

# The Milwaukee Magazine

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

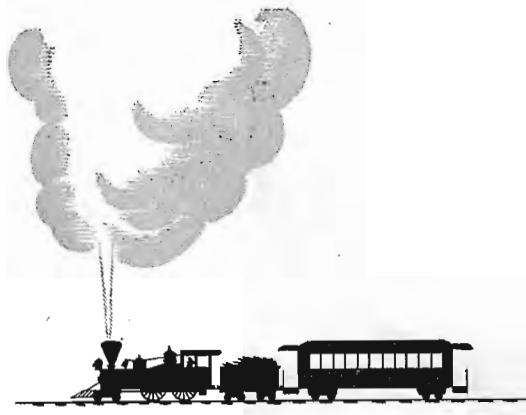


May 1945

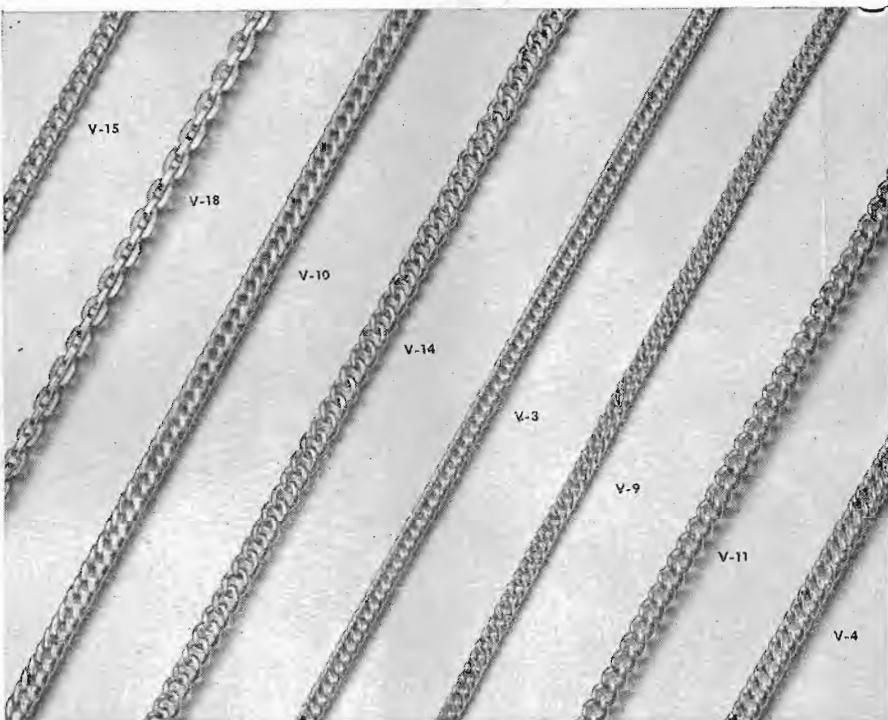


Yes, new Hamiltons can be obtained... if you are a conductor, engineer or in any other railroad position where an accurate timepiece is essential. Hamiltons are scarce, of course, because Hamilton production is now devoted to speeding the end of the war. But the War Production Board has permitted the manufacture of a limited number of Hamilton railroad watches. To obtain one, you must present to your time inspector or jeweler a "certificate of need" approved by designated railroad authorities.

HAMILTON WATCH COMPANY  
LANCASTER, PA.



*We've been putting*  
**RAILROAD QUALITY IN WATCH CHAINS**  
**SINCE 1873**



Though the quantity of Simmons Watch Chains has been limited because of our war work, the quality is still the same, sound Simmons Quality that railroad men have demanded down through the years... Quality that insures longer wear.... Quality that holds its smart, sparkling appearance even after hard and constant use.

Your jeweler still may have one left for you. Ask him today.

**R. F. Simmons Company**  
ATTLEBORO, MASSACHUSETTS

The Milwaukee Magazine

## J. A. Macdonald

J. A. Macdonald, superintendent of the Madison Division, died on Mar. 24, having suffered a cerebral hemorrhage a few days before. He was 74 years of age.

Mr. Macdonald was born in Scotland on Mar. 20, 1871 and remained there until after completing his college education. The exact date of his emigration to the United States is not known, but he entered the employ of the Milwaukee Road's auditing department in 1891. He held various positions in the traffic and operating departments until 1901 when he was appointed traveling freight and passenger agent at Aberdeen, S. D. He later was made division freight and passenger agent there. In 1904 he was appointed superintendent and general agent of the R&S line at Mendota, Ill. He was superintendent of the Kansas City Division from 1906 to 1913, transferring to the LaCrosse and Northern in the same capacity. In 1917 he was appointed superintendent of the LaCrosse Division, and in 1918 became superintendent of the Prairie du Chien & Mineral Point Division, and when that section of the road became the Madison Division, he continued as superintendent, which position he held until the time of his death.

Due to his long residence in Madison, Wis., the state capitol, he was well acquainted with a great many of the state officials and rendered valuable service to the railroad and the state in handling subjects of interest to both.

He is survived by his widow, Mrs. Jessalyn Macdonald, and sons Charles of Boston and Albert of Pittsburgh, as well as a sister, Miss Jeanie Macdonald, of Edinburgh, Scotland.

## J. M. Calligan

James Monroe Calligan, trainmaster at Galewood yard, Chicago, died on Mar. 30 at Wesley Memorial Hospital at the age of 56. He was at the hospital for observation and was about to leave for his home when he suffered a heart attack.

Mr. Calligan was with the Milwaukee Road for 41 years, starting in the track department. In 1905 he became a brakeman and was promoted to freight conductor in 1912, advancing to passenger conductor in 1925. He was promoted to station master at Milwaukee in 1926 and in 1929 became general night yardmaster at Milwaukee. He advanced to the position of trainmaster at Bensenville, Ill., in 1937 and was transferred to Galewood the same year.

He is survived by his widow, Elsie, one son and one daughter.

## Mr. P. R. Goes Abroad

A postal card addressed to Mr. P. R. (as in Milwaukee Road Public Relations) arrived in the public relations department office in Chicago early in April. It said that one C. J. Fordyce would be glad to have a copy of the booklet "War Jitters." Mr. Fordyce is from the suburb of Paisley, city of Glasgow, county of Renfrewshire, Scotland.

May, 1945

# The Milwaukee Magazine

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Marc Green A. G. Dupuis

Editor Manager

PUBLIC RELATIONS DEPARTMENT  
UNION STATION—CHICAGO

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## The Railroads at War

All honor to the railroads of America! They have done a magnificent war job under the greatest difficulties imaginable.

A few weeks ago, a railroader who had reached the age of retirement decided to stay on because the railroad needed him and because as a patriotic American he wanted to do his best. A few days after his decision, when his train was tied up in a blinding blizzard, a sense of duty caused him to trudge through the snow to a signal tower where he collapsed and died of a heart attack.

He is representative of the spirit of the railroaders—officers and men, whether in locomotive cabs or walking the tracks, or giving themselves faithfully to the important but monotonous round of office duty.

When you have an overnight trip on a train, do you ever think of the many men whose faithfulness to duty has enabled you to make the trip in safety? The writer confesses that he frequently entertains such thoughts and offers a silent prayer for railroaders all over our land.

So here's to that great institution—the American railroads! They have measured up in war; let us see they are fairly treated in peace.

—from *The Moody Monthly*,  
published by the Moody  
Bible Institute.

## Appointments

### Operating Department

Effective Apr. 1, 1945:

R. A. Woodworth is appointed superintendent of the Madison Division, with headquarters at Madison, Wis., vice J. A. Macdonald, deceased.

J. M. Moudry is appointed assistant superintendent, Milwaukee Division, with headquarters at Milwaukee, Wis., vice R. A. Woodworth, promoted.

J. A. Jakubec is appointed trainmaster, Hastings and Dakota Division, with headquarters at Aberdeen, S. D., J. M. Moudry, promoted.

R. L. Hicks is appointed trainmaster of the Terre Haute Division, with headquarters at Chicago Heights, Ill., vice J. A. Jakubec, transferred.

B. C. Webb is appointed trainmaster of the Chicago Terminal Division, with headquarters at Chicago, Ill., vice J. M. Calligan, deceased.

## Peter M. Garvey

Peter M. Garvey, labor agent for the Milwaukee Road in Chicago, passed away on Apr. 25 at St. Bernard's Hospital after an illness of two weeks.

Mr. Garvey entered the service of the company in 1909 as a dining car steward and was later promoted to the position of dining and sleeping car inspector. In April, 1924, he was promoted to labor agent, which position he held until his death.

He is survived by a daughter, Helen.

## Milwaukee Road Legion Post Honors War Dead

A large audience gathered at the club rooms of the Milwaukee Road American Legion Post 18 in Milwaukee on Mar. 22 for an Americanism program and memorial services for six boys whose lives have been lost in the present war. The Ladies' Auxiliary of the post assisted.

Following a number of addresses and songs suited to the occasion, Rev. Bittle, post chaplain, spoke words of comfort to the immediate families and Commander Edward Carlson presented the gold star citations to the next of kin. Those honored were: Pfc. Elroy H. Bloedorn and Sgt. J. L. Peterson, both former Milwaukee Road employees, and Sgt. R. A. Mehlberg, Lt. Col. E. D. Stark, Lt. Roy Hylton, and Pfc. E. Kittredge, who were relatives or close friends of members of Post 18.

## Good Living

America has raised plenty of tough hombres, but the toughest, hardest and most indomitable of all were the guys who wove the pattern of this great country with threads of steel rails.

We sometimes think that railroads don't get enough credit. They aren't spectacular. We sort of take them for granted, like running water, electricity or the circulation of blood in our arteries. That's what railroads are—arteries. Rich life is pumped through them to every community and home in America. Without railroads we wouldn't have warm houses, fresh fruit and vegetables the year round, or maybe a little meat later on. We wouldn't have great industries and jobs for all. Farmers couldn't move crops. Ours would be a pretty poor country without railroads.

And in passing it should be noted that our stupendous war production would have been impossible—inconceivable—without the mighty help of railroads.

There's a personal angle we'd like to mention. We like railroad men. We trust them somehow. The two guys up front in the engine cab look responsible. We can't recall, off-hand, ever having met a really mean conductor or brakeman. Railroad men always seem to know their jobs—a fact borne out by their astounding safety record. Taken as a class, they are solid citizens.

Railroads have given us good living.

—from *Good Living*, published by the Allis Chalmers Mfg. Co.



H. A. Scandrett presents the Safety Trophy to Superintendent J. H. Valentine of the Milwaukee Division, as officers of the road and a group of Milwaukee Division employees look on. Left to right in the foreground are: L. J. Benson, assistant to chief operating officer in charge of safety; O. N. Harstad, assistant chief operating officer and general manager; Mr. Valentine; Mr. Scandrett, trustee; J. T. Gillick, chief operating officer; H. C. Munson, general superintendent.

## Milwaukee Division Wins Safety Trophy

**SUPERINTENDENT J. H. VALENTINE**, representing the employees of the Milwaukee Division, received the coveted Safety Award from H. A. Scandrett on Apr. 12 before an informal gathering of employees at Milwaukee, Wis. The award paid tribute to the diligence of the employees of that division, whose casualty rate during 1944 was held down to 4.54. The Women's Club room in the Milwaukee depot was the setting for the presentation.

Due to wartime restrictions, the usual safety award banquet was not held. Taking employees away from their duties even

for one day to attend a banquet would have had an adverse effect on the railroad's war effort.

Throughout the year 1944 the Milwaukee Division made steady progress in reducing the employee casualty rate, and ended November and December without a reportable injury. During the years 1940 and 1941 the Milwaukee Division was at the bottom of the list in competition with the other divisions. However, at the close of 1942, it was in twelfth place and was in second place for 1943. During a three year period, therefore, the Milwaukee Division climbed

from last place to first place to win the 1944 award. Such an outstanding accomplishment was acknowledged by Mr. Scandrett in his comments to Superintendent Valentine. "You did a great job and of course you didn't do it by yourself," Mr. Scandrett remarked. "You did do it with the help of the people on the division but it took your leadership to put it over. If I were a superintendent of a division, the winning of this trophy would be the greatest accomplishment and the one in which I would take the greatest satisfaction."

Superintendent Valentine replied, "I want to thank you for this trophy, Mr. Scandrett, on behalf of all the employees of the Milwaukee Division. I am sure that all of the employees working together who accomplished this achievement are as proud and happy in the winning of it as I am and I am sure too that if all do their very best in trying to reduce the casualty rate during 1945, we can win it again."

The casualty rate of 4.54 established by the Milwaukee Division employees for 1944 was lower than the casualty rate for the railroad which won the Railroad Employees' National Safety Contest in competition with the major railroads of the United States. Had the other 17 divisions done as well as the Milwaukee Division, this honor would have come to the Milwaukee Road.

In commenting on this outstanding accomplishment, Mr. Gillick said to Superintendent Valentine, "I hope you realize, and that the fellows who helped realize that you didn't get this trophy by just wishing for it. You started out last year and made up your mind to win this trophy. I don't know of any superintendent on the railroad who took more interest. If you

### Standings of Divisions in Safety Contest

Rank	Division	Entire Year 1944			Estimated Standings	
		Casualties	I.C.C. Report- able	Casualty Rate	Three-Month Period 1945	Rank
1	Milwaukee	—	16	4.54	2	3.79
2	Superior	—	9	4.58	7	6.38
3	Madison	—	11	5.43	5	5.75
4	Iowa & Southern Minn.	—	15	5.44	1	3.23
5	Kansas City	1	16	5.65	11	8.44
6	Iowa	1	34	6.48	12	8.50
7	Dubuque & Illinois	1	29	6.80	8	6.74
8	Twin City Terminals	—	46	7.05	6	6.04
9	Trans-Missouri	—	32	7.27	13	9.32
10	Hastings & Dakota	1	32	7.41	4	5.19
11	La Crosse & River	1	52	7.58	10	8.04
12	Coast	—	46	7.63	14	9.96
13	Idaho	4	16	8.02	15	10.19
14	Iowa & Dakota	3	38	8.50	3	5.08
15	Terre Haute	—	38	9.51	18	19.26
16	Milwaukee Terminals	1	115	9.99	16	10.89
17	Rocky Mountain	1	49	10.49	9	7.43
18	Chicago Terminals	1	125	13.65	17	17.03
Others (Incl. S&DC, Police, Gen. Off.)		—	47	3.84	—	10.00
SYSTEM TOTAL 1944		15	766	7.76		9.62
SYSTEM TOTAL 1943		22	862	9.72		
1944 Reduction		32%	11%	20%		

keep that up and the fellows support you as they did in the past, I think you are going to keep the trophy. In my opinion, anyone who feels as badly as you do about an accident is bound to get a good safety record. You did a commendable job."

The inscription on the safety trophy shows the following division winners since the inauguration of the contest:

Division	Year
Trans-Missouri	1941
Iowa & Southern Minnesota	1942
Dubuque & Illinois	1943
Milwaukee	1944

Superintendent Valentine stated that the Milwaukee Division employees would come through again in 1945, and this brought forth the following comment from L. J. Benson: "I want to say, Mr. Scandrett, that Jack started out on this job and has left nothing undone to win that trophy. He worked hard, his organization worked hard, and we could see the improvement week by week and month by month until finally he won the trophy. I hope that Jack wins it again this year because we cannot give him a party now and we hope to be able to do it up double next year. I want to commend District Safety Engineer Dahms on the support he gave Mr. Valentine and on his being able to win this trophy. Mr. Dahms did a good job and left nothing undone. The fine co-operation between the district safety engineer, superintendent and the employees on the division was responsible for the winning of it."

Modestly declining any measure of praise for what had been accomplished on the Milwaukee Division, District Safety Engineer Dahms did take the opportunity to compliment the Milwaukee Division employees through Superintendent Valentine.

Mr. Benson then called on General Inspector George M. Dempsey who said to Superintendent Valentine, "Jack, the best thing to say to you is 'congratulations!' I wish you all the luck in the world toward attaining the goal you have set to win in 1945."

Pride in the accomplishment was the theme of Mr. Harstad's comments in saying to Superintendent Valentine, "I am mighty proud of what you have accomplished on the Milwaukee Division. I realize that it has not been all you; it has been everyone of your employees, but it has been your push back of it that has accomplished to a large extent what has been done. I am mighty proud of you and the division employees."

Being in close touch with the situation throughout the entire year, General Superintendent Munson made this clear in his remarks. "I have, perhaps, had the best opportunity to know the activity and effort put forth by Mr. Valentine," he said, "because of my office being adjacent to his. I can certainly say this, that if all superintendents on our railroad were as active, as sincere and determined to accomplish a good record, the competition on the railroad would be considerably stiffer. I haven't personally congratulated Mr. Valentine and I would like to do it now."

How did the Milwaukee Division em-

ployees do such a splendid job in preventing personal injuries, thus enabling them to earn this distinction?

#### Valentine Inspired Men to Win

Much could be said about the details involved, pointing out certain individual activity on the part of division officers and employees in lining up the men to perform their duties with strict regard for the requirements of safety. However, perhaps the greatest motivation of the entire endeavor was the enthusiasm inspired by the leadership of Superintendent Valentine. The determination to win the award was the top subject of discussion at each staff meeting of division officers who precisely understood how Superintendent Valentine felt in the matter. Through the effort of the staff officers in contacting the employees of the division at safety meetings and individually, the enthusiasm of the superintendent was spread out to the men in such a way as to inspire them to carry out their everyday duties in a safe manner.

This was particularly true among the employees at stations, the switchmen, the B&B department, and car and store department employees; altogether these employees accounted for 858,730 manhours without a reportable casualty. The employees of the track department worked a total of 1,158,373 manhours with three reportable injuries, establishing a casualty rate of 2.59, the

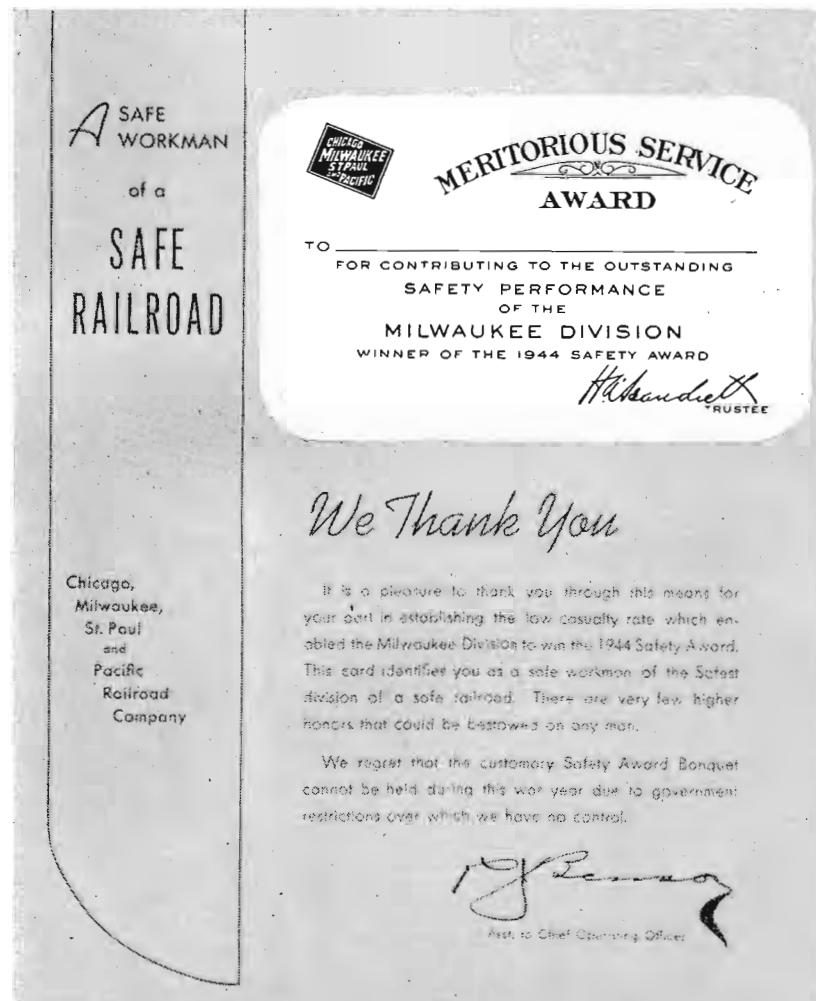
locomotive department employees, with one reportable injury and 149,807 manhours worked, had a rate of 6.68; enginemen, with four reportable injuries, worked 659,657 manhours, having a casualty rate of 7.02; employees of the signal-telegraph department had a casualty rate of 9.34 as the result of one reportable injury, with 107,013 manhours worked; and conductors and trainmen accounted for seven reportable injuries with 680,846 manhours worked, or a casualty rate of 10.28. Altogether there were 16 reportable casualties on the Milwaukee Division and the winning rate of 4.54 was determined by the 3,524,426 man-hours accounted for on the division.

The conservation of manhours which came about through the prevention of casualties on the Milwaukee Division undoubtedly aided materially in the war effort. Undoubtedly the Milwaukee Division employees fully appreciated this fact and exerted every effort to help rather than hinder the war program.

#### The Safety Drive

*J. H. V. is the winner's name,  
In '44 he won safety fame;  
Let's not let him down in '45,  
But show him we're behind him on the  
safety drive!*

—Roger S. Stewart,  
Agent, Granville, Wis.



*We Thank You*

It is a pleasure to thank you through this means for your part in establishing the low casualty rate which enabled the Milwaukee Division to win the 1944 Safety Award. This card identifies you as a safe workman of the Safest division of a safe railroad. There are very few higher honors that could be bestowed on any man.

We regret that the customary Safety Award Banquet cannot be held during this war year due to government restrictions over which we have no control.

*R. J. Benson*  
Asst. to Chief Operating Officer

A copy of the above, with an engraved Meritorious Service Award card bearing his name, was sent to every employee of the Milwaukee Division in recognition of his having contributed to the winning of the Safety Award.



## KNOW THE STORES DEPARTMENT

by F. J. Kratschmer,

Storekeeper, Seattle, Wash.

AS we look back, it seems to have been a sort of heritage among railroads that the stores department was always considered the football, or skirt-cleaning department for all the other departments. It is a source of delight to see that this feeling is gradually waning, and the stores department is now rightfully being recognized as one of the important departments on the railroad. However, in order to be a good storekeeper or storeman, it is still necessary that one have a pair of good broad shoulders and be pretty level-headed.

The stores department is so interwoven with the purchasing department that they must of necessity be considered as the one department "Purchases and Stores." Without this important branch of the tree, your railroad would not function very well. It would be folly to consider for a moment that each separate department on a railroad could order and handle its own material and supplies, do its own shipping, checking, pricing and classifying, without creating much congestion and confusion in the accounting department. The stores department, in conjunction with the accounting department, works up the details and furnishes the material reports for all departments, which are so necessary to our operating officials in determining the cost of running the railroad. It is understandable why the stores department has been referred to as the "watchdog of the treasury." You can also see the importance of this centralized source of supply—the stores department.

The pictures, beginning at the upper right hand corner (all taken at the Tacoma store department):

Oscar Storlie, with the aid of a tow motor, loads track spikes.

A section of the main storeroom.

The loading of track frogs.

A crane unloads mounted wheels.

F. J. Kratschmer (left), storekeeper at Seattle, and author of this article, checks the angle bar supply with J. C. Hart, district storekeeper at Tacoma.



## **Supplies Provided When and Where Needed**

It is not only this feature which makes the stores department such a valuable part of the railroad, but what is far more important is the actual furnishing of needed materials and supplies when and where needed, and with the least possible delay. Without these, cars and engines could not be repaired, tracks and bridges could not be renewed or made safe, signals would be out of order; in short, trains could not be operated.

It is the storeman's duty to make periodic checks of his materials and supplies to see that replenishment is made of fast moving items so as to avoid any unnecessary delays in repairs to equipment, tracks, bridges and other structures. If this work were handled by each individual department, the tendency would be to wait until the last piece was used and then re-order, which would result in delay.

There are certain materials which are critical to our war effort, and are therefore hard, if not impossible, to obtain. For this reason, the stores department asks the indulgence of the heads of the using departments, if, in their estimation, some items of material are not received as promptly as might be expected. And there is where the broad shoulders and level-headedness of the storeman are called upon.

A good foreman making a repair can always find a way out in a pinch, but that does not excuse the supply department for not having the material—if it can be obtained. With the large number of foreign freight cars now handled over our line, I have often marveled at just how the carmen do it, but they do.

And right here would be a good place to put in a plug for the saving of materials. As I stated, some materials are hard to obtain, especially pipe and fittings, iron and steel articles, batteries, electrical material and rubber goods. If the old one is not worn out and will last a while longer, use it. Just because there are a few on the shelf does not mean that a new one must be used. It may be the last you will get for a while.

## **Stores Department Large Organization**

The stores department is no small organization. One cannot become a storekeeper over night. There are more than 72,000 different items of materials and supplies in store stock, and no one man can ever master all of them. Nor is it possible to stock all of these items in any one storehouse, even in our general store. Many of these items are purchased only as needed, and many are entirely foreign to the railroad. Ordinarily, the smaller local storehouses will stock from 2,000 to 3,000 different items and will draw on the division or district store for items not usually carried. It cannot be expected that the smaller points carry every item that will be needed in any repair, and for that reason substitutions are often necessary. The continual changing of specifications, patterns, designs, switching around of power, adding new items and eliminating obsolete ones are all sources of headaches to the storeman.

With the priority list on some materials

## **Infants' Lounge Opened in Chicago Union Station**

A haven for travel-weary mothers, named with sophistication an "infants' lounge" out of deference to its secondary beneficiary, was opened in the Chicago Union Station on Mar. 8. The 26 by 32 foot retreat, which is reached through the women's room at the northwest corner of the main waiting room, is attractively decorated and sensibly equipped for the comfort of both mother and child. All in all, it constitutes a real port-in-the-storm, the only one of its kind to be found in any railway station in Chicago.

The infant who heretofore has done his between-trains idling on a hard bench in the waiting room, lulled to sleep by the amplifier system's stentorian call for Pfc. John Doe, who is eternally out of pocket and who will please come to the information desk, can now take his ease in an honest to goodness bed with clean sheets.

The lounge walls are alive with Disney-like animals and Toonerville-type trains which harmonize with other decorative touches on the walls and panel screens, all designed to appeal to children. A very restful atmosphere is achieved by indirect lighting reflected from the shell pink upper part of the wall and the dusty rose ceiling.

The facilities include six metal cribs, each equipped with a fine mattress with water-proof cover, a rubber sheet and white muslin sheets which are changed after each occupancy.

making it necessary for the purchasing department to order as far as six to nine months in advance, is it any wonder that the regular routine of supply is sometimes interrupted? Your storeman is always doing the best he can for you, and when you come right down to it, he is a friend worth having.

—————  
Coolie labor in China is 15 times as expensive as free labor in America. A coolie receives 30 cents a day to carry a 330 lb. load 15 miles. This equals 16 cents per ton a mile, whereas it costs only a little more than 1 cent to transport a ton a mile in the United States.

Alongside each crib is a small maple table, and to the foot of the crib is a maple cos-tumer. For the mothers there are three cots, each with a sanitary leatherette covering, seven comfortable chairs and one settee. Two large tables are available for dressing or bathing infants.

In addition to the facilities in the infants' room itself, there are private dressing rooms containing toilet and lavatory, as well as private bath rooms offering tub or shower baths. A portable table which can be moved into any dressing room may be obtained from the matron, who is in attendance at all times. There is also a two-burner electric hotplate and the necessary utensils for heating infants' food.

A small nursery has been available in the station for about 20 years, but its facilities were inadequate for today's needs.



Mrs. Richard Stevens of Clarinda, Ia., found on the day the lounge was opened that it was an ideal place in which to care for Richard, Jr., as they waited between trains en route to Savannah, Ga., where her husband is stationed. (Chicago Sun photo).

## **Leave the Gate On**

W. J. McMahan, assistant superintendent at Seattle, sends us the following Associated Press newspaper clipping:

"SPOKANE, Wash.—E. P. Malloy, veteran railroader, recalls that dispatchers, plotting a new schedule in early days, wired the superintendent of telegraph and asked permission to change the name of Horse Plains to Plains; Hell Gate to something softer; and Spokane Falls to Spokane. The answer said, 'O. K. Take the horse out of plains, take the falls out of Spokane, but don't take the gate off hell!'"

Time: The stuff between pay days.

# "Winter Quarters"

THIS is how Roland Weber, foreman at the Galewood roundhouse, Chicago, explains what goes on in his basement:

"I'm just one of those circus crazy people," he says. "I spend my time at circuses and making models just as some people like to fly and build model airplanes or attend concerts and play the piano."

To say merely that Roland Weber is a circus model hobbyist is to do less than justice to the professional skill of the creator of a miniature circus valued at a minimum of \$3,000 and which probably couldn't actually be bought for 10 times that amount. He has \$1,000 invested in 13 tiny lathes and other electric-driven machines in his "winter quarters," which in circus model builder parlance means work shop, the expression having been borrowed from circus people themselves. When a circus goes off the road for the winter, its shops hum with the work of mending canvas and repairing wagons and harness while the acrobats flip-flop without applause and the clowns soberly conjure up the bits of madness which will convulse next summer's crowds.

In the basement of his home at 1906 North Kostner Avenue, Chicago, is the main work shop, or winter quarters, where the cutting and tooling of model parts is done. In another room the painting, assembling and arranging are done. Here the walls all the way around the room are lined with glass cases showing the entire circus arranged in parade formation,

All pictures illustrating this story are used through the courtesy of *The Chicago Tribune*.



It took Mr. Weber more than a month to make this baggage wagon, every part being an exact scaled duplicate of the genuine article. The wagon is 15 inches long, 4½ inches wide and 8 inches high. The front wheels are 2½ inches in diameter and the rear wheels 3 inches.

horses, drivers and everything included. To see it in colorful, glittering array is to hear the steam calliope, taste the cotton candy and be a boy again.

## A Life-Long Interest

It was as a boy in Peoria, Ill., that Weber saw his first circus. He heard the cry, "The circus is coming to town."

He watched the billboards being posted weeks in advance. At night, when he heard the first circus wagon rumbling down the street, he was off to the grounds to spend a busy night carrying water for the elephants and helping the crews put up the big top and prepare for the morning parade through the streets.

