

# The MILWAUKEE MAGAZINE

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

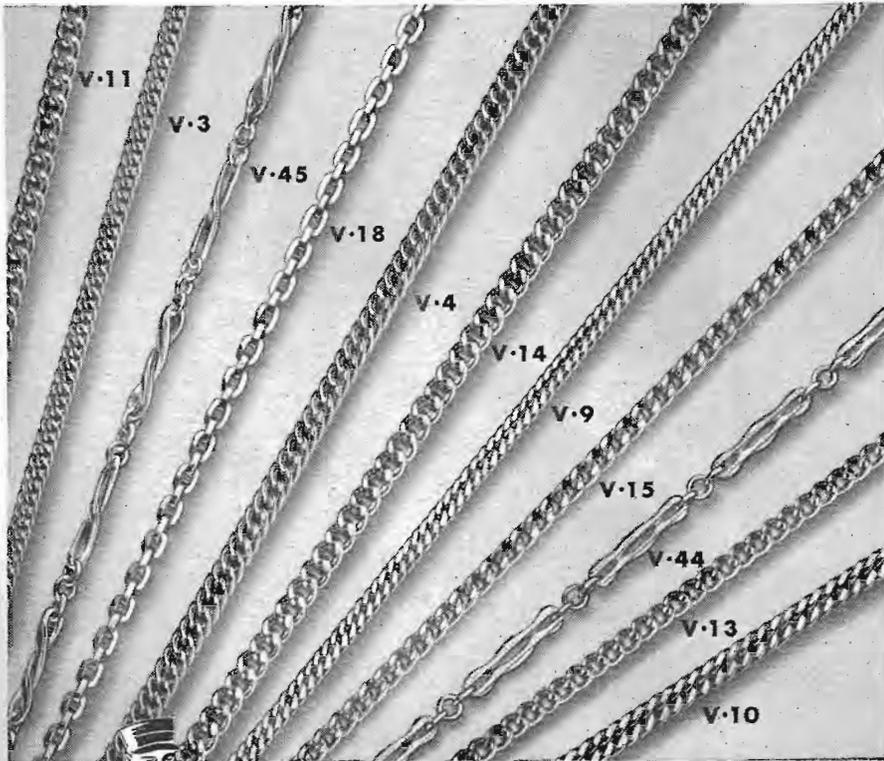


November 1945

**MADE STRONGER TO LAST LONGER**



**QUALITY GOLD FILLED CHAINS**



**S**immons vest\* chains, the kind that railroad men wear, are worn through special preference. It is not only the style or the popular prices of these chains but also their wearing quality and strength. Simmons has known the importance of combining durability with style in watch chains for railroad men since 1873.

\*Vest chains are equipped with a bar and drop piece on one end and a swivel on the other.

**R. F. SIMMONS COMPANY**

**ATTLEBORO, MASSACHUSETTS**

Your  
Hamilton is  
on the Way



Now that Hamilton's extensive war assignments have been completed, you can expect the supply of 992's to increase steadily as reconversion proceeds.

Your Hamilton may be at your jeweler and watch inspectors now. If it isn't it will be soon. Ask him to give you a call when it arrives.

Some Hamilton watches for off duty wear, or for other members of your family are being made too. Watch for them... they'll be *well worth waiting for!* HAMILTON WATCH COMPANY, LANCASTER, PENNA.



THE WATCH  
OF RAILROAD  
ACCURACY

**Hamilton**

## A Hollander Sends a Token of Thanks

During the war, railroad people and many others came to think of the railroads of the United States as "The Lifeline of the Nation." What the war performance of American railroads meant to the people of other nations, however, has not been quite so evident. Now, a symbolic gift from A. G. Nymeyer, a railway engineer of Amsterdam, the Netherlands, sent to the Association of American Railroads, casts light on the matter of our allies' appreciation of the war service of American railroads.

Mr. Nymeyer's gift is a beautiful candle, inscribed "Liberated Holland Thanks You," accompanied by a letter which gives "the story behind this candle," in which Mr. Nymeyer says:

"During the last winter, when electricity was no more available, we were most happy if we had a candle for lighting our living rooms. I conserved the last candle we had, and, as a symbolic expression of thanks to all American railroads without exception, I am sending it to the Association of American Railroads. I gave it the colours red, white and blue, the colours of our national flag, and also the colours which form the Stars and Stripes. This candle once meant for us a small spot of light in a very dark world; now it should serve to remind you that you have helped to keep the candles of our lives burning. I hope you will all accept it, not for its material value, but in its representative value: the life of a nation! . . . you really are the lifeline of many nations!"

## Appointments

### Engineering Department

Effective Nov. 15, 1945:

R. J. Middleton is appointed chief engineer, succeeding W. H. Penfield, who is retiring at his own request.

### Mechanical Department

Effective Nov. 1, 1945:

A. C. Schroeder is appointed assistant to superintendent car department.

W. E. Campbell, at his own request, is appointed assistant district general car foreman, Lines West, with headquarters at Tacoma, Wash.

H. L. Hewing is appointed district general car foreman, Lines West, with headquarters at Tacoma, Wash.

C. E. Barrett is appointed district general car foreman, Northern District, with headquarters at Minneapolis, Minn., vice H. L. Hewing promoted.

A. V. Nystrom is appointed district general car foreman, Southern District, with headquarters at Chicago, Ill., vice A. C. Schroeder, promoted.

### Operating Department

Effective Oct. 15, 1945:

J. N. Malvin is appointed trainmaster of the Chicago Terminal Division, with headquarters at Bensenville, Ill.

November, 1945

# The Milwaukee Magazine

November  
1945

Vol. XXXIII  
No. 8



Marc Green  
Editor

A. G. Dupuis  
Manager

PUBLIC RELATIONS DEPARTMENT  
UNION STATION—CHICAGO

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Effective Nov. 1, 1945:

S. F. Philpot is appointed assistant superintendent, LaCrosse & River Division, with headquarters at Wausau, Wis., vice G. F. Hancer, deceased.

Paul Bridenstine is appointed trainmaster of the Twin City Terminal Division, with headquarters at Minneapolis, Minn.

### Freight Traffic Department

Effective Nov. 1, 1945:

G. E. Benz is appointed general agent at Minneapolis, Minn., succeeding W. E. Sinclair, who has asked to be retired.

Effective Nov. 16, 1945:

M. M. Wolverton is appointed assistant general agent, with office at Milwaukee, Wis.

N. P. Van Maren is appointed general agent at Omaha, Neb., succeeding M. M. Wolverton, promoted.

Effective Nov. 1, 1945:

J. E. Marshall is appointed general agent at St. Louis, Mo., succeeding G. W. Stoltz, who has asked to be retired after many years of efficient and loyal service.

Effective Nov. 5, 1945:

F. W. Baker is appointed division freight and passenger agent at Aberdeen, S. D., succeeding G. E. Benz, promoted.

G. C. Cottrell is appointed traveling freight agent with headquarters at Minneapolis, Minn., succeeding A. G. Bantly, who has asked to be retired.

A. F. Reuland is appointed traveling freight and passenger agent with headquar-

ters at Des Moines, Ia., succeeding J. F. Kane, who has asked to be retired.

L. B. Horton is appointed traveling freight agent with headquarters at Kansas City, Mo., succeeding F. W. Baker, promoted.

R. T. Dempsey is appointed traveling freight agent with headquarters at St. Louis, Mo., succeeding J. E. Marshall, promoted.

Paul A. Larson is appointed traveling freight agent with headquarters at St. Louis, Mo.

## Norman A. Ryan

Col. Norman A. Ryan, 55 years of age, former general manager of the Milwaukee Road in Seattle, died in New York on Nov. 3.

Colonel Ryan was born in Superior, Neb., on Nov. 5, 1891 and entered railway service at the age of 18 as a clerk and stenographer in the operating department of the Burlington, later working for other western railroads and resigning in 1918 to enter the army.

Upon returning to civilian life in 1919, he joined the staff of the Milwaukee Road general superintendent in Chicago, and in 1920 was appointed trainmaster on the Milwaukee Terminals Division. In 1921 he was transferred to the Terre Haute Division, promoted to assistant superintendent in 1923 and superintendent there in 1924. In 1930 he was made superintendent of the Milwaukee Division and became assistant general manager of Lines East on May 1, 1932. On Oct. 1, 1939 he was promoted to general manager, Lines West, with headquarters in Seattle.

He was called to active duty with the army on May 26, 1942 as assistant chief of transportation and chief of the Military Railways Division. One of the first officers to arrive in London, his tour of duty included service in France, Belgium and Germany, for which he was awarded the Legion of Merit.

Colonel Ryan is survived by his widow, Dorothy, and daughter, Patricia, who reside in Evanston, Ill., and by a sister, Mrs. Lowell Thomas.

## "The Job Has Been Well Done"

The letter quoted below was written by The Honorable Robert P. Patterson, Secretary of War, to J. J. Pelley, president of the Association of American Railroads, for transmission to the men and women who worked on America's railroads during the war.

**A**LTHOUGH the record-breaking troops movement which is now being handled by the railroads will continue for several months and will be troublesome and difficult, it is, of course, apparent that the peak transportation load incident to the war effort has been attained and passed.

The transportation requirements of this war have been tremendous. The part played by the railroads of America in meeting these requirements has been so outstanding and of such a high degree of efficiency that it reflects great credit on railroad transportation generally and upon the officers and employes of the individual railroads which make up the whole. The job has been well done.

May I not ask that you express to the members of your Association, and through them to the individual employes of each of the railroads which you represent, the gratification of the War Department for the splendid effort which has so materially influenced the successful conclusion of hostilities in the present conflict.

