie Charles, has been born to Mr. and Mrs. Lawrence J. Olson. Mr. Olson is a welder in the car shops.

South Minneapolis Locomotive and Store Depts.

Thelma Huff, Correspondent
Office of Shop Superintendent
South Minneapolis

The other morning Boiler Inspector John Amundson drove his car to work and put it in the parking lot. That evening, Johnny left work with that satisfied Village Blacksmith feeling—"each morning sees some task begun, each evening sees its close"

—and went home on the street car. After dinner, when he was comfortably settled for the evening, Mrs. A asked if he was going to put the car away. Not until that moment did the awful truth dawn on Johnny.

Good fortune has indeed smiled on Archie Ostbye, St. Paul roundhouse clerk and his wife Peggie by presenting them with a baby daughter. Jacqueline Clare is the name, May 10 the date.

Our friend and Wabash Roundhouse Foreman J. C. Ople recently paid another visit to Northwestern Hospital. Our good wishes for a speedy recovery are his.

Here's what we call real War Bond news from the warship on which Arthur A. Titus, Minneapolis store department man is now serving. According to the poster that Art sent us, the fellows went "all out and over the top"—100 percent participation, averaging \$114.24 per man \$6,100 in the last hour and a half of the sale for a final total of \$36,100. And still better, the division of which Art is a member averaged highest per man, \$147.14.

Even one death is more than we like to have to report but this month we are faced with six:

Marine Pfc. Robert E. Burns was killed in action May 7, 1945 at Okinawa. Memorial services were held at Saint Helena Church on May 29. Bob was the son of Yardmaster Frank Burns, South Minneapolis.

Charles Hoppe, retired boilermaker, Minneapolis shops, passed away June 3 at the age of 84. He is survived by his widow and two sons, Fred, a boilermaker at Minneapolis shop, and Edward of Philadelphia.

The wife of Arthur Justad, Minneapolis roundhouse machinist, died June 1, 1945.

Traveling Accountant F. L. Brackett, attached to the office of auditor of expenditures, Chicago, who resided in Minneapolis, died of pneumonia on June 12 following an operation. Mr. Brackett worked until June 4, when he became ill at the St. Louis Park treating plant.

Retired Locomotive Truckman William Wissingger died on June 14.

Carl J. Larson, boiler foreman at Minneapolis roundhouse, died of a heart attack following the day's work on June 5. He is survived by a married daughter, with whom he made his home, and by a son who resides in California.

To the Mill City from Milwaukee on

June 16 came Jessie Ewart, Dorothy Pettel and Ramona Kopitsch of the locomotive department. On the evening of their arrival, Mr. Blyberg's two stenographers were given a real dinner treat when the shop superintendent killed the fatted calf. The South Minneapolis correspondent had the pleasure of being hostess for a night and breakfasting the guests.

District Safety Engineer M. L. Medinger informs us that his son S/Sgt Robert L. Medinger, who has been with the Air Force in Italy, arrived home about June 1 to spend 30 days. The sergeant went from here to Camp Great Bend, Kan., for further training and instruction on July 3.

Remember F. C. Woodward, who trained with the 744th Railway Battalion at the Twin City Terminal? He's a lieutenant now and writes Assistant General Storekeeper Anderson from Camp Plauche, La. "My stay and training in St. Paul and on the C.M.St.P.&P.R.R.Co. will always be a bright spot in my military memories. While I was not a railroader by profession, your organization certainly gave me an interest in railroading that has me watching every train and engine and when the familiar Milwaukee Road cars go by, its like seeing an old friend".

Lowell Gibson, MoMM2/c writes that he has seen a lot of action in connection with submarine warfare in the Atlantic. According to an unverified rumor, Lowell has made a trip to the altar.

St. Paul Traffic Department

Brooksie Luth, Correspondent

Sgt. Leon Stelling, formerly a stenographer in the passenger department, came in to visit a few minutes when he was home on furlough recently. He expects to become a "tourist" soon, in the direction of you-know-where. It's always nice to have the boys come in to see us, if only for a brief visit. More of 'em should arrange it.