He caught the contagion. He still has it. He is still to be found among the crowd of men and boys who greet the circus train and remain through the night, watching the tents go up and the animals being fed.

Since the day he saw his first circus he has not missed one he could possibly get to. As might be expected, he is widely acquainted among circus peo-

ple, many of whom are close friends. One of these is Terrell Jacobs, whose animal circus plays Chicago every spring and whose name has been given to Weber's own show.

Circus men frequently visit his winter quarters to see what progress he is making. They offer suggestions which, combined with his great interest and his exceptional ability as a craftsman, have produced what is regarded as perhaps the most faithfully accurate of the 200 or so model circuses in the United States.

Mr. Weber works at his hobby about three hours every night, and most of his equipment has been built during the last four years.

At present his circus consists of a big top, 30 wagons of various kinds, and incidental pieces, all built to a three-fourths inch scale. The lions, elephants, tigers, camels and other animals, as well as the personnel, are carved to scale by a friend in the East.

"Building circus wagon models is much different than airplane and boat modeling," he explains. "We can't go into a hobby shop and buy our materials and patterns cut out and ready to be put together."

At present he is working on what he hopes will be a complete replica of the Ringling Brothers-Barnum & Bailey Circus. That will involve the making of more wagons, a blacksmith shop, cook house, dressing rooms, horse tents, concession tents and many other things. He has approximately 200 photographs which he has taken of the Ringling Brothers equipment, showing details of wagon wheels and decorations on animal cages.

He spent six months reproducing the big top to scale, complete with seats marked off in red, blue and white sections. While writing to the circus headquarters for more information, he discovered the Model Circus Builders and Owners' Association, of which he is now a member.

It takes a month of almost steady work to complete one of the small wagons. A wagon wheel which will stand from 2½ to 3 inches high and which may have as many as 32 different pieces of wood in it, takes four hours to paint. Some wheels have as many as seven colors on them.

His circus features a large round steel cage just like the one Terrell Jacobs uses for his act—even to the red lacy cover on top which another friend crocheted for him. Miniature figures of Jacobs and his wife, who assists with the act, stand inside the cage with their long whips pointing to the lions and tigers.



In his "winter quarters" Mr. Weber is shown at work on a wagon wheel which is so small that his hands cover it. The wheels are not cut from one piece of wood, but contain 32 or more separate pieces.



This picture, taken a year ago when the model circus was somewhat smaller than it now is, shows a part of the "big top", the cage for the wild animal act, and some of the animals and wagons.

#### **Plans to Retire**

Weber has been with the Milwaukee Road since 1911 when he began work as a machinist at Western Avenue, in Chicago. He has been roundhouse foreman at Galewood since 1933. He plans to retire in about a year and, after completing his circus, may commercialize his hobby.

Although he has not had the time to make equipment for others recently, he used to make circus wagons and similar miniatures on special order at \$50 each. The

Clyde Beatty Circus regularly uses Weber's equipment for window displays when his show is coming to Chicago. He has been offered \$90 for the use of one of the wagons in a color advertisement for an industry. The Chicago Public Library has displayed pieces of his equipment on numerous occasions.

Although this unusual hobby shows evidence of being a potential money maker, it was begun solely for pleasure. It is being continued chiefly for that reason—

for the true satisfaction its creator gets from being close to something he has loved since boyhood.

#### **Inter-American Quiz**

Here are some questions about our good neighbors to the south, the answers to which should be known by every American. Test your knowledge of the Americas with the following:

1. Which is longer, the Amazon or the Mississippi River?
2. Who is known as South America's "Great Liberator?"
3. What are the three largest cities in the Americas?
4. Visiting in Buenos Aires in January, would you take winter, spring or summer clothes?

Answers: 1. The Amazon, 4,000 miles long; the Mississippi is only 1,200 miles; 2. Simon Bolivar, leader of the independence movement; 3. New York, 9,454,995; Chicago, 3,396,808; and Buenos Aires, 2,433,284; 4. Summer clothes, since the seasons are the reverse of those in the U.S.A.

India has one-fifth of the world's population. Total area of the country is just about half of the United States, but there are three times as many people—389 million. Average yearly earnings of an Indian are about the same as the American soldier makes in a month. The country has about 100 different languages.

The trouble with self-made men is that they quit the job too early.



The tent is a replica of the Ringling Brothers-Barnum & Bailey "big top." It is 7 feet wide by 12 feet long. The poles are 27 inches.

# ★ FRONT AND CENTER ★



O. B. Harstad, engineer on the H&D Division, has a son and daughter in the navy; Bernard J. Harstad, So.M. 1/c, is serving aboard a destroyer in the Pacific. Ens. Helen I. Harstad is stationed at a convalescent hospital in Sun Valley, Idaho.



Ernest Rosing, radioman 2/c, formerly a messenger in the freight auditor's office, Chicago, has now been in submarine service for three and a half years, most of which time has been spent in the Pacific.



Lt. James S. Grange, a paratrooper, son of Conductor Ross Grange of Mobridge, S. D., has recently gone overseas from Fort Benning, Ga.



Gene Knoebel

Charles Knoebel

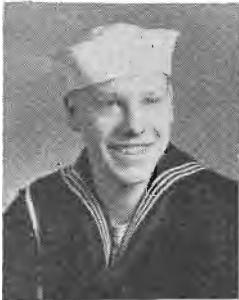
L. R. Knoebel, chief timekeeper of the Milwaukee Division, has two sons, Gene and Charles, in the army. These boys have been inseparable since childhood; they were both trainmen on the C&M district of the Milwaukee Division before entering the army. Then they were in the same infantry company in the 4th Division of General Patton's 3rd Army until Charles was wounded. While he was in a hospital in England, Gene was promoted to sergeant and soon afterward was also wounded. Gene Knoebel is the soldier for whom the service flag was painted on one of our cabooses by the conductor; a picture of it appeared some time ago in the Milwaukee Magazine and was later featured in a Milwaukee Road advertisement.



Carl Kerner, B3/c (S.F.), former boilermaker apprentice in the Minneapolis shops, is serving at a repair base in Brazil.



Pfc. Richard Dolan, formerly employed in the Western Avenue diesel shed in Chicago, has been in Italy for two years with the Air Force engineers.



John G. Kline, A/S, stationed at Farragut, Idaho, was formerly a counterman in the store department, South Minneapolis. His father is John P. Kline, section stockman at that point, and his sister, Loraine, is secretary to J. V. Anderson, assistant general storekeeper there.



Cpl. William Virag, formerly employed as a fireman on the west end of the Trans-Missouri Division, has been serving overseas more than two years with a railway operating battalion. He is a fireman on trains operating to the Russian border.



Ens. James F. Krueger, son of Martin J. Krueger of the office of superintendent of motive power, Milwaukee, was commissioned on Mar. 6, and is at present stationed at Hollywood, Fla. Before entering the service he attended Notre Dame University where he majored in naval engineering.



Gerald L. Ringlbauer



John T. Ringlbauer



William F. Ringlbauer

William Ringlbauer of Savanna, Ill., roadmaster on the D&I Division, has two sons in the army and one in the navy. Pvt. Gerald L. Ringlbauer has been in service since July, 1944, and at present is stationed at Santa Ana, Calif. John T. Ringlbauer, pharmacist's mate 2/c, entered service in February, 1942, and survived the sinking of his ship in the North African campaign; since then he has spent 22 months with the 1st Marine Division in the South Pacific, and is now stationed at Alameda, Calif. Cpl. William F. Ringlbauer joined the Air Corps in November, 1941. He spent 26 months in North Africa, Sicily and Italy, and is now stationed in Sioux City, Ia.



Robert D. Hyett

Sgt. Robert D. Hyett, former yard clerk in Seattle, and son of E. J. Hyett, general freight agent, Chicago, is at present confined to a hospital in Liverpool, England, where he is recovering from injuries suffered in an airplane crash.



**Lt. Rudolph Pestalozzi**, son of Switchman Rudy Pestalozzi of Milwaukee, Wis., and who was himself employed in a freight house in Milwaukee, has been in the army since 1938. He first joined the Infantry and later transferred to the Air Corps, receiving his commission in 1943. As a bomber navigator he completed 54 missions over enemy territory from a base in North Africa. He is now in the States awaiting reassignment.



**S/Sgt. Henry Johansen**, former machinist apprentice at the Minneapolis locomotive shops, is now stationed at a sub depot in England.



**Robert N. Hansen**, F1/c, a machinist helper at the Minneapolis roundhouse before entering military service, is now on active duty with the navy, but his location is not definitely known.



**Patrick J. Forestal, Sr.**

Patrick J. Forestal, Sr., B&B foreman in the Chicago Terminals, has two sons in the army. S/Sgt. Patrick J. Forestal, Jr., an infantryman in the 1st Army's Timberwolf Division in Europe, has been in the army nearly four years. Sgt. Thomas J. Forestal is a paratrooper in the joint American-Canadian 1st Service Force; before entering the service he was a carpenter in the B&B department at Western Avenue, Chicago. The father is himself a veteran of 10 years of army life, having seen service in the Philippines, China, Japan, Guam, Hawaiian Islands and Mexico.

**Thomas J. Forestal**

**Patrick J. Forestal, Jr.**



**M/Sgt. Harry F. Lindrud**, former operator at Hastings, Minn., has been in Europe since August, 1944, and was last reported in the Aachen area of Germany, where he was acting as chief dispatcher in his railway operating battalion. He has participated in three major engagements.

### Pictures of Servicemen

Employes submitting pictures of servicemen, either directly or through correspondents, for publication in the Milwaukee Magazine should select the best ones available. In the past, snapshots have been sent in many instances when portraits were obtainable, the thought likely being that the latter might be marred or lost. The greatest care is exercised to avoid soiling pictures, and a separate record is made of each one arriving in the Magazine office; that record shows, among other things, the name of the person from whom it was received and to whom it should be returned.

Extremely small snapshots, in which the subject measures less than three-quarters of an inch across the shoulders, cannot be used, as it is

impossible for the engraver to enlarge them sufficiently. Generally speaking, the larger and clearer a picture is, the better it will reproduce. If satisfactory pictures of servicemen are submitted at the outset, with complete information concerning rank, branch of service, former position with the road (or father's connection) and his present location, a great deal of correspondence can be avoided and the pictures will be published sooner.

The back side of each such picture should show the subject's name (including rank) and the name of the person to whom it should be returned—either the owner of the picture or the correspondent. The information for the write-up should be typed on a separate piece of paper and clipped to the picture.



**Sgt. Kenneth R. Crouch**, former rodman in the engineering department, Chicago, recently returned to the States from the Mediterranean Theater where he served two years as a surveyor in an aviation engineer unit. He has served in North Africa, Sardinia, Corsica, France and Italy, and has three battle participation stars.



**Vern Johnson**

Section Foreman Carl Johnson has two sons and one daughter in the service of their country. Pfc. Vern Johnson entered the army in August, 1942, and is now a member of an air-borne division serving in Europe; he was in the Holland invasion and at last report was somewhere in France. Hazel Johnson is a United States cadet nurse at Gillette State Hospital, St. Paul, having entered service in June, 1943. S/Sgt. Carl Johnson entered military service in July, 1942, and at present is with the Army Finance Department in New Guinea.

**Hazel Johnson**

**Carl Johnson**



**Sgt. Lowell H. Shuck**, former telegrapher at Canton, S. D., is now with the Army Signal Corps at Leavenworth, Kans., teaching telegraphy and teletyping.



**Howard Oslund**

T/5 Howard Oslund and Pvt. Wilbur J. Oslund are sons of the late William Oslund who, before his death, was coal shed foreman at Davis Jct., Ill. Both boys also worked at the coal shed before entering military service. Howard is in New Guinea at present with a signal battalion, and Wilbur is overseas (probably in Europe) with a salvage collection unit.



**Wilbur Oslund**



**Erwin Matelski**



**Roy P. Matelski**



**Lorn Matelski**

Peter Matelski, a LaCrosse & River Division B&B foreman, has three sons in military service. Maj. Erwin Matelski is director of administration and services of the 2nd Air Force station at Colorado Springs, Colo. Capt. Roy P. Matelski is in France with the headquarters detachment of a medical battalion. Lt. Lorn Matelski, who formerly was a B&B carpenter, working with his father, is a bomber pilot, stationed in England.



**T/5 Francis C. Wilson**, who was a machinist helper in the roundhouse at St. Paul before entering the army two years ago, has spent most of his time in Alaska. He has four brothers in military service.



**Jack F. Tobin, S3/c**, formerly employed in the B&B department at Western Avenue, Chicago, is now serving somewhere in Europe, having taken part in the invasion of North Africa, Italy and France.



**T/4 Leonard Smith**, now serving in Belgium with the 744th Railway Operating Battalion, was formerly a machinist in the Twin City Terminal.



**Clarence C. Rokusek**

**Raymond J. Rokusek**

Charles Rokusek, employed at the dismantling and reclamation plant at Dubuque shops, is the father of two boys in the army. Pfc. Clarence C. Rokusek was in France with a signal battalion, but at last report was in a hospital in England. 2nd Lt. Raymond J. Rokusek is serving as a bombardier with an Air Force group in northern Italy.



**Clayton H. Minkley**, former secretary to the superintendent of the car department, Milwaukee, is in France working in the judge advocate section, 12th Army Group headquarters.



**Lt. Jerry H. Danner**, who returned to Chicago in mid-April, was formerly employed in the freight auditor's office, Chicago. He has been serving as a bomber navigator in Europe.



**T/5 Billie West**, son of Conductor Clayton West of the Iowa Division, is serving in the Philippines with a medical battalion.



**Charles L. Veit, Jr.**, seaman 2/c, is attending aviation ordnance school at Norman, Okla. His father, whose home is in Marquette, Ia., is a conductor on the D&I Division.



**Sgt. James H. Mueller**, formerly a store department employee in Minneapolis, and son of B&B Foreman Jim Mueller, is stationed in France with a harbor craft company.



**C. J. Ogden**

**Sgt. C. J. Ogden**, son of Section Foreman C. F. Ogden of Lennox, S. D., is stationed at the army airfield, McCook, Neb.



**Roy R. Schattnik**

**Cpl. Roy R. Schattnik**, formerly employed in the freight auditor's office, and a member of the Milwaukee Road Choral Club of Chicago, is serving in the South Pacific area with a mobile accounting unit.

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



E. H. Larimer



John B. Larimer

Ens. E. H. Larimer and Lt. John B. Larimer are sons of the late C. J. Larimer, B&B foreman on the Trans-Missouri Division prior to his death. Ensign Larimer is serving with the coast guard at a post off the coast of California. Lieutenant Larimer is now an executive officer at Seattle, Wash.



Sgt. Victor Cardin, formerly in the car department in Marquette, Ia., and son of Nelson J. Cardin, also a car department employe there, is in the Philippines.



Donald J. Lewis



William E. Lewis

Fred R. Lewis, agent at Chicago Heights, Ill., has two sons in the Army Air Corps. 2nd Lt. Donald J. Lewis is a navigator aboard a bomber based at George Field, Lawrenceville, Ill. 1st Lt. William E. Lewis is with the signal branch of the 7th Air Force somewhere in the Dutch East Indies.

## Hawkwiz

by Bob Hawk

*Quizmaster: "Thanks to the Yanks"*  
Radio Show

- What is the origin of the expression "By hook or by crook"?
- Under what circumstances is it correct to say "My teacher and friend was there to help me"?
- Did the word trousseau originally mean a small bundle or lavish trunkfuls of the bride's linens and personal clothes?
- Which has more to do with sheeress in a stocking; the gauge or the denier?
- A person can be sued for defamation of the character of a living person. Could he be sued for the defamation of a person no longer living?
- Is the face side of a dollar bill black and white or green and white?
- Did Baltimore side with the North or South during the war between the states?
- In telephoning a friend at his office should you say "I wish to speak to Mr. Jones," or "with Mr. Jones"?
- If you told a musician that his performance had verve, what would you mean?
- Who lives longer: married men or single men?

### Answers

- In feudal times, the lord of the manor permitted the peasants to obtain underbrush, limbs, etc., from the forest, limiting it to what they could cut down with pruning hook or pull down with shepherd's crook.
- When teacher and friend are same person.
- Small bundle.
- Denier. (Gauge is number of needles. Denier is weight of thread.)
- Yes, if it injures the living.
- Black and white.
- Remained in the Union.
- With Mr. Jones.
- That he played with animation or spirit.
- Married men.

## H. A. Williams, Agent at 14

It is believed that when Andy Williams (H. A. Williams on the payroll) went to work as agent at Interior, S. D., on Jan. 29 of this year at the age of 14, he became the youngest agent on the Milwaukee Road, if not in the United States. He's beginning to age a little now, having turned 15 on Mar. 4, but he probably still



H. A. Williams

holds some kind of a record, at least for his generation.

Andy is the son of Ben Williams, side table operator in the dispatcher's office in Mitchell, S. D. During the winter of 1943-1944, Mr. Williams started to teach telegraphy to a class of young boys, including Andy. The boy took a great interest in it and in a very short time became proficient both in sending and receiving. After mastering telegraphy, he took frequent trips to Marion Jct. and Parker, S. D., where he

took up station work under the supervision of agents at their respective stations. He made his seniority date at the age of 14 and worked several relief jobs before going on as agent at Interior. He comes honestly by his interest in railroading, his grandfather and step-grandfather having been railroaders also.

He has a brother in the Army Air Corps and another in the navy. Being too young for military service, however, Andy is salt-ing away as much as he can in War Bonds, hoping some day to use the money for a college education.

## Life Begins Each Morning

No matter whether you are 20, 30, 40, or 60; no matter whether you have succeeded or failed, or just muddled along, life begins each morning. Each morning is the open door of a new world, new vision, new aims, and new tryings.

If yesterday was a dismal failure, then turn those failures into successes today. Joseph Billings once said, "It ain't no disgrace to make a mistake. The disgrace comes in making the same mistake twice."

Why is it that some men are constantly saying, "I have failed"? Perhaps they have failed in some little thing. Perhaps they have failed for that day. They are gaining valuable experience from those failures, or should be. In reality a man is not a failure until he declares himself incompetent. It certainly is an inferiority complex when one complains, "I am a failure because I have failed."

Success is like the tide. It ebbs, but it does not mean that it cannot return with undiminished strength. That is why your failures may, if you so desire, become the steps to success, and thus it is that life should begin each morning.

No man will ever be a big executive who feels that he must, either openly or under cover, follow up every order he gives and see that it is done—nor will he ever develop a capable assistant.—John Lee Mahin.

# RETIREMENTS

The following employes' applications for retirement  
were recorded during February and March, 1945

## Chicago General Offices

KEITH, CLIFTON L.  
City Ticket Agent ..... Chicago, Ill.

## Chicago Terminals

ANDRZEJEWSKI, JOSEPH  
Carman ..... Chicago, Ill.  
BREWER, FRED F.  
Store Helper ..... Chicago, Ill.  
GABRIEL, CHAS.  
Freight Car Cleaner ..... Chicago, Ill.  
GARTLAND, MICHAEL H.  
Extra Gang Laborer ..... Chicago, Ill.  
HALL, HARVEY G.  
Switchman ..... Chicago, Ill.  
KLEPPIN, ERNEST O.  
Chief Clerk, Car Dept. ..... Chicago, Ill.  
LANGE, MILTON  
Chief Yard Clerk ..... Chicago, Ill.  
LYNCH, WM. J.  
Gatekeeper, Police Dept. ..... Chicago, Ill.  
PARYS, LAWRENCE  
Carman ..... Chicago, Ill.  
SACCO, JOHN  
Tinsmith, Car Dept. ..... Chicago, Ill.  
SARACINO, FRANK R.  
Switchtender ..... Chicago, Ill.  
WALL, CHARLES W.  
Switchman ..... Chicago, Ill.  
WALTHERS, WILLIAM J.  
Yard Conductor ..... Chicago, Ill.  
WATSON, FRED J.  
Loco. Engineer ..... Chicago, Ill.  
ZUARNISKI, JOSEPH V.  
Trucker ..... Chicago, Ill.

## Coast Division

BLAKE, EDWARD F.  
Car Inspector ..... Seattle, Wash.  
MOSTEAD, CHAS. J.  
Special Officer ..... Tacoma, Wash.  
WARING, FREDERICK  
Machinist Helper ..... Othello, Wash.  
WESTERBERG, PAUL A.  
E&B Foreman ..... Seattle, Wash.  
WYCKOFF, FRED W.  
Pier Policeman ...Pt. Townsend, Wash.

## Dubuque & Illinois Division

BAECKER, PAUL B.  
Loco. Engineer ..... Dubuque, Iowa  
BECKWITH, LESTER E.  
Yardmaster ..... Marquette, Iowa  
BENZER, JOHN G.  
Loco. Engineer ..... Dubuque, Iowa  
BLISS, RAY D.  
Cutter & Machinist ..... Dubuque, Iowa  
GORDON, ADELBERT  
Laborer, Loco. Dept. ..Marquette, Iowa

## Hastings & Dakota Division

BODKIN, PATRICK J.  
Section Foreman ..... Wahpeton, N. D.  
DAVIS, SAMUEL W.  
Yard Conductor ..... Aberdeen, S. D.  
SPATAFORE, MART. M.  
Section Laborer ..... Warner, S. D.

## Idaho Divisions

GILMAN, WM. S.  
Section Laborer ..... St. Maries, Idaho  
O'NEILL, PHILLIP T.  
Roundhouse Foreman ..Spokane, Wash.

## Iowa Division

CORNELIUS, GEO W.  
Section Laborer ..... Arion, Iowa  
HOUGHTALING, DONALD H.  
Agent & Operator ..... Webb, Iowa  
RAWLINS, GEORGE E.  
Switchman ..... Perry, Iowa

## Iowa and Dakota Division

BURKE, FRED W.  
Agent and Operator.....Presho, S. D.  
CLAASSEN, HERMAN  
E&B Foreman ..... Sioux City, Iowa  
HENKE, JOHN  
Loco. Engineer ..... Sioux City, Iowa  
HOKE, EVERETT O.  
Agent and Operator.....Platte, S. D.  
JONES, JOHN H.  
Pump Repairer ..... Mitchell, S. D.  
LUNDMAN, GODFREY G.  
Pumper, B&B Dept...Marion Jct., S. D.

# RETIREMENTS

The following employes' applications for retirement  
were recorded during February and March, 1945

## Iowa & Southern Minnesota Division

ALDRICH, WESLEY  
Station Agent.....Good Thunder, Minn.  
HAVEL, ANTON W.  
Laborer, Loco. Dept. ..... Austin, Minn.  
KILLION, FRED W.  
Conductor ..... Madison, S. D.

## Kansas City Division

BLOOM, CHARLES E.  
Air Brakeman, Car Dept....Coburg, Mo.  
DESPER, MARTIN E.  
Section Laborer ..... Harris, Mo.  
FARLEY, ALBERT E.  
Extra Gang Laborer....Ottumwa, Iowa  
MILES, CLEMENT E.  
Laborer, Car Dept. ..... Coburg, Mo.  
PILE, HARRY F.  
Asst. Rdhsse. Foreman....Ottumwa, Ia.  
SCHILLING, PAUL D.  
Boilermaker Foreman...Ottumwa, Iowa

## LaCrosse & River Division

BEAN, GUY L.  
Telegrapher ..... Tunnel City, Wis.  
GOLLWITZER, JOHN M.  
Telegrapher ..... Tunnel City, Wis.  
JANDA, JACOB J.  
Machinist Helper ..... Portage, Wis.  
PRISE, WILLIAM F.  
Machinist Helper ..... Tomah, Wis.  
SAGEN, OSCAR A.  
Conductor ..... La Crosse, Wis.  
YOST, OTTO E.  
Loco. Engineer ..... Minneapolis, Minn.

## Madison Division

BURROWS, WILLIAM E.  
B&B Carpenter ..... Madison, Wis.

## Milwaukee Division

BRADY, WILLIAM J.  
Machinist Helper ..... Beloit, Wis.  
BREMSE, HARRY  
Loco. Engineer ..... Milwaukee, Wis.  
KENNEDY, JAMES S.  
Station Agent ..... Pickett, Wis.  
MEIGHER, JOSEPH W.  
Station Agent ..... Winneconne, Wis.  
SWEENEY, PETER  
Section Foreman ....Wadsworth, Wis.  
URTUBEES, FRED  
Loco. Engineer ..... Milwaukee, Wis.

## Milwaukee Terminals

DAMBRUCH, WILLIAM E.  
Carman Helper ..... Milwaukee, Wis.  
DOMSTRICH, SR., CHAS. C.  
Switchman ..... Milwaukee, Wis.  
DUNN, EDWARD J.  
Car Inspector ..... Milwaukee, Wis.  
GRABOWSKI, EDWARD  
Carman ..... Milwaukee, Wis.  
KILLIAN, WILLIAM J.  
Machinist ..... Milwaukee, Wis.  
MECHENICH, WILLIAM  
Carman Helper ..... Milwaukee, Wis.  
MILZ, KARL M.  
Boilermaker Helper ..... Milwaukee, Wis.  
MUELLER, ANTHONY J.  
Store Helper ..... Milwaukee, Wis.  
PFENNING, ANDREW F.  
Blacksmith ..... Milwaukee, Wis.  
SCHUBERT, FRED H.  
Chipper and Grinder,  
Loco. Dept. ..... Milwaukee, Wis.  
SISKY, JOHN J.  
B&B Carpenter ..... Milwaukee, Wis.  
WOLSKI, JOHN  
Machinist Driller ..... Milwaukee, Wis.

## Rocky Mountain Division

NAGEL, FREDERICK  
Lineman ..... Lewiston, Mont.  
SPENCER, HERBERT  
Telegrapher ..... Avery, Idaho

## Seattle General Offices

KELLER, HARRISON R.  
Car Distributor ..... Seattle, Wash.

## Superior Division

HEDLER, SR., WM.  
Agent ..... Mass, Mich.  
PIASINI, EMILIO  
Section Laborer ..... Channing, Mich.

## Terre Haute Division

BOWERS, CHARLES  
Loco. Engineer ..... Terre Haute, Ind.  
FODDRILL, FRED E.  
Yardmaster ..... Bedford, Ind.  
NOLAN, JAMES H.  
Machinist Helper ..... W. Clinton, Ind.  
WRAY, VIRGIL A.  
Agent & Operator.....Lewis, Ind.

## Trans-Missouri Division

LINDSAY, EDWIN A.  
Brakeman ..... Miles City, Mont.  
MARTIN, HUBERT J.  
Extra Gang Laborer..Miles City, Mont.  
PHILLIPS, ALVIN R.  
Loco. Engineer ..... Mobridge, S. D.  
RIENER, JOHN  
Carman ..... Miles City, Mont.  
RILEY, JOHN A.  
Conductor ..... Miles City, Mont.  
SYVERSON, EDWARD  
Section Laborer ..... Wakpala, S. D.

## Twin City Terminals

COSGROVE, JOHN J.  
Switchman ..... Minneapolis, Minn.  
HAGEN, HARRY F.  
Claim Clerk, Freight Office.....  
MARTIN, FRED J.  
Boilermaker Helper..Minneapolis, Minn.  
MACHINIST, JOHN W.  
Machinist ..... St. Paul, Minn.  
ROSSEBACH, GERTRUDE A.  
Clerk ..... Milwaukee, Wis.  
SWANSON, BERT  
Switchman ..... Minneapolis, Minn.  
WISSINGER, WILLIAM  
Truckman, Loco Dept.....  
YERKE, JOHN T.  
Check Clerk.....Minneapolis, Minn.

## Down at the St. Paul Station

BY THOMAS ROONEY

Memory often brings me back  
Over the ties of a single track,  
Hearing the grain mill's pack-pack-pack,  
Down at the St. Paul Station!  
No Petrified Forest nor Golden Gate,  
Niagara Falls nor mountains great,  
Still, there was much to anticipate  
Down at the St. Paul Station!

The little old building, gray and neat—  
An epic of sun, rain, snow and sleet,  
Steel armed benches outside and in;  
A pot-bellied stove on a strip of tin;  
Map of the System, yellow and frayed;  
(Sherburne was marked with a jack-knife blade.)

Glass-framed pictures were all around;  
The Cities, Montana, and Puget Sound.  
The luring tick of the telegraph  
Spoke any message for my behalf,  
Diverted my gaze from the crated chicks,  
And the section car with malls and picks.  
Agent Fogarty, big and gray;  
Gold-rimmed glasses; genial way;  
Always busy, his tanned arms bare,  
Boy, how I loved to linger there—  
Down at the St. Paul Station!

Smiles of reunion, tears of good-byes,  
Handclasps and kisses, unsuppressed sighs;  
The drama of life was played for my eyes  
Down at the St. Paul Station!  
Madison—Jackson—Fairmont—Wells,  
(Is it not odd how memory dwells?)  
Words to the music of engine bells  
Down at the St. Paul Station!

—From Railroad Stories.

One thing the discovery of the  
North Pole proved is that nobody is  
sitting on top of the world.

The Milwaukee Magazine

## Seattle Club Gives

Members of the unique Seattle Service Club, whose weekly luncheon meetings are becoming increasingly popular with employees in that city, are establishing a reputation for the support they are giving the war effort. They had, by Apr. 7, made 52 donations of blood to the Red Cross Blood Bank; a little controversy has, admittedly, grown up between the local freight office and the general office on this score, each accusing the other of giving distilled water, but so far there has been no blood spilled, except according to the Red Cross schedule.

Another war activity was added to their program by contributing to the fund which the *Seattle Post-Intelligencer* maintains to enable sick and wounded members of the armed forces to telephone home without expense to themselves.

Their first contribution came to \$16 and they have gone on record as intending to "pass the bottle" at every Tuesday luncheon. Chairman J. H. Andrews of the freight claim department, and Secretary Jim Wilhelm of the general adjuster's office explain that no pressure is put on any member to contribute to the war effort—but everyone is given a chance. The plan has produced gratifying results.

## St. Patrick's Dance Held by Tacoma Club

The Tacoma Service Club celebrated Mar. 17, St. Patrick's Day, with the traditional dance. More than 50 couples attended.

The dance was preceded by a brief business meeting during which the activity of the club's stenographic service to the USO was reported on. Esther Delaney, chairman of the committee, said the service was provided two evenings each month, preferably on Fridays from 7 p. m. to 9 p. m.; aid is solicited from qualified employes. S. M. Yates and A. De Garmo, service inspectors, were guest speakers who discussed the importance of claim prevention.