# KEEP UP YOUR PAYROLL SAVINGS

AND HERE'S  
WHAT  
HAPPENS

## VICTORY -BOND TIMETABLE

WEEKLY SAVINGS	SAVINGS AND INTEREST ACCUMULATED		
	IN 1 YR.	IN 5 YRS.	IN 10 YRS.
\$3.75	\$195.00	\$1,004.20	\$2,163.45
6.25	325.00	1,674.16	3,607.54
7.50	390.00	2,009.02	4,329.02
9.38	487.76	2,513.42	5,416.97
12.50	650.00	3,348.95	7,217.20
15.00	780.00	4,018.67	8,660.42
18.75	975.00	5,024.24	10,828.74

# The Milwaukee Road Coal Supply

by **A. E. Johnson**  
Assistant to Chief Purchasing Officer

**C**OAL is an important factor in the operation of American railroads, about 20 per cent of all the coal mined in this country being burned by the railroads. The Milwaukee is one of the largest users, requiring an average of 200 cars a day. Our purchases last year amounted to nearly 3,800,000 tons, at a cost of approximately \$9,600,000.

We have our own mine at Roundup, Mont., which produces approximately 500,000 tons a year. The balance of The Milwaukee Road requirement is normally all purchased from mines on our line in Indiana and Iowa, and from docks on our line at Superior and Duluth on Lake Superior, and Green Bay, Marinette and Menominee on Lake Michigan. The largest part of this tonnage is procured from the mines on our Terre Haute Division; up to a few years ago we had no difficulty in getting all the coal we needed from that source. During the past several years, however, our require-

## "What Got 'em So Dirty?"

The late Will Rogers, in one of his rambling essays, explored the subject of American homes with more than one bathroom. The famous Oklahoman figured, naturally, that one to a house was enough, considering such matters as cost, the danger of drowning, and average dirtiness. He said that if George Washington were to return to the modern scene and walk into a house with bathrooms all over the place, he would probably ask the residents what got 'em so dirty. We wouldn't be surprised if G. E. Hayes, manager of the Milwaukee Road's laundry in Chicago, is wondering the same thing about his fellow employees.

Mr. Hayes, of course, like everyone else familiar with the causes of the towel shortage throughout the system, knows that the 40,000 faces and 80,000 hands on the railroad don't need to be washed and dried any oftener than they ever did. The explanation lies chiefly in a shortage of help in the laundry and the impossibility of procuring new toweling at the present time.

The laundry finishes 45,000 to 50,000 pieces of linen a day, the year 'round. It washes and irons more sheets, slips and towels in one day than the Hotel Sherman in Chicago could use. The requirements of our dining cars, parlor cars and crew quarters, plus the need for towels in offices and elsewhere, add up to a demand which our laundry is hard-pressed to meet. That explains why you've been drying your face on a handkerchief lately.

Employees whose job it is to return soiled linen to the laundry at Western Avenue, Chicago, can help a great deal by doing so promptly. All of us can help by using towels for their intended purpose only, and by making each one serve a little longer. A shortage of available linen not only threatens to lower the quality of service we can give passengers on our trains, but is an annoyance to the employee who wants to wash his hands. Since we who work for the railroad are the only ones who can relieve the situation, let's do our best.

ments have increased to the extent that it has been necessary to go off-line for a substantial tonnage.

In order to guarantee an adequate supply of locomotive fuel during periods of mine shut-downs due to controversies, as well as during periods of high consumption and low production, it has been the practice to stock pile 200,000 to 300,000 tons, which constitutes 20 to 30 days' supply, at several strategic points on the railroad. The greater part of this tonnage is stock piled at Mannheim, just outside of Chicago, where empty cars, men and cranes are always readily available for fast loading.

It is frequently assumed that storage coal deteriorates rapidly and loses much of its value, but on The Milwaukee Road it has been learned from experience that while there is some deterioration on the surface of the pile, caused by drying out and loss of volatile matter, this condition does not extend to any appreciable depth. We have had coal in storage for as much as three years without any serious depreciation.

This storage coal is handled by gasoline and Diesel power caterpillar tractors with booms ranging from 45 to 60 feet and handling a bucket with a capacity of two cubic yards. These machines will unload up to 25 cars of coal per shift and load up to 40 cars per shift.

### Mannheim Pile Needed During Strike

During the recent coal strike, when a hurry-up call came for locomotive fuel to keep the railroad running, our foreman at Mannheim responded with 70 cars a day,

which helped materially in keeping a supply available at all coal chutes for current requirements.

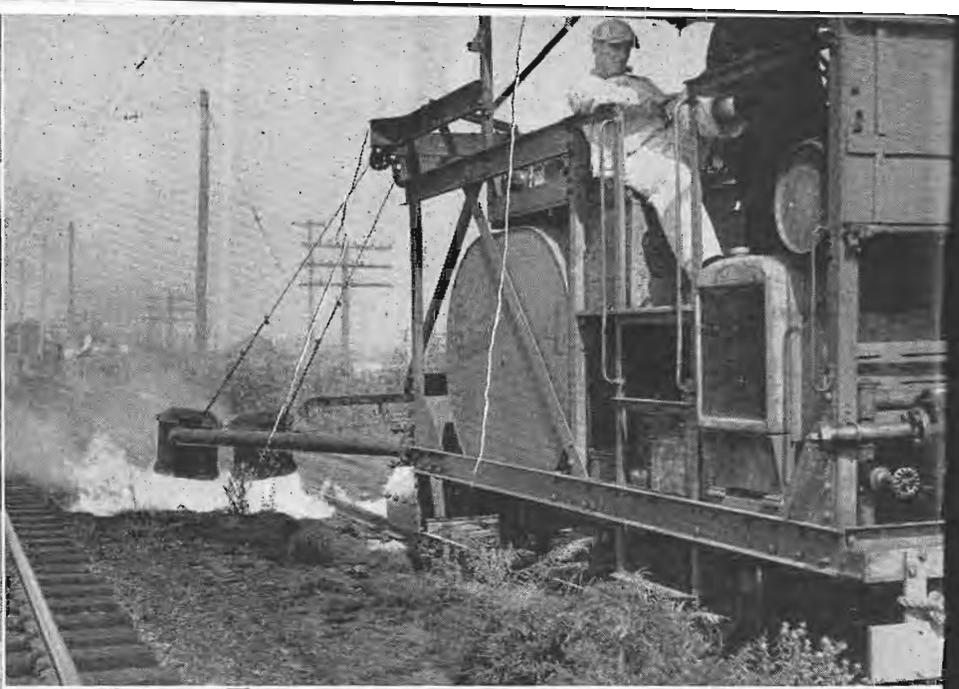
The past few weeks have been very trying for those responsible for keeping the railroad supplied with coal. Late in September labor disturbances developed in the coal fields of Pennsylvania and West Virginia which started a series of strikes. The strikes spread from day to day and by the middle of October caused the closing of every important mine in Indiana. The miners returned to work Oct. 22, but in the interim it was necessary for The Milwaukee Road to pick up practically all ground storage. On Oct. 1 we had a 30-day supply of coal in cars and in stock piles, and by the time the Indiana mines reopened our supply had dwindled to 15 days. This is much too low with the many uncertainties prevailing at this time.

We must increase our supply just as quickly as possible by buying more off-line coal; this is not easy, as most consumers are also short of coal and are demanding regular shipments from their normal sources of supply. We are doing fairly well, however, in finding additional off-line coal in Illinois and West Kentucky to supplement receipts from our regular sources of supply. The majority of this off-line coal is mine run, and while it is regularly burned by other railroads, it is not considered as good a locomotive fuel as the egg sizes we obtain from our Indiana mines. This off-line coal may call for different firing practices.

There is an additional item of expense connected with off-line coal; that is foreign line freight charges of about 75c per ton to a connecting point on our line. The cooperation of engineers is, consequently, required now more than ever in getting the most out of the more expensive off-line coal we are compelled to purchase.



Regent Mine, near Latta, Ind., the newest coal mining operation on the Milwaukee Road, provides a part of our own requirement. The mine is equipped with the very latest facilities for cleaning and sizing coal.



# Civilian Flame Thrower

FOR proof that on a big railroad like the Milwaukee the operation of trains is merely the end product, take the big weed burner that snorts up and down branch lines and main track from Mobridge, S. D. to Seattle, Wash., and from May to October every year that the weeds grow; and William Danforth of Miles City, Mont., who operates the burner, can't remember a year when there hasn't been a good crop.

As the pictures on the adjoining page indicate, the weed burner is a sort of civilian equivalent of the flame thrower, since it does the same thing to between-the-track and track-side weeds that the flame thrower did

to our enemies, and does it in just about the same way.

Weeds present more of a problem than you would think unless it is your business to keep them cleared away. They cannot all be cut by hand; if allowed to mature, they become a hazard to the operation of fast passenger and freight trains; on the other hand, uncontrolled burning would endanger the entire countryside. Hence the weed burner, followed by a water tank car, just in case the fire breather fails to discriminate between what should be set fire to and what shouldn't.

## Burns Diesel Oil

The weed burner uses diesel oil for its flame, the oil consumption depending on the vegetation density. On the average, it covers from three to five miles a day, and since it has to cover every branch line on Lines West, as well as parts of the main line, it is not surprising that some seasons Operator Danforth is on the road for as much as seven months at a stretch. He spends about six weeks on each division, obtaining his helpers locally and working under the roadmaster of the division he is on. The water tank car is operated by section men.

This winter, instead of taking a deserved rest, the weed burner will go to Lines East where the plan is to use its hot breath around snow-clogged switches and other places where thawing is needed.