Another uniformed visitor in our office was the "newest and shiniest second lieutenant in the U. S. army," according to his button-bursting pappy, H. M. Larson, acting general passenger agent. Son Dick (oh, pardon me, Lieutenant Richard) recently received his commission and wings down Oklahoma way. Confidential to the younger gals: He's also one of the handsomest second lieutenants in the U. S. army. Doggone these grey strands in my curls!

Latest rumor in the office is that Sgt. Fred Grunewald has decided to let Europe fend for itself and has arrived in New York. The welcome mat has been sent to the cleaners, but even with present conditions it will be waiting for Fred when he gets home.

The most recent communique from our C.-B.-I. correspondent, Lt. Jack Maher, former rate clerk, states that he's due for a rest in a British camp up in the hills of India, now that he has cleaned up Burma. Jack says that in addition to hunting, fishing and swimming, there are also 1,500 Wrens at the rest camp. While we have been suffering from the cold, Jack tells us to be thankful. The temperature there has been 135 degrees, and they tell him to wait till July and August, when it really gets hot. (I'll quit complaining—how 'bout you?)

Just about a year ago Bert Hoen, CFA, learned that his brother, Lt. Arthur Hoen, bombardier, was a prisoner in Germany, and now Bert has the good news that his brother has been liberated. Every time the phone rings Bert expects it to be another telegram saying when and where to meet his brother. It should be soon, 'cause more and more of the boys are getting home every day from the camp where Lt. Hoen was a prisoner.

Guess there just isn't any civilian news this month—maybe next time.



MAGNUS METAL CORPORATION

*Journal Bearings and
Bronze Engine Castings*

NEW YORK

...

...

CHICAGO

Youngstown Steel Sides for Repairs to Freight Cars
Youngstown Corrugated Steel Freight Car Doors
Camel Roller Lift Fixtures

Youngstown Steel Door Co. & Camel Sales Co.

332 S. Michigan Ave.
Chicago

—OFFICES—
The Arcade
Cleveland

500 Fifth Ave.
New York

—PLANTS—
Hammond, Indiana • Youngstown, Ohio



Stop Corrosion inside and outside

Interior of metal tanks can be thoroughly protected against corrosion without in any way contaminating the water. Quickly applied and tank restored to service in three days. Single coat sufficient. Exterior also thoroughly protected as well as framework, supply lines, fittings, and metal parts.

DEARBORN CHEMICAL COMPANY

310 S. Michigan Ave.
Chicago

205 E. 42nd St.
New York

*The
Improved*



**RAIL
ANCHOR**

A DURABLE
ANCHOR
with
ADAPTABLE
CONTACTS

EASY TO
APPLY and
ALWAYS
EFFECTIVE

THE P. & M. CO.
CHICAGO • NEW YORK

NO OX'ID
IRON RUST
TRADE MARK
the original rust preventive

*It won't be over till he's
back from over there*



SIX tons of freight on the beachhead — and another ton coming through every month — that's what it takes to keep him and every other American fighter out there in the Pacific.

And this summer millions of others are on the way to join him — moving clear across the continent and halfway round the world to finish a gruelling, stepped-up job that demands

more and more help from all of us.

So day and night you are seeing the greatest westward movement of passengers and freight in history — a movement that, since victory came in Europe, has changed in direction but not in volume.

Passenger cars are needed for the fighters who *must* travel —

while every freight car must be loaded quickly, emptied promptly and hurried back to work.

The job is to “*keep 'em rolling.*” The railroads still need the cooperation of shippers, of travelers, of the armed services, of the government — the superb cooperation which has so vitally aided in doing the toughest transportation job ever tackled.



AMERICAN RAILROADS

ALL UNITED FOR VICTORY

The Milwaukee Magazine