## Central Montana Club Spends Full Evening

Lewistown's Central Montana Service Club had a full program at its meeting of Apr. 9. Taking advantage of a suggestion Mr. Scandrett made recently in a pay check enclosure regarding the United Nations clothing collection, the club chairman invited A. C. Roberts, Fergus County chairman of the drive, to be the guest speaker of the evening.

By way of accentuating the merit of the drive, Chairman Monty Boyd obtained two films, *The Road to Paris*, and *The Rehabilitation of France*, which told the story in pictures. E. C. Robinson, assistant principal of the Fergus High School, operated the projector which was furnished by the high school. Mr. Roberts stated that 50,000 pounds of clothing had already been collected in that county.

R. B. Haney, circulation manager of the Great Falls Tribune, later mystified the group with his magic. He remained after the meeting and gave a performance in slow motion.

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# Service Clubs

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## Quad Cities Club Reorganizes

Twenty-two employes representing various departments enjoyed a delicious chicken dinner, girding themselves, as it were, for the reorganization meeting that followed on the night of Mar. 28.

Election of officers found the following in the driver's seat: Carroll Richardson, chairman (yard conductor). R. H. Secoy, vice chairman (car department). Glen Edwards, secretary (chief clerk to DF&PA). Ray Schultz, treasurer (chief clerk to agent).

Cognizant that a club is only as strong as the support given the officers, Chairman Richardson spread the responsibility of the organization by appointing the following committees: Executive committee: Howard Harrington, Walter Brown, Gale Tomlinson, Charles Van Alten, Chet Wiley. Membership committee: John Bowman, Bob Dilleg. Program: Harry Haddaway, Earl Wells. Publicity: Frank Brenton. Civic and public affairs: Jack Linehan and J. J. Van Bockern.

If the display of enthusiasm provides a barometer for future meetings, the neighboring club at Ottumwa had better look to its laurels. Bob Boyd, chairman of the Ottumwa Club, being in town to fire No. 26 on its return trip, also attended the meeting and remarked, "We need all the active clubs we can possibly have in the postwar era."

Cliff Riley, district safety engineer, and former chairman of the Ottumwa Club, also attended the dinner meeting. Not wishing to stick himself with a fork, he ate the chicken with his hands, in true safety first style.

Although it was only a reorganization meeting, the members lost no time in expressing their suggestions and recommendations. This is an employe privilege exercised and welcomed by the Service Clubs.

## Miles City Club Retains Officers for Another Year

An enthusiastic group was in attendance at the Service Club meeting of the Miles City Service Club on Mar. 1. The financial statement for 1944 indicates in itself the activity of this club. During the year the receipts were \$655.53 and expenditures were \$469.68 with a cash on hand balance of \$185.85; however, the cash was reduced by \$25 at this meeting, as the club voted to donate that amount to the Red Cross.

Election of officers was to be a part of the business of the meeting, but this was rather a short session, as all officers were retained for another year.

## Marty Biller Pops for the Lunch

Unit No. 1 of the Hiawatha Service Club held its April meeting on the 25th anniversary of Marty Biller's service with the Milwaukee Road. With a fine group present, Marty treated, furnishing a fine lunch. This unit can look forward to Mr. Biller's 50th anniversary, as he has promised to cook and serve turkey personally.

Officers of the unit are George Jung, chairman; John Macht, vice chairman; Ralph Haslam, secretary-treasurer.

The group discussed plans and a committee was appointed to further a picnic which will be held this summer. It was suggested that members bring their own lunch.

Curfew halted much too soon the fun of dancing and the refreshments that went with it.

## Notice

Now it can be told—the two big events being sponsored by the J. H. Foster Service Club.

On the evening of May 17 the club is sponsoring an Old Timer's Night and especially invite retired employes and veterans still in the service, together with their wives, to partake of the fine dinner which will be served in the Minnehaha Masonic Lodge Hall at 1508 East Lake St. between 15th Avenue and Bloomington, over the postoffice. The dinner will be served at 6:30 p. m. and will be followed by entertainment and dancing.

Mr. Gillick has acknowledged receipt of an invitation sent to him and advises that he has reserved that date and, if at all possible, he will be present to greet the old timers at the dinner.

All of the old timers of the Milwaukee Road in this territory, and members of the Twin City Service Clubs, are cordially invited to attend the dinner and welcome Mr. Gillick.

The maximum number which can be served at the dinner is 250; therefore, the committee urges that you send in your reservation as early as possible and not later than May 14 to F. P. Rogers, chairman, Milwaukee depot, Minneapolis. A fine dinner will be served at \$1.25 per plate.

It will be a big night for the old timers. The Service Club is planning a fine program of entertainment and is expecting a capacity crowd.

The second event scheduled by the Twin City Service Clubs is the 6th annual picnic which will be held at Excelsior Amusement Park on the shore of beautiful Lake Minnetonka on Sunday, June 10.

The Excelsior Amusement Park is one of the finest in the United States and an ideal place to hold a picnic. It is equipped with all of the finest amusement facilities, beautiful dancing pavilion, boating and bathing, games, races, and all the fun you might expect to find in a picnic wonderland.

The picnic committee has worked out a very satisfactory arrangement with the management of the park whereby Service Club members and their families will be given greatly reduced rates on this occasion. Reserve this date and plan on having the time of your life at the Service Club picnic, Excelsior, June 10.

## Inland Empire Club Sponsors Coffee Hour

The civic affairs committee of the Inland Empire Service Club, in their first activity as a group, sponsored a coffee hour in the USO center in Spokane, Wash., on Easter Sunday from 4 p. m. to 7 p. m. Mrs. C. F. Allen, former chairman of the club, and chairman of this committee, was the hostess, assisted by Mmes. Wurth, McGinn, Kipp, Devlin, O'Reilly, Faestal, Dede, and Miss Rosemary Hennisgard, Miss Betty O'Reilly and C. F. Allen.

Homemade cakes were donated by the club members and other expense was taken care of by the club.

This activity on the part of the club and the committee was so well received by the officers of the USO that an expression of appreciation to the club and this committee was broadcast from station KGA, Spokane, the following Tuesday evening.

## Green Bay Service Club Hears Radio Commentator

Radio commentators are heard every day, but the Green Bay Club members had the pleasure of Mr. Allen Franklin's presence at their Mar. 22 meeting. Mr. Franklin has returned to local station WTAQ after receiving an honorable discharge from the army. Assigned as chief production man for the Radio Division in the South West Pacific, his extemporaneous talk, relating actual experiences, made excellent listening.

As first things come first, the speaker paid tribute to the railroads for their successful contribution to the war effort. "Before going overseas, I was amazed by the efficiency and ease with which our railroads moved the boys in convoy. Huge freight trains sped the needed materials of war to embarkation points where it was dispatched to all our fighting fronts. This can be more fully appreciated when one sees the operation of the railroads in Australia. With no standard gauge in use, the Australian railroads, as a whole, have much to improve upon," Mr. Franklin stated.

"Australia, although almost as large as the United States in area, has not the population of New York. Our boys have brought an ephemeral prosperity to this country by spending millions of dollars. Pubs are open but 30 minutes a day. Up to Nov. 15, 1944, there were 17,000 Australian women who had become brides of the American soldiers."

Mr. Franklin's story of the Philippines was most interesting. As soon as radio equipment was set up, American messages would be transmitted to surrounding islands. Frequency was changed many times, as the Japs, once locating the wave length used, would "jam" it, necessitating another change. Linguistic broadcasts were made from our ships, beaming the ultimatum of surrender to the Japanese.

"The Japs also make good use of radio for propaganda purposes," continued Mr. Franklin. "Tokyo Rose, as she is known, uses the most vulgar type of propaganda in attempting to break the morale of our boys. She is a great woman in her own

right, being such a beautiful liar, but nevertheless, Tokyo Rose is doing a fine job for the Nips. She is also the most predictable woman in the world. For example, in one of her broadcasts she warned the island of Biak that their ammunition dump would be bombed at 6:30 a. m. the following morning. At exactly 6:30 a. m. the dump was under bomb attack."

F. M. Sloane, division engineer, was another welcome guest. "Our Service Clubs are doing wonderful work," Mr. Sloane related. "A work that will be much more important in years to come. The clubs will be an important factor in our relations with the public."

Later in the evening cards were played.

## Chippewa Club Plans Appreciation Party

Despite its handicap of being an area club, the Chippewa Service Club nevertheless qualified for an Appreciation Party. The boys at Iron Mountain are the nucleus that has held the club together while awaiting the day when the group from Channing and nearby points can again swell and strengthen the organization to its proper status. At this writing the group was planning to take advantage of the Appreciation Party late in April.

George Savidis, trainmaster, attended the club's Apr. 12 meeting. He spoke on claim prevention in connection with the April Perfect Shipping campaign. "Freight delivered in a damaged condition isn't making friends for ourselves and the railroad," he said. "We don't like it when we ourselves are on the receiving end of this way of doing business. We most likely would not favor that company with any of our future business. Much of our own prosperity lies in the acts of our Milwaukee Road employees."

Harold Matthews, secretary of the Green Bay Service Club, explained how, in his opinion, sociability and entertainment are requisite to a successful meeting. Harold is one of the spark plugs of the Green Bay Club.

The usual card game went on—until.

## John Willers Elected Chairman of Old Line Club

The chairmanship of the Old Line Club will continue in the track department, as Section Foreman John Willers succeeded Section Foreman Vernon Harper at election of officers at the Mar. 21 meeting. Vice Chairman Louis Moe and Mrs. E. Noel, secretary-treasurer, were re-elected to their respective offices.

The Red Cross War Fund and the Farmers Institute each received a \$10 club donation.

Walter Scott, FSI, drove from headquarters at Portage, bringing his message of loss prevention in connection with the April Perfect Shipping campaign. "Claim prevention spells good public relations," said Mr. Scott. "By satisfying our receivers and shippers of freight we have a better chance of holding their patronage. Things we do today will reflect on us after the war. . . . The Service Clubs are the greatest organizations we have on the Milwaukee

Road today. The employes should take advantage of offering suggestions for improvements in service, as that is our prize seller."

Junice Michalski entertained with a fine bit of verse dealing with the present war. Cards, together with refreshments, were enjoyed until curfew.

## Ottumwa Meeting Well Attended

If the success of a Service Club depended solely on the enthusiasm of a chairman, the Ottumwa Club certainly would not lack on this score. Chairman Bob Boyd doesn't believe in doing things half way. A job accepted is a job to be done. Flanked by his capable officers, Vice Chairman Harry Nickolson, Secretary Hersh Loveless, and Treasurer Merwyn Taylor, the club enjoys able leadership.

However, the Ottumwa Club is one that never needed much stimulation. Being one of the most civic-minded groups on the system, it long ago convinced the public that Milwaukee Road employes are represented by a club in the city of Ottumwa. This civic-mindedness has earned the club and the road many a friend.

There were 72 who attended the Mar. 27 meeting. Mr. Eckert, superintendent, stated that public relations is more and more becoming an important issue in most industries. "It is an important subject on our railroad today and it behooves all of us to treat our customers as we like to be treated when in the customer's role," the superintendent said.

A. C. Novak, trainmaster, reminded his listeners how far-reaching public relations can be. "The public as a rule judges a company by the actions of its employes. All of us are representatives of the Milwaukee Road, both on and off the job. A friend won today may mean a customer tomorrow," Mr. Novak said.

Little four-year-old Danny Pendergraft sang "Accentuate the Positive." There was also an Easter parade in which a few of the girls modeled the latest "Parisian" hats.

The bingo game meant valuable prizes to those lucky enough to qualify as M. L. From called the numbers. The grand prize of the evening, a case of canned goods, went to Mrs. McGowan.

Mr. Magnuson, roundhouse foreman; Mr. Hickman, boilermaker foreman; A. G. Elder, chief dispatcher, and wife; Mr. Winandy of Chicago; Mr. McElray of the Wabash Railway car department; Mr. Floria, Rock Island Railway; and Mr. Adams, rules examiner of Milwaukee, were introduced and welcomed to the meeting.

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A distinguished senator in Washington, being very tired, handed the menu to the waiter and said, "Just bring me a good meal."

A good meal was served and the senator gave the waiter a generous tip.

"Thank yo', suh," said the waiter, "and if yo' has any mo' friends what can't read, yo' jes send 'em to me."

## Former Machinist Helper Helps Bag Von Papen

Sgt. Herbert A. Stuebner, who was a machinist helper at the Bensenville roundhouse before entering the army via the Illinois National Guard in 1940, had a hand in the taking of Franz von Papen, the notorious Nazi diplomat whose capture on Apr. 11 made headlines in newspapers around the world. Stuebner and seven other soldiers bagged the 65 year old "Gray Fox" at a small hunting lodge about 25 miles southeast of Hamm, Germany, during the 9th Army's circuitous maneuver which sewed up the so-called Ruhr pocket. With the Nazi prize package were his son, Capt. Friedrich-Franz and his son-in-law, Baron Max von Stockhausen.

After being kicked out of the United States in 1915, Von Papen gained a reputation as an international figure of considerable significance. He was, at one time, chancellor of the German republic. Later, he became vice chancellor under Hitler, and afterward was made ambassador to Austria and Turkey. He was noted for his ability to squeeze out of tight situations, including the Nazi blood purge of 1934, in which he was marked for destruction.

Dispatches quoted him as saying, at the time of his capture, that he wished the war were over.

"So do 11 million other guys," came the reply of one of his eight captors.

Sgt. Stuebner comes from a Milwaukee Road family. His father, William Stuebner, who died in 1937, was employed for a time in the 1920s at the Galewood roundhouse, Chicago. His brother, William, who is 25 years his senior, is an engineer on the C&M district of the Milwaukee Division. Two of William's sons, Bill and George (Herbert's nephews), are firemen on the Milwaukee Division, and two other sons, Earl and Leonard, were formerly firemen on that division, but are now in military



Herbert A. Stuebner

service. John Stuebner, a brother of Herbert and William, is in the navy.

Sgt. Herbert Stuebner's military record is long and colorful, as he is one of relatively few soldiers who have already seen action in both the Pacific and European theaters. In 1942 he was shipped out to the Pacific and won his Purple Heart at Guadalcanal. He was returned to the United States where he spent 18 months in a hospital, recovering from his wounds; in July, 1944, he was sent to Europe.

As soon as H. A. Scandrett learned of Sgt. Stuebner's part in the capture of Von Papen, he wrote him, offering his congratulations.

### Storekeeper's Son Goes AWOL, Wins Point

It has been done before, but it's not recommended unless you crave the firing squad or a long stretch in the guardhouse.

Pvt. George Hall, son of Loyal Hall, district storekeeper at Othello, Wash., proved the exception to the rule, however, when he went "over the hill" in France to get out of the Medical Corps and into the Infantry. He not only got out of the medics, but earned an Expert Infantryman's badge and \$10 pay increase.

Long before entering the army, Medical Corpsman Hall heard Henry Rekdahl, a locomotive engineer on the Idaho Division (now in the Merchant Marine), tell how he had gone AWOL to win a point in World War I. Tiring of stretcher work and other jobs around his medical aid station, Hall decided to take a page from Rekdahl's book.

He and a fellow G.I. saw lots of France and learned the ways of the French people on their way to the front and action. They saw DeGaulle and street fighting in Paris and were questioned by M.P.'s who were satisfied with their story that they were the medics and let them go. They reached the front finally, helped crack the Siegfried Line, and heard the glad tidings that all

charges against them had been dropped.

Just after receiving Infantryman Hall's account of his journey through France, his parents got a well written card from a French girl in Paris, thanking all American mothers for giving their sons "to save children of French mothers from the men who wear the hated green suits (Germans)."

Grateful for their liberation, the girl and her parents invited the wandering American and his pal into their home "to make them forget the war."

"I am sorry I don't know 'American' enough to tell you how thankful we were to see your soldiers walking down the Champs Elysees," the girl wrote. "For four years we had seen the hated green suits."

### Coincidence in the Pacific

A few years back, Glenn E. Ellstrom, a file clerk in the office of Superintendent Valentine of the Milwaukee Division, left his job to return to college, but continued to work in a signal crew during summer vacations. Came the war and he entered the navy as a flying cadet. In due time he became a pilot and was assigned to a carrier in the Pacific, departing for active duty last July.

Last summer Mrs. Jo Mueller, wife of Lt. Palmer J. Mueller of the navy was employed to fill the job which Ellstrom



Glenn E. Ellstrom      Palmer J. Mueller

had formerly held. A number of others had had it meanwhile. When she took over the job, Wiley Moffatt, Milwaukee Magazine correspondent who holds the position of chief clerk in the superintendent's office, mentioned the fact, and in the following paragraph reported receiving a letter from Lt. Glenn Ellstrom. Mrs. Mueller sent the Magazine to her husband, who replied that he and Ellstrom had been shipmates for quite a while and were good friends!

Lt. Mueller received a commendation from Admiral Halsey for heroic action as fire control officer on his ship during the Battle of the Philippines on Nov. 25. He won a similar commendation for action in the Battle of Leyte in October.

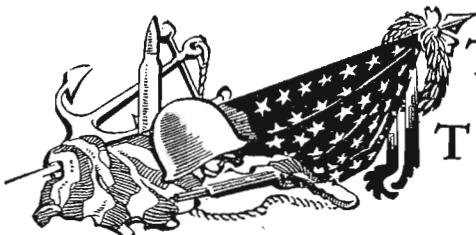
At last report, Lt. Ellstrom had shot down four Jap planes.

"I want some nice, big apples for my sick husband," the woman said to a grocery clerk. "Do you know whether they have been sprayed with poison?"

"No, ma'am," he answered. "You'll have to get that at the drug store."



Pic. Anthony Di Biase, Pvt. Louie Di Biase, and Pfc. Ralph Di Biase, (left to right), sons of A. DiBiase, carman helper at the Western Avenue coach yards, Chicago, are shown at the time of meeting in Germany on Jan. 16. Anthony was stationed in Belgium at the time and went into Germany for the rendezvous. Since then they have been together a number of times.



# THEY GAVE THEIR LIVES

**Lt. Donald Bolmgren**, former clerk at Decorah, Ia., and son of C. R. Bolmgren, agent at Decorah, was killed while piloting a bomber over Germany, the War Department announced on Mar. 6.

**Melvin Olson**, former machinist helper in the locomotive department, Milwaukee, was killed in action in France on Mar. 7.

**S/Sgt. Thomas M. Whitman**, 19, son of W. A. Whitman, boilermaker at the roundhouse in Bensenville, Ill., was killed on Mar. 10 while in action in Germany with an armored division. He worked for the Milwaukee Road two months during the summer of 1941.



Thomas M. Whitman



Russell R. Finlayson

**Russell R. Finlayson**, former machinist helper in the Minneapolis roundhouse, was killed on Luzon Island in the Philippines on Feb. 19 when his infantry unit attacked a strongly fortified Japanese position in the mountains. A brother, Sidney, is a paratrooper serving in Germany.

**Pfc. Wayne P. Renne**, 20, son of Engineer Walter G. Renne of Sioux City, Ia., was killed on Mar. 24 while in action with an airborne division in Germany. As a paratrooper he saw action in Luxembourg in January and February, after which he was sent to a rest camp in France. He rejoined his division just prior to his death.



Wayne P. Renne



Donald F. Loecher

**Pfc. Donald F. Loecher**, son of John Loecher, trucker at the freight house in Austin, Minn., was killed in action on Luzon Island in the Philippines on Feb. 8. He was serving with a machine gun crew.

**Sgt. Burnell Sellers**, a 3rd cook in the sleeping and dining car department before entering military service on Jan. 6, 1941, was killed in action while serving with an engineering battalion at the Rhine bridgehead in Remagen, Germany.



Burnell Sellers



Theodore Felber

**Pfc. Theodore Felber**, son of J. A. Felber, agent at St. Louis Park, Minn., was killed in action on Jan. 18 while in action in Germany. He fought with the 1st Army in France and Belgium, was wounded on Oct. 18, and after a month in the hospital in France, returned to the front lines where he was in combat almost continuously until the time of his death.

**Cpl. Donald Stanford**, a paratrooper, son of Engineer E. R. Stanford of Mobridge, S. D., was killed in action in Germany on Mar. 24. It is believed that he was with the first airborne army that made the break across the Rhine. He had fought in Belgium and Luxembourg before going into Germany.



Donald Stanford



Donald E. Williamson

**Pfc. Donald E. Williamson** was killed on Dec. 25, 1944, when the troopship on which he was crossing the English Channel was sunk. His father, Chief Petty Officer Jesse F. Williamson, was a fireman on the Kansas City Division before entering naval service on Dec. 16, 1940.

**Pvt. Edmund W. Timmons**, former sectionman at Ramona, S. D., was killed in action in Belgium on Jan. 18 while serving with the Infantry. He had been in the army a little less than a year. A brother, Pvt. Lester J. Timmons, is serving in the South Pacific.

**Sgt. Donald L. Beckel**, formerly a trucker at the Austin, Minn., freight house, was killed on Feb. 19 when his Marine Corps unit stormed the beach at Iwo Jima Island. He had been wounded during the fighting in the Solomon Islands, but returned to duty and participated in the assaults on Makin, Bougainville and Tarawa Islands.



Donald L. Beckel

**Capt. Marvin E. Van Dyke**, son of Conductor L. C. Van Dyke of the Kansas City Division, was killed recently in an airplane crash somewhere in the Southwest Pacific area. He was a veteran observation plane pilot. Memorial services were held in the Methodist Church in Ottumwa, Ia., on the afternoon of Easter Sunday. A brother, L. O. Van Dyke, Jr., is a chief petty officer in the navy, stationed on the Atlantic coast.

## The World Is Mine

*Today, upon a bus, I saw a lovely girl with golden hair.  
I envied her, she seemed so gay, and wished I were as fair.  
When suddenly she rose to leave, I saw her hobble down the aisle;  
She had one leg, and wore a crutch; and as she passed—a smile.  
Oh, God, forgive me when I whine.  
I have two legs. The world is mine.*

*And then I stopped to buy some sweets.  
The lad who sold them had such charm  
I talked with him—he seemed so glad—I  
I were late 'twould do no harm.  
And as I left he said to me: "I thank you.  
You have been so kind.  
It's nice to talk with folks like you. You  
see," he said, "I'm blind."  
Oh, God, forgive me when I whine.  
I have two eyes. The world is mine.*

*Later, walking down the street, I saw a child with eyes of blue.  
He stood and watched the others play; it seemed he knew not what to do.  
I stopped a moment, then I said: "Why don't you join the others, dear?"  
He looked ahead without a word, and then I knew—he could not hear.  
Oh, God, forgive me when I whine.  
I have two ears. The world is mine.*

*With legs to take me where I'd go—  
With eyes to see the sunset's glow—  
With ears to hear what I would know—  
Oh, God, forgive me when I whine.  
I'm blessed indeed. The world is mine.*

—DOT AARON.

From Dale Harrison's column in *The Chicago Sun*, "All About Town."

The Milwaukee Magazine

# Briefly Quoted

The following are excerpts from some of the more interesting letters which Milwaukee Road customers have recently addressed to various officers of the railroad:

## And That Was 40 Years Ago

I want to tell you a true story.

In the winter of 1905 I was on a "Milwaukee" train, coming into Chicago on a late afternoon, and with temperature at about 10 below zero. On arrival in Chicago I found that my overcoat had been stolen. Next morning I put on two suits of under-wear and went to Marshall Field's store, where I purchased a new warm coat. Then I called on your claim agent, told my story, and the claim was allowed. In about two weeks I received your check for the full amount of the claim, plus \$20, estimated by your company as covering my unnecessary expense while delayed in Chicago.

This happened a good many years ago and I have done a lot of traveling for our company since that time. Your action will long be most pleasantly remembered, and I am sure that the successors to the older ones will be and are just as courteous.

William Howard Paine,  
Providence, R. I.

## Iwo Jima Timetable

I thought you might be interested to know that the Milwaukee Road is the only railroad to have a timetable available on this island. Some time ago I requested one and finally received it about D+6.

I can assure you it has been a great comfort to many of us who live along the route of the Milwaukee to at least dream of riding home on one of its familiar orange-colored trains.

It seems like we have a regular ticket office out here, but I must admit our one timetable is gradually getting a rather worn look from all the attention it is getting.

1st Lt. Arthur J. Olson of Minneapolis, writing from Iwo Jima Island, Mar. 9.

## Conductor Gives Extra Service

Recently my wife was called to Pottstown, Pa. by the illness of her mother.

On that same day, A. J. Dollison, a conductor on your system, heard of her misfortune and called on her at her work and assisted her in making train schedules and even went as far as securing her tickets to and from Pottstown so as to get there as quickly as possible, making arrangements for baggage transfers, etc.

Later in the day we found it was necessary that she take my small stepson with her. Mr. Dollison was again so kind

as to secure him a ticket and reservations.

It was my wife's good fortune that he routed her over the C.M.St.P.&P.

C. J. Delaney,  
Cedar Rapids, Ia.

## Radio Executive Praises Steward

This is the first fan letter I have ever written to a railroad, but the service that I enjoyed on the Olympian that left Chicago for Tacoma, Wash. on the night of Mar. 16 certainly merits a sincere tribute. While I have occasion to travel very frequently between here and New York, I do not usually return via the Northwest, and I viewed the experience with considerable uncertainty, anticipating difficulty and discomfort outside of the extra fare trains on which I usually travel. It came as a delightful surprise, therefore, for me to discover that the Olympian was not only a very comfortable train but that your steward, F. L. Burns, and his crew took personal interest in my jaded appetite and provided me with the most considerate and courteous service that I have enjoyed on any train in a great many years.

As a matter of fact, every employee on the Olympian seemed to assume a personal responsibility of making friends for the line and I am happy to report that I have been enlisted as a most enthusiastic admirer of your service. In these days when the railroads are called upon to meet such unprecedented demands, it is certainly an inspiring experience to discover that your organization is working and building for the future.

Lewis Allen Weiss,  
Hollywood, Calif.

## Soldier Notes Cheerful Courtesy

Three years ago I entered the service and have been stationed in many camps, mostly in the West, served by your road. Eight months ago I was seriously injured and was transferred to Sioux Falls Regional Hospital. The hospital granted me a furlough and arrangements were made for transportation to my home in Bethlehem, Pa.

It was again my good fortune to use your fine facilities, being able to travel on the Midwest Hiawatha from Sioux Falls. Please accept my gratitude for the ease and care I received throughout my trip on your road. The courtesy all your employees cheerfully gave, and the meals I had are to be complimented. Although most letters are in the nature of complaints, I feel that good service should also be made known. I can see no way that you can better what now prevails throughout your service.

Sgt. Paul G. Bruce,  
AAF Regional Station Hospital,  
Sioux Falls, S. D.

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—Germany

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

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

It makes me proud to be a member of the Milwaukee Family.

Pfc. R. L. Elkins,  
Sectionman, Terre Haute, Ind.

### Army Air Force—England

In acknowledgement and appreciation of the Christmas present, I wish to express to you my sincere and deepest "thank you."

I only hope that after this war is over I can return and continue to work with the people I learned to co-operate with.

We fellows in service *do* appreciate what our old employers are doing for us.

Sgt. Raymond L. Litka,  
Clerk, Auditor of Expenditures  
Office (now a prisoner of war in Germany).

### Army—France

I am writing in appreciation of your Christmas check. It reached me after 75 days, in a hospital in Normandy. That sounds like a long time en route; however, it was the first Christmas present to reach me.

. . . If you could actually see what the G.I. railroad companies have to work with, you'd be astonished. I rode a hospital train that used two American locomotives on a string of English cars. Two locomotives because there was no brake hook-up and one engine couldn't hold the train back on the hills. Repair crews along the right of way do more work, faster and with less equipment than would be believed possible by a crew of crack workmen at home.

. . . I don't want to miss any copies of the Milwaukee Magazine if it can be helped.

Sgt. L. D. Palmer,  
B&B Department Carpenter,  
Chicago.

### Army—A.P.O. New York

As an employee of the Milwaukee Road, I have received a \$10 Christmas check. One can't very well thank a railroad, but I can express my appreciation to you. It was a welcome gift and a fine gesture on the part of the road. Since entering the service I've convinced myself of the merit of the Milwaukee Road through travel on other railroads. I look forward to adding my efforts once more when I return.

T/Sgt. Julius R. Hass, Jr.,  
Signal Draftsman, Milwaukee.

(Continued on page 21)

## Ottumwa Chapter

K. M. Gohmann, Historian

Spring house cleaning has greatly improved the interior of our club house, everything was spic and span for the meeting on April 6. Thirty-two were served luncheon preceding the meeting. Reports were given, including 276 hours devoted to Red Cross activities during March. Contests and games were participated in during the social hour following meeting and prizes went to Mrs. Joseph Palmer, Mrs. C. W. Becker and Mrs. James N. Brown. Our sympathy is extended to Mrs. Norbert Davis, treasurer, in the death of her brother.

## Spokane Chapter

Harriet Ashton, Historian

On March 13 monthly meeting was held with a good attendance. Reports were heard. Members reported 85 hours of war work and the chapter had one blood donor, Mrs. C. A. Olson. Membership Chairman Mrs. Dede had 32 voting and 29 contributing members and only just starting her drive. Ways and Means Committee reported \$6.25 cleared from February card party.

Mrs. A. S. Nash, a new member, was introduced. Program Chairman presented Mrs. Wesley DuBois, who gave a talk on Red Cross work at home and overseas. Mary Ellen DeGroat gave two ballet numbers. The afternoon concluded with a tea and social hour. Mrs. C. J. Shook and Mrs. Harriet Ashton poured.

## Sioux City Chapter

Mrs. Ben Rose, Historian

Board members were guests of Mrs. L. E. Cotter and Mrs. T. J. Snyder the third Monday in March. The latter were also hostesses at the Down-Town USO the second Thursday. Business for chapter approval was presented and discussed. A majority favored continuing the cafeteria style of service at the pot-luck dinners.