Beginning at the upper right and proceeding counter-clockwise around the page, the pictures show:

• B. L. Lucas, a conductor from Tacoma, was acting as pilot aboard the weed burner when this picture was taken at Beverly, Wash.

• William Danforth, operator of the weed burner. His home is in Miles City, Mont., where he works on the section during the winter months.

• In a matter of seconds after this picture was taken, the tall weeds ahead of the weed burner were no more. The device destroys not only the weeds alongside the track, but those between the rails as well.

• Shown operating the water tank car are, left to right: D. C. Monroe, section foreman at Auburn, Wash., and C. E. Kodon and H. P. Shinn, section laborers from Auburn.

• Shown on the weed burner at Auburn, Wash., are left to right: Wirt Dobson, section laborer from Auburn; Leo Disch, assistant roadmaster from Tacoma; B. L. Lucas, conductor from Tacoma, pilot on the burner. William Danforth, operator, is barely visible in the background.

(Photos by courtesy of the Seattle Times.)

## Former Employee Tells of Atomic Bomb Test

This is an eye-witness account of the first atomic bomb test, conducted in New Mexico a few weeks before the attack on Hiroshima. Robert D. Krohn wrote the letter on Sept. 12 to his father, Hugh K. Krohn, general track foreman at our Humboldt yard in Milwaukee. Robert, 25 years of age, formerly worked as a messenger in the Milwaukee local freight house and was at one time track timekeeper for his father. In 1941 he was graduated from the University of Wisconsin as an electrical engineer and, on the strength of his outstanding record at the university, was recommended for work on the atomic bomb project. He was assigned to this work at the university until March of 1942 when he was ordered to New Mexico. From that time until the completion of the project he was not permitted to return home, nor were his parents allowed to visit him. All of his mail underwent strict censorship. The letter follows:

DEAR DAD:

Just a note to explain this sample [he enclosed a piece of fused, grass-like material, green in color, and another piece with red flecks].

The green piece is the same as that I sent you before. It is fused earth and green is the characteristic color of glass made from the soil in that region. The heat from the bomb was so intense that in less than a second the sand was fused into this color of glass and then the force of the explosion sent it hurtling out some distance from the center of the crater.

The piece with the red in it is more unusual. The red is most likely some of the steel tower that was first evaporated and then condensed on the molten sand—which,



Hugh K. Krohn (left) and son Robert.

although molten, was cooler than the steel from the tower.

The beads are also unusual; they are of

glass formed when some of the molten glass split up into small beads and solidified before reaching the ground.

Some X-rays are given off yet but they are of so low an intensity that no danger will come from handling this as much as you care to. I just would not advise sleeping with it.

Three years have now passed since I first began work on the problem that has now been revealed to the world and which I still find hard to believe, even though I have been closely associated with its development all of the time. It has been difficult to evade questions from others all the time—natural questions about what I was doing, and the caustic "Why aren't you in the army?" I venture to say that it would tax the patience of anyone to write letters to friends for three years without mentioning the nature of one's work.

Now the press has published the news that we would like to tell, and unless we wish to repeat the press, all we can say is that it is true and we were glad to have been here. Since I had the chance to be at the trial shot made in the southern part of New Mexico, I thought it would be of interest to you to hear my impression of it.

## Worked With World's Greatest Physicists

This was an experiment of such size as never before attempted by physicists. The opportunity of working with the world's greatest physicists was alone more than enough compensation. You had to believe in order to attempt such an experiment, and if you believed, it could not fail. That you know.

The preparation for the adventure was begun several months before our own D-Day. Here, in a vast valley 50 miles square, with mountain ranges on each side of us, we laid our site. Concrete shelters were built at 10,000 yards (5.68 miles) on radial lines from a designated point. In these shelters we could install our equipment that we wanted safe from the terrific blast that was to come.

The time was too short, as it always is on such work, and everyone worked with fury in the last weeks before the test. Finally, the day selected came and we had our last chance to look at our equipment two and a half hours before the test. I took one last look, still finding it hard to believe that this massive steel tower 100 feet high was going to be nothing but evaporated steel in a matter of a few hours.

## Take Positions at 17,000 Yards

As the time approached, we took up the most favorable location for observation—17,000 yards. With a short wave radio tuned to the frequency of communications there, we could hear Dr. Allison give time signals to all concerned. As the zero hour approached, I turned with my back toward the tower, placed a pair of gas welder's goggles over my eyes and held an electric welder's glass in front of them.

Suddenly, the whole sky was lighted, and the mountains miles away were plainly seen (it was still dark, theoretically, and my back was toward the shot; time, 5:30 a. m.). My neck became very hot from the heat of the

(Continued on page 18)

# AMERICAN ADVENTURE

## The Story of the Lewis and Clark Expedition

By R. H. Fletcher

### Chapter IV

The Mandan villages were located on the west bank of the Missouri a few miles below the mouth of the Knife River where the Minnatarees were camped. After carefully scouting the terrain, the captains chose a spot in a timbered bottom close to wood and water, downstream and on the opposite bank from the Mandans. The Indians were close enough for convenient communication, yet far enough away to afford the expedition some privacy. Hunting grounds were also reasonably near.

Work was started on log quarters roofed with hand hewn planks which were covered with grass and clay for insulation. The fort was built in an L shape with four adjoining rooms to a side. The right angle, where the two sides cornered, was enclosed by a circular wall back of which two store rooms were constructed. The roof of this quarter circle served as a sentry post and commanded the outer walls of both rows of rooms. When stone fireplaces were built and this portion of the fort was done, a picket stockade was erected to connect the far ends of each side of the L, thereby serving as the hypotenuse of a triangular enclosure. On Christmas Eve the entire structure was completed. On Christmas Day the American flag was raised and the men celebrated by dancing to the scraping of Cruzatte's violin.

Their neighbors, the Mandans, were above average in intelligence, culture and dependability. Many of them were fair haired and blue eyed. They lived in permanent villages where they made unglazed pottery, wove mats and baskets and cultivated corn, beans and squashes. Their houses were large and roughly circular in shape. The hard packed earth floor was about 18 inches below natural ground surface. Posts set around the circumference supported rafters that formed a dome shaped roof. The exterior was well daubed with clay. These houses were warm and commodious shelters far more pretentious than the skin covered teepees of the wandering tribes of the plains.

The captains had presented the village with an iron corn mill. This contrivance was greatly appreciated by the Mandans. They promptly reduced it to scrap to make arrow heads and hammers for breaking marrow bones. Lignite coal was plentiful in the vicinity and the blacksmith of the party was popular with the braves because

This is the second installment of "American Adventure." The first, appearing in the October issue, reviewed the circumstances attending the acquisition of the Louisiana Territory by the United States, and the decision of President Jefferson to send an expedition into the unknown Northwest in order that the existing knowledge of that territory might be broadened. The small group of men started up the Missouri River from St. Louis, Mo., on May 14, 1804. Traveling about 10 miles a day upstream, they reached the Mandan Indian villages in North Dakota on Oct. 26, 1804, thus finishing the first lap of their long, long journey. They had, in their voyage up the river, stopped at the present sites of Kansas City, Council Bluffs, Sioux City and Mobridge, to mention but a few of the Milwaukee Road cities located on the Lewis and Clark Trail.

of his skill in fashioning arrow points, hide-scrapers and other utensils for them.

The party spent much time hunting, groups going as far as 60 miles afield. Their meat diet was varied with corn, beans and squash obtained by barter with the Indians. The leaders talked often with the Mandans, and neighboring Arikarast Minnatarees. They were visited several times by Northwest Fur Company traders who had headquarters on the Assiniboine River to the north.

Most important and lucky was their meeting with Chaboneau. He was a French Canadian who had lived a half savage life with the Indians for many years and had frequently been employed as an interpreter for the British fur companies. The youngest of his three wives was a 16-year-old squaw named Sacajawea, meaning Bird Woman. When a

little girl she had been captured by the Minnatarees in a raid on a band of Shoshone Indians at the three forks of the Missouri. Chaboneau bought her from her captors. The captains hired the Frenchman to accompany them in the spring as an interpreter and Sacajawea was to go, too. By the time they were ready to start, another small, beady-eyed member of the Chaboneau family had arrived. This wee papoose became a great traveler at an early age. He journeyed to the Pacific Coast and back on a cradle board. However indifferent Chaboneau proved to be as an asset to the expedition, Sacajawea was invaluable. She was familiar with much of the country ahead of them, she was intelligent,

resourceful and uncomplaining. Without her things might not have gone as well as they did.

The winter passed quickly and soon ducks and geese were flying north. It was time to prepare for the spring take-off. Patrick Gass, Irish wit and carpenter, had been elected sergeant by the men after Floyd's death. The fact that he was "elected" shows with what democracy the organization operated. Now he was sent to the mouth of the Knife with 16 men to construct cottonwood canoes. They made six of rather small capacity which made it necessary to supplement them with the pirogues.

By the last of March the river was full of running ice. Reports had been written and articles packed to send back to the States. Late Sunday afternoon, Apr. 7, 1805, Corporal Warfington and 13 others pushed off for the return trip to St. Louis as 31 men, Sacajawea and her papoose embarked for the West. Within a week the latter party had passed the highest point on the Missouri river ever explored by white men.

They cruised past the rim of the Little Missouri badlands and on Apr. 26 reached the mouth of that great mountain tributary of the Missouri, the Yellowstone, which they reckoned as 1880 miles from St. Louis. Fortunately game was plentiful because it took four deer, or an elk and one deer, or one buffalo to supply the party with a day's meat ration. Not far above the Yellowstone and within the present boundaries of Montana, Lewis and a hunter had the first encounter with grizzly bears. Those huge, sultry-tempered animals are now never seen except in remote mountain areas. The expedition however met many of them in the lower country. As a rule they didn't go looking for bears but when their trails did cross, it usually meant an exciting adventure and sometimes a narrow escape.

When they reached the high plains of central Montana they discovered many creeks and rivers flowing into the main channel. They named these streams and some of the names of their choosing are still in use. Others have been forgotten. They entered a portion of the river which represents a comparatively new channel from a geological point of view. The Missouri has followed this particular course for only some 20,000 odd years. Because of this geological newness, erosion has not had time to soften and round off the contours of the river breaks. Lewis and Clark were amazed and fascinated by the high walls of rock which have been sculptured into a thousand fantastic shapes. There were fortresses, castles and cathedrals galore. This part of the river is far from main highways and railroads of today and so is little known, even to Montanans.

Early in June they reached a place



where the river seemed to fork. It puzzled them to decide which was the main stream and which was the tributary. They explored both rivers for many miles and at last the captains agreed that the fork bearing south was the Missouri although all of the men favored the branch coming from the west. Sacajawea, as well as other Indians, had told them that the main river had a series of falls. If they could find them they would be sure of their course. So they cached some of their goods at the forks and Captain Lewis named the stream from the west Maria's River in honor of his cousin, Maria Wood. It was intended as a compliment but the young lady might have wondered had she ever learned that the Indian name for this far western stream was "The River-that-scolds-at-all-others."

On June 11 Lewis and four men started on foot along the west side of the river while Clark and the others worked the boats upstream. Lewis made good time and reached the great falls of the Missouri on noon of the 13th. He was elated to know that their judgment about the main channel was correct and he was overwhelmed by the beauty and grandeur of the falls. In his own words, ". . . . the water in its passage down . . . breaks into a perfect white foam which assumes a thousand forms in a moment sometimes flying up in jets of sparkling foam to a height of 15 or 20 feet and are scarcely formed before large rolling bodies of the same beaten and foaming water is thrown over and conceals them . . . . from the reflection of the sun on the spray or mist which arises from these falls there is a beautiful rainbow produced which adds not a little to the beauty of this majestically grand scenery . . . . after wrighting this imperfect discription I again viewed the falls and was so much disgusted with the imperfect idea which it conveyed of the scene that I determined to draw my pen across it and begin agin, but then reflected that I could not perhaps succeed better than pening the first impression of the mind . . . I hope still to give to the world some faint idea of an object which at this moment fills me with such pleasure and astonishment; and which of it's kind I will venture to ascert is second to but one in the known world."

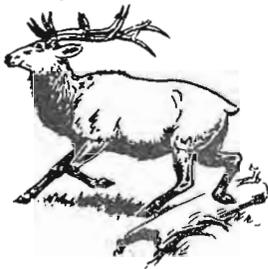
He continued up the river past four other falls to reach the broad valley at the mouth of the Medicine River, now called the Sun River. The prairie where the city of Great Falls, Mont., now stands was black with herds of buffalo. Grizzly bears prowled the river banks feeding on carcasses of buffalo which had been swept over the cataracts while trying to swim the river. He could see the main range of the Rocky Mountains to the west and other ranges to the south and east. He was looking at magnificent vistas never before seen by white man and he stood on the threshold of the great mountain area that stretched west to the ocean.

In the meantime Clark and his men were stubbornly fighting a swift current in a river bed studded with rocks. They finally reached

*(Continued on Page 18)*

## Lewis and Clark Marker Dedicated in Miles City

A LEWIS and Clark Trail marker, signifying that Miles City, Mont., is situated on the historic route followed by the first explorers of the Northwest, was dedicated by the student body of the Custer County High School and Junior College in that city on Oct. 10. The plaque, standing on a corner of the campus, is one of approximately 500 similar markers dedicated that day in towns and cities along the trail, which extends from St. Louis, Mo., to the mouth of the Columbia River in Oregon. The section of the Milwaukee Road extending east and west from Miles City for several miles very nearly parallels the Lewis and Clark Trail; however, Miles City is but one of several communities on our railroad which can boast of the distinction of being on the trail.



The ceremony on Oct. 10 commemorated the 140th anniversary of the expedition sent out by President Thomas Jefferson, under the joint command of Captains Meriwether Lewis and William Clark, to explore the then recently acquired Louisiana Territory.

The marker itself was provided by the Montana Pioneer Trails Association and was mounted and set by men from the Milwaukee Road shops in Miles City. Among

our representatives present at the dedication ceremony were M. P. Ayres, superintendent of the Trans-Missouri Division; Charles S. Winship, division freight and passenger agent, and Barry Glen, division master mechanic.

Figuring prominently in the program was L. F. Grill, editor of the Miles City Star, and head of the local chapter of the Montana Pioneer Trails Association.

James E. Cahill, president of the high school student body, acted as master of ceremonies at the gathering on the campus, and reviewed the circumstances which brought about the historic Louisiana Purchase. James H. Frisbie, president of the senior class, further elaborated on the events incident to the blazing of the trail by Lewis and Clark. Following the dedication, the student body repeated a pledge to preserve the marker and to rededicate it every year on Oct. 10.

Railroads carry 92 per cent of all the mail.

Money: The long green with the short future.

Classical Music: When a piece threatens every minute to be a tune and always disappoints you, it's classical.



Principals in the dedication of the Lewis and Clark marker on the Custer County High School campus in Miles City. In the foreground are James E. Cahill (left), president of the high school student body, and James H. Frisbie, president of the senior class. In the background are, left to right: Barry Glen, division master mechanic; G. H. Gloege, principal of the high school; M. P. Ayres, division superintendent; O. L. Alm, dean of the Custer County Junior College; C. S. Winship, division freight and passenger agent; D. B. Campbell, teacher of history and public speaking, as well as Milwaukee Road yard clerk during summer vacations; L. F. Grill, editor of the Miles City Star.



Hosts and guests at the "Old Timers Night" party.

## A Big Time for the Old Timers

**B**OILERMAKERS, helpers and apprentices played host on Sept. 27 to the old timers of their organization at an "Old Timers Night" party held at the Blatz Legion Hall in Milwaukee.

Albert Kasten, acting as temporary chairman, opened the festivities with a very interesting talk on the purpose of the meeting and concluded by introducing Joseph W. Lofy, master of ceremonies.

Mr. Lofy, after a short preliminary talk, genially introduced each member entitled to a service emblem. Twenty-nine presentations were made in the following classifications: fourteen 25-year buttons; six 30-year buttons; four 35-year buttons; three 40-year buttons; and one 45-year button.

Conrad Mintz, 84 years old, with a record of 53 years in good standing, was the guest of honor and was presented with a 50-year button; he also received a leather billfold

and a bouquet of flowers. Mr. Mintz was deeply touched by the ovation accorded him and the manner in which he was honored. In a few words he expressed his gratitude and related some of the hardships which confronted the organization in years gone by, urging the younger generation to carry on the work the old timers had so well established.

Chairman Lofy introduced a number of distinguished visitors, including John Kolland, secretary of System Federation No. 76; William Piek, chairman of the firemen and oilers organization; and Henry Claypach of the electrical workers organization. A. C. Bowen, who is a member of the jurisdiction board, responded with a report of his experiences in the organization and Mr. Lofy then introduced the principal speaker of the evening, James H. Gutridge, international vice-president.

Mr. Gutridge paid his respects to the old

timers to whom he had the honor of presenting the gold buttons. He was followed on the program by Lieutenant Owen of the nursing department of the Canadian armed forces, who thanked the club for its hospitality.

A splendid buffet lunch was served to add to the *gemuetlichkeit* of the occasion and during the refreshment course Chairman Lofy introduced Mr. Barkdoll, who gave a spirited recitation of "The Face on the Bar-room Floor."

In conclusion, the chairman urged all Milwaukee Road employes to become members of the Service Club and announced that the remainder of the entertainment would be furnished through the courtesy of the Hiawatha Service Club Band. The Hiawatha Tooters took over the program and entertained for the balance of the evening with dancing and community singing.



James Marshall (left) and Joe Brennan, Olympian engineers who retired on the same day, clasp hands in Mobridge, S. D., as Jim completes his last run and Joe starts his.

## Two Olympian Engineers Make Last Run on Same Day

**T**WO veteran engineers, who for years have been making connections at Mobridge, S. D., by a strange coincidence retired simultaneously on Sunday, Sept. 30. Many friends of the two pioneers gathered to witness their last triumphant run. As the sleeper section of Olympian No. 16 pulled into Mobridge, with a flourish Engineer James D. Marshall of the Trans-Missouri Division stepped from the cab of his F.6 engine, No. 146, and shook hands with Engineer Joe Brennan of the H&D, who then piloted her on into Aberdeen.

This terminated a railroad career which began in 1902 when James D. Marshall, a native of Caledonia, Wis., applied for a position at Milwaukee as a student fireman. At that time, J. T. Gillick was chief dispatcher. In 1907 Mr. Marshall was promoted to engineer and in July, 1908, he headed for Mobridge on a G-6 engine, No. 186, with 75 empty stock cars. Since that time he has worked exclusively on the Trans-Missouri, pulling way freight between Mobridge and Lemmon for 12 years, with a short run on the Faith line, and in the later years pulling

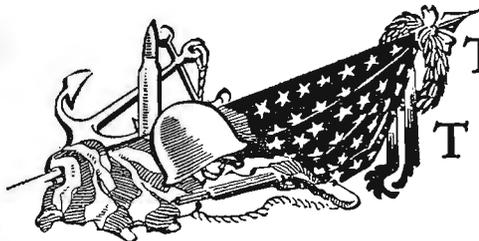
Olympians 15 and 16 between Mobridge and Miles City. He and Mrs. Marshall are planning to return to his native Wisconsin where they intend to establish a home at Caledonia and enjoy the benefits of 43 years of hard work.