Regular meeting was well attended. Chapter voted \$25 to the Red Cross drive. Members have been notified to file birth dates of members of their families in the armed forces so that the club can send them Birthday Greeting cards. Mrs. B. M. Gallas, sunshine chairman, reported 16 bouquets and one spiritual bouquet sent to sick and sorrowing members; also 36 get well cards, two baby gifts, nine sympathy cards, 16 personal visits, 43 telephone calls and other expressions from the chapter to those needing it since January 1. Mrs. George Wearn announced the membership campaign had covered one-third of the "mileage." The Speed Recorder is now swinging into high gear as the tactics of Gen. Patton and his Third Army will be emulated in an 80 miles an hour dash for "Over-the-Top."

F. M. Washburn, District Safety Engineer, was then introduced. He described the present day Safety Program, which promotes prevention through cautious thinking and planning by everyone, especially among wage earners and their families. Particularly applicable are the accumulations of rubbish in attics and basements, substituting a chair for a sturdy stepladder or allowing young children to play in dangerous zones. Then followed the picture, Safety on the Job, interpreted by a talkie. Also shown was a humorous picture illustrating the disastrous results of silly and thoughtless actions. Our thanks to Mr. Washburn for an instructive and entertaining evening. Lisle Young, Public Relations Dept. Representative from Aberdeen, was introduced. His brief response made a hit with his listeners. We need and do have our share of recreational programs. In these times we realize the value of educational features now and then. Our thanks to Miss Margaret Wearn, program chairman, and all those who helped her provide this very propitious consideration.

## Savanna Chapter

Mrs. Raymond Schreiner, Historian

March meeting held the evening of the 12th was attended by 50 members. Sunshine Committee reported six families reached. Mrs. Irvin Shrake reported \$21.50 rental. Members voted to donate \$35 to the Red Cross. It was also voted to allow the Hospital Club of Savanna to

# The Milwaukee Railroad Women's Club

use our club house kitchen to prepare lunches for the hospital trains, which make a stop here, and which we all feel is a very worthy work. Attendance prize was won by Mrs. George Humphrey. Cards were played, with honors going to Mrs. L. H. Rabun, Mrs. Wm. Arna, and Mrs. Alonzo Brown. Lunch was served by the hostesses, Mrs. Dan Kelley, Mrs. Jos. Hodoval, and Mrs. Henry Kalous. Decorations were in keeping with St. Patrick's Day.

Club members served at the USO Snack Bar the week of March 25-31. Committees for the serving, also the food donations or money for food, were voluntary, and the response was generous.

Attendance at the April meeting was also very good. Mrs. N. F. Kelsey won the attendance prize. Games and a social time were enjoyed. Honors went to Mrs. Lloyd Hinsch, Mrs. Merle Griswold, and Mrs. Raymond Schreiner. Delicious refreshments were served by the hostesses, Mmes. Geo. Humphrey, Carl Sodergren, Loras Evans, and C. E. Kinney.

## Chicago-Fullerton Ave. Chapter

Shirley Brandau, Historian

February meeting was held on the 13th. Supper was served in the cafeteria. Adjourning to the club room we held our business meeting. We were happy to award the beautiful crocheted bedspread made by one of our Galewood members. The winner was an employee at Galewood. A representative from the Red Cross talked and reminded us that Red Cross work goes on all year and volunteers are always welcome. A lovely Valentine party had been arranged by our program committee. Bingo was played and prizes given. A heart box of chocolates was given as door prize.

At March meeting held on the 13th a letter was read from the Victory Club thanking us for the gift of \$100. This money was obtained through the sale of war maps in the offices. Good Cheer chairman, Mrs. Stuebner, reported 11 men visited. Mrs. Stuebner calls regularly at the Wesley Memorial Hospital on all Milwaukee Road employees who may be patients there. Welfare chairman, Mrs. Lindahl, reported aid given two families. Red Cross work continues. The production for February was surgical dressings, 55 women, 177 hours, 1,294 dressings; sewing, eight women, 32 hours, five dresses, 20 diapers; knitting, two women, 10 hours.

Our program was very timely for March and the Red Cross Drive. Movies were shown by the Nagel brothers on "The Red Cross at the Front in Italy" and "The March of Time" on the Red Cross. Following this Mrs. Jaynes from the Red Cross headquarters gave a very interesting talk. Their services were voluntary. A dinner and Career Girl Style show at Carson Pirie Scott & Co. was enjoyed by 140 members and friends.

## Sioux Falls Chapter

Mrs. W. E. Adams, Historian

February meeting was held at the home of Mrs. Don Galland with Mrs. A. Foster and Mrs. L. L. Galland as hostesses. Our president, Mrs. Lloyd Scott, read many interesting letters from the boys in service thanking for the Christmas gifts sent them. Chairmen appointed for the ensuing year are: Good Cheer, Mrs. Nick Kelley; Membership, Mrs. A. Spencer; Ways & Means, Mrs. A. La Croix; Victory, Mrs. Art Johnson; Constitution and By-Laws, Mrs. L. Drew; Welfare, Mrs. E. Bahr; Calling, Mrs. Wm. Logan and Mrs. M. Sheldon; Auditing, Mrs. E. Todd and Mrs. O. Thompson; Social, Mrs. O. Hagen.

## Milwaukee Chapter

Mrs. John Ehler, Historian

At the March 14 meeting Recording Secretary read letters received from Carl Thomas, Food Chairman of the Milwaukee USO thanking this chapter for food donations and a letter from Mrs. Evelyn Rose, Red Cross Director, thanking for a donation she had received from us. Mr. Hayes introduced Mr. Monroe, Speaker of the Wisconsin Credit Union, who gave a talk. Blood plasma collection, \$4.85; four new members for March.

March report on Red Cross. Purchased yarn for afghan, \$20.85. Donated by member 3x6 "Squares." Knitted army sleeved sweaters and army socks, 304 hours. Surgical dressings, 1,560; surgical workers, 79; surgical hours, 28 hours; total hours worked in March, 585.

## Deer Lodge Chapter

Bessie Healey, Historian

With Mrs. Wm. Lintz presiding over the business meeting, members of our chapter met March 16 for regular meeting. Mrs. R. A. Kidd, Mrs. Wren and Mrs. Sam Winn served a dainty luncheon, carrying out the theme of St. Patrick's day in table decoration and menu. Mrs. Ted Rule and Mrs. Kidd led in playing and singing some favorite Irish tunes for the entertainment of the service people during the canteen service for train 15. Bingo and bridge were played during the social hour.

## Minneapolis Chapter

Mrs. Fred J. McKeever, Historian

Regular meeting was held March 15. Good Cheer reported three sympathy and three sick cards sent. Mr. Rogers suggested we have an oldtimers' night in May and Mr. Gillick be asked as our honored guest. Everyone was much in favor. After the meeting we met with the Service Club and enjoyed a very fine talk by Dr. Wm. O'Brien.

## Terre Haute Chapter

Mrs. Edward Bevington, Historian

March meeting was held on the 15th with a potluck supper. A short business meeting followed, at which it was voted to contribute \$10 to the Red Cross. The club also renewed the subscription to a Terre Haute daily paper, which is being sent to Mrs. Myrtle Wilson, 1017 West 6th street, Mount Carmel, Ill. Mrs. Wilson was seriously hurt a year ago when she fell in her home here. She is unable to get about very much, and would probably enjoy hearing from friends. She is a charter member of our chapter.

Mrs. Walter Glass received the \$1.00 and Arthur Cornell the 50c door prizes. These are awarded at each meeting.

## Davenport Chapter

Mrs. George Volrath, Historian

Our chapter held its meeting March 12, following a potluck supper which was attended by 50 members. Our members have been working on Bond and Red Cross drives 100%. We also have several members making regular trips to the Red Cross blood bank in Chicago to donate blood. A farewell party was held for Mrs. W. Erwin, who is moving to Savanna. Mrs. Erwin is a past president and a very good worker and she will be missed by all club members.

## Merrill Chapter

Mrs. Richard Akey, Historian

Club met at the home of Mrs. C. H. Randy for the March meeting. In spite of the deep snow and very cold weather the old faithfuls turned out, excepting our members from Minocqua, Tomahawk and Irma, who were unable to be with us. The usual business was transacted and a vote was taken to give \$5 to the Red Cross. Cards were played and lunch was served by the hostess. Dinner was served at the Christenson home by the club at the time of the death of Tom Christenson, son of our former president, Mrs. Miles Christenson.

# Report of Activities Covering Period Jan. 1 to Dec. 31, 1944, Inclusive

Chapter	Amount Expended	Welfare, Good Cheer and War Work Performed					Cleared on Ways and Means Activities	Hours Spent on Red Cross and War Work	Amount Invested in War Bonds to Dec. 31st, 1944
		Estimated Value Dona- tions at No Cost	Number of Families Reached	Number of Calls Made	Number of Good Cheer Mes- sages Sent				
General Gov. Board.....	\$ 200.00					\$ 5,754.42			\$12,000.00
Aberdeen, S. D.....	132.65	\$ 15.00	403	260	145	190.69	9,996		518.00
Alberton, Mont. ....	.86.35		43	16	45	103.63			
Austin, Minn. ....	26.43	139.00	266	419	83	36.20	1,136		222.00
Avery, Ida. ....	67.48	8.00	54	73	47	66.68			162
Beloit, Wis. ....	129.95	60.00	58	155	88	20.92			321
Bensenville, Ill. ....	49.79		16	175	164	195.22	4,566		222.00
Bensenville Library .....	70.05					104.48			
Black Hills (Rapid City) ..	66.27	10.00	31	348	30	64.36	160		200.00
Butte, Mont. ....	130.85	15.00	74	129	64	30.00	505		
Channing, Mich. ....	25.43	19.50	25	84	109	32.47	.95		55.50
Chicago Fullerton Ave. ....	913.56	15.00	505	57	92	411.25	4,505		444.00
Chicago Fullerton Ave. Li- brary .....	238.55					290.41			
Chicago Union Station.....	33.00		7	8			67		600.00
Chicago Union Sta. Library .....	186.91					175.53			
Council Bluffs, Ia. ....	77.09	4.15	62	62	61	5.43	140		
Davenport, Ia. ....	132.30	25.00	149	122	65	54.77	165		74.00
Deer Lodge, Mont. ....	22.00	76.00	202	205	82	28.86	2,647		129.50
Des Moines, Ia. ....	65.57		19	131	18	33.25			
Dubuque, Ia. ....	21.92		131	100	136	1.94	874		
Great Falls, Mont. ....	18.50		4	7	3				37.00
Green Bay, Wis. ....	77.91		52	70	50	242.03	800		370.00
Harlowton, Mont. ....	91.53	4.00	109	103	103	73.36	200		55.50
Iron Mountain, Mich. ....	75.87	48.00	69	95	28	44.25	872		74.00
Janesville, Wis. ....	301.83	6.50	377	896	362	450.21			111.00
Kansas City, Mo. ....	188.72	71.00	370	372	155	96.76	1,160		148.00
La Crosse, Wis. ....	99.29		207	99	153	8.16			37.00
Lewistown, Mont. ....	5.00	6.00	1	94	10				74.00
Madison, S. D. ....	74.96	7.80	167	75	107	24.50	280		92.50
Madison, Wis. ....	133.59		87	89	76	297.91	.84		348.00
Malden, Wash. ....	13.19	4.00	45	24	30	8.75	158		18.50
Marion, Ia. ....	131.37	26.00	88	56	37	18.86	3,000		74.00
Marmarth, N. D. ....	33.91		30	33	54	40.00	546		37.00
Marquette, Ia. ....	97.49		108	23	18	15.25	3,006		55.50
Mason City, Ia. ....	204.80		191	281	127	173.46	1,211		300.00
Merrill, Wis. ....	.90	.80	10	23	23	27.63	.39		55.50
Milbank, S. D. ....	66.07	14.70	20	33	49	27.69	488		74.00
Miles City, Mont. ....	404.02	331.00	439	2,492	557	453.67	4,285		55.50
Milwaukee, Wis. ....	264.45	30.00	65	42	86	239.67	7,781		1,350.50
Minneapolis, Minn. ....	157.85		104	48	80	119.08	1,507		296.00
Mitchell, S. D. ....	50.14	59.50	281	486	93		1,775		111.00
Mobridge, S. D. ....	54.37	6.25	277	168	109	21.00	500		112.50
Montevideo, Minn. ....	131.90	7.00	200	65	98	105.00	907		314.00
New Lisbon, Wis. ....	279.68	570.00	305	239	302	38.33	600		37.00
Othello, Wash. ....	59.29		59	43	13	4.00			100.00
Ottumwa, Ia. ....	196.93	53.00	945	772	205	173.34	4,108		296.00
Perry, Ia. ....	86.98		63	45	75	22.00	370		148.00
Portage, Wis. ....	86.42		94	42	9	161.49	216		222.00
St. Bernice, Ind. ....	157.08	160.00	30	274	56	37.50	427		74.00
St. Maries, Ida. ....	40.15	56.00	142	105	55	53.10	1,564		
St. Paul, Minn. ....	143.63	20.00	691	116	68	36.01			74.00
Sanborn, Ia. ....	80.96		160	16	10		250		18.50
Savanna, Ill. ....	84.54		312	172	94	215.50	710		200.00
Seattle, Wash. ....	402.50		74	38	43	44.95	879		92.50
Sioux City, Ia. ....	149.46		156	17	118	122.89	4,947		185.00
Sioux Falls, S. D. ....	161.90		93	12	88	185.35	1,200		37.00
Spencer, Ia. ....	81.00	6.25	81	65	71	22.03	.945		18.50
Spokane, Wash. ....	61.48		143	430	53	40.75	1,375		222.00
Tacoma, Wash. ....	140.67	2.00	61	57	70	182.58	828		296.00
Terre Haute, Ind. ....	147.71		62	61	100	233.41			401.00
Three Forks, Mont. ....	5.00		1	17	49				74.00
Tomah, Wis. ....	103.13		324	248	143	89.74	1,936		74.00
Wausau, Wis. ....	70.98		41	56	6	108.60	.80		
Wisconsin Rapids, Wis. ....	53.77	2.60	64	53	14				
Total .....	\$7,947.07	\$1,879.05	9,247	10,896	5,279	\$11,859.32	74,373		\$21,235.50

Included in first column is \$450.00 sent to local chapters by General Governing Board for welfare work.

## **Milbank, S. Dak. Chapter**

**Mrs. Geo. Lewis, Historian**

Monthly meeting was held Feb. 28 at 2:30 p.m. with a nice attendance. It was opened with pledging allegiance to the flag, reciting the club motto and singing songs. Mrs. Clarence Lewis, president,

presided, with all officers present. Reports given were: Good Cheer, two personal calls and three plants sent to sick members; six hours Red Cross work. Cards were played and a delicious hot dish lunch was served by the committee. Mrs. J. R. Cawthorne, Mrs. Chas. Mayer and Mrs. Barbara Hunegar, Mrs. Ben Taylor received the \$1 bank night award.

Eighteen members and one visitor were present at meeting held March 28. Motion was made and carried to give \$25 to the Red Cross. Following meeting games were played and a social hour was enjoyed by all. A delicious lunch was then served by Mrs. Geo. Phelan, Mrs. Ernest Hanson, and Mrs. Amos Reeves. Bank dollar was won by Mrs. Chas. Mayer.

## Miles City Chapter

Mrs. N. A. Helm, Historian

Reports heard at our March meeting were Mrs. Moss, treasurer, balance, \$146.47; Mrs. Fuller, welfare chairman, four families given aid during February. A donation of \$10 was given to the Red Cross. The club voted to sponsor the same Girl Scout Troup that we have sponsored the past two years. Mrs. Kirckoff, program chairman, had a very nice program. A play entitled "Spice of Life," with the following members taking part, was presented: "Miss Prissy," Mrs. Richard Jensen, was teacher; pupils were Mrs. Robt. Regan "Carrie Cloves"; Mrs. Kirckoff "Nettie Nutmeg"; Mrs. Roger Smith "Sleepy Cinnamon"; Mrs. Williams "Peppy Paprika"; Mrs. Robt. Gordan "Ally All Spice." It was greatly enjoyed by all. Mrs. Brisbane, Red Cross Chairman, reported 15 kit bags completed, 16 workers, 163 hours; two nurse's aides, 39 hours, three workers—AWVS—25 hours. Refreshment Committee, Mrs. Frank Spear, Mrs. Swan Nelson, and Mrs. Arlie Wickersham.

About 25 members attended the April meeting. Treasurer reported a balance of \$189. Mrs. Walters reported a nice paid membership. A donation of \$5 was given to the Girl Scout Drive. Mrs. Fuller reported three families given aid. Mrs. Hilderman reported \$35 rental; Mrs. Brisbane, Red Cross, 115 hours' time by 12 workers, and 13 garments made. Mrs. Chappell gave a book review on "Who Walks Alone," which was greatly enjoyed by all. Mrs. Jas. Moyes and Mrs. Phillips were on Refreshment committee.

## Black Hills Chapter

Mrs. Matt Anderson, Historian Pro Tem

February meeting was held with Mmes. L. B. Hughes, J. H. Hendrickson, and C. L. Grube as hostesses. New officers, with Mrs. N. O. Frizzell as chairman, arranged meeting with the Service Club as guests. A program of music, with Mrs. O. Callen at the piano, was presented, and cards were played. We were happy to have Nels Frizzell, who has previously been unable to attend, with us. Reports to the club included the arrival of a fine daughter to Mr. and Mrs. Harris Dillbaugh; also Carol Smith, son of Mr. and Mrs. Clifford Smith, missing in action. We are sorry to have Mr. and Mrs. Kuckenburg leave Rapid City, and wish them happiness in their new home.

### Mrs. Harris Dillbaugh, Historian

On the evening of Mar. 12 the Women's Club and the Service Club held separate business meetings at the club house. Mrs. Thos. Hickson, of Chicago, was a guest. At a joint get-together following, Cliff Coffey, former Major in the Army, gave a very interesting talk on his overseas experiences. A lovely lunch was served. Hostesses were Mrs. Fred Diehl, Mrs. Jos. Fuerhelm, and Mrs. M. Jergen.

## Madison, Wis., Chapter

Mrs. A. P. McMahon, Historian

Monthly meeting was held March 1. We were sorry to have our secretary, Mrs. K. Kunz, resign due to ill health. Mrs. O. Klein was appointed to take her place. The club extends its appreciation to Leonard White for the large flag donated in honor of his brother. Sunshine Committee reported 14 phone calls and two cards. The pot luck was well attended with 75 present. A war film was shown and cards were played. It was voted to donate \$5 to the Easter Seal Sales. also to serve refreshments before meeting. Committee, Mrs. J. F. Blazek, Mrs. E. P. Kingston, and Mrs. Wm. Tehan.

April meeting was held on the 5th. Mrs. A. M. Killian received the door prize. Serving refreshments before the business meeting met with the approval of members. Eggs were donated to the USO by the Club for Easter. Committee, Mrs. Kraut, Mrs. Shippley, and Mrs. Graves. The Club extends its sincere sympathy to Mrs. J. A. Macdonald and family on the death of Mr. Macdonald.

## Wausau Chapter

Mrs. A. W. Kasten, Historian

Wausau chapter met March 13 with a good attendance. Mrs. Ray Schultz and Mrs. Wm. Adamcheck gave their reports.

Mrs. Nick Obey, good cheer chairman, reported \$8 was spent for good cheer work during February. Door prize was won by Mrs. Hugo Von Gnechten. Cards were played and war stamps were given for prizes. A delicious lunch was served by Mrs. Felix Slomski and her committee composed of Mmes. Elgin Fowler, Walter Freeborn, Henry Rege and Stephen Schultz.

In the absence of our president, Mrs. John Whaley, at April meeting, First Vice President Mrs. Chas. Conklin took charge. Mrs. Nick Obey, good cheer chairman, reported that two baskets of fruit were sent to sick members. It was voted not to have the annual May luncheon this year due to the difficulty of getting certain foods. Cards were played and war stamps were given for prizes. Refreshments were served by Mrs. Hugo Von Gnechten and Mmes. Sam Loomis, Henry Ash, Guy Reynolds, and A. W. Kasten.

## Mitchell Chapter

Mrs. Floyd Phillips, Historian

Regular meeting was held March 12 with a good attendance. Reports were given. It was decided we continue serving lunches at our meetings and the committee in charge of same to sponsor entertainment for the evening. We made a donation of \$10 to the Red Cross and will continue to work for the Red Cross. Attendance prize was drawn by Mrs. E. H. Platt. Cards formed the evening's entertainment. Mrs. Patrick Gallagher and her committee served refreshments.

## Bensenville Chapter

Mrs. James M. Calligan, Historian

March 7, 25 ladies enjoyed a delicious luncheon served by Hostesses Mmes. W. Gage, S. Arnold and L. Hoch. The table around which we gathered was decorated in keeping with St. Patrick's Day. Meeting was called to order by our President, Mrs. Paul Sturm. Club motto and Pledge of Allegiance to our Flag were given, followed by singing. Sunshine chairman reported 26 phone, six personal calls made and eight cards sent. Library report: 1,920 books March 1, loaned out 105 books and taken in \$11.57 on this rental during February. March 5 bingo netted us \$44. The Club also enjoyed a kitchen towel shower. Many towels were received and all of them are beautiful. They go well with the lovely kitchen of which we can now boast. The club bought a new gas stove and kitchen linoleum. Credit for this goes to our House Chairman, Mrs. Wm. Wolf. She did all the purchasing and sure did a swell job. She and Mr. Wolf laid the linoleum and got our kitchen in apple-pie order, for which many thanks.

## Alberton Chapter

Ruby F. Leary, Historian

Alberton Chapter met April 4 with Mrs. McClain, president, presiding. The secretary's report revealed a donation to the Red Cross, a gift of \$5 each to two of our boys in service and fruit sent to a member who was ill. The club presented Mr. Kelley a gift on his 93rd birthday in March. Mr. Kelley is the oldest resident of Alberton and a retired Milwaukee employee. Cookies, jams, coffee and mincemeat were sent to the Deer Lodge Canteen, March 29, and another assorted donation April 11. Guests of the evening were Mrs. Bill Clark of Osburn, Ida., and Miss Hermes of Salina, Kans., Mrs. Ross Moore and Mrs. McMahon of Alberton. Pinocchio was played and a lovely lunch was served by Mrs. Lovely and Mrs. Heckroth, hostesses.

## Janesville, Wis., Chapter

Mrs. J. W. Higgins, Historian

April meeting of Janesville Chapter was held the evening of the third. About \$42 was realized from our Bake Sale held St. Patrick's Day, thanks a lot to Mrs. Geo. McCue and her committee. During the past month Janesville Chapter lost one of its staunch supporters in the passing of our Division Superintendent, J. A. Macdonald. Mr. Macdonald was always willing and glad to assist us in our many projects. Our President, Mrs. Pat Wallace, attended the funeral at Madison. Mrs. Geo. McCue won bank night prize.

## Tomah Chapter

Mrs. Francis Brown, Historian

Tomah Chapter held its spring luncheon at the Legion Hall. Eighty members attended. Business meeting was held following the luncheon. Good cheer chairman reported four baskets sent, one funeral dinner served, six cards sent. Red Cross chairman reported 30 hours spent at work room. The club voted to donate \$25 to the Red Cross Drive. Thank you cards were read from members who were ill during the month. Meeting was then adjourned and the remainder of the afternoon was spent playing bingo and cards.

## Sparta Unit-Tomah Chapter

Mrs. W. Hovey, Chairman

Twenty-eight ladies with our President, Mrs. Archie Ruff, Mrs. Joe Jerdee, treasurer, Mrs. E. Zahrney and Mrs. K. Sowle, from Tomah, enjoyed the March meeting at the home of Mrs. Leo Gruen with Mrs. Joe Brunner assisting hostess. Reports were given in order. We so much regret the loss of one of our contributing members, Henry Laufenberg, and extend sympathy to Mrs. Laufenberg and family. A dinner was sent to them the day of funeral. Our good cheer chairman had the pleasure of presenting Mrs. Peter Hensgen with a small token in appreciation of her service to the club.

Mrs. Ruff gave a brief talk complimenting Sparta Unit. She also appreciates the splendid membership roll on the way. The highlights of the afternoon were an auction sale, a stretch butter demonstration given by Mrs. Leo Gruen. Games followed and a delicious lunch was served. Our oldest veteran, Julius Middlestadt was 91 years old March 5. A small token was presented him.

## Mobridge Chapter

Mrs. Arthur Grothe, Historian

At March meeting plans were discussed for landscaping the yard in front of our club house. A lawn will be planted bordered by flower beds. We are more than proud of our club rooms. At the close of meeting we were delightfully entertained with two saxophone solos by Donald Baun. The St. Patrick's card party on March 16 was a huge success. A large crowd attended, whist and bridge were played and a delicious lunch of sandwiches, cake and coffee were served.

Mr. Ed Browder, of Mobridge, has donated a saddle pony to the Servicemen's Canteen, which will be given away on May 10. Members are selling tickets like hot cakes and every boy and girl in the community is looking hopefully forward to the date. Funds received from the sale will go to the canteen fund to carry on this very worthwhile program.

## New Lisbon Chapter

Mrs. George Oakes, Historian

On April 11 regular meeting was called to order at the American Legion Hall. Good Cheer report was 33 personal and phone calls made, 16 cards sent, and five families reached. Ways and Means reported \$10.38 profit. The president appointed Mrs. J. McKeegney as Red Cross chairman. Membership is now 134 "over the top." Motion was passed to remember our widows and widowers with a potted plant at Memorial time.

We were privileged to hear Lt. Alice M. Braund, of the U. S. Army Nurse Corp, home on rotation from New Guinea, give an interesting and enlightening talk on her experiences, her work, and the country in which she had been located. She also displayed a fine collection of pictures. After adjournment luncheon was served by Mmes. Bogert, Peckham, Dvorak, Hansen, G. Oakes, Krotzman and R. Oakes.

March meeting was held at home of Mrs. Gongaware. Good Cheer report was 29 personal and phone calls made, 14 cards sent, and seven families reached. Red Cross report three garments made, 120 hours of work. Ways and Means reported \$5 earned. One gift was sent to a service man. Motion was carried to donate \$15 to the Red Cross and \$10 to the Salvation Army. Bingo was played and luncheon was served by Mmes. Gongaware, Westcott, Grahn, Komiskey, Scott, and Smith.