Engineer Joe Brennan, a prominent political figure in the community of Mobridge, has served the Milwaukee since 1905, starting as a fireman on the I&SM Division at Austin, Minn. He later transferred to the H&D Division, on which he worked as an engineer until his retirement. He served as representative to the State Legislature of South Dakota during the seven consecutive terms between 1929 and 1943.

Both of these men were an asset to the system and were instrumental in establishing the traditions of railroading in the West.

"How did you manage to keep people from walking on your new lawn until it attained such growth?"

"Merely by studying the traits of human nature. I put up a sign which read: 'Keep off the cement walk; it hasn't hardened.'"



## THEY GAVE THEIR LIVES

Lt. Robert Botorff, a bombardier with the 8th Army Air Force based in England, was killed in action over Germany on Feb. 21, 1944. His father, Donald L. Botorff, received his discharge from military service recently but has been granted a leave of

absence before returning to his job as fireman on the Kansas City Division.

Pvt. Virgil Gordon, who formerly worked as second trick operator at Emmetsburg, Calmar and Ossian, Ia., drowned recently while away from Camp Wolters, Tex., on a week-end pass. He was inducted into the army the latter part of May, 1945.

T/Sgt. Joseph Struckel, son of Tony Struckel, maintenance man employed in Milwaukee, was only recently reported by the War Department as having been killed in action on Feb. 22, 1944 when the airplane on which he was a crew member was shot down over Cologne, Germany. It had previously been regarded as possible that the members of the crew had escaped from the plane.



Virgil Gordon



Robert Botorff

## Train and Engine Books Answer the Gift Question

THE perennial question of what to give the children for Christmas should not be difficult to answer this season—not when there are more than 40 illustrated children's books about locomotives and trains on the market. What youngster is not thrilled by pictures and stories about "iron horses" and "choo-choo" trains? Especially when the pictures are in color and the stories are written in language which the child can understand.

A recent canvass of publishers of children's books, conducted by the Association of American Railroads, reveals that despite the paper and manpower shortage, train and engine books have remained on the publishers' "must" lists throughout the war because there is a sustained demand for

them year in and year out, especially as Christmas gifts.

The 1945 crop of children's train and engine books is certainly not lacking in variety. Some run largely to pictures, and thus appeal to children of all ages. Some are designed for instruction, as well as entertainment, helping to acquaint the child with the different kinds of passenger and freight cars and the different parts of locomotives. Others, designed for no other purpose than to entertain, spin tales on the loom of fantasy—exotic tales as imaginative as any to be found in "Alice in Wonderland" or "Andersen's Fairy Tales."

Pictorially and in prose or verse, they take the reader on exciting excursions, sometimes accompanied by most extraordinary

companions, into the Land of Make Believe where strange adventures await the travelers—fantastic tales that grown-ups, as well as children, adore and find pleasure in reading over and over again.

Space does not permit a review of any of these railroad books for children, but the accompanying picture provides a fair idea of the selection and a few minutes in a book shop will serve to acquaint you with their contents. They are all well worth considering for Christmas.

### Dude Ranchers Give Sengstacken the Hat



Harry Sengstacken, 10-gallon hat in hand, returns from the Dude Ranchers Convention.

When the 20th annual convention of the Dude Ranchers Association came to order in Missoula, Mont., on Oct. 29, the Milwaukee Road was well represented. Harry Sengstacken, assistant passenger traffic manager, was not only present, but was selected as recipient of the 10-gallon hat, a top quality Stetson, the like of which is presented at the convention each year to some member deemed worthy of the honor. Other Milwaukee Road officers in attendance were J. F. Bahl, general passenger agent, Seattle; G. F. Semmlow, advertising agent, from Chicago; and V. E. Straus, traveling freight and passenger agent, from Butte. All four men are associate members of the Dude Ranchers Association. Mr. Sengstacken addressed the group at one of the several sessions of the convention.

More than 200 ranchers, transportation men and National Forest Service representatives were at the three-day meeting to discuss mutual plans to be put into effect for the tourists when they return to the wide open spaces.



A sample of the reading material available this year for the junior railroad fan.



# FRONT AND CENTER



**Sgt. James F. Stebins**, formerly a carpenter in a bridge gang at Perry, Ia., has been in the army since March, 1942, and has seen a great deal of service with a field artillery battalion. He fought through the campaigns in North Africa, Tunisia and Sicily, then went to England and trained for six months for the Normandy invasion. He was with the 9th Infantry Division which played a large part in taking the Cherbourg Peninsula and the town of St. Lo. He spent the winter on the Siegfried Line and when peace came in Europe was in central Germany. He has eight battle stars and expects to return to the railroad soon.



**S/Sgt. Robert J. Coleman**, telegrapher-agent on the I&D Division, is the fourth generation of Colemans to work for the Milwaukee Road. Great-grandfather Coleman joined the force at Waukesha, Wis., in the pioneer days of railroading, his grandfather started in 1881 at Boscobel, and his father, who is agent-operator at Letcher, S. D., carried on the family tradition in 1916. Bob appeared on the Vox Pop radio program before leaving for the Philippines with the 737th Railway Operating Battalion.



**Cpl. Arthur J. La Rue** of the 517th Parachute Infantry, a son of Arthur C. La Rue, claim investigator in the office of the auditor of station accounts and overcharge claims in Chicago, entered service in October, 1942, and trained at Ft. Benning, Ga. Participating in the invasion of France on Aug. 15, 1944, and the Battle of the Bulge in Belgium, he has since been confined to General Hospital 58, at Chalons, France.



**William W. Wood**



**Phillip W. Wood**

Agent Wallace P. Wood of Enumclaw, Wash., has two sons in military service. William W. Wood, R.M. 2/c, recently visited his parents while the destroyer on which he had been serving was at Mare Island. Pfc. Phillip W. Wood was in Austria on V-E Day, but his present location is not definitely known.



**James L. Guy**, a yeoman aboard the attack transport *Crockett*, is a former store department employe from Tacoma, and is the son of M. J. Guy, upholsterer at the shops in Tacoma. He has seen a great deal of action in the Pacific in amphibious and task force operations. His ship participated in the invasion of Northern Japan. At present he is engaged in the transporting of men scheduled for release from service.



**Donald R. Neveu**, a graduate of West High School in Green Bay, Wis., entered the employ of the Milwaukee Road in November, 1944. He enlisted in the navy in 1945, received training in diesel engineering and refrigeration at Great Lakes Naval Training Station, and is now stationed in the Philippine Islands. Don, an ex-brakeman on the Superior Division, is a member of an old railroad family—his father was employed in the blacksmith department at Green Bay prior to his death—and is one of four brothers, all in foreign service.



**Raymond A. Kalperich**, apprentice scaman, a recent graduate of the Great Lakes Naval Training Station, is a former carpenter's helper on the I&S Division, and the son of A. P. Bissen, pump repairer.



**Pfc. John A. Scanlan**, peering from the cab of this locomotive at Kempin, Germany, says "I've sure put a lot of coal in this old girl." The Scanlans are well known on the Idaho Division; Engineer John A. Scanlan, Sr., is a veteran engineer and John Jr., is a former fireman. Jack's unit, the 752nd Railway Battalion, engaged in military operations in England, France, and Holland, and is now with the army of occupation in Germany.



**T/4 James J. Meyers**, formerly a clerk on the La Crosse and River Division, is stationed with the 41st Military Government headquarters at Monterey, Calif.



**Cpl. T. W. Rabun** was employed in the mechanical departments at Ottumwa and Bensenville before his enlistment in the Army Air Corps. He is the son of Division Master Mechanic L. H. Rabun, whose headquarters are in Savanna, Ill. Cpl. Rabun is stationed at Camp Meade, Calif.



**David R. Gove**

**David R. Gove**, aviation radio technician 3/c, is the son of A. D. Gove, an investigator in the office of the auditor of station accounts and overcharge claims in Chicago. He entered boot training in March, 1943, from which he was assigned to the maintenance of radar and radio equipment used on the navy planes which patrol the Pacific.

## Ripon Area Club Dances at Rush Lake

John Schroeder's Hall at Rush Lake, Wis., is a favorite meeting place for members of the Ripon Area Service Club. The club members enjoy dancing to the tunes of Rudy Sphathey and his orchestra, and all the facilities for an enjoyable evening are at hand. The evening of Sept. 18 proved no exception to the rule.

Chairman Steve Boese has kept his small group active in spite of war-time restrictions. He is, however, hopeful of larger turnouts, now that gasoline is again plentiful. During the business session, Agent Walter Shebelske of Berlin, Wis., commented on F. N. Hick's circular letter in which the need for good public relations was stressed. "Although the railroads performed a miraculous wartime job, the general public will not overlook any present failures," Mr. Shebelske admonished. "Competition will keep us on our toes to do everything we possibly can. Salesmanship calls for selling our product—The Milwaukee Road—and our personal service should transmit to the public an attitude which proves that we are willing and happy to serve."

## Films Are Feature Attraction at Tomah Meeting

Several moving pictures were procured by Chairman Leonard Stoiber and Program Chairman Joe Thouvenell as an inducement for a good turnout. As a further inducement, the ladies were extended an invitation to the meeting of Oct. 18. Pa may have a better chance to get out if Ma accompanies him.