**Traffic Tip Cards Submitted During March, 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.	Frt.				Pass.	Frt.
<b>Chicago General Offices</b>									
Bartling, Adele	Clerk	Chicago, Ill.	1		Breckler, N.M.	Laborette	Marquette, Ia.	1	
Brandt, Margaret	Engineering	Chicago, Ill.	1		Brennan, George	Section Foreman	Waukon, Ia.	1	1
Brown, J.L.	Clk., Transp. Dept.	Chicago, Ill.	1		Claborn, Ralph D.	Engineering	Savanna, Ill.	1	
Butler, J.S.	Gen. Supt. Transp.	Chicago, Ill.	1		Dubmeyer, A.	Cutter	Dubuque, Ia.	1	8
Dempsey, G.M.	Ret. Accountant	Chicago, Ill.	1		Eaton, Russell	Foreman, Frt. Hse.	Savanna, Ill.	1	
Eldridge, E.	Gen. Insp. Safety	Chicago, Ill.	1		Ervin, Charles	Boilermaker			
Kramer, C.S.	Freight Clerk	Chicago, Ill.	1		Georges, H.	Helper	Savanna, Ill.	1	
May, E.M.	Timekeeper, Aud., Expend.	Chicago, Ill.	1		Gregg, W.R.	Engineering	Savanna, Ill.	2	
McPherson, W.R.	Asst. Frt. Aud., Chf. Psgr. Car Dist.	Chicago, Ill.	1		Henline, E.C.	Conductor	Savanna, Ill.	1	
Nolan, James J.	Car Distributor	Chicago, Ill.	2		Herron, D.J.	Ret. Agt.-Opr.	Madrid, Ia.	1	
Soske, William J.	Eng. Accountant	Chicago, Ill.	1		Kurt, Francis B.	Storekeeper	Marquette, Ia.	1	
Vehlow, Elsie	Clk., Car Acctnt.	Chicago, Ill.	1		McCauley, C.H.	Clerk	Waukon, Ia.	14	8
					Millar, Luille	Conductor	Marquette, Ia.		19
					Mulder, Grace	Clerk	Dubuque, Ia.	1	
					Myers, W.B.	Stenographer	Savanna, Ill.	1	
					Nutt, Mildred E.	Lt. of Police	Savanna, Ill.	1	
					Reinehr, Mary E.	Clerk	Savanna, Ill.	1	
					Thompson, L.E.	Stenographer	Savanna, Ill.	2	
					Tuttle, Norvalle	Chauffeur	Dubuque, Ia.	1	
					Uhnacht, H.A.	Clerk	Savanna, Ill.	1	
					Willmers, Raymond	Gen. Foreman	Dubuque, Ia.	1	
					Withhart, F.M.	Cutter	Savanna, Ill.	15	
					Wuerth, H.	Baggageman			2
						Div. Engineer	Savanna, Ill.		
								49	38
<b>Chicago Terminals Division</b>									
Bishop, N.	Asst. Agent	Galewood, Ill.	4		Bruers, Mrs. A.W.	Wife of Agent	Graceville, Minn.	1	
Boeck, H.F.	Chief Clerk	Galewood, Ill.	7		Campbell, Dwight	Solicitor	Aberdeen, S.D.	2	
Borman, H.A.	Rate Clerk	Galewood, Ill.	4		Clark, K.L.	Div. Engineer	Aberdeen, S.D.	1	
Brown, H.	Rate Clerk	Galewood, Ill.	4		Davis, Sam	Switchman	Aberdeen, S.D.	1	
Dyba, T.	Rate Clerk	Galewood, Ill.	1		Fuhr, Walter E.	Instrumentman	Aberdeen, S.D.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.	2		Mitchellhill, J.M.	Asst. Engineer	Aberdeen, S.D.	2	
Evans, R.	Clerk	Galewood, Ill.	1		Moriarty, W.J.	Chf. Clk., Store	Aberdeen, S.D.	1	
Ewing, J.J.	Clerk	Galewood, Ill.	5		Riedl, R.W.	Instrumentman	Aberdeen, S.D.	2	
Hanson, H.	Route Clerk	Galewood, Ill.	3		Voet, Carrie M.	Carpenter's Clk.	Aberdeen, S.D.	2	
Kerwin, J.J.	Rate Clerk	Galewood, Ill.	4					13	0
Kucera, Miles	Car Order Clk.	Chicago, Ill.	2						
LeMire, G.E.	Rate Clerk	Galewood, Ill.	113						
Lemke, G.	Clerk	Galewood, Ill.	1						
Miller, E.A.	Chf. W.B. Clk.	Chicago, Ill.	6						
Miller, John H.	C/L Notice Clk.	Chicago, Ill.	3						
Oeftering, J.J.	Rate Clerk	Galewood, Ill.	14						
Pecara, R.	Clerk	Galewood, Ill.	1						
Riemann, B.	Rate Clerk	Galewood, Ill.	1						
Van Alstine, S.	Clerk	Galewood, Ill.	1						
Willison, H.	Asst. Chf. Clk.	Galewood, Ill.	4						
			0	181					
<b>Coast Division</b>									
Bahl, George E.	Navy Sand Point	Seattle, Wash.	5		Allen, C.F.	Track Dept.	Spokane, Wash.	1	
DeGuire, C.E.	Air Stn.	Tacoma, Wash.	2		Brath, Maree E.	File Clerk	Spokane, Wash.	1	
Giebel, J.	Clerk	Tacoma, Wash.	1		Cantrell, Cecil	Div. Engr. Office	Spokane, Wash.	1	
Norris, J.O.	Conductor	Tacoma, Wash.	1		Johnson, Fred E.	Store Dept.	Spokane, Wash.	1	
Rusch, Miss H.	Chief Clk., MM	Tacoma, Wash.	1		Stoll, E.J.	Engineering	Spokane, Wash.	1	
Swanson, E.M.	Stenographer	Tacoma, Wash.	1				Spokane, Wash.	5	0
Wheeler, Velma	Sub. Operator	Hyak, Wash.	1						
	Asst. Cashier	Tacoma, Wash.	1						
			12	0					
<b>Iowa and Dakota Division</b>									
Anderson, E.E.	Sec. Foreman	Delmont, S.D.	3		Burnett, M.L.	T.M. Clerk	Mason City, Iowa	2	
Cline, Mrs. P.M.	Wife of Tkt. Clk.	Sioux City, Ia.	1		Cline, Mrs. P.M.	Sioux City, Ia.	Sioux City, Ia.	2	
Costello, F.L.	Clerk	Sioux City, Ia.	1		Geupp, H.C.	Engineering	Mason City, Ia.	1	
Geupp, H.C.	Asst. Supt.	Sioux City, Ia.	1		Hansen, J.T.	Switchman	Sioux City, Ia.	1	
Hay, Howard J.	Rate Clerk	Sioux City, Ia.	1		O'Brien, J.T.	Chief Clerk	Sioux City, Ia.	1	
O'Shoff, A.H.	Asst. Supt.	Sioux City, Ia.	1		Pappas, Tony	Mach. Helper	Mason City, Ia.	2	
Penrod, W.E.	Brakeman	Sioux City, Ia.	1		Serakos, Chris	Section Laborer	Sioux City, Ia.	1	
Stockwell, G.I.	Section Foreman	Algona, Ia.	1		Woodhouse, W.H.	Conductor	Sioux City, Ia.	3	1
Wingett, E.J.	Conductor	Sioux City, Ia.	1			Baggageman	Mason City, Ia.	1	
								19	3
<b>Iowa Division</b>									
Balcom, Marilyn J.	Store Dept.	Marion, Ia.	1		Hildreth, Mason	Store Department	Perry, Ia.	1	
Lange, L.R.	Store Dept.	Marion, Ia.	1		McCalley, Hazel T.	Station Force	Cedar Rapids, Ia.	1	
McGuire, Alice	B & B Clerk	Marion, Ia.	2				Marion, Ia.	2	
								4	8
<b>Iowa and Southern Minnesota Division</b>									
Alme, A.	Sec. Laborer	Madison, S.D.	2		Beatty, V.L.	Stenographer	Austin, Minn.	1	
Decker, J.J.	Store Dept.	Austin, Minn.	3		Dosey, E.H.	Cashier	Austin, Minn.	3	
Hayes, Albert	Operator	Blooming Prairie, Minn.	47		Holden, Helen M.	Agent-Operator	Houston, Minn.	1	
Johnson, Charles	Agent-Operator	Albert Lea, Minn.			Johnson, Charles	Agent-Operator	Sherburn, Minn.	3	
Johnson, Kemma	Billing Clerk	Austin, Minn.	1		Johnson, S.	Staty. Fireman	Austin, Minn.	1	
Kaisersatt, J.T.	Loco. Engineer	Madison, S.D.	1		Keck, H.J.	Rndhse. Frmn.	Madison, S.D.	3	
Long, Mrs. Ben	Rndhse. Frmn.	Austin, Minn.	1		Meinicke, A.A.	Engineer	Madison, S.D.	3	
	Wife of Engr.	Madison, S.D.	1				Madison, S.D.	1	
<b>TOTALS</b>									
	177	473	2.0						

**Number of Traffic Tips Reported  
During February, 1945**

Division	Pass. Tips	Frt. Tips	No. of Tips Per 100 Employees
Iowa & S. Minnesota....	24	49	7.4
Twin City Terminals....	3	167	7.0
Seattle General.....	5	8	6.8
Chicago Terminals.....	—	179	6.0
Dubuque & Illinois....	39	15	3.5
Milwaukee.....	18	—	1.3
Hastings & Dakota....	14	—	1.1
Madison.....	8	—	1.1
Terre Haute.....	—	11	1.0
Iowa.....	5	9	0.9
Kansas City.....	5	3	0.9
Chicago General.....	3	18	0.8
LaCrosse & River.....	16	3	0.8
Superior.....	4	2	0.7
Coast.....	9	—	0.6
Iowa & Dakotas.....	9	2	0.6
Rocky Mountain.....	6	1	0.6
Trans-Missouri.....	1	5	0.5
Idaho.....	3	—	0.4
Milwaukee Terminals ...	5	1	0.1
Miscellaneous .....	—	—	—
<b>TOTALS</b>	<b>177</b>	<b>473</b>	<b>2.0</b>

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
<b>Iowa and Southern Minnesota Division Continued</b>									
Meinicke, Mrs. A.A.	Wife of Engr.	Madison, S.D.	1		Becker, Fred	Carpenter	Milwaukee, Wis.	1	
Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	1		Belond, H.	AAR Inspector	Milwaukee, Wis.	6	
Peterson, Harvey M.	Rdmstr's Clerk	Austin, Minn.	1		Bishop, John A.	Signal Foreman	Milwaukee, Wis.	1	
Samuel, G.C.	Agent	Lansing, Minn.	1		Hamann, Mrs. Edith	Clerk-Steno	Milwaukee, Wis.	2	
Sextor, K.C.	Agent	Blooming Prairie, Minn.	1		Rieboldt, F.	Ret. Painter	Milwaukee, Wis.	1	
Sextor, M.D.	Agent	Bixby, Minn.	4	1	Schilhansel, A.E.	Inspector	Milwaukee, Wis.	2	
Stitz, Ed	Section Laborer	Chandler, Minn.	2	3	Schott, R.J.	Storeholder	Milwaukee, Wis.	1	
Wahlin, Wm. G.	Agent	Matawan, Minn.	1	1	Schwei, George	Car Inspector	Milwaukee, Wis.	1	
Whalan, Mrs. J.C.	Wife of Agent	Fulda, Minn.	1		Soyka, Agnes	Stenographer	Milwaukee, Wis.	1	
Zimmerman, G.W.	Carman Helper	Austin, Minn.	1					15	2
			38	53					
<b>Kansas City Division</b>									
Atkin, F.W.	Rate Clerk	Kansas City, Mo.	2		Brinkley, R.A.	Clerk	Seattle, Wash.	1	
Cain, Kathleen	Stenographer	Kansas City, Mo.	1		Davis, J.N.	Asst. to Trustee	Seattle, Wash.	1	
Crane, Beulah	Tracing Clerk	Kansas City, Mo.	1		Greengard, S.	Exec. & Law Dept.	Seattle, Wash.	1	
Decker, George R.	Brakeman	Ottumwa, Ia.	1		Jensen, W.R.	Estimating Engr.	Seattle, Wash.	1	
Harrington, W.J.	Brakeman	Ottumwa, Ia.	1		Kelly, Gladys	Stenographer	Seattle, Wash.	1	
Holman, Mrs. V.	Widow of Telegrapher	Ottumwa, Ia.	1		Mumford, M.C.	Chf. Clk., Law Dept.	Seattle, Wash.	1	
Stern, S. Harry	Engineering Section Foreman	Ottumwa, Ia.	1	1	Nelson, Mildred	Stenographer	Seattle, Wash.	2	
Sward, O.		Linby, Iowa	3		O'Meara, J.J.	Chf. Clk., AGFA	Seattle, Wash.	1	
			7	4	Reynolds, F.D.	Telegrapher	Seattle, Wash.	1	
					Strassman, J.N.	Auditor	Seattle, Wash.	7	
					Williams, H.J.	Secy. to Asst. to Trustee	Seattle, Wash.	1	
							Seattle, Wash.	1	
								11	7
<b>La Crosse and River Division</b>									
Blanchfield, E.C.	Cashier	Merrill, Wis.	1		<b>Superior Division</b>				
Frazier, I.L.	Rate Clerk	Merrill, Wis.	1		Bunting, George	Engineer	Green Bay, Wis.	2	
Frye, M.J.	Chief Clerk	Merrill, Wis.	1		Dinwoodie, J.T.	Chf. Dispatcher	Green Bay, Wis.	2	
Karow, C.A.	Cashier	Winona, Minn.	2		Liese, A.W.	Agent	Appleton, Wis.	1	
Karow, D.C.	Stenographer	Winona, Minn.	1					4	1
Owecke, H.A.	Rate Clerk	Winona, Minn.	2		<b>Terre Haute Division</b>				
Ruder, George	Warehouse Fmn.	Merrill, Wis.	1		Waterbury, C.L.	Division Engineer	Terre Haute, Ind.	1	
Ruder, William	Yard Clerk	Merrill, Wis.	1					1	0
Schaad, Gregory	Trucker	Merrill, Wis.	2		<b>Trans-Missouri Division</b>				
Tucker, George	Tinsmith	Tomah, Wis.	2		Handley, Chester E.	Storeholder	Miles City, Montana	1	
Wheeler, M.J.	Bill Clerk	Winona, Minn.	2		Nugent, Tom	Foreman	Miles City, Montana	1	
			13	2	Revling, O.O.	Conductor	Miles City, Montana	2	7
<b>Madison Division</b>									
Blethen, W.W.	Stenographer	Madison, Wis.	2		<b>Twin City Terminals Division</b>				
Coleman, James F.	Retired Clerk	Madison, Wis.	5		Andren, Joel S.	Clerk	St. Paul, Minn.	1	
Conlin, R.A.	Asst. Cashier	Madison, Wis.	1		Brew, George	Carman	St. Paul, Minn.	1	150
Coyle, J.	Clerk	Madison, Wis.	1		Moloney, John	Police Dept.	Minneapolis, Minn.	3	
Hansen, E.J.	Trucker	Richland Center, Wis.	1		Murphy, Catherine	P.B.X. Operator	Minneapolis, Minn.	1	
Higgins, B.L.	Clerk	Madison, Wis.	1		Rekos, Sivert	Store Dept.	Minneapolis, Minn.	1	
Kilian, A.M.	Chf. Dispatcher	Madison, Wis.	1		Rothmund, Allen C.	Loc. Frt. Office	St. Paul, Minn.	2	
Piasecki, A.J.	Clerk	Richland Center, Wis.	1		Tingstad, Fred	Acetylene Cutter	Minneapolis, Minn.	1	
			13	0				9	150
<b>Milwaukee Division</b>									
Hughes, W.J.	Asst. Mast. Mech.	Beloit, Wis.	3		If you know of anyone who has not yet sent in traffic tips, you can help a lot by getting him started.				
Jager, Ardin	Warehouseman	Berlin, Wis.	1						
Kreps, A.F.	Section Foreman	Markesan, Wis.	2						
Lehman, E.	Trucker	Berlin, Wis.	1						
			7	0					
<b>Off Line Offices and Miscellaneous Group</b>									
Marony, R.J.	N.Y. Fiscal Rep.	New York, N.Y.	1						
			1	0					

### Briefly Quoted

(Continued from page 19)

Navy—F.P.O. San Francisco

I must write and thank you for your Christmas letter with enclosed check. Words cannot fully express the gratitude that I feel, as you've helped make my Christmas away from home just that much happier. Believe me, it's things like this that make a guy want to get this thing over with in a hurry. Take it from me, we're on a good team and we'll get it over with in no time. As long as the folks back home stay as swell as they are and are doing all they can, we just can't lose.

Robert L. Bartling,  
Sectionman, I&D Division.

Marine Corps—F.P.O. San Francisco

I received your Christmas gift check in the mail the other day, and though it was late, it was really appreciated. I consider myself very fortunate to be working for the Milwaukee Road and to have the consideration shown to me that the road shows to its employees. When this war is over and we can return to our dear ones, then we can show our appreciation for what you have done for us in the service by working hard at our old jobs.

Pfc. Edward Marx,  
Clerk, Freight Auditor's Office,  
Chicago.

A very mean man once said: "There are three kinds of women: the beautiful, the intelligent, and the majority."

Sentry: "Who goes there?"

Colonel: "Colonel Smith."

Sentry: "Advance and give the password."

Colonel: "Drat it, man, I've forgotten the password, but you know who I am."

Sentry: "I must have the password, sir!"

Voice (from the guardhouse): "Don't stand there arguing all night. Shoot him!"

The woman autoist posed for a snapshot in front of the fallen pillars of an ancient temple in Greece. "Don't get the car in the picture," she said, "or my husband will think I ran into the place."

# About People of the Railroad

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 EXPERIENCES REPORTS HAPPENINGS NEWS ANECDOTES GREETINGS BROADCASTS CH.  
 STORIES

## TWIN CITY TERMINAL

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

We extend our congratulations to 2nd Lt. Edward L. Holbrook, son of Clint F. Holbrook, on his promotion from staff sergeant for meritorious action against the enemy on the battlefield somewhere in the Philippines. Likewise, we congratulate proud Mother and Dad, the latter being veteran yardmaster at Fordson. Lt. Holbrook acted as forward artillery observer in the battles of Saipan and Tinian and came through both of those rugged engagements unscathed. Holbrook is a graduate of the University of Minnesota in the College of Forestry; did his post graduate work at Duke University, Durham, N. C., and the University of Minnesota and was employed in the U. S. Forestry Service before entering the army.

The many friends and acquaintances of Charles E. Rogers will be saddened to learn of his passing at his home in Minneapolis on Mar. 20, at the age of 75 years. Charlie Rogers was born at Norris, N. Y., on Jan. 13, 1870, grew up at Marion, Ia., where he married Mabel S. Grommon, with whom he celebrated their Golden Wedding on July 5, 1940. He started as a water-boy at Marion, Ia., when 13 years old, and worked in several different departments on Lines East, his last service being with the northern district accounting department at Minneapolis, from which service he retired in 1938 after completing 55 years with the Milwaukee Road. He also served as general chairman of the Brotherhood of Railway

Clerks for a number of years and was very well known over the entire railroad. He had a well developed faculty for making friends and remembering names and faces.

Mr. Rogers is survived by three granddaughters and eight grandchildren.

### South Minneapolis Locomotive and Store Depts.

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

Although the Milwaukee Road has a good many miles of track, to our knowledge there is no branch line on the island of Iwo Jima. However, due to the request of Lt. A. J. Olson, whose father is a member of the Minneapolis Police Department, there is a Milwaukee timetable on the island. The Olsons are friends and neighbors of Boiler Foreman T. P. Bowler, who tells us that when Lt. Olson was a young chap he loved to take his dog down to the river and watch the Hiawatha go by and then come home and tell his mother about it. He has never worked on the railroad but has always been interested in railroad affairs and wrote home that he didn't need anything but would like a Milwaukee timetable.

On Apr. 1, 1905, someone played an April fool joke on Louie Weinberg by giving him a job as firebox cleaner at Minneapolis roundhouse. And, strange to say, Louie has been on that same job for exactly 40 years, and we'd say he should be commended for performing as tough a job as we have on the railroad conscientiously for that number of years.

Weather Prophet George Ward had forewarning about the Apr. 4 snow storm and left for Hot Springs on No. 6 that morning.

We're all glad to see our good friend Assistant Roundhouse Foreman Steve DeField back in circulation. And Roundhouse Foreman J. C. Opie at Wabasha, who recently underwent an operation at the University Hospital, Minneapolis, is happily on the road to recovery.

Steno Marion Pherson's husband, Ralph, has arrived in India after an absence of seven weeks. On arrival he found 40 letters awaiting him, written, of course, by said wife. What we want to know is, where are the other two letters?

A real old-timer, retired Machinist John J. McGarry, passed away on Mar. 30 at the age of 85. Mr. McGarry is survived by two sons, two daughters, five grandchildren and two great-grandchildren.

LaX&R Division Engineer Bruce Patterson died at Red Wing on Apr. 8.

Clarence Knoblauch tells us that his nephew, Sgt. James P. Shand, enjoyed the luxury of a South Pacific appendicitis operation and came out with flying colors. Jim, you know, is a former store department helper at Minneapolis, and his brother, Sgt. Thomas A. Shand, is with a railway shop battalion in Belgium.

We'd like to relate briefly some of the activities of the 757th Railway Shop Battalion. Although they have only a 22-stall roundhouse, up to Mar. 15 they had processed 1,347 new locomotives. Their trackage is limited but they dispatch an average of 40 locomotives per day. Six pits in the back shop are kept filled at all times with locomotives undergoing heavy repairs, and among other things they have welded 30 cylinders (with no come-backs) and renewed six. They have built a coal dock, repaired the turntable and drop pit, water tower and machinery, as well as installed new machinery and set up their own power units so they are independent of the city for power. They have also repaired the sandhouse, installed steam and air lines throughout the shop and roundhouse, built blow-off boxes on two incoming tracks and are now installing blow-off lines at each stall in the roundhouse. And here's one which the technical and ingenious mind will appreciate: "Not having a lathe large enough to turn the journals on engine truck and car wheels, we took the largest lathe we had, cut the 'ways' to clear the wheel flanges, moved the compound slide, made a larger 'dead center,' and presto! we had a lathe as good as one designed for that particular type of work." They have repaired thousands of cars, includ-



Maj. John W. Moe (middle foreground), former machinist in the Minneapolis locomotive shops, and now commander of the 757th Railway Shops Battalion in France, is shown with General Eisenhower during the

recent inspection of a roundhouse and other railroad facilities at Cherbourg. An account of some of the accomplishments of the 757th will be found in the third column on this page.

ing hundreds captured from the "non-allies," and box cars too badly demolished were cut down to "low side gondolas." Major Moe writes: "If you could have seen this place when we arrived, you would appreciate what a tremendous job it was. Looking back, I sometimes wonder how we did it. The men have done a marvelous job—I'm proud to be their C. O. and will never let them down."

However, a wise C.O. knows that all work and no play makes Jack a dull boy, so he does something about it. The boys are making a name for themselves in basketball and are in line for the championship game to be played in Paris for the title of France. They took their place in the Golden Glove Tournament, and with the good baseball material there'll be no stopping them. They have even taken an old, badly bombed building and put it in "ship-shape" for a recreation hall by enlarging the stage, installing footlights and building a large projection booth. The Major also writes: "The ceiling was painted light green with rose side walls; from the center of the ceiling hangs a large cement lamp in which are imbedded hundreds of pieces of varicolored glass and which revolves by means of a small motor." Here they plan to hold dances, a U.S.O. show and even a French show is to be presented. They have their own drum and bugle corps, and at the request of Major Moe musical instruments have been granted for a small band. Some of the men find a 700-year-old monastery of special interest and, what with trips to Paris, there's never a dull moment.

Your peacetime correspondent, now serving in the marines, none other than Sgt. Kay McBride, did four short days in Minneapolis recently, one of them being Easter Sunday. Kay was well up to standard and looked her usual million. It's back to Cherry Point for her and joyously.

While having himself a 30-day leave, and in anticipation of a new assignment, Tony Metzenhuber paid us a visit on Mar. 29. Tony told us they were in a typhoon out there in the South Pacific when they tipped to 39 degrees. He brought the "Missus" a teakwood music box made by one of the natives.

"Sailing, sailing over the bounding main" aboard the good ship U.S.S. \_\_\_\_\_, Arthur A. Titus, S 1/c, has really been seeing the sea—from Pearl Harbor to Hong Kong, Luzon, the Marshalls and Formosa. Art would like what he calls some "state side duty," and we'd say 15 months' service in the thick of it merits that.

A cablegram from Manila informs the C. A. Busterud family that their son, Jimmie, LAX&R fireman in civilian life, has arrived in the Philippines.

Some soldiers complain about receiving no mail at all, or hardly any; not so in the case of Pfc. Les Soderman, store department man. Replying to Bill Creighton, he states that in one day he received 16 letters, which added greatly to his uplift of spirit and immediately sent him into an effort at responding. Bill's offer to treat him to a fine chicken dinner at his home struck an extremely responsive chord in his heart in the far-away Philippines where he is busy exterminating "vermin" and is longing to return to the lumber piles in South Minneapolis.

A letter written in Belgium by Emil Jelinek, former St. Paul roundhouse clerk, tells us that he is now bracing for the 741st Railway Battalion. Emil is spending practically all of his waking hours keeping things rolling for the honor of Uncle Sam and in doing thereof is getting to see quite a bit of the low countries.

The owner of that infectious smile, Raymond Haeg, until recently B&B crew man, has donned the khaki for service in the Infantry.

Letters to Bill Leevers from Cpl. Harry V. Miller in the South Pacific and Sgt. James H. Mueller in the opposite corner of the earth, indicate they haven't forgotten their friends at home while going about this business of war.



Walter Nichols, boilermaker-welder (left) and Charles Tunnel, machinist and chairman of the Federated Shops Crafts Committee, were among the Twin City Terminal employees who boosted the recent Red Cross campaign and succeeded in getting contributions from 1,881 Milwaukee Road men and women in those two cities alone. Their total contribution of \$9,528, or an average of slightly more than \$5 each, was the highest for any similar group on the railroad. Mr. Nichols has four sons and two sons-in-law in the navy.

Tune in your radios, people. Station YARD is broadcasting on the wave band at 2400 bicycles. The leading lady, Bertha Burge, tells us there is an arrangement whereby said system will blow a fuse if the language gets too strong. What we are trying to tell you is that South Town yard office has a new loud-speaker system which they feel sure will greatly facilitate the handling of trains.

Machinist Helper Clarence Murphy, Minneapolis roundhouse, has received the Purple Heart, awarded posthumously to his son Delbert who was killed on Luzon on Feb. 6. Before entering the service, Delbert was a machinist apprentice at Minneapolis shop. Clarence also told us a beautiful American flag was presented to him at Fort Snelling recently in honor of his son.

### Minneapolis Local Freight and Traffic Dept.

Gladys Mirocha, Correspondent

Something new has been added to the local freight office. We are proud of our service flag with 31 stars (including two gold ones) which represents the office and the platform.

Vernal Boline, former employee, is another of the many service men to bring home a British war bride. She is the former Eileen May Standings and at present is living at the home of her husband's parents. Eileen says she likes American ways and people. Vernal is a tail gunner on a Liberator bomber and has been awarded the Presidential Citation, Distinguished Flying Cross, Air Medal with four Oak Leaf Clusters and the War Department's Citation.

Bob Guyer dropped a V-Mail from Iwo Jima. He said that he couldn't see why the Nips valued it so highly, as he wouldn't pay \$10 for "the rock."

The fleet dropped anchor here and brought home Y 1/c Laurence Johnson, who spent 16 months aboard an airplane carrier in the South Pacific. You can talk about your beautiful scenery and beautiful moons, but all he could see was a lot of sand and cocoanut trees. Anyway, what good is a moon with no girl? Lt. Delton Lundberg, son of Art Lundberg, a navy Hellcat pilot, who was also aboard an airplane carrier in the same

combat zone, arrived at the same time.

Received an interesting letter from Mike Martin who is now in Belgium. He writes: "To you guys and gals a box car is just a number and many times a headache, but to us it means a lot more than that, because after sleeping and living in an apple orchard in a pup tent and waking up in the morning all soaked from the rain, these same box cars are as good as any castles we have seen. A few weeks ago I was fortunate to be able to get a pass to visit Paris, and that was a trip that will be long remembered. There is no war in Paris. It is civilization again, aside from the terrific prices that they get for everything. While there I had my first coke, first real ice cream, first real doughnut and first real jam session since leaving home. Glen Miller's AEF band played at a house just a half a block from where I stayed and gave a three-hour concert."

Not much happening in the commercial office, but they tell me they have a new messenger, Mark Obrien, and "he's a boy."

### St. Paul Traffic Department

Brooksie Luth, Correspondent

We are proud of what St. Paul employees did in the recent Red Cross campaign, and we hope that after the Seventh War Bond drive is completed our record will be even better. It may hurt a little to give that extra bit, but we can't object to a little hurt if it is a help to our boys. Reports have it that there are only two War Bond drives scheduled for this year, so we must give proportionately. As you consider what you can spare, remember that the more we give, the sooner they can come home to us.

Now that the bowling season is nearly over, I guess it's time I told on the boys. Bill Wais, ticket clerk, who bowls at the Terminal Alleys on Monday nights, ended the season with an average of 166. Bill Murley, ticket clerk, bowled in a Thursday night league, ending the season with an average of 168.

Friday nights the Terminal Alleys are noisy with the Transportation Club bowlers, members of which are Roy Burns, our general agent; Hank Monge, CTA, and Bert Hoen, CFA. Bert is captain of the team on which Hank bowls, and those boys are really a couple hotshots. Both of 'em understand the knack of getting strikes, and it was seldom during the season that either of them had an off night.

It was too bad that Bert had a couple of those nights toward the end of the season, because he was ahead of his one rival for first place most of the year, falling behind just a few pins at the finish. However, he closed the season with an average of 174.

I, too, took up the sport. Next year I'm going to try pool, or marbles.

Now that bowling is over for the year, Hank Monge has begun another of his favorite sports—golfing. His first game this year was a nice 48. Bets are now being taken on how low he can get that score by fall.

### South Minneapolis Shops and Coach Yard

Oriole M. Smythe, Correspondent  
Car Department

### Servicemen Notes

A brief message today from the War Department advised the wife and mother of Sgt. Clifford P. Olsen, radio gunner in the Army Air Corps stationed in Italy, that he has been missing since Mar. 31, when he went on a bombing mission over Germany. Recently Cliff wrote that he and his crew had just returned from their 10th mission. He had worked in the car department since December, 1935, and enlisted in the Air Corps in August, 1943. Lt. Orville N. Nelson, former carman helper at the Minneapolis shops, who entered the army in March, 1941, is now stationed in the Philippine Islands and is wishing for Minnesota's cool breezes.

A baby boy was born on Mar. 19 to Mr. and Mrs. Paul V. Jacobson.

Fred O. Kittell, formerly car foreman at Minneapolis shops, died Mar. 13 at the age of 82 years. Mr. Kittell started to work for the Milwaukee in 1891 and retired in August, 1937, following 46 years of continuous service. Our sympathy is offered to surviving children.

### Minneapolis General Offices

Kitty Carl, Correspondent

We are pleased to report that Charles Prichard is home after a month in the hospital.

Elizabeth O'Brien has been released from the hospital and is home recovering from an attack of pneumonia.

With the closing of the bowling season, Gladys Mirocha and her team, the Hiawatha, carried off all of the top prizes.

The job of soundproofing the ceiling in the telegraph office has been completed, and conversation in a moderate key can now be understood.

### St. Paul Freight House

Allen C. Rothmund, Correspondent

Well, the big bond drive is on and to start me off right the boss, Mr. Donehower, laid \$375 on the line for a \$500 bond. Shortly afterward one of our employes purchased seventeen \$25 bonds for cash. If you want a bond for cash, see me.

Here is one for Ripley: We received a piece of mail the other day from a business house just six blocks from this office and it was marked "air mail" in two places and bore eight cents air mail postage.

### H & D DIVISION

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

We were all sorry to see Jim Moudry leave the division, but were mighty happy to learn he was getting a well deserved promotion. His many friends out here wish him success.

In welcoming Jim Jakubec to the division as trainmaster, I am sure I voice the sentiment of all the boys when I say you can count on our cooperation. I am sure he will learn to like it out here.

Dorothy Hopp, daughter of Mrs. Pearl A. Hopp of the superintendent's office, was married on Apr. 13 to John M. Armistead at Aberdeen. Approximately 500 attended the wedding.

Bill Butler, brother-in-law of Lisle Young, and whom many of the boys knew very well, passed away in California on Apr. 14. We extend our sympathy to his family.

### East H&D

S. A. Brophy, Locomotive Engineer  
Correspondent

Brakeman Ray Gittens has been requested to report at Fort Snelling for military induction.

Engineer Fred Snowden, Middle Division, has resumed service after several months' absence due to illness.

Ballast gangs are now working between Aberdeen and Groton and the gravel trains are hauling from Appleton pit.

Conductor Ray Nichols has taken time off to visit a son now in the armed forces.

Brakeman Kenney Struck has resumed service after being injured in an auto accident.

An additional switch engine has been put on at Montevideo. Business is good with all the mains, manifests and drags, and 15 engine and 13 train crews are working in pool service between South Minneapolis and Montevideo.

The air brake classes held by Mr. Webb at Aberdeen and Montevideo recently were instructive and beneficial to all who attended.

### West H&D

Charles E. Speer, Conductor  
Correspondent

Well, it is time for all H & D railroad men to get their seeds, hoes, rakes and wheelbarrows ready for the biggest and best victory garden they ever raised. The government has authorized each state to issue extra gasoline for gardens within 15 miles from your home.

This division has been grieved by the death of Lloyd Cable, locomotive engineer, and William (Billy) Arnold, passenger brakeman. Both men died suddenly of heart trouble.

Felix H. Paeschl, operator and agent on the West H & D for many years, has bid in as station agent at Sacred Heart, Minn. and is now making that his home.

W. J. Grimm, passenger conductor on the Mitchell line, has retired and is enjoying his new leisure at Wapeton, Minn.

West H & D now has two women operators: Mrs. Betty Gray is now working second trick at Mina, and Miss May Klebe is second trick operator at Selby. The rails don't seem to mind taking orders from the ladies.

Our train and engine men on the West H & D appreciate the safety and convenience of the Weatherly train order device in use at Mina, Ipswich, Bowdle and Selby.

Conductor A. E. Hatton and wife, and Conductor "Tony" Ochs and wife have returned from pleasant visits with relatives in California.

Sam Davis, yard conductor at Aberdeen, has been off for several months on account of sickness, and is to leave soon for California for an indefinite stay. His son, Walter Davis, conductor on this division, who has been with a railroad battalion in Europe, is expected to return to work here soon, having been given an honorable discharge from the army.

Wally (Boomer) Reid, former freight brakeman here, now has the title of RM 3/c and is on duty somewhere in the Pacific.

Seaman Robert L. Vetter, listed as missing in action in the Pacific area, is now believed to have lost his life when his ship (whose name cannot be divulged at this time) was sunk off Iwo Jima on Feb. 21. Bob was formerly employed by the store department at Madison.

Pfc. John R. Carter of the 5th Infantry Division, is home on furlough after three years in the European area. He has been hospitalized for some weeks on account of a wound received while fighting in France. John was employed as a B&B carpenter on the Madison Division.

Miss Anita Conlin, assistant cashier in Madison freight office, made a trip to Amarillo, Tex., to visit her brother Charles, who is in military service. Charles formerly was employed in the freight warehouse at Madison.

Brakeman and Mrs. Troy Lawton of Mineral Point are entertaining their son Dale, who was recently liberated from the Cabanatuan prison in the Philippines.

Charlene G. Krause and Doris E. Neff



Just a reminder to plant that victory garden! Above. To make a shallow depression just right for sowing tiny seeds, lay the rake handle flat on the ground and press it in slightly. Soil must be very finely prepared for tiny seeds.

Below. Spray both upper and under sides of plant leaves. Insect pests are just as likely to be feeding on the under surface as on top. (Photos courtesy Ferry-Morse Seed Co.)



are new employees in the ticket office at Madison.

John Kane has transferred from the yard clerk position at Janesville to ticket clerk at Franklin Street station, Madison. Richard B. Hegge is filling the position of yard clerk at Janesville.

Ernest W. Garrity has taken the position of demurrage clerk in the freight office at Madison, which was vacated by John Rommelfanger.

Mrs. F. A. Siegert, wife of engine watchman at Richland Center, passed away at a hospital on Apr. 1 as the result of an injury sustained in her home on Mar. 2. Sincere sympathy is extended to Mr. Siegert.

### TERRE HAUTE DIVISION

Terre Haute District

William Nadzieka, Correspondent

It is with deep regret that we report the sudden death of H. A. Smith, chief dispatcher, on Mar. 29, after over 30 years' service.

E. W. Bevington has been appointed chief dispatcher, with headquarters at Terre Haute.

W/O H. L. Cruse, former steno-clerk in the traffic department, was a visitor recently.

## West Clinton

James Lake, yard clerk, is the owner of a drug store.

Born to Mr. and Mrs. Charles Jones, a baby daughter. Charles was a former maintenance of way employee and is now in the service.

## Faithorn District

Berniece Sparks, Correspondent  
Faithorn, Ill.

The first of April brought about quite a change here at Faithorn, namely Trainmaster Jakubec's transfer to the H&D Division. Although he was with us only a short while, during that time he made many friends, all of whom join in wishing him the best of luck.

The welcome mat is out for our new trainmaster, R. L. Hicks. May your stay here be an enjoyable one!

After eight months of illness, Hostler Paul Withers has returned to the roundhouse.

Engineer E. L. Cornett has entered the Mayo clinic for examination.

Mrs. H. H. Thunherst, wife of Special Officer "Speed" Thunherst, recently underwent an operation at the St. James Hospital in Chicago Heights, and, we are happy to say, is getting along very nicely.

Fire Knocker F. Ziems tells us his son is home on furlough after spending three years and eight months in the southwest Pacific.

Congratulations to Fireman M. V. Gowiak, who was married recently.

## SUPERIOR DIVISION

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

We are sorry to report the death of Conductor Andrew B. Quist, who died on Feb. 24 after a lingering illness.

The ore season has again opened up, somewhat early this year due to the favorable weather, and at the present time we have about 30 men employed in the ore pool on the C. & N. W. Ry. working at Stambaugh and Escanaba.

The following was taken from a section laborer's questionnaire:

Q. What signal will be used to stop a train only at the flag stations indicated on its schedule?

A. A green and white superintendent. One for the books!



This picture was taken in the office of William H. Hart, Superior Division master mechanic (retired) in 1911 or 1912. Shown, l. to r., are: William H. Hart, division master mechanic; Desire Maes, division storekeeper; John Hart, clerk; Fred Krug, clerk; Edward Gunn, chief clerk (deceased); Christian J. Thiele, B&B carpenter (deceased); Charles Roels, clerk; Joseph Beyers, clerk (deceased); Clarence Jacobson, clerk.

## LACROSSE & RIVER DIVISION

### First District

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

Retired Engineer Daniel T. Oleary, 86, passed away at his home in Portage Mar. 30. Surviving are his wife and sons, Dr. George Oleary and D. W. Oleary, as well as seven grandchildren. We have lost another veteran who had over 50 years of service, a man who will be remembered in our community as a good Christian and a fine neighbor and whose record as an engineer was one of the best.

Switch Foreman Frank Bublitz, Portage yards, recently took Night Operator Henry Care on a fishing trip, intending to show him how to fill his creel with the wily walleyes. Much to his amazement, Hank skillfully snared five walleyes while Frank didn't snag one. Hank now ranks with Ivan Little and Louie Dittbner, and if the weather stays good he will show us all up.

Retired Section Foreman Ed Schindle, now living in Oshkosh, paid us a visit recently. Ed looks fine and says he feels the same.

Cap Brenner was here a short time ago on a visit before returning to his home in Tacoma. The old burg sure looked different to him after all the years.

Every time some hogger starts arguing about the big tonnage they haul on the main drag Engineer Bert Monteith just grins, as he gets the sand out of the silica pit daily, amounting to some 30 or more cars of sand which makes his train about 2,500 to 3,000. Not a bad average for a branch line way freight!

Heard at the ticket window: "How much for a ticket on the branch?" "What's the fare to Indiana?" "I'm due back to camp Tuesday p.m.; when can I leave here?" "I forgot my ticket, so I can't tell you what road it's on." "Oh, I wanted a ticket without tax." "Did you see a soldier get off the Hiawatha this afternoon?" "Does the Hiawatha stop in Milwaukee?" These are stock questions answered many times a day by our station personnel.

◆◆◆

A small boy at the zoo asked why the giraffe had such a long neck. "Well, you see," said the keeper gravely, "the giraffe's head is so far removed from his body that a long neck is absolutely necessary."

## Second District

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

B. L. Patterson, fireman on the yard engine for some years, passed away at St. John's Hospital on Apr. 8. He had been stricken with pneumonia the day before. He is survived by his wife and family, of which a son, Dick, is with the army in Germany. Another son, Brooks, was accidentally killed in a bomber crash in Texas nearly two years ago.

Section laborer S. Veleff passed away suddenly on Apr. 9 at his home. He is survived by his wife and family.

On the brighter side, we can report that Myron C. Rheinschmidt, third trick at St. Croix tower, was married on Apr. 1 to the former Jeanette Youngs of Oakdale, Wis. The ceremony took place in the chapel of St. Luke's Episcopal Church. Their love nest is at 502 West 7th Street, Hastings, Minn.

We hear that Joe C. Opie, roundhouse foreman at Wabasha, has been in the hospital for some time. Let's hope Joe is well and back on the job again soon.

Mokey Edwards, son of Bill Edwards, engine watchman, is home on furlough after serving in Italy. He is recuperating from wounds received there. He is looking fine.

### Wisconsin Valley

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

Claude H. Bogert, 22, a flight officer with the Eighth Army Air Forces in England, has been reported missing in action over Germany since Jan. 20. It is believed to have been his second mission, as his wife had received a letter saying that he had just completed his first mission over enemy-held territory. He is the only son of Signal Maintainer Robert Bogert.

The new lockers which have just been installed in the roundhouse are very much appreciated by the employees who have occasion to use them. They are a great improvement over those formerly used.

Fred Hunziker, retired machinist, passed away at a local hospital on Mar. 15. Sympathy is extended to Mrs. Hunziker and family.

Robert E. Fowler, RT 3/C, who recently received a promotion from seaman 1/C, has returned to Navy pier, Chicago, after a week-end visit with his parents. Engineer and Mrs. Elgin Fowler.

## I & S M DIVISION

### East End

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

The heavy rains following so closely on the heels of the melting snow caused considerable damage on the east end of the S.M. about the middle of March, and it was necessary to drive a new bridge at Mound Prairie. But, as the old saying goes, there is no loss without some gain. The bridge was scheduled for renewal in July, and after the water had washed away the pipe, the excavation was just the right size for the new bridge and saved the company about \$600 worth of dirt removal. The Zumbro Falls line also came in for its usual share of the trouble due to washouts.

We are glad to report that A. E. "Butch" Thompson, switchman, was able to leave the hospital Mar. 22 and is recuperating at home. Or maybe they sent him home to make room for Yard Clerk Lloyd Severson, who was bitten by the virus pneumonia bug and entered the hospital the day that Butch went home. Severson made a little speedier recovery and expects to resume work about Apr. 16.

Best wishes for a speedy recovery are also extended to B&B Foreman Kenneth Vogel who was rushed to the Naeve Hospital at Albert Lea the night of Apr. 7 for an operation due to a ruptured appendix. He is getting along well.



Louis Nimz, clerk at Green Bay, Wis., is shown in the Red Cross Blood Bank with Stella Hurdy, nurse, just after giving the pint of blood which entitled him to membership in the Gallon Club.

Kermit Olson, clerk at the Austin roundhouse, answered the call to the colors and left for Fort Snelling Apr. 12. His position has been taken over by Elsie Piontek, to whom we extend a hearty welcome.

Another of our fellow workers to bid for a job with Uncle Sam is Vance Williams, brakeman, who reported to Fort Snelling for examination Apr. 17.

Yard Clerk Dick King left for service with the armed forces on Mar. 29. His position has been taken over by Orris White. Warren King, brother of Dick, and a trucker at Austin freight house, also reported for duty on Mar. 29. They are sons of Joe King, store department helper, Austin.

We welcome back to the division Jim Hanscom, who has been working as cashier at Beverly, Wash. According to all reports he did a swell job out there. Jim will displace Stella Weichselbaum as transit clerk at Faribault.

A round of applause for Special Officer Ira Syck at Austin. In less than an hour after a couple of young fellows backed a truck up to our freight house and made off with a case of cigarettes, Ira had the culprits AND the cigarettes back at the depot. Some of the credit should also go to Joe Houff, trucker, who noticed the truck leaving with the cigarettes aboard and notified the foreman. Maybe those fellows don't read the papers—it was just last February when a murder was committed on our property, and about five hours after hearing of the matter Officer Syck had the suspect in tow.

#### News From the Front

The best bit of news since our last issue was a visit in person from Chief Storekeeper Howard Rafferty, who arrived home on Mar. 24 for a 30-day visit, and stated that nowhere in his travels had he seen a place that looked half as good as Minnesota. Raff looked right smart in his navy togs, and that coat of tan wasn't make-up, but good South Sea sunshine.

Mark W. Banks, S1/c, former operator at Mankato, wrote on Mar. 8 that he had received the passes sent to him but wasn't sure he would have an opportunity to use them, and wound up his note with: "I think of the I. & S. M. many times and the fellows I used to work with and certainly miss them all a great deal. Please greet them for me. I hope to see you all some time in the not too distant future."

Engineer Peter Pauley advises that Homer D., the last son he had at

A V-mail letter from former Superintendent W. J. Hotchkiss, stationed in Belgium, says they haven't moved for six weeks and if they don't move pretty soon they will be paying a poll tax. He sends regards to everyone.

#### West End

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

We all express our deepest sympathy to the Earl Gere family in their loss of the father and husband, Earl Gere, 65, who passed away at Madison, S. D., after about two years of illness. He was an employee of the Milwaukee Road for 40 years. Besides his wife, he leaves two children, T/Sgt. Donald, who is in India, and Mrs. Noel Fluharty, who is at Arlington Farms, Va.

Nels Moe, agent at Artesian, S. D., has been the senior bidder on the position as agent at Flandreau, S. D. Congratulations, Nels, we welcome you to our east end.

J. T. Kaisersatt, engineer out of Madison, S. D., has been busy lining up a group of Oldham people who have joined the Elks Club at Madison, S. D. John has been devoting his extra time in making the Elks Club at Madison bigger and better.

The gravel extra train has started work again for the summer, hauling gravel from the Edgerton pit. The Milwaukee Road is lining up a group of young boys and men out of Pipestone whose duty will be to put the gravel under.

#### CHICAGO TERMINALS

**Western Avenue**

*T. A. Finan, Correspondent*

Dick Ruggets, who was injured on Apr. 1, is getting along fine.

George Evans, who underwent an operation, is well on the road to recovery.

Congratulations to Crew Director Ben Webb on his promotion to trainmaster at Union Street.

George Webb, veteran porter, passed away on Apr. 4.

Miss Dorothy Kock is now in the signal supervisor's office.

Miss Ede Lehman has returned to the trainmaster's office after being off for about seven months due to an accident while returning from her vacation last year.

Our sympathy to Leroy Harstad and family on the sudden death of Mrs. Harstad.

#### CHICAGO GENERAL OFFICES

##### Freight Auditor's Office

*J. A. Strohmeyer, Correspondent*

Albert C. Saida, 73, superintendent of the Fullerton Avenue Building since May, 1924, died of a heart attack at his home in Wheaton, Ill., on Apr. 22.

He began working for the Milwaukee Road in December, 1895, as a clerk in the comptroller's office, transferring to the office of assistant to president in 1913. In 1920 he went to the office of joint facilities accountant and later the same year was appointed chief clerk to the auditor of expenditures. In 1924 he was made superintendent of the Fullerton Avenue Building.

In issuing the death notice to employees, Mr. Kruckstein, assistant comptroller, said: "After a record of distinguished and loyal service to the Milwaukee Road, Mr. Saida has passed away. I am sure all of you share in our profound sorrow in his passing and also our feeling of pride in having enjoyed the friendship and association of such a fine and lovable character."

The pallbearers were W. Kruckstein, assistant comptroller; W. F. Miller, freight auditor; A. M. Dryer, auditor of passenger accounts; W. P. Heuel, auditor of station accounts and overcharge claims; E. J. Knoll, car accountant; and Albert Hehl, stationer.

He is survived by his widow, Mrs. Carrie Saida.

Marion Klewer, of Wm. Nickel's statistical bureau is proudly displaying an engagement ring, and Audrey Hoskins of that bureau made a hurried trip to New York to see her sailor boy friend. June Marx, also of that bureau, complains about not receiving mail from her husband in the South Pacific, and then there is Kay Rose who spent her entire vacation with her service man husband home on furlough.

Charles Layman, retired about two years ago, former rate clerk in the revising bureau, a Spanish war veteran, died Mar. 23. Survivors are a daughter, Dorothy, and a son, Donald, who is serving in the armed forces.

Our girls finished a successful basketball season by playing Allis-Chalmers girls' team in a benefit game at Cudahy, Wis. Mary Gluchman, freight auditor's office, is now organizing them into a softball team. They practice at Christopher House, 2500 Greenview Avenue, at 5:15 p. m.

E. J. Rumps of the ticket auditor's office, is organizing a men's softball team, is calling for players to practice at 5:15 p. m., at the playground at Wrightwood and Greenview Avenues.

Frank Weichbrod, who recently underwent an operation on his eyes, is slowly recovering. Best wishes to him from friends here!

G. G. Smith, flight officer and pilot, paid us a brief visit Apr. 3, en route from Kessler Field, Miss., to Eagle Pass, Tex. Flying a B-24 he says is a bit different than posting claims.

Vern Lindahl, who was reported in action Western Europe and who was awarded the Purple Heart, has recovered and is again in combat duty. Cpl. Homer Linder, Army Transportation Corps, Norfolk, Va., visited us Apr. 26th. Ernst Rosing, former messenger in the review bureau, and who has served in submarine service for three and one-half years, was here to show us many fine pictures of his travels, he having served on three different subs, and just transferred from one of them before its last trip. He looked like a regular old salt, and has made four successful war patrols.

It is truly written that every time a man smiles, it adds something to his life.

## Passenger Traffic Department

E. R. Will, Correspondent

Important events are happening so rapidly these days that conditions change from copy deadline date to the distribution of this magazine. We recently referred to Walter Keller's son, Walter, Jr., as being in the armed forces in Europe and shortly thereafter the manager of the reservation bureau received word that he had been wounded. Fortunately, the wounds were not serious and the lad is recuperating in an English hospital.

Let us have some news, servicemen. Many of your friends overseas ask about you, but information is not always available.

Heinz Reupert writes from a combat sector on the western front that all is as well as can be expected. He sent Miss Grimm (Ida for short) a picture taken as he leaned against the stabilizer of a Nazi plane. It looks as if that lean frame has filled out in the right places. Lt. John Dunne still is engaged in traveling the southwestern part of the U. S., checking engineer supplies for training units. The latest on Cpl. Bob Chermak is that he returned to his Oregon camp after his furlough. Bill Caughey and Doug Keller were in Chicago with long and short leaves, respectively.

Not having heard from Art, Jr., for over a month, Arthur Dreutz and wife hoped the boy was on his way home, but, sad to say, that was not the case. He finally wrote from Luzon in the Philippines. He really has had a lengthy overseas assignment. After three months in the States, in May of 1942 he was sent to Hawaii, then to New Guinea, and worked his way north. Three years this month without a furlough.

Harry Sengstacken, assistant passenger traffic manager, recently received letters from Ralph Burbank, former stenographer in his office, and Steve Pilson of the Milwaukee depot ticket office, who are seeing the same sights in Belgium as he did in World War I. The letters brought back memories, though we would not say whether they were pleasant in all cases. Steve, on a recent furlough met Col.

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## Batter Up!

The Milwaukee Booster Club will help finance an employee softball team to compete in the Lincoln-Belmont Y. M. C. A. League. Games are to be played at Weber Park under lights. Employees in the Union Station and other offices in Chicago are eligible and more than welcome, although the organization started in the Fullerton Avenue building. Eddie Rumps is the manager and can be reached at Fullerton Avenue extension 292. Practices are held at Wrightwood playground, Greenview and Wrightwood Avenues, on Thursday evenings. Come out!

N. A. Ryan of the operating department, who mentioned the fact that he had dropped into the offices on his recent leave in the States. Ralph was particularly impressed by the modern architecture in Belgium, comparable to the best in the States, although he quickly asserted that Uncle Sam still is "tops" with him, taking all things into consideration. The recent article on the Reservation Bureau reminded Corporal Burbank of nights he spent at the switchboard before entering the service.

## Freight Traffic Department

Wesley S. McKee, Correspondent

Hank Wille is limbering up his pins again. Just bought himself a pair of wooden shoes. Henry says clog dancing is coming back and he wants to be prepared.

Joe Burke of our department and Charley Lannon of the treasurer's office, paired up as a team and won the Class "A" doubles championship of the Industrial Tournament with a snappy 1207. Joe topped the maples for a 613 total and Charley came through with 594.

Sarah Lester says now that her last pre-war rubberband has broken she's thinking of getting a pair of garter snakes.

From out of the archives has come a picture of Bill McNamee in his pre-college days. Bill says it was taken right after the turn of the century. Which one, Bill?

After listening patiently to the daily reports of the S-S-S trio anent their aches and pains acquired from playing handball, Al (Bobby Sox) Krause and Jim Winke challenged Sauter and Shimkus to a match—Sarli to referee. The match is still in the offing, as on the day it was originally scheduled Mrs. K. called in to say that Bobby was indisposed.

Have you seen Maynard Swanson's "Rube Goldberg" contraption for extinguishing lighted matches? I am told it really makes out the light.

## Auditor of Expenditure's Office

Bernie Williams, Correspondent

It was navy month, as three of our boys in blue visited us. Carl Cacioppo was the veteran . . . back after a long time, some of it spent in the Pacific. Two new boots came back for a hello—Martin Hein of the Seabees, and Norbert Izdebski, who spent the greater majority of his navy life in the Great Lakes hospital, battling pneumonia.

Ray Litka, who was reported missing over Germany, is now officially a prisoner of that country. Ray shouldn't have to wait long for release, not the way the boys are going these days.

Word from Tom Sweeney, formerly in the prior service bureau, finds him in France with an M.P. outfit . . . Tom has seen considerable action in Italy, Corsica,

Africa and all points east with an AAA battery.

The stork found the warm spring weather to his liking and seems to have made Chicago a regular stop:

Edward Skutek arrived at the home of Mr. and Mrs. Stanley Skutek on Mar. 24.

Barbara Jean Rau was a wonderful Easter gift to the Harry Rau, Jr., assemblage. Mar. 31 was the arrival date. Barbara Jean made the Rau roster read a total of three children.

Congratulations to the bride and groom. Disregarding all those old worries. Friday the 13th, was the day the splicing took place. Lt. Norval and Mrs. Beattie, now man and wife, were married in Pleasanton, Cal., climaxing a railroad romance. Lt. Beattie is stationed in California temporarily after considerable service in the South Pacific. Mrs. Beattie expects to return to Fullerton Avenue later.

## Purchasing Department

Josephine O'Hara, Correspondent

A bit of luck has come Morgan Pritchard's way, for he was the winner of a cash prize of \$6 drawn at the annual St. Patrick's Day Eve party given by the General Office Building Lodge, Local 991.

We were pleasantly surprised by a visit from Mike Matara recently. After a hasty glance at Mike in civilian clothes again, we knew that he wasn't in the army anymore. Yes, he is home for good cause of a medical discharge.

A card arrived from Lurena and Bill Polk announcing the birth of Elizabeth Lurena on Mar. 20. We offer you our congratulations!

Dorothymae Easton has been in a constant state of anticipation and elation the past several weeks. A significant visitor is about to find his way to Chicago after three and a half years of service in the southwest Pacific. The irony of it all is that while Dorothymae is waiting patiently, the authorities at Fort Sheridan are spending her precious time in their welcome. It keeps him so near and yet so far away.

That thoughtful, serious expression to be seen frequently on the countenance of Herb Koegel would indicate "a lot on his mind." And Herb admits that he has great mental stress during these busy days, for he has become very interested in the steel industry and he finds that steel is oh, so involved.

When FC 2/c Bob Nordin learned that the store room was given a thorough cleaning again, he became very concerned. Bob had enjoyed the job of keeping the storeroom in order and he wants to have some "straightening-up" to do when he comes home from war.

The letters from all the boys in service request more mail from us. We do want to keep them happy, so let's add more names to their mailing lists.

## Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

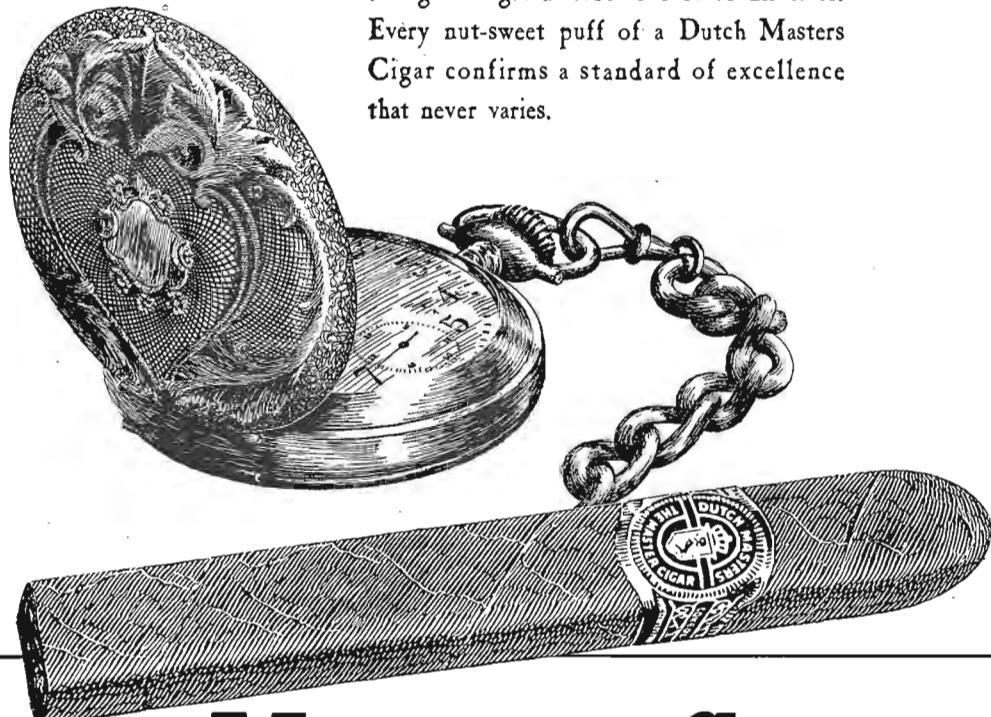
Alice Obrecht and Roy Gaynor were married Apr. 12. Alice retired to take up duties as chief cook and bottle washer.

Marie Kolb (Blumberg's problem child) and Dick Dressier became engaged last month.

Kenneth Rutherford, after receiving an honorable discharge from the marines, returned to work in this office on Mar. 20. Ken was in four battles in the Pacific, namely Camp Gloucester, New Britain, Peleliu and Palau Islands, after which he received the Presidential Citation and the Purple Heart. While recuperating from his wounds in a San Diego hospital, Ken met Irma Meer, who later became his wife. Now, after two weeks of office confinement, Kenneth's physician has recommended that he take a three-month furlough.

## TRIED AND TRUE

The man who tried his first Dutch Masters as long as thirty years ago, today still finds this great cigar as true as ever to his taste. Every nut-sweet puff of a Dutch Masters Cigar confirms a standard of excellence that never varies.



# DUTCH MASTERS CIGARS

*an American privilege*

Latest report on Jack Brandenburger tells us he is somewhere in France.

We were all happy to learn Johnny Groppi has been released from a German prison camp; that is all the information we have concerning him.

The office's No. 1 playboy, Bob Rinaldi, is now government property. He took up his duties in Uncle Sam's army on Apr. 28.

Del Morton, the first fellow to enter the armed service from this office, was home on a 45-day furlough, and came in to see us. He was with General Patton's 3rd Army, and he said the going was really rugged. He was wounded in the arm and received the Purple Heart.

Don Malatesta was also on furlough, having completed 35 missions. He received five Oak Leaf Clusters, the Distinguished Flying Cross and the Purple Heart. Don now is a 1st lieutenant.

Norman Cooper had the girls a-gog when he came in resplendent in the newly acquired marine uniform.

The government boys will be unable to get away with anything now that Joe Sherman has donned his field glasses.

### Car Accountant's Office

*Harry M. Trickett, Correspondent*

Mrs. Erna Morici, formerly of our office, announces the birth of a baby girl on Mar. 20.

On Mar. 28 Ruth Nixon submitted to surgery at Mt. Sinai Hospital, and is now convalescing at home.

Mrs. Marie Simpson departed on Apr. 1 for an extended furlough.

An interesting letter from Pfc. Warren Gearhart was received on Apr. 12,

enclosing about 35,000,000 in German marks and telling of the mass destruction effected by our Air Corps. He has been through France, Belgium, Holland, and states that the average girl in the U.S.A. far excels the young damsels over there.

On a recent visit to Liege, Belgium, he saw a G.I. show, ate G.I. chow, and drank some very bad suds. He states the clip joints in Chicago are only amateurs compared to those over there, which practically beg to pick your pockets, and did they take him! He last visited us on Apr. 19, 1944, prior to his departure overseas.

Pfc. Stanley Scott writes about his assisting the chaplain whenever he comes, and that serving with him is a real treat.

Pfc. Jerry Nowakowski writes that he is still up in front sweating it out. He recently met the son of John Mischke, a rate clerk in the freight auditor's office, and reports that he looked very well. They are in a very desolate, forsaken country of rain and mud, and wonders how much longer the Heinies can bear up under the pressure.

The recent American Red Cross War Fund Drive was oversubscribed, both in the Chicago area and in the Fullerton Avenue building. As of Mar. 27 the subscription aggregated \$28,198.06, or 110 per cent of our quota of \$25,690, of which our office has subscribed \$977.48.

The Fisherman bowling team, comprising Helen Burdsall, Helen Casselman, and Eleanore Keen, won third place in the Herald-American Tournament, in Class E with team total of 1912 pins.

### TRANS-MISSOURI DIVISION

#### West End

*Pearl Huff, Correspondent  
Miles City, Mont.*

The award of the Air Medal to 2nd Lt. Vincent Norskog of Miles City, Mont., for "exceptionally meritorious achievement while participating in sustained bomber combat operations over enemy occupied continental Europe" was recently announced at an 8th Air Force bomber station somewhere in England. Lt. Norskog, co-pilot of a Flying Fortress, is taking part in the bombing attacks against targets in Germany. He is the son of Adolph Norskog of Miles City, who has been employed as pipefitter there for many years.

T/4 Arnold L. Running, son of Arnold Running of Miles City, arrived in France in mid-March with a tank battalion. He was in training in the States for the past year, taking his basic training at Fort Knox and later at Fort Benning, Ga. He is now a member of a replacement unit.

Mary Catherine Kelly, daughter of Engineer W. F. Kelly of Miles City, has been appointed to the Army Nurse Corps with the rank of second lieutenant, it has been announced from headquarters of the Sixth Service Command in Chicago. Miss Kelly was a graduate of the Presentation School of Nursing at Miles City and has practiced nursing at St. Agnes Hospital, Fond du Lac, Wis. She was assigned to Camp McCoy, Wis., effective Mar. 22.

Engineer Daniel J. Drake retired from active service Apr. 1 as locomotive engi-

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**WILSON ENGINEERING CORPORATION**

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neer on the Trans-Missouri Division after 37 years of service on Lines West. We wish him the best of health and much happiness, and sincerely hope he will enjoy many years of retirement.

Private Bob Rask is now stationed with the army in Hawaii. Sgt. Virgil Rask has been in Iran with a railroad battalion for the past 30 months. Their father, Lewis Rask, has been an employee of the car department at Miles City for many years.