Shop Superintendent John Reinehr called for employe aid to make the city of Tomah a more fertile spot on the Milwaukee Road. "The merchants of Tomah need us as we need them," he remarked. "The Milwaukee Road means much to the community and we, as employes, are contributing to the welfare of the city. We should be cognizant of our importance. Certainly, we should have an organization, one of the strongest. Support your Service Club and you assist in supporting yourself and your fellow worker."

Bob Fuchs, vice-chairman, has another War Bond to tuck away, as he won the \$25 bond award of the evening.

The Tomah Club is known for its delicious lunches. Red points or not, there is always an abundance of the things that make a delightful evening snack.

Superintendent F. T. Buechler fully appreciates the competition which must be faced in days to come. Competition between railroads will be intensified. Technological progress of the past points the way toward accelerated advances expected from air and surface carriers. During the past 25 years the federal, state, and local governments have spent billions of dollars to build waterways, highways and airways to compete with the railroads. This tremendous investment pays no taxes and contributes nothing to the support of government; rather, it is costing the taxpayers an average of \$2,000,000,000 per year to maintain and operate these transportation facilities.

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# Clubs Service

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## Miles City Club Holds Double-Header Meetings

The Miles City Service Club, which has a record for attendance at its meetings and parties, again had a double-header in September. In the months when the club gives a party or dinner the program is so well filled that it is necessary to hold the business meeting on another evening.

On Sept. 18 a stag dinner was served in the Eagle's Hall, Miles City, for well over 150 guests. The spaghetti dinner was followed by a varied



Arnold Running, chairman of the Miles City Club's committee on civic and public affairs and publicity.

program of moving pictures, cards, and a test of the vocal chords. The moving pictures were arranged for and shown by H. J. McMahon, district safety engineer. A piano duet was played by the Brady brothers, Jack and Dan (no relations to Diamond Jim); they also obliged by furnishing the music for the many quartettes throughout the evening.

Bill Freeland sat next to the kitchen and enjoyed the food; says Bill, "This is a good time for me to find out if I can eat as much as that GI who holds the record for the army." Running Bill a close second was Oscar Gilbert who just returned from service. Oscar said: "The army never had food like this." Jim Barnes, retired switchman from Marmarth, N. D., was an out-of-town guest. Word was passed around that since Jim's retirement he has been trying to apply his residence seniority in Marmarth and bump the mayor. It is needless to say that Chairman Ira Rodgers and all those in attendance appreciated the efforts of the committee (Joe Weiss and Swan Nelson), for an enjoyable evening.

For the second part of the double-header the club held its business meeting on Sept.



I. H. Rodgers (left), chairman of the Miles City Club, and P. D. Burns, secretary.

27 in the Women's Club rooms. A nominating committee was appointed by Chairman Rodgers and an election was proposed for the next regular meeting. The club is also active in civic affairs in Miles City and voted a \$10 donation to the National War Fund. Dick Jensen of the executive committee is serving as a member of the county committee during the War Fund drive, C. S. Winship is the district chairman, and others assisting are Roy Grant, T. Bankey, Joe Brady, and O. H. Bethke. Another double-header will be held soon, as plans are now in the making for the annual get-together party of the club and the business people of Miles City.

## Customer Contacts Discussed in Chippewa Address

P. H. Draver, AGFA, Milwaukee, attended the Chippewa Service Club meeting held at Iron Mountain, Mich., on Sept. 26. "It is inspirational to see the individual interest of employes in supporting the Service Clubs," he remarked. "Your help is appreciated and the traffic department is grateful to you men. The Superior Division has almost every type of industry and we are meeting with success in locating new industries on this division. It is gratifying to know we have employes who are interested in satisfying our patrons. A satisfied customer isn't prone to be a shopper in the transportation field." Mr. Draver also spoke on the Bulwinkle Bill and its effect if not favorably passed by Congress. "This is the most important piece of railroad legislation that has come up in years," he stated.

Superintendent F. T. Buechler read an interesting article from "Railway Age," which pointed out the requisites for individual salesmanship. "The public in general has been very gracious with our shortcomings," he stated. "Soon, however, they will demand the things we cannot possibly provide. One thing we as employes can always offer and that is prompt, courteous, personal service. Be active in civic affairs and people will like your road for what you are. There are many ways in which we can sell our railroad through our outside contacts."

"There is a lot of room between the locomotive and caboose," Herb Marquardt, TF&PA, advised. "We in the traffic department cannot cover the entire field and your traffic tips are more than welcome. It will be appreciated if the newspapers are perused for potential business and the clippings then mailed to us for solicitation."

Trainmaster George Savadis suggested that a traffic tip card be attached to all newspaper clippings before turning them over to the traffic tip supervisor. Mr. Savadis further remarked that a hotel clerk had taken exception to two representatives of another railroad for their unbecoming behavior. "It all goes right back to public relations," he said. "A company is usually judged by the acts of its employes and we cannot be too careful of the impressions we make."

L. U. Johns, agent at Channing, Mich., George Walling, Roadmaster N. G. Schumaker, and Harold Matthews, secretary of the Green Bay Club, also gave short talks.

Lunch and refreshments, together with card playing, made a fine evening of it.

# Hiawatha Band Honored at Milwaukee Appreciation Party



**T**HE Milwaukee Road and the Music War Council of America collaborated in an expression of appreciation to the Milwaukee Hiawatha Service Club on the evening of Oct. 27. The railroad company was treating the membership to an Appreciation Party in recognition of the good will they had created, and a representative of the Music War Council was on hand to bestow an honor upon the Hiawatha Service Club Band.

During the party, more than 2,000 Hiawatha Club members enjoyed a brief speaking program featuring an address by J. W. Severs, executive assistant and comptroller.

Other items on the full evening's program included an excellent floor show consisting of several professional acts. Members and their families danced to the music of two orchestras, one playing modern tunes and the other rendering old-time numbers.

## Band Cited for "Distinguished Service"

Although the war restricted the Hiawatha Band's activity to some extent, partly because of the fact that 30 of the original

Shown at the Appreciation Party in Milwaukee are: Left to right, seated—K. J. Kulk, general secretary-treasurer, Hiawatha Service Club; J. E. Breuer, general chairman, Hiawatha Service Club; S. J. Tabaka, general vice president, Hiawatha Service Club; E. H. Bannon, superintendent, Milwaukee Terminals; J. T. Kelly, general storekeeper; J. W. Severs, executive assistant and comptroller. Standing—C. F. Dahnke, general agent, passenger department, Milwaukee; A. G. Hoppe, assistant chief mechanical officer; F. A. Shoultz, assistant superintendent of car department; J. A. Deppe, superintendent of car department; H. C. Munson, general superintendent; J. E. Bjorkholm, superintendent of motive power; K. F. Nystrom, chief mechanical officer; A. F. Swanson, Milwaukee director of the Music War Council of America.

48 members were called into service and had to be replaced, the organization has continued to maintain a high standard and never fails to turn in a fine performance. Eugene W. Weber, director, and Archie W. Graff, chairman, have kept the boys busy playing for War Bond campaigns, programs honoring men in the armed services, induction ceremonies, scrap drives and many other war-related activities, including special entertainment for the veterans confined

J. W. Severs (left), executive assistant and comptroller, receives on behalf of the Hiawatha Service Club Band the citation for distinguished service awarded it by the Music War Council of America. The others in the group are, left to right: N. C. Nooyen, band secretary-treasurer; Eugene W. Weber, band director; Allan F. Swanson, Milwaukee director of the MWCA; Archie W. Graff, band chairman. Mr. Severs later presented the citation to Mr. Graff.

at the soldiers' home located in Wood, Wis.

Since the beginning of the war, musicians and musical organizations have been exhorted to action by the Music War Council of America, and by way of recognizing musical groups whose contributions have been particularly outstanding, it has been awarding citations for distinguished service. The Hiawatha Band was selected by the MWCA as one of the organizations whose patriotic and inspiring use of music aided the national war effort. It is one of 200 musical groups selected from 6,000 eligible organizations and individual musicians.

The band was recommended for the special award on Aug. 15, 1945. Howard C. Fischer, executive secretary for the MWCA, in Chicago, wrote to the band, paying tribute to its wartime musical service and pointing out that its record stood out among the thousands of similar groups whose work had been reviewed by the Council's citation committee. The band gave 47 separate performances which counted toward the winning of the award.

Although Mr. Fischer made a special trip from Chicago to be present at the ceremony, the actual presentation was made by A. F. Swanson, Milwaukee director for the MWCA, who placed it in the hands of Mr. Severs; he, in turn, gave it to Band Chairman A. W. Graff with the remark that "the Milwaukee Road and all its employes can be justly proud of their band organization."

## Many Responsible for Success of Party

Throughout the evening, J. E. Breuer, general chairman of the club, ably handled the microphone as master of ceremonies, introducing the speakers, railroad officials and Service Club chairmen.



The Milwaukee News

# Severs Lauds Service Clubs at Hiawatha Appreciation Party

The following is a complete transcript of the address delivered by J. W. Severs, executive assistant and comptroller, at the Milwaukee Hiawatha Service Club's Appreciation Party on the night of Oct. 27:

**I** WAS very happy to accept the invitation to be with you at this Appreciation Party tonight.

I do not get to Milwaukee very often, not as often as I would like, and it affords me a most welcome opportunity to meet old friends and make new ones.

After all, we are part of a large family—40,000 of us, and we cover a lot of territory. It is good to meet one's fellow employes on occasions such as this, and I find it most stimulating to be with you at this party tonight.

You have a fine crowd, a good program, and I know you are going to have an enjoyable time.

I am not here to make a long speech, but I do come to express the appreciation of the management of the Milwaukee Road for the fine work you are doing.