Our sincere sympathy to the family of John Lackner, car inspector, who was killed in Miles City yard on Mar. 29.

### East End

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

Our chief dispatcher, S. W. Childers, resigned his position here and has resumed his old position as third trick operator at Marmarth, N. D., where the work will be less strenuous. As much as we all hate to lose "Ding", we wish him all the luck in the world. The high esteem in which he is held by all, was shown by the many gifts presented to him by the various railroad organizations and the lovely farewell party given for him by the Vets of Foreign Wars and their Auxiliary.

One of our pioneers, retired Conductor Ole J. Swanson, passed away on Feb. 19 at the home of his sister at Kimbrae, Minn. He retired in 1930 and moved to the west coast where he made his home for several years. He has many friends all along the line who will regret his passing.

Sincere sympathy is extended to the Hardcastle family on the passing of their mother, Mrs. Nora E. Hardcastle, widow of the late Conductor E. J. Hardcastle, who was also our pick-up and delivery contract trucker, and since his death in 1941 she has carried on this business in his place. She died of Leukemia on Easter Sunday, Apr. 1, leaving to mourn her loss three sons: John, a Milwaukee conductor; William, in the armed forces in Germany; and Morris, with the navy in the South Pacific; and five daughters, Mrs. Earl Olson, May, Agnes, Jane and Elizabeth. Cables were sent to both boys overseas, but neither one was able to come.

The community was shocked by the sudden death of Conductor E. E. Elshire on Mar. 25. He suffered an attack of the flu which left him with a heart ailment, and upon his doctor's orders to take a rest, he left for Los Angeles to visit his only daughter, Mrs. S. B. Picone. He died the day after his arrival. Mrs. Elshire and their only son, Ernest, of Deer Lodge, left for Los Angeles, where burial was held.

Lyle Batson, 16-year-old son of Engineer and Mrs. Charles A. Batson, passed away on Mar. 27 after a two-day illness. He was a freshman in the Mobridge High school and had many friends who will miss his smiling face.

Mrs. Earl Brown, whose husband is serving overseas, is the new agent at Havelock, N. D., and Mrs. Robert Clark, whose husband is also overseas, is the agent at Selfridge, N. D.

The local Milwaukee bowling team, captained by Warehouse Foreman Ludy Johnson, wound up the season in fourth place in its league. Other members of the team are Machinist H. Zimmerman, Brakeman John Tisdall, Roy Owens of the station force, and Myron De Lapp, operator of the Mobridge Coca Cola Bottling Company. In a handicap singles held Apr. 8, three members of this team — Tisdall, DeLapp and Owens — garnered first, second and third place respectively, with scores of 872, 834 and 827.

His thoughts were slow, his words were few,

And never known to glisten.

Still, he brought joy to all his friends—  
You should have heard him listen.



"YEAH, BUT WAIT UNTIL YOU SEE WHAT'S GROWING ON THE BACK STRETCH!"

## MILWAUKEE SHOPS

### Locomotive Department

Ray Stuart, Correspondent

Your correspondent is recuperating at home after a spinal operation at St. Joseph's Hospital.

The foundry received a visit from Robert Wohlfard, who had been in the Aleutians with the navy.

Arthur Zabel writes that he is now with an ordnance depot at Guadalcanal. He is busy rushing the supplies to the front in the hope of speeding our victory.

Greetings are in order and we extend them to Lorraine Nelson, Pearl Micka and Oliver Weissenborn. Pearl has joined the staff in Mr. Koop's office and is presently engaged in learning the mysteries of "pro-rata, differential, straight time, overtime, Rule 69 and the other vital elements appearing on the time slips. She hails from Sioux City and everyone has agreed they certainly have pretty girls down there.

Oliver is working in the SMP office along with Lorraine Nelson, who has been transferred here from the shop office, substituting for Audry Smith. Audry donned her best hospital attire and succumbed to an appendectomy in March at St. Mary's Hospital. We understand she is coming along fine.

Some more hospital news: John Jacobs was injured while riding a motor car when it collided with an engine at Sun Prairie on Mar. 5. Mr. Jacobs was taken to Methodist Hospital at Madison; he is now home, and we are hoping for complete recovery.

Thelma Huff, of Mr. Blyberg's office, Minneapolis, spent a week-end in Milwaukee recently and visited the office on Mar. 10. This happened to be Dorothy Pettel's birthday, so there was a two-fold reason for celebrating, the occasion being highlighted with dinner at the Schroeder, followed by a party at Jessie Ewart's home. While in Milwaukee, Thelma was also entertained at the home of Mr. and Mrs. Dale Scheffield and Mr. and Mrs. Alex Bross.

Congratulations were the order of the day when Jimmie Krueger, son of Marty Krueger, visited the office. He was commissioned an ensign in the navy on Mar. 6. He is now stationed at Hollywood, Fla.

T/Sgt. Edward Zimmerman, formerly employed at the roundhouse office, is now stationed with the 89th Air Squadron in India. A recent letter to his wife states that he received the fruit cake which had been intended for Christmas just in time for Easter. Who can tell, maybe he'll get his Easter box just in time for Thanksgiving.

Supervisors in the locomotive department honored Mr. Crossett at a party on

Apr. 3. It was an occasion for special tribute to Bill who retired on Mar. 31 after 43 years of loyal service to the road. He began working for the "Milwaukee" on Mar. 28, 1902. He worked at Ladd, Ill., and Milwaukee shops, serving in the capacity of roundhouse foreman and gang foreman, which latter position he held at the time of his retirement.

Mar. 31 seemed to be a banner day for retirements. The sound of the alarm clock and the 7:30 a. m. whistle won't bother these gentlemen, who retired at the end of March: Hugo Simmerling, machinist; Reinhard Zimmerman, and William Kruse. Here's wishing you all the best of health and happiness for a long and pleasant vacation.

The following is quoted from a letter written by Arno Bartz to Marty Krueger: "One of the most impressive scenes it has ever been my privilege to witness took place last night. Irving Berlin and his show, 'This Is the Army' played our camp. Immediately following the final number, he presented to the Philippine people a song entitled 'Heaven Watch the Philippines.' The presentation was made to a representative of President Osmena, after which the number was sung by a choir of Filipino children. Mr. Berlin stated that he was prompted to write a song for the Filipinos after he had heard them singing 'God Bless America' in their native Tagalog, substituting the word 'Philippines' for 'America.' He dedicated the song to General MacArthur in honor of his liberation of his beloved Philippines, and suggested that the royalties accruing from the sale thereof be used to further the Boy and Girl Scout movement in their homeland." Arno, formerly employed in the shop superintendent's office, is with the general headquarters' staff, southwest Pacific area; he was recently promoted to the rank of technical sergeant.

How's this for a windy tale: It seems Johnny Gibbons, clerk in Mr. Koop's office, thought it was time for his young offspring to have a bicycle. He struck a bargain with William Knee, roundhouse foreman, for a good "two-wheeler," but there was one question—how to get it home. Apparently there was no alternative: he'd have to ride it from 56th and Beloit to Hales Corners. Now that's a good ride on a pleasant day, but when the wind is coming at you about 40 miles per, it's not much fun. The first mile was bad, the second mile worse, and the third mile—well! There were only four miles more, and most of it uphill. He walked it the balance of the way. Anybody want a good bicycle, just slightly misused?



William S. Heaney, lead man in the freight shop, Milwaukee, has been in the service of the company more than 51 years, having started at the age of 14. He is still on the job and has never been injured.

May, 1945



William Kuether, a steamfitter at the Milwaukee shops, who retired at the end of March due to ill health; he worked continually for the company for 42 years. He has two sons in military service.

### Store Department Earl L. Solverson, Correspondent

Foreman of the locomotive department machine shop, Bill Crossett, retired on Mar. 31. The writer always appreciated his good advice and co-operation. He should reap the harvest of his many years of toil.

Pvt. Harold Stremlau writes from Italy that he had enjoyed the newspapers sent to him and hopes some of the other boys will write to him.

Stockman Wm. J. Kutter announced his 25th anniversary of continuous employment in the store department and with the Milwaukee Road on Apr. 12. He had too many other engagements just at that time to set up a half bbl.

Sgt. John Ewald's letter of Mar. 16 to Art Metzen states he is now in Paris and did not require any inducement to go there. Likes the wide streets, many of them radiating from big circles. Thinks the Parisians could teach the Americans many things about modern planning. States their subway system is better than New York's. Serves all of Paris and suburbs. No more than six blocks from anywhere to a subway line. He attended the *Folies Bergere*, where the costumes were most scant but everything was beautifully done. Expected to get a chance to see Cpl. Ellsworth Faltz.

Sgt. Walter Marlow is also in Paris with headquarters company of the Military Railway Service. He's been in North Africa, Italy, France, Belgium, Holland, Luxembourg and Germany. He won't forget his experience of getting into Germany. It is really banged up, while that part of Holland he visited was spic and span. He was a guest of a French lady who took him on a tour of the hot spots on a Saturday night and he can readily understand why the American tourists prefer Paris. He writes of beautiful girls and lavish scenery—more so than the shows he has seen in America. Americans living in Paris were not bothered by the Germans when they occupied the city. Wally thinks that French baking cannot be surpassed.

Pfc. Frank Brewa writes that he was in swell shape—with a few rheumatics and afflicted by the beauty of the French girls and the French weather consisting of snow, rain, sleet and beautiful sunshine.

Pfc. Adam Olkiewicz was last reported to be at Fort Belvoir, Va., doing routine duties. He thought the weather was bad and that they could give the state of Virginia back to the Indians, as he prefers Wisconsin.

Two letters from Pfc. Norbert Kubiak, one from the vicinity of Le Haver, France, and the other from western Germany. Visited Aachen, which is mostly ruins. Occupied a snazzy German home and enjoying what he could. Had not received the Milwaukee Magazine for

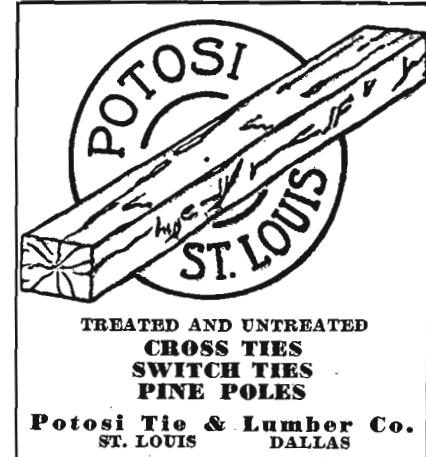
three months due to frequent change of destination.

Raymond W. Weber, S 1/c, paid a visit to the shops on Mar. 23. He had been overseas 22 months, mostly at Bougainville. He did not know where he would be sent after his 30-day furlough. He looked shipshape and the boys were glad to see him.

Cpl. Ellsworth Faltz writes that he was in Belgium and liked it there very much. Country is beautiful and the people are very cordial. He is with a railway operating battalion.

S/Sgt. Robert Metzfeld wrote on St. Patrick's Day to Art Metzen that he attended school to become better versed in the latest in anti-aircraft. He's dreaming of a furlough home. Writes that Bitburg is pretty well demolished. Visited Luxembourg several times and the beautiful residential sections and many historical spots. Enjoyed doughnuts and coffee at the Red Cross where a charge of 5 cents was made to pay for civilian help. The Red Cross also has a Clubmobile which served coffee, doughnuts, cigarettes and candy—gratis.

## LUMBER PILEING—TIES and MINE TIMBERS Egyptian Tie & Timber Company St. Louis Chicago



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

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

Robert Freuler, son of Stockman Rudy Freuler, is developing his physique and stamina at the shops during vacation and week-end days by wrestling with car and locomotive parts in preparation for a rugilistic and football career. He tried a few lefts to his old man's ribs and the old man was wheezing for days thereafter. Robert experienced a nine count in a recent bout at Messmer High, and so did his opponent. Robert is too good looking to be marred by shinners and cauliflower ears.

Section G, or the freight car store office, is enjoying new fluorescent lights. What a difference!

TO ALL READERS: Kindly report all address changes of persons in military service to your department officer so that the editor of the Milwaukee Magazine, the Victory Committee and all concerned can be informed. The writer will also pass along such information.

## COAST DIVISION

### Seattle General Offices

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

### Armed Rails

1st Lt. Lowell W. Brundage, son of Mr. and Mrs. William W. Brundage, city freight agent, has been missing since May 29, 1944, when his Thunderbolt was put out of action in a mission near Berlin. On Mar. 14 Mr. and Mrs. Brundage were presented with the following decorations for Lowell by the commanding officer at Payne Field, Wash.: Distinguished Flying Cross with one oak leaf cluster and the Air Medal with four oak leaf clusters. Lt. Brundage is a graduate of Lincoln High School in Seattle. Being so small at that time, and desiring to have an active part in athletics, he was prominent in assisting Coach Bill Nollan in managing the football and basketball teams while at Lincoln High. He was nicknamed "The Brute" and his Thunderbolt also carried that name. He enlisted in the Army Air Corps in December, 1941, and went overseas for combat duty in October, 1943. We are all hoping with the Brundages that some good news will come soon.

Bill's other boy, Cpl. Gerald L. Brundage, is with the marines in the south Pacific, serving with a topographical engineers' battalion. Gerald has been overseas since October, 1942, having enlisted in March of that year when he became 18 years of age.

In the March issue I reported that Cpl. David K. (Kent) Wallberg had been wounded in France. Am now happy to report that he received only superficial facial wounds which kept him out of action but a few days. In a recent letter to Mr. Bahl he expressed much gratitude for the Christmas box which he had just received, containing canned chicken and other things. He spoke of a few days before as follows: "The ground was so hard that when a pick hit it sparks flew everywhere. It gives a guy poor hopes, but when things begin to whistle overhead he digs not only harder but faster. It took another kid and me two days to dig one the way we wanted it, and after just getting settled down to a nice sleep the word came to move again." Some choice 'switching language' would have been appropriate." Kent is now in Germany; has seen a lot of destroyed German buildings and equipment. Says the boys over there don't feel sorry about it, for "they asked for it."

### Greetings To:

Mrs. Mildred Ramberg, steno-clerk, real estate department, replacing Mrs. Melba Batson who was forced to leave the service because of sickness.

Mrs. Martha Jane Bryan, steno-clerk, traffic department.

Miss Betty Anderson, stenographer in the Milwaukee land department.

Miss Marguerite Houser, clerk, city ticket office.

Miss Greta F. Kelsey, ticket clerk, City Ticket Office. Miss Kelsey is a charming blonde who was transferred from the Portland C.T.O. It is quite amusing to see the service men waiting for their turn at the ticket window, with a hopeful eye that Greta will call their number.

### On the Home Front:

Telegrapher F. D. Reynolds of the Seattle relay office is sure singing a merry tune on the key lately. Mar. 1 he was elected local chairman of the Coast Division, Order of Railroad Telegraphers. He has been an active member of the O.R.T. for 45 years and is very happy to be favored with the confidence of his fellow employees in this new position.

Our smiling little friend, Mrs. Bernice Campbell of the general manager's office, had the misfortune of sustaining a fractured knee cap when she fell last month. Understand she is getting along nicely.

### Tacoma

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

Harold Smith, who was assigned to a job at the yard office, had to quit owing to an acute attack of heart trouble.

Mrs. Myrtle Sanders, who has been employed in Superintendent Wylie's office for several months, resigned because of sickness the latter part of March. Mrs. Frances Sommers, clerk at Auburn, has bid in the position and is now getting acquainted with the work and with other clerks in the division offices. Mrs. Sanders will relieve during vacation time.

Earl Pravitz, who has been working at Cle Elum for several months as agent, in the absence of regular agent A. Sorenson, who is ill, has bid in the operator's position at Eatonville Junction. M. A. Doan, an experienced agent from Lines East, who has heretofore been working at Auburn station as clerk, has been appointed agent at Cle Elum until Mr. Sorenson is able to return.

Bessie K. McDonald, first trick operator at Hyak station, who had the misfortune to fall and break her ankle during the winter, has recovered sufficiently to be able to return to her duties.

Joe Moore, of the car department, has returned to work after seeing his boy off to the service.

Augusta Mitchell returned to work after a trip east to be with her husband on furlough.

J. Dyer, formerly of Spokane, but later of the Trans-Continental Freight Bureau, has gone to work in Mr. Myer's office at Seattle on work formerly done by Bruce Kibble. Lester Prescott has gone to the T.C.F.B. and has been detailed to the Northern Pacific at Tacoma.

Kenneth Alleman has returned from the yard office and has bid in the job of assistant claim agent, on which he should do well.

Walter Jordan is now working in the freight house.

Miriam Sease is going to quit the messenger job and proposes to try the navy as a regular job, marrying an eligible bachelor sometime in May.

Jack Beavers, whose father is moving to Tacoma to take a position here, is reported to be quite a singer.

Raymond Haskins, yard clerk at Tacoma, expects to be married before long.

Cyrus W. Nelson, a veteran of the present war, is returning to a job at the local office; in fact, he would be at work there now if it weren't for a persistent malarial fever. Mr. Nelson is the holder of the Purple Heart.

Spring must be here. Slim Moyles has started keeping the yard office vases free of cobwebs. At present they are resplendent with exceptionally large hyacinths.

Brakeman Don Morris reported to the army on Apr. 6.

D. P. McWhirter is a new employee at the yard office.

The Milwaukee Magazine

## Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent  
Local Freight Office

Mrs. Charles Ganty, wife of ODT Clerk Charles Ganty of the local freight office, left Apr. 10, for San Pedro, Calif., to visit her son, Ens. Charles Ganty, Jr. Young Charles is in charge of radio and radar installations.

Fifty-two years with the Milwaukee Road—that is the record of Art DeGarmo, freight service inspector. Art's headquarters are in Seattle. He was very pleasantly surprised by a "service date party" in the office of J. R. Ludwick, agent at Seattle on Mar. 24. Mrs. DeGarmo, the girl he met back in Iowa some 50 years ago, was also there. Frank Bell, our record clerk, who holds 54 years service with the company, furnished some real low-down on Art's past performances. Art and Frank worked together on the Ole Line for a long time.

Mary Lou DeMers Hubbs has given up her position as counter clerk and has joined her husband in Spokane, where he is assigned to Fort Wright. Mary Lou expects to work in the Spokane office.

W. J. McMahan, our popular assistant superintendent, was the principal speaker at the Milwaukee Service Club noon luncheon on Apr. 10. He explained in detail the operations of the Seattle yard and what has been done to keep up with the 400 per cent increase in cars handled per month in 1944 as compared with 1940. They all left the club with a much wider knowledge of car handling through our terminal.

Mrs. Ella Irene Bell, wife of Frank Bell, our record clerk, died at the Seattle General Hospital on Mar. 30. She has always taken an active interest in railroad affairs. She was raised in Marion, Ia., married Frank in June, 1895, moved to Port Angeles, Wash., in 1918, and Seattle in 1922, where she and Frank have resided since. The Milwaukee family extend their sympathy to Frank and the boys.

H. E. Wilson, our port master, reports a very heavy barge business. We are now averaging 3,500 cars over the slip per month. We are loading and unloading an average of about six barges per day, thus keeping the marine department on their toes. It also required a great deal of engine service.

Mildred Fettner has taken over the position as assistant station accountant and Peggy Appel takes over Mildred's position as chief of the switching department.

Virginia Tuson, who has been our chief comptometer operator the past two years, has taken the position of counter clerk in the cashier's office. Mildred White is moving from the cashier's office to the switching department.

We welcome the following new employees: Audrey M. Davis, steno-clerk, from Mobridge, S. D., and Alta Y. Sherklock of Seattle, typist.

Operator E. L. King has bid in the job at Frederickson. Hazel Smith has returned to work after her mother's illness. W. A. Marshall relieved her.

H. W. Rebdahl, one of our engineers, is back from Saipan and other points in the Pacific, where he sported the uniform of the merchant marine. According to him it is 150 degrees in the shade on Saipan and no shade. He also saw Guam, which he reports to be a very desirable place, with beautiful climate.

Loren Cowling, with a special traffic corps, somewhere in Belgium, is the proud father of a baby daughter. He is trying to get his wife and new daughter sent home to the States from England.

Clifford James of the Car Department, better and more affectionately known as "Cow Pasture Charlie," is on the hunt for rhododendrons. His collection to date numbers about 200 named varieties, gathered from all parts of the world from the wilds of Hood Canal to the high mountains of Tibet, and he is still going strong. This sounds like a very interesting hobby to us. He is a member of the British Rhododendron Association and American Rhododendron Society.

Brakeman Eldon Cowling has joined the Army and is now taking his training at Camp Leonard Wood, Mo. His wife and daughter are residing with Yardmaster Cowling.

Our coast guardsman, Johnny Lucchesi, astounded the yard office with an announcement of his marriage in January. He did not give any other details.

Conductor C. J. Mostead, who has been

off duty as a trainman since 1932 but who has been working for our police department, retired Mar. 31.

R. D. Doyle, section foreman at Centralia, retired in March after 25 years service on this division.

Frank Henry of the car department has been on his annual fishing trip. Last year the fish cost him \$3.00 each and we are wondering what the price will be this year.

Lowell Sargent, chief clerk in the car department supervisor's office, is at home recuperating from an operation.

## MILWAUKEE TERMINALS

### Coach Yard

Richard Flechsig, Jr., Correspondent  
Milwaukee, Wis.

Congratulations to Mr. and Mrs. Fred Osberg on the birth of an eight and a half pound baby boy.

Elmer Olenksi came in from Alaska on a furlough to pay the boys a short visit. Elmer was in the electrical department before his entry in the armed service.

Rich Seiden received his 1-A classification and passed his induction examination.

George Ballard paid us a visit before going back to his coast guard station for further service.

Richard Flechsig, Sr. and Tony Weiland were recently taken to St. Joseph's hospital.

Ralph Nick, who has been serving Uncle Sam for the last four years, recently paid us a visit while home on a furlough.

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

Dick Steuer, Correspondent

By the time Dolores Kowalski, the new general clerk at Chestnut "works her way to the bottom of the stack," she should be a first class correction clerk. After successfully bidding for this position, she found that she had also inherited a thick file of miscellaneous papers.

The new bill clerk is Mary Starcevic. Val Timreck has been showing her the ropes.

With Yard Clerk Bill Kaegler restlessly waiting for his broken leg to heal, there has been a succession of mudhops in the Walnut Street yards, the latest being Harold Teasdale. At this writing, it can be said that Harold has taken to this work like most of us take to a cigarette line.

Otto Schoenbaum, former merchandise clerk at Gibson, passed away the first part of last month. Mr. Schoenbaum was an employee of the Milwaukee for 35 years, most of which were as a freight checker in the Fowler Street freight house.

Sgt. Merle Gastel, son of Yard Clerk Hugo Gastel, thought he was quite a mechanic when he enlisted. Since then he discovered how much he didn't know, and after completing an intensive course in airplane mechanics, he was assigned

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to ground crew work at an advanced base in Alaska. His brother, Harry, is a corporal with the Medical Corps with the 7th Army deep in Germany.

Just a few P. S. notes. . . When Pat Kirwan, traveling auditor, checked Chestnut, Max Woelfl, Henry Hoeft and "Red" Wokszynski pooled their red points, and bought their own noon snack. . . Calls of congratulations flooded Frank Vail after last month's story appeared in this column. . . Gloria Wank spent most of her early vacation house cleaning. . . Since ye scribe's likeness appeared with last month's issue, he has been forced to wear tie, shave face and shine shoes. At least nothing has been said about wearing spats.

Muskego Yard

Grace Johnson, Correspondent

April showers bring May flowers, as we all know, but we are hoping that before May flowers appear, Yardmaster Benny O'Connor will be back on the job at the Belt. He's been on the sick list for too long. Of course, there's another angle involved; perhaps Benny has lost interest, especially in the social side of the job since Mary Ann Sullivan left there to come over to Muskego yard as yard clerk. Welcome, Mary Ann! You'll find a swell gang of folks to work with at Muskego, but you'll have to wait until winter to appreciate "Butch" Esser's coffee. Um . . . umm, with or without the beans, it's good. Mary Ann came to replace Johnny Reith, who had honest intentions of becoming a merchant marine, but latest reports say that the army got ahead of Johnny on that score and he'll probably be in to visit as a corporal—at least—one of these days. We don't expect there will be any more "lost" ears around Muskego district with Mary Ann Sullivan (the Lauren Bacall, or is it Veronica Lake), the tall blond lady, out in search of the strays.

George Ognenoff's son, who is with the 4th Marine Air Wing Fleet, had a 35-day furlough which he spent with his parents here. Chief Clerk Fred Ladwig had a letter recently from his old assistant, Gene Swinsky. Gene is still somewhere in the South Pacific on an island. He is attached to a military government section in army service, although he is a yeoman 2/c. Gene says he is everything from swimming instructor to telephone switchboard operator, with plenty long hours. Charles Kitzerow, leverman at Kinnickinnic interlocking plant, has received word that his son, S/Sgt. Jack G. Kitzerow with 1st Army signal photo unit in Europe, was awarded the bronze star early in March.

Harold Schmitz, after being a switchtender around these parts for nine years, has decided his courage is now at a peak and was married on Apr. 7. The happy little lady who is now Mrs. Harold Schmitz was formerly Muriel Nearn, an employee of the Oil Gear Company.

The friends and co-workers of Lawrence Egan were sorry to learn of his death on Apr. 9. Lawrence was 57 years old and had been in the service of the Milwaukee Road since May 15, 1920.

The new Burnham bridge office is completed and the boys have moved in. No announcements have been sent for the formal tea which was promised but perhaps that can wait until there is more sugar to be had. The writer has not yet visited the new building but has heard that the welcoming committee days (consisting of Chris Miller, Clyde Gordon, Joe Schneider, as well as Ed Winkler and Ray Buckett) say "Come on in," but say it with tongues in their cheeks. They would like to put on the welcome mat, "Welcome, if your feet are clean." Dick Fisher, night yardmaster, has put in a bid for a swing-shift stenographer. Of course, with son Lloyd and Cy Slind around, Dick would have keen competition and would have to stick to business, but Dick says business like that is a pleasure (Mary Ann, can you take dictation?).

F. J. Smith and the elder Mike Switch (Joe Kolasinski) also keep good track of who enters the new domain. It is almost expected daily to see Randall Odekirk as uniformed doorman if it keeps up, but at any rate the boys appreciate the new building very much and it's easy to see that they mean to take good care of it.

Billy Campbell (the 'on-again, off-again, gone-again' Finnegan" coast guard switchman) has finally been released permanently from the coast guard to join again the ranks and he's back to stay. I think he's glad and we know one more man added to our forces at home means a lot.

Chief Clerk George Steuer in Superintendent Bannon's office received news in mid-April that his son Paul, who was wounded in action in Belgium, has been sent back to the States and is now recuperating in a hospital at Battle Creek, Mich. We hope he is sufficiently recovered to walk in the office with that nice smile and say hello one of these days soon.

ROCKY MOUNTAIN DIVISION

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

The death of William T. O'Regan of this division occurred in Butte on Mar. 21. He was working as engineer on one of the helpers there. His home was here in Three Forks for many years and he worked on the Rocky Mountain Division from Aug. 27, 1910, when he was fireman. He was promoted to engineer Dec. 5, 1915. He is survived by his wife and five sisters.

On Mar. 31, Tom Sands, who has been car foreman over at Butte for this division for a long long time, climbed in his truck and started for Minnesota and his farm . . . took the pension and said goodbye to all concerned. That is the way to do it, all right, and he looked happy and contented, same as always, of course, and we all wish him and his wife many years of happiness after 38 years of railroading!

Edward Roy arrived at the home of Edward Dersey, third trick train dispatcher at Butte, the middle of March.

Gordon Earl arrived to stay permanently with Conductor and Mrs. Earl Lane in Townsend on Apr. 11. Earl says he can't buy a box of cigars to hand out on

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account of this being his first son. Worst case we have ever heard of.

A baby girl arrived in Deer Lodge on Mar. 20, again making Conductor Art Carlson a grandpa, the mother being his daughter Kathleen, wife of Ralph Wilcox.

Fireman Patrick of one of the Butte yard helpers is the proud father of a baby girl born early in April.

Among familiar faces here recently was that of young Joe Brand, eldest son of Conductor Brand. He is in the navy and has returned to the coast after 10 days spent with home folks.

Operator Doc Byrne of Deer Lodge, second trick for a good long time, has bid in first trick at Avery. We miss him.

Mrs. Mary Higbee is assigned to second trick at Deer Lodge.

Betty Anny Young, daughter of Conductor Young, was married recently to Sgt. Charles Myers. Both are well known in Three Forks and best wishes are extended to them.

## IDeA DIVISION

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

The car department has acquired a new clerk, Carl Ffaff, replacing Miss Laverne Gosselin, who recently resigned. Under the circumstances, there has been a decided decline in the business around Car Foreman Medley's office for the Trainmaster's chief clerk, Carl Lillwitz!

John C. Qualey died in Spokane on Mar. 19. He was a retired Spokane roundhouse laborer.

Gus Myers, first trick operator at St. Maries, was out of service from Apr. 2-16, being replaced by Miss Bessie Ellett. Says Dispatcher W. A. Monroe at Spokane about Miss Ellett: "She's a good man!"

Section Foreman Guy Chimenti has returned to his duties as foreman of the Spokane yard section after being on leave for five months.

James McGarvey, for many years section foreman at Malden and Spokane, passed away following a stroke sustained in Tacoma when he was in that city attending the wedding of a grand-daughter on Mar. 24. Mr. McGarvey worked for the Milwaukee Road for many years, starting in the track department in Wisconsin, and coming west during construction days.

General Foreman Pat Angelo's extra gang is working at Ramsdell, rehabilitating the log dock tracks in advance of the opening of the logging season in the St. Maries country. General Foreman Williams' extra gang is at Othello putting up ice in the new icehouse there.

Mrs. Gladys Clark, wife of retired locomotive Engineer Clayton A. Clark, passed away on Mar. 31.

The steel bridge crew under Foreman T. M. Peterson, has moved to Manito from the Coast Division to erect the steel for Bridge EE-1230, just east of Manito. Idaho Division bridge crew under Foreman Glen Webber is assisting with the work.

Mention was made in this column last

month of the injury sustained by Robert L. Baker, former section foreman on the POR Line at Metaline Falls, Wash. All were saddened to hear of his death at the Ione Hospital on Mar. 26.

The car department is expecting an addition—a tool room—within the next few weeks, to be located at the east end of the Union Station near Tracks 8 and 10.

## IOWA DIVISION

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

There have been several additions to the Milwaukee Road families during the last month. A son was born to Car Foreman Walter Noctor and wife at Perry. A daughter was born to Agent Don Calhoun and wife of Adaza. A son was born in Council Bluffs to Lt. and Mrs. O. P. Byrd; Lt. Byrd is now overseas with an infantry division. Flight Officer Jay McCann was married in Houston, Tex., to Miss Melva Osborne of that city, and Brakeman W. C. Driskill was married in Kansas City to Miss Mary Jane Tingwald of Perry.

On Mar. 27 retired Conductor and Mrs. Fred Appel celebrated their golden wedding anniversary with open house to their friends. Assisting at the event were retired Conductors W. T. Stockton and Homer Lee and their wives, both couples having been privileged to celebrate their golden wedding anniversaries a few years ago.

Herbert Langdon, clerk at Perry roundhouse, received a letter through the Red Cross from his brother Edgar



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in China. Edgar, who has made his home in China for a number of years, having been in the importing business, has been in a civilian internment camp for the last two years. The letter was written in July, 1944, last year, and reached Herbert in March.

Death brought sorrow to several of the Milwaukee railroad homes during the last month. Mrs. Margaret Rait, widow of an old-time engineer, passed away after a long illness. Elbert Hunt, father of Brakeman Kenneth died after a long illness.

Retired Machinist Otis Fulhart, whose son Frank is working in the Perry shops, passed away the fore part of April. He was 71 years of age and had not worked for several years.

Machinist Frank Pragge, who had worked for a number of years in the Perry shops, died suddenly while at work.

Sgt. John Ranes, son of Mrs. Viola Ranes of the Perry agent's office, was awarded an Oak Leaf Cluster for outstanding service. His brother, William, who is with the 8th Air Force was awarded the Air Medal.

Homer Vodenik, who went overseas as a flight officer, has been advanced to the rank of second lieutenant.

Harry Upton, son of the late Frank Upton, who went overseas with a medical detachment with the rating of sergeant, was promoted in March to the rank of second lieutenant.

## Council Bluffs Terminal

Lillian Kinder, Correspondent  
Car Foreman's Office

Sorry that no news for this point was printed in last month's issue. Your correspondent was too busy making a quick trip to California. I came back to find some very unfortunate things had taken place, not the kind of news anyone likes.

First of all there was the death of Car Inspector Silvert K. Buskness on Mar. 6. Silvert had been with this company for nearly 26 years. His loss is greatly felt.

Ole Moen, carman, was rushed to the hospital for a bursted appendix. He is now at home and getting along fine.

Iro Mayo, boilermaker helper, is home from the hospital and feeling fine. He hopes to be back to work in the near future.

Now that we have a woman laborer on the "rip", the yards are beginning to look presentable again. Sadie Bingaman was employed several weeks ago and is doing a fine job.

Flight Officer Charles Butts, formerly with the freight house, is now attending officer's candidate school.

Cpl. Teddy Schmidt recently received his crew Wings and was assigned to the same transport ship as Flight Officer Butts.

Congratulations to the Milton Exline family on the recent arrival of a baby boy.

Roy Wichael, Sr., switchman, has returned to work after a two months' leave of absence.

## MILWAUKEE DIVISION

Superintendent's Office and  
"C & M"

Wiley Moffatt, Correspondent  
Superintendent's Office, Milwaukee, Wis.

Daniel J. Marlett, 81, a conductor for 51 years prior to his retirement in 1939, died on Apr. 23 at his home in Milwaukee. He was for many years a member of the board of directors of the Milwaukee Road Veterans Association.

Arriving in Milwaukee as a young man from his birthplace in Ontario, Mr. Marlett started his association with the railroad as a "news butcher," selling papers on the trains. As conductor, he was chosen five times to run the Presidential Special—once with Theodore Roosevelt aboard, then Harding, Coolidge, Hoover and finally Franklin D. Roosevelt.

He is survived by his widow and a son, Byron.

We are now the proud possessors of the coveted safety trophy which was presented by Mr. Scandrett to Superintendent Valentine on behalf of the employes of the Milwaukee Division for their very creditable safety performance in 1944. Our goal now is permanent possession, as the cup goes to the division winning it twice in succession, so come on, gang! Let's show 'em we've got what it takes. An invitation to come in and "get a good look" at the cup is extended to everyone.

A big welcome to Assistant Superintendent J. M. Moudry, who is replacing R. A. Woodworth, promoted to superintendent of the Madison Division. We are sorry to see "Wood" go, but he says leavetaking has its compensations.

Friends and fellow employes were saddened to learn of the death of Conductor W. B. Carr, oldest conductor in point of service on the "C&M," and J. M. Calligan, formerly conductor on the "C&M" and more recently trainmaster in Chicago Terminal. The sympathy of all who knew and worked with these men is extended to their families.

## Special Merit

Conductor F. C. Tew, deadheading on No. 9 Mar. 11, was sitting in the forward end of the coach when equalizer under the car broke. He immediately pulled the air, bringing the train to a stop before reaching the home signal at Rondout. Fred is to be commended for his quick thinking and prompt action in stopping the train, averting what could have been a very bad accident.

A big bouquet to Signal Maintainer F. I. Scheberle who on Apr. 2 by his alertness discovered a badly broken rail at Tower A-68 shortly before one of our high-speed trains was due there, and unquestionably prevented an accident by his prompt action.

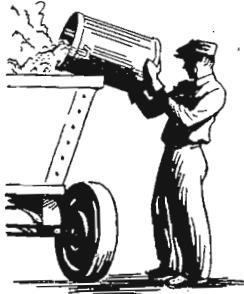
The first edition of the Polk-Whidden Crier came off the press on Mar. 20 and is named Elizabeth Lurena. Bill Polk is

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# GLENDORA

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a civil engineer, and before her marriage Mrs. Polk was correspondent for the Magazine in the purchasing department, Chicago.

Chuck and Gene Knoebel, trainmen on the "C&M," and sons of Chief Time-keeper L. R. Knoebel of this office, were both wounded in Germany while taking part in Gen. Patton's 3rd Army drive on Berlin. Best news is that they are both rapidly recovering. Gene has been promoted to sergeant and has received the Purple Heart award.

### Depot Dabs

April marked the completion of 25 years of service with the Milwaukee Road for Fred Ladwig, chief clerk at Muskego yard, and for Agnes Soyka, stenographer in Milwaukee Terminal office.

Melvin Malchow, draftsman in the signal department, has joined the Merchant Marine and is headed for the briny blue. From last reports, however, his ship is the Hotel Kenmore in New York, where he is quartered while attending school.

You can throw away your Esquire, boys, and just watch Jimmie Quinn for the last word in men's clothes. He recently won a sewing machine and should soon be a leader in sartorial splendor.

Things have been rather quiet—so far as news is concerned—since the last report appeared in the Magazine. If you have any news, please bring it in, but it must be authentic. Once bit, twice shy, as the old saying goes!

The 7th War Loan drive is our greatest opportunity to serve our country and the men fighting for our country and us. They have done a magnificent job and we must not let them down. DO YOUR SHARE.

### Second District

F. J. Love, Correspondent  
Beloit, Wis.

A son was born to S/Sgt. and Mrs. Glen Miller. Glen was formerly agent at Kansasville, Wis., but is now in Belgium with the 744th Railway Operating Battalion.

W. J. Bady, machinist helper at Beloit roundhouse, retired. Mr. Brady has been at Beloit roundhouse for the past 18 years, and prior to that was employed at Ladd. He will make his home at South Beloit.

In the office of Assistant Master Mechanic W. J. Hughes at Beloit there is a very interesting collection of pictures of old locomotives and some engrossing old train sheets and other literature which Mr. Hughes has all nicely framed. Some of these pictures are 60 years old and some of the train sheets are older. There is a picture of engine 42 named the D. A. Olin built in 1862 at Watertown, Wis., shops by the Milwaukee and St. Paul Railroad. D. A. Olin was the superintendent on the Western Union Railroad before the name was changed. This is now the Milwaukee division second district. This engine was finished off with

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German silver. There is a picture of engine No. 26 built in the Racine roundhouse (or perhaps just assembled—I cannot tell for sure) in 1867 by the Western Union Railroad. At that time John Taylor was the master mechanic. This engine was finished in brass. Both of these engines, according to the data, had 17 by 24-inch cylinders. Another old engine was the 209, built in 1878 by the Milwaukee Road, with a 17 by 24-inch cylinder. This engine pulled the special train of President Grant from Chicago to Milwaukee and made the run in 100 minutes. All three of these engines were of the 4-4-0 class.

There is a picture of a steamboat owned by the Prairie du Chien, St. Paul and Mississippi Railroad. This very fancy looking boat was used to haul passengers between Prairie du Chien and McGregor.

There is a train sheet dated July 7, 1882, covering the line from Eagle Jct. to Elkhorn and Racine through Western Union Jct. to Rock Island, and one part of this sheet covers a section headed Chicago and Pacific Division and the Prairie du Chien Division. A train, No. 1, left Western Union Jct. at 10:05 a. m. and arrived at Rock Island, 6:25 p. m. Another train sheet from the H&D Division shows date of October, 1885. The exact day cannot be made out, but it shows train No. 69 with Conductor Johnson and Engineer Cook, and engine 430, leaving Milbank at 11:45 a. m. and arriving at Aberdeen, 6:30 p. m., with 17 cars. A train, No. 18, with Conductor Kenney and Engineer Mike Doner and Fireman W. H. Hugger, Sr., with engine 206 leaving Aberdeen at 7:55 a. m., and arrived at Milbank, 6:45 p. m. The fireman on this train was the father of W. J. Hughes.

"Old Line"  
Hazel Whitty, Correspondent  
Ticket Clerk, Horicon, Wis.

The people of Waupun were very elated recently when they heard a nice siren whistle on No. 31 and saw a streamlined locomotive passing through, and immediately they commenced bargaining for

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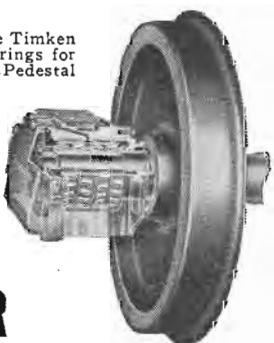
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RAILWAY ROLLER BEARINGS

routing the Hiawathas over the Old Line. Never mind, boys, not this time. The fact is, we were short of engines at Milwaukee, and one of the original Hiawatha jobs was put on.

Andrew J. Richardson, 71, an employee of the road since 1900, died of a heart attack Mar. 10, at his home in Milwaukee. He was an engineer for 40 years. Surviving are his wife, one son and one brother. Andy was affectionately known among fellow employees as "Scientific," as he enjoyed working on inventions, some of which would have been useful if put on the market. He was well liked.

Mr. and Mrs. Wilbert Johnson celebrated their Silver Wedding at Horicon on Apr. 14. He is relief foreman at Horicon.

The Oshkosh yard section crew is to be commended. On Feb. 26, while cleaning their 75 and more crossings, this crew found a piece of carwheel large enough to cause them to formulate a plan to find the car it came from. So next morning each man was instructed to look over the cars in the section of the yard he was assigned to clean, and a foreign car was found having a 3 x 12 inch piece missing. A report was made to the car foreman and a pair of wheels put on. There is no judging the extent of damage which might have been done if this defect had not been observed.

### The Milwaukee Road Enters Sawdust City

Much favorable comment was heard concerning the recent treatise on Winneconne, so it may not be amiss to give you a brief story of another of our historical stations—Oshkosh. The population of Oshkosh today is well over 40,000. The steel industry flourishes there today and 90 per cent of all industry is engaged in war work, to bring back the boys so they may again enjoy hunting and fishing on Lake Winnebago and the rivers and roam the woodlands so loved by that mighty Winnebago Indian tribe ruled by Chief

Oshkosh, from whence the city received its name.

The mayor of this fine city is George Oakes, son of our former locomotive engineer, Richard Oakes.

It was in the year 1864 that Oshkosh boasted 35 sawmills, and was busy in the manufacture of wood products. Timber was plentiful and the Fox River was full of logs rafted together and floated to these mills. It was in that year that the Oshkosh, Mississippi Railroad Co. was formed, to grade a right of way from Oshkosh to Ripon to connect with the Chicago, Milwaukee Railway Co. The people realized a railroad connection was necessary for the vast expansion of the lumber industry of the Fox River Valley. Surveying was done, running due west through Fisk and Pickett. Many were induced to invest and settle here and after many hardships the road was completed in 1871 and was leased to the Chicago, Milwaukee Railway. The first passenger train reached Oshkosh on Dec. 14, 1871, the event being celebrated. The crossing of the Fox River was in itself a huge problem which involved the building of a jack-knife bridge at a cost of \$100,000. This bridge was used jointly with the Wisconsin Central Railroad for many years. A canal was dredged and a dock built to accommodate the tugs and boats that plied the waters, and vast loads of bricks, shingles and lumber were transferred to railroad cars for western delivery.

The first agent to serve was Tom Wall; the first yardmaster, John Kelp. The first engineer to run one of the old woodburning engines with slanting pistons (trimmed with brass wherever possible) was Ed Fox. The first section foreman was F. Daniels; he had to spend a great deal of his time rerailing cars and engines due to the 45 and 52-lb. rail. Our present force is E. F. Baar, agent; H. Jeskey, yardmaster, and the section foreman is L. Glasnapp. And it may be said of them they are among the most cooperative employees on the division.

### I & D DIVISION

#### Marquette - Sanborn

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

After a total of 50 years in service, J. J. (Jack) Corbett, agent at Rudd, has been forced to retire owing to failing health. Mr. Corbett has made many friends on the railroad and we all wish him a speedy recovery and much happiness in his retirement. Mrs. Corbett has served as her husband's assistant for 17 months but she, too, is resigning.

Congratulations to Brakeman and Mrs. Lowell W. Peterson on the birth of a son, born Mar. 30. This is their second child.

Recent visitors were Henry Velthoff, formerly employed in the roundhouse, and Otto Olson, formerly employed in the car department. Both boys are now serving in the navy.

Sympathy is extended to Aldro Calvert

The Milwaukee Magazine

on the death of his wife, who passed away at a local hospital recently. In addition to her husband she is survived by a daughter and a son serving in the army.

Word has been received of the death of Robert W. Miller, son of former Switchman Geo. C. Miller. Robert died in a naval hospital in Hawaii following an operation. A gunner's mate, Miller joined the coast guard in November, 1940, and participated in the invasions of Africa, Sicily and France before being transferred to the Pacific theater of war.

### **Sioux Falls Line**

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

Engineer R. V. Marion underwent a serious operation and at this writing is recovering at his home after which he will receive further treatment.

The Sioux Falls freight office is completed, after six months of remodeling which includes an office for roadmaster, switchman's quarters and dormitory for coach and dining car employees. Announcement has been made that the passenger station will be remodeled this year to facilitate the handling of the large volume of traffic.

After spending 30 months at Sioux Falls in connection with the Western Military Bureau, Elmer H. Moll, city passenger agent, returned to Chicago May 15, to his regular assignment.

Word has been received from former Baggage man Lyle C. Riley that he is now stationed somewhere in Germany.

### **Sioux City and Western Branch Lines**

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

Operator John E. Hornby, now on leave of absence for military service, was a recent visitor in Sioux City while on leave of absence from the Railroad Transportation Corps at Fort Warren, Wyo.

A letter was received by Assistant Superintendent Hansen from Fireman Marion E. Woods, now on duty with a railroad operating battalion in France. Marion sends regards to all the boys.

Conductor Frank M. Gallant underwent a throat operation at Sioux City on Apr. 1. At present he is getting along very nicely.

Your correspondent recently had a nice long letter from Glenn Houser, conductor on this division, now on leave of absence on special duty for the B. of R. T. Glenn's present address is 1220 S.W. Stark St., Portland, Ore.

R. W. Leeper, conductor, is on leave of absence, handling insurance matters for the B. of R. T.

Howard Speulda, son of Engineer Lee Speulda, has been appointed electrical trade theory instructor at the Mare Island navy yard apprentice school.

Jack Hansen of the navy, son of Assist-

ant Superintendent J. T. Hansen, who is now taking a special course at Navy Pier, Chicago, recently spent the weekend with his parents in Sioux City.

Emil Popper, baggage agent at Sioux City, who has been on a furlough for some time, due to the condition of his wife's health, is expected to resume his duties at the Sioux City baggage room about May 1. The job has been very capably handled during his absence by Ray Hoff.

Fred "90%" Harvey, the pride of the Sioux City dispatcher's office, has at last secured a house in Sioux City and moved his family here.

Engineer Ove Lynberg became seriously ill while en route to Manilla on Apr. 16. He was taken off the engine and returned to Sioux City, where he was placed in a hospital.

### **Sanborn-Rapid City**

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

Credit is due the section force of the local yard in the construction of a park in the vacant lot north of the local passenger depot. We understand that Section Laborer Tony Klados donated all the trees for same, and several flower beds are now being made. Section Laborer Mike Kulikowsky has charge of the park and we know that before long Mike will convert this same lot into a beauty spot.

Former Engineer Charles Bunting, who retired several years ago, passed away at the home of his son in Muskogee,

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Oklahoma, at the ripe old age of 88. Dad, as he was known to his many friends here, was engineer in the local yards and had 40 years of railroading to his credit.

Harold Lindal, steamfitter 1/C, formerly of the local roundhouse, enjoyed a short leave with his family at Mitchell.

Max Henzik, former roundhouse employee, who is now serving overseas, has been wounded in action. We are advised that his condition is not bad.

Seaman Robert Nichols, son of Pump Repairer Estil Nichols, spent a short leave with his father and brother, Bob, has been in the Pacific for the past 16 months.

The painters have been busy repainting everything at Mitchell and their artistic work has greatly improved the buildings.

Expressman F. Bailey received the sad news of the death of his son, Pfc. Bailey, which occurred in the Pacific theater of war, and we all extend our sympathy to the bereaved ones.

Finishing his duties as coach of the Notre Dame football and basketball teams, Moe Shevlin has now stirred up some enthusiasm with regard to promoting a softball team for the coming season.

We understand that plans are being made for the remodeling of the local passenger station.

## D & I DIVISION

### First District

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

J. Canavan, agent at Genoa since Feb. 5, 1911, retired on Apr. 1, after serving the company faithfully and well since Dec. 9, 1904. L. E. Beckwith, yardmaster at Marquette, also elected to retire from the service on Mar. 1, after 51 years with the road, starting as a carler in 1894. He will make his home in Baltimore with his wife and son Ed.

Walter Welcome Whitney, two-year-old grandson of Janitor Walter Whitney at Savanna, is critically ill with leukemia, and blood transfusions are being given with the hope that his father, who is a machinist mate first class in the Seabees, may be able to arrive home in time to see the little fellow.

Frank Morgan, engineer on the Second District, died in Finley Hospital, Dubuque, on Apr. 7, following a short illness. He entered the service in 1886 as a lad, working in the machine shops at Savanna, then transferred to engine service, working on passenger and freight engines between LaCrosse and Davenport for 41 years. Sympathy is extended.

John Lahey, employed in Savanna roundhouse for the past 35 years, passed away suddenly at the home of his mother in Savanna on Mar. 25, following a week's illness with pneumonia. He is survived by his mother, four sisters and one brother, Assistant Roundhouse Foreman A. J. Lahey of Savanna.

On Apr. 6 occurred the marriage of Miss Vida Gunn, youngest daughter of Fireman and Mrs. Glen Gunn, Savanna, to Staff Sgt. Robert Madison.

Milton Kelsey of the navy, son of Roadmaster Kelsey, was on the ship which fired the first shot at Iwo Jima.

Navy Lt. Wilbur J. Engman, son of



### KNIT A TAILORED JACKET FOR YOUR SPORTS WARDROBE

Gone are the days of the sloppy Joe sweater. Its place has been taken by carefully fitted and tailored sports clothes. Typical is this jacket, knitted of soft wool, yet tailored like an imported tweed—even to the pockets and saddle stitching. Such a jacket, in a rich, deep color, will be an important addition to your casual wardrobe.

Directions for knitting Saddle Stitched Jacket No. 449 can be had by writing to the Milwaukee Magazine, Room 356, Union Station, Chicago.

Chief Carpenter Engman, visited in Savanna recently, returning from a year's service in the Pacific where he piloted a torpedo plane on one of the largest carriers in Admiral Halsey's 3rd Fleet. He wears the Philippine and Asiatic Pacific campaign ribbons for service on the Atlantic prior to that in the Pacific, and is credited with sinking one enemy cruiser on the Indo-China coast, one 10,000 ton tanker and one 10,000 ton cargo ship at Formosa, a direct hit on a battleship at Leyte, and destroying or damaging 24 twin engine aircraft on the ground. He led the squadron on the most dramatic and hazardous attack of the campaign. Assigned to put torpedoes into a large enemy tanker in Hong Kong harbor, he led his division directly into the face of the most vicious anti-aircraft fire sent up by destroyer escorts surrounding the target ship. For this and for outstanding leadership as squadron commander during the battles of the Philippines, Lt. Engman was awarded the Navy Cross, two Distinguished Flying Crosses and the Air Medal.

## KANSAS CITY DIVISION

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

After working for a number of years as assistant foreman and foreman of section at west yards, Russell G. Scott was given a temporary assignment as extra gang foreman, with headquarters at Sturtevant, Wis., and left Ottumwa on Mar. 19. Russell has been one of our active Service Club workers, holding the office of assistant chairman at one time.

An automobile accident on Mar. 15, claimed the life of retired Conductor Harry Biesecker at Kansas City. He entered the service of the Milwaukee on July 21, 1897 and retired on Nov. 1, 1943.

Another retired employe, Martin E. Johnson, died recently at his home in Ottumwa. Mr. Johnson was employed as night baggageman at Sherman Street station at the time of his retirement in October, 1944. One of his sons, Forrest W., is a seaman 1/c, stationed at San Francisco.

Diana May arrived in the home of Brakeman Clarence N. Pierce on Mar. 9.

A twice-wounded veteran of the famous 34th "Red Bull" Division, Pvt. Russell Stodgill of the 5th Army has returned from Italy for a visit at the home of his parents in Ottumwa. While working as a section laborer at Sewall, Ia., in July, 1941, he was inducted in the army. He wears the Purple Heart medal ribbon with one Oak Leaf Cluster, the Combat Infantry Badge, along with other service ribbons and battle stars. Has two brothers in the service, Pfc. Noel, in England, and Cpl. Ira in the South Pacific.

Pvt. Keith Wymore has completed his basic training at Little Rock, Ark., and has been transferred to officer candidate school at Ft. Benning, Ga. His brother, Pfc. Kenneth Wymore, is with the 9th Army in Germany, assigned to the combat military police. Both are sons of Brakeman Kenneth Wymore.

Lt. J. E. Reardon of the Army Air Force servicing detachment, Des Moines, presented to Mrs. Rosemary Alsdorf the Air Medal and its accompanying citation, awarded to her husband, Lt. Albert J. Alsdorf, now a prisoner of war in Germany. He is the son of Fred Alsdorf of the Ottumwa mechanical department.

Engineer J. L. Frost has been notified that his son, Jack C. has been promoted to sergeant. He received his promotion after arriving at an Air Force station in England, where he is a member of a bomber group.

L. H. Rabun, D. M. M., Savanna, advises that his son, Cpl. T. W. Rabun of the Army Air Corps, was recently sent to Puerto Rico. His wife and little daughter, Margaret Ann, are temporarily remaining with the Rabun family in Savanna.

Pvt. Hubert F. Lewman, former section laborer at Rubio, in the army since March, 1942, has been given a medical discharge. He left the Veterans' Hospital in Des Moines on Mar. 3 and has resumed service in the section at Rubio.

Section Laborer Edgar Hessenflow, Galt, Mo., entered the navy in March as did George R. Decker, brakeman, Ottumwa.

On Sunday, Apr. 7, Miss Marjorie Wendell was married to 1st Sgt. Jack Mercer, son of Mr. and Mrs. H. V. Mercer of Ottumwa. Sgt. Mercer is home on a 60-day furlough after a long service in the Mediterranean theater. Marjorie has been the stenographer in office of chief dispatcher since last November. She is the daughter of Ticket Agent W. I. Wendell, Ottumwa.

In the post chapel at Ft. Benning, Ga., on the evening of Mar. 31, Miss Thelma Martin of Ottumwa was married to Lt. Joseph E. Cross of the army. They are making their home in Columbus, Ga., while Lt. Cross is taking an advanced officers' training course at Ft. Benning. His father is Harry E. Cross, night yardmaster at west yards.

Because of a serious injury sustained while on duty in the South Pacific it is necessary that Lt. Jack Cundiff, son of J. W. Cundiff, wear a 22-pound body cast. He spent a furlough with his parents in Ottumwa during March. His marriage to Miss Virginia E. Sawyer of Des Moines took place in that city on Mar. 25. At the conclusion of his leave he and his bride will go to El Paso, Tex., where he will receive further medical treatment and await assignment. His father is employed in the mechanical department at west yards.

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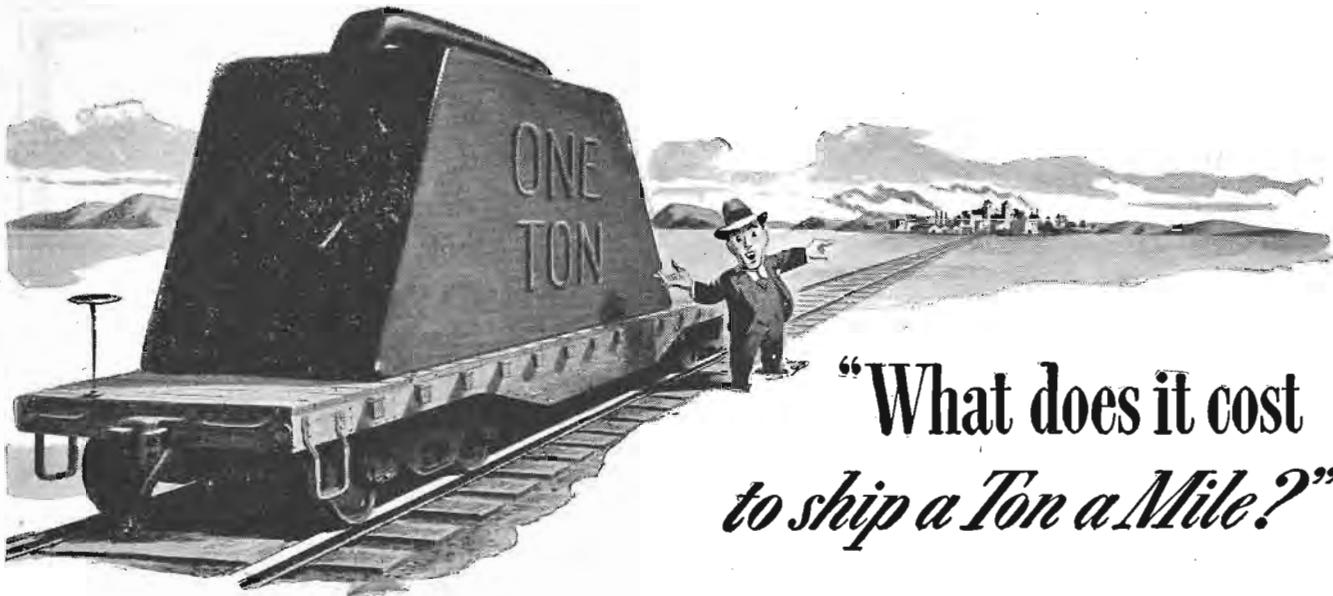
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O.K., you may say, that ought to make freight rates simple. Why not "sell a ticket" for moving freight, just like selling a passenger ticket? Take the number of tons, the number of miles, the average charge, and figure it out?

We wish it could be that easy. But here is the problem.

LOAD WORTH	LOAD WORTH	LOAD WORTH
\$100,000	\$10,000	\$100

Some freight is cheap, heavy, little subject to loss and damage. Some is valuable, light and bulky, difficult, risky and expensive to handle. Such differences in the character of freight call for differences in rate making. No one would suppose that charges should be the same on a ton of coal as on a ton of diamonds.

To charge even as little as one cent per mile for hauling a ton of some of the heavy, low-priced commodities would mean, in many cases, making rates so much higher than they are now that such commodities could not move over the long distances we have in this country and be sold at a profit in distant markets.

On the other hand, rates on more valuable articles can be much higher than the average without making any appreciable difference in the price at which they are sold.

So, to make it possible for all sorts of freight to be moved to market, and at the same time meet the necessary costs

to the railroad of doing the job, there came to be these differences in freight rates—with the result that shippers, railroads and the public benefit from the amazingly wide distribution and use of all sorts of commodities all over America.

### "Prices" tailored to the public interest

Rate-making seems complex. But that's because commerce is complex. Rates, or transportation prices, must be made for the movement of tens of thousands of different articles over various routes between tens of thousands of places, all over the country, and under all sorts of conditions. If those prices, as a whole, are too low, the railroads won't be able to meet the costs of doing business. But if transportation is priced too high, the traffic doesn't move—and that is not good for either railroads or shippers.



And so it is that over the years the railroads have worked on a basis of "what is best for our customers is best for us." It is to the interest of every railroad to build up the area it serves. It wants to encourage the growth of industries. It wants to encourage agriculture. It wants to encourage mining, lumbering, every

other type of business. Rates are figured out for just that purpose—to meet the needs of commerce—and are revised to respond to changes in those needs as they come about.

### Where the I. C. C. comes in

Many years ago, the Interstate Commerce Commission was established to prevent undue discrimination in railroad rates as between shippers and communities, and to see that rates are "just and reasonable."

All railroad rates are open covenants openly arrived at after discussion between the railroads and shippers. All



rates are published, are filed with the I.C.C., and are open to anyone to see.

But in any case, a shipper who isn't satisfied has the right to ask that the I.C.C. step in and investigate. And more than 250 volumes of I.C.C. reports show how active the Commission has been in this respect.

This principle of tailoring transportation prices to the public interest has stood the test of time—and no man who has made a sincere and expert study of the problem has found a better system for all concerned.



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