When I was introduced you were told, in part, something about me and what my department has to do in running the railroad. I think it can be said more simply in this language: We are like an official scorer at a ball game who records the hits, runs and errors. It is our job to keep the score and supervise the recording of receipts and expenditures; station, ticket and car accounting—and, incidentally, we prepare the payrolls and pay checks and see that you get one every two weeks. That is something which interests everyone of us from the chief executive officer down to the office boy.

Your club, made up of 15 units, representing all of the varied activities of our railroad here in Milwaukee, is the largest of the Service Clubs.

Dedicated to building up a closer relationship among members and between the railroad and the public, the Service Clubs symbolize the spirit of the men and women of



J. W. Severs

the Milwaukee Road.

These men and women are the Milwaukee Road.

They not only repair and build equipment, maintain the tracks and facilities, operate trains and perform all of the services necessary in operating a large transportation system, but through them lies the practical application of our tradition of friendliness and service to the public.

The Milwaukee Road is essentially a service institution, and it must stand or fall on the brand of service it supplies to shippers and travelers.

The conduct of personnel and the condition and appearance of facilities and equipment are constantly open to criticism anywhere throughout our system—a system nearly 11,000 miles long.

But this is not the job of any one group of employes. It is the job of each and every one of us—officer and employe alike.

You are to be congratulated on the enthusiasm you have shown in the many activi-

ties in which you have participated. who will insure the success of any affair. The Tooters graciously offered their services for the meeting and the Hiawatha Club is grateful for the music, wit and fun they provided.

Sept. 17 was meeting night for the car department freight shop, which is Unit 3 of the club. Harry Grothe, assistant shop superintendent, had this to say: "I work with you men day after day and I would consider it a personal favor if you would allow me to participate in your fun." In proof of his words, Mr. Grothe later helped the Hiawatha Tooters in the community songfest.

At the close of a very successful year, the members are looking forward to their annual Appreciation Party which will be held at the Eagle's Club on Oct. 27.

ties in which you have participated.

We appreciate the after-hours activities of many of our employes who are members of Service Clubs affiliated with the railroad. Their families, too, contribute substantially to the prestige and welfare of the railroad in their communities.

I am sure all of you are familiar with the employe-public relations program, inaugurated last year. Among other things, we are trying to keep you supplied with facts and figures to enable you to discuss railroad matters intelligently with those with whom you come in contact. An example of this is the "Information" pamphlet, and "Facts," the latter covering operations in 1944.

With the ending of the war we are faced with a highly competitive situation.

We anticipate highway competition will be as severe as in the prewar period and the air competition much more severe than before.

Insofar as air competition is concerned, at a meeting last week of the Railroad Committee for the Study of Transportation, Association of American Railroads, the subcommittee on air transport submitted some figures that have been projected by air line authorities on the increase in air traffic for the year 1946, in comparison with 1945, which are as follows:

	Increase Over 1945
Air passenger miles .....	146%
Ton miles of air freight and express .....	570%
Air mail .....	39%

Of course, competition between railroads will be intensified.

We must do everything we can to retain old patrons and find new ones. That is why Mr. Scandrett has inaugurated a campaign to revive interest in the traffic tip plan.

Prior to the war we obtained a substantial amount of freight and passenger traffic from the operation of this plan—no small part of the credit for which is due to the splendid work of the Service Clubs.

You will hear more about the traffic tip plan in due course.

The postwar era will bring new problems, but the Milwaukee has been doing business for a long time—almost 100 years in good times and bad—and I am sure that whatever the problem, all of us, working together, will be able to meet the challenge.

It might be of interest to you to know that work is under way on the preparation of a history of the Milwaukee Road entitled—"The Milwaukee Road, the First 100 Years." The author, August Derleth, is well known and a native of your state of Wisconsin. I am sure it will be an interesting recital of the part played by the Milwaukee over a century of time.

The Milwaukee Road means a lot to all of us. Many of you have spent your lives in its service and are justly proud of its traditions. It is truly a part of your lives.

Each and every one of us is vitally interested in its success and, I am sure, are agreed on this objective:

To make it an even better railroad in the future.

Dedicating ourselves to this, we can and will make it the outstanding railroad in our territory.

J. E. Breur, F. J. Kleinmaus, and E. F. Colber, officers of Unit 8 of the club, were awarded a beautiful trophy for having the largest increase in unit membership of all 15 units. S. J. Tabaka, P. Bubolz, and G. F. Thoma, officers of Unit 4, again walked away with the trophy awarded the unit with the largest membership.

## Hiawatha Tooters Perform at Blue Ribbon Hall

Through the courtesy of the Pabst Brewing Company, all 15 units of the Milwaukee Hiawatha Service Club enjoyed a delightful evening in beautiful Blue Ribbon Hall. The highlight of the meeting was the entertainment contributed by the Hiawatha Tooters. Eugene "Butch" Weber has collected a group of musicians and funsters



Officers of the North Montana Service Club. Left to right: R. Randall, vice chairman; Anna Hawkins, secretary; and R. M. Ray, chairman.

## North Montana Service Club Meets With Women's Club

Meeting in separate rooms of the Women's Club suite over the Great Falls, Mont., passenger station, both the Women's Club and the North Montana Service Club held their meeting on Oct. 17. Following the meeting, the clubs joined together for a social hour of cards and refreshments of ice cream, coffee and cake.

During the business session of the Service Club, a regular meeting night was set, also a committee was appointed to nominate officers for the coming year, this committee to report at the regular meeting in November.

## "On Wisconsin" Club Has Lively Session

Oliver Schumacher, agent at Fredonia, Wis., and chairman of the On Wisconsin Club, has gone all out to make a success of the Service Club organization. In this conscientious effort the club members have rallied to his support.

Included on the Sept. 25 meeting docket were speakers, music, cards, a door prize and prizes for the card players, as well as a delicious lunch which included chicken, potatoes, tomatoes, pickles and buns. With gas restrictions lifted, the club is blossoming into one of the best on the Superior Division. The chairman is flanked very capably by Vice-Chairman Tony Kenney and Secretary-Treasurer Henry Schur. A raffle is to be held in the near future with many prizes offered as awards.

Ira Wallace, assistant agent at Milwaukee, was one of the guests of the evening. Ira at one time was chairman of the Mississippi Valley and the Mومence Area Clubs. He recalled how members of the Mississippi Valley group drove in a 20 degree below zero blizzard to attend a Service Club meeting. "The boys drove a 90 mile round trip to take in our affairs," he said. "The area embraced by the Mومence Club also made it necessary to drive many miles to a meeting point. It proves the loyalty of Milwaukee Road employees," he continued. "In the trying days to come, the railroads

will depend on each individual employe. All of us have ideas on how to improve our service and business and there is no better place than a service club meeting to discuss these problems." Mr. Wallace thanked the Superior Division employes for the service rendered in the Milwaukee freight house. "Your help enabled us to operate," he commented. "Without this additional help we certainly would have been in difficulties."

H. M. Warner, FSI, stated that the Superior Division is blessed with some mighty good agents. "I don't believe the railroads can deliver merchandise in a damaged condition and expect to hold the good will of the people we hope to do business with," he remarked. "It will mean that these people will transport their business via some competing agency. I know you agent and warehouse men will continue to work with me along these lines."

Trainmaster George Savadis complimented the group on the fine turnout and said that he hoped the members would continue to give their wholehearted support to an organization that belongs entirely to the employes. "Furthermore, I would like to see the Superior Division head the traffic tip list," he said, in closing.

Section Foreman F. Schiller also asked for continued support for the club. Superintendent F. T. Buechler remarked on how well the meeting was attended. He called on the employes for their support in the Community War Chest drive. "We can contribute through the pay roll deduction plan,"

he advised. In pointing out the objectives of the Road's public relations program, Mr. Buechler said, "We must hold our position. Courteous and accommodating service and a clean, comfortable, on-time ride with proper equipment, result in satisfied customers. Doing these things keeps more trains in operation," he continued. "The public relations department is furnishing us with material to better equip ourselves to discuss our railroad. It calls for individual salesmanship and if our competitors do make inroads, there should be satisfaction in knowing that we have done our part."

With Patsy Weinrich playing the accordion, community singing soon led to dancing. Bill Hoffman also furnished some spirited piano playing. The prizes for the evening went to Alex Wolf, agent at Grafton, Wis., and to E. J. Hoerl.

## Faith-Isabel Service Club Meets

About 90 per cent of all the employes in the area of the Faith-Isabel Service Club attended the meeting of Oct. 25 in the station at Isabel, S. D.

"The towns in the area of our club are all small, and we in the railroad business are next door neighbors of our business people, so it is not necessary that we discuss closer relationship with them, but that we meet to discuss how we may better serve them," stated Val Hample, chairman of the club in opening the meeting. Discussion of this subject and other objectives of the Service Clubs was held during the business session. At 9:30 p.m. all adjourned to the local cafe for a pheasant dinner, the pheasants being furnished by Joe Paul, the hunter de luxe agent at Timber Lake, S. D.

This club has held its meetings throughout the war whenever the weather permitted; this indicates a desire on the part of members to meet and discuss ways of better serving their neighbors.



Officers of the Faith-Isabel Service Club. Seated—Joe Paul, program chairman. Standing—W. C. Boyle, secretary; George Dimmick, vice chairman; and Val Hample, chairman.

## Bronze Star Awarded for Supply Line Feat

Capt. Fred M. Priester, who was formerly a cashier in the office of the late W. J. Cannon, assistant passenger traffic manager prior to his enlistment in March, 1941, was recently decorated with the Bronze Star Medal for heroic action under fire. The citation follows:

"Capt. Frederick M. Priester, Jr., Corps of Engineers, United States Army. For meritorious achievement in connection with military operations against the enemy on Luzon, Philippine Islands from 23 March to 10 May, 1945. Captain Priester's company was assigned the difficult task of maintaining and constructing the road along the Villa Verde Trail, work on which had previously been assigned to two companies. Although confronted with numerous obstacles consisting of natural barriers and harassing enemy artillery and mortar fire, Captain Priester directed engineer operations with marked resourcefulness and exceptional ingenuity so that the construction of the road was always maintained in direct support of the forward elements of the infantry. By deploying his men skillfully and by personal supervision of the entire length of the road, he inspired his men to greater effort so that the flow of supplies to the front lines was prompt and uninterrupted. Captain Priester's sound judgment and devotion to duty was largely responsible for the excellent condition of the road which was so vital to the successful prosecution of this operation."

Maj. Gen. W. H. Hill, commander of the Sixth Army, also praised the 114th Engineers for the "fine co-operation exemplified in the accomplishment of the mission" and for "the high standard of technical ability, spirit and aggressiveness displayed by the officers and enlisted men" which he said reflected credit on the outstanding achievements of the engineers in this war. Captain Priester received this individual commendation:

"The successful completion of the Villa Verde road construction project was due in large part to your diligent and conscientious efforts and the aggressive leadership and technical skill you displayed."

Captain Priester is commanding officer of Company "C" of the 114th Engineers Combat Battalion.

## Colonel Doud Receives Bronze Star

Lt. Col. Forrest R. Doud, superintendent of the H&D Division prior to his enlistment in the armed forces, was recently awarded the Bronze Star Medal for "meritorious service in connection with military operations from March 12, 1945 to May 8, 1945."

"Lieutenant Colonel Doud exerted boundless energy," the citation stated, "and displayed unusual technical knowledge and ability in forward area railway operations that resulted in the steady movement of supplies to rapidly advancing armies. The extensive and complete civilian railroad experience of Lieutenant Colonel Doud proved invaluable during this critical period and the results secured reflect great credit upon himself and the Armed Forces."

Former Superintendent Doud is now commanding officer of the 712th Railway Operating Battalion.



Bernard A. Schaut receives the congratulations of Vice Admiral Barbey following the presentation of one of several citations for distinguished service.

## Bernard Schaut Receives Aerial Combat Awards

For "courage and devotion to duty," reads the citation awarded to Bernard A. Schaut, aviation radioman 1/c, by Admiral T. C. Kinkaid, commander of the 7th Fleet. Among his various awards is the following citation presented by Vice-Admiral Barbey:

"For distinguishing himself by meritorious acts in aerial flight, as a member of the crew of a navy search-bomber on Dec. 10, 1944, when his plane attacked an enemy aircraft he contributed to its destruction. Later when his plane was attacked by five enemy fighters he aided in driving them off. Again when two other fighters attacked he assisted in sending one flaming into the sea. He also materially contributed to the destruction of an enemy merchant ship when returning to base. His valor under fire, proficiency and devotion to duty, have distinguished him among those performing duties of the same character."

Bernard was also awarded the Gold Star



Lt. Col. Forrest R. Doud, former superintendent of the H&D Division, who is here shown bestowing a medal on one of the men of the 712th Railway Operating Battalion, which he commands, was recently awarded the Bronze Star Medal.

for "distinguishing himself by meritorious acts while participating in aerial flight in the southwest Pacific" and "contributing directly to the destruction of an enemy plane in aerial combat. With one engine not functioning properly and in the face of enemy fire, he acted with skill and intrepidity at all times."

Radioman Schaut is the son of Alphons Schaut, who has been a stationary engineer at Miles City for many years. He entered the navy in 1941 and has served 14 months in the Aleutians and another 14 months in the South Pacific area.

## Silver Star Posthumously Awarded to James Beerman

Superintendent O. A. Beerman of Marion, Ia., was recently notified by the War Department that the Silver Star Medal had been posthumously awarded to his son, Pfc. James O. Beerman, of the Infantry, for courageous devotion to duty. The citation, forwarded from the office of the Adjutant General in Washington, D. C., follows:

"For gallantry in action against the enemy on 18 Nov., 1944, in the vicinity of Metz, France. In the drive on Metz, Company 'I' fought its way to a mined bridge spanning the Moselle River, across which enemy troops were fleeing. With the hazardous hope of capturing the bridge before it could be destroyed, Private First Class Beerman's platoon was ordered to infiltrate across and seize a bridgehead on the east bank. In the face of heavy machine gun and 20 millimeter fire, Private First Class Beerman and his comrades started across. Four of the men reached the far bank, but before they could locate wires leading to the demolitions the Germans detonated charges, destroying the bridge. Private First Class Beerman's unhesitant, completely courageous devotion to duty reflects lasting honor on him and typifies the highest traditions of the military service."

The decoration was forwarded for presentation to the Commanding General of the 7th Service Command at Omaha, Nebr.

## Croix de Guerre Awarded to Colonel Hotchkiss

The famed 744th Railway Operating Battalion, sponsored by the Milwaukee Road and commanded by a former superintendent of the H&D Division, Lt. Col. Walter J. Hotchkiss, has this to say of its leader, in the September issue of *Cheminot*, published at Charleroi, Belgium:

"For performing service of exceptional merit to the French nation during the period between 28 August and 28 November, 1944, Lt. Col. Walter J. Hotchkiss, CO of the 744th, on Saturday, 15 September, was decorated with the Croix de Guerre of France. The presentation was made to Colonel Hotchkiss, along with about 30 other of-

icers of the Military Railway Service, by General Berge of the French army at the general offices of the French National Railways in Paris.

"Due to Colonel Hotchkiss' foresight and determination, the activities of the battalion during the period mentioned were directed toward establishing close liaison with the French army and officials of the Societe Nationale des Chemin de Fer to effect reconstruction and rehabilitation of the line from Folligny to Surdon and from Mezidon to Argentan, including the yards and terminals at Folligny, Vire, Argentan, and Flers, France."

## Atomic Bomb Test

(Continued from Page 7)

shot, and I was thus reminded to turn around to watch developments. I turned around to watch the beauty of the hot gases as they surged toward the clouds. When I turned, I dropped the electric welder's glass and watched through the goggles alone. After a few moments, I looked at the ground in front of me with the goggles raised slightly, but I could look for only a moment, for the ground was a pure white and my eyes could not stand the brightness. With the goggles on, I continued to watch the plume of smoke rise to 40,000 feet or more. The grandest, weirdest man-made show that I have ever seen or ever hope to see! It was both a spectacular and a scientific success. After about 45 seconds of watching, we ducked down and the pressure wave roared by.

### Research Rewarded

Here was the reward of three years of intensified research by the greatest scientists on the side with the might and the right. We had achieved what we feared our enemy might achieve. We were not working toward a goal of killing so many Japanese a month. We were doing our best to defend our nation by being first. Fortunately for the people in New York, Detroit, Milwaukee, and for all Americans, Germany did not succeed. I think the Lord is not neutral. I think He was a little on our side.

Now that the main job is over, I am anxious to return to the university to finish the graduate study that the war has interrupted.

I know now that I have participated in an experiment that will always remain in my memory and overshadow any research I may do in the future. This is the year that deserves much space in the history books.

Love,

BOB.

A tramp knocked on the door of an English inn called "George and the Dragon." The landlady opened the door and the tramp asked her for something to eat.

"No!" she growled, slamming the door in his face.

The tramp knocked again, and again the landlady opened the door.

"Now," he said, "let me talk to George."

There aren't any idle rumors. They are always busy.

## American Adventure

(Continued from Page 9)

the mouth of a small creek on the east bank of the river where Lewis joined them on Sunday, June 16. Here they decided was the proper area from which to start the portage around the falls and so they pushed their canoes a mile and a half up the little tributary which they called Portage Creek.

There was plenty of work ahead. Clark started out to locate and stake a portage route; men were sent in search of a tree large enough to cut into cross-sections for wheels; hunters were sent out for game; others were busy packing canoes and stores. The men who were looking for timber found a 22 inch cottonwood not far away—the only tree of suitable size within 20 miles.

The portage took nearly two weeks. Thousands of buffalo hooves had pockmarked the prairie during wet weather and the gumbo mud had later baked to the consistency of concrete under the hot sun. Add a certain amount of prickly pear, and the moccasined feet of the men suffered tortures. Makeshift willow and cottonwood axles and tongues broke under the strain. A cloud burst caught Captain Clark, Chaboneau and Sacajawea in a cutbank coulee and almost swept them away. Heat, hail, wind and sun seemed combined against them until the last pound of luggage reached the upper camp at White Bear Islands near the mouth of the Medicine (Sun) River.

The 4th of July was spent at White Bear Island Camp. Patrick Gass, in his journal, laconically commented on the day as follows,—

"Thursday 4th. A fine day. A part of the men were busily engaged at the boat and others in dressing skins for clothing, until about 4 o'clock in the afternoon when we drank the last of our spirits in celebrating the day and amused ourselves with dancing till 9 o'clock at night when a shower of rain fell and we retired to rest."

The time had come to try Meriwether Lewis' pet project. A 90 pound iron frame for a boat had been made to his specifications at Harper's Ferry. They had packed it up the river for months. When assembled it was 36 feet long, 4½ feet wide and 26 inches deep. It took 24 elk and 4 buffalo hides to cover it. It was liberally smeared with a preparation made of charcoal, beeswax and buffalo tallow and launched on July 9. To Lewis' chagrin and disappointment the waterproofing became brittle in the cold water and flaked off. The seams could not be caulked and the hides themselves became sodden and let water through. Lewis' idea was a good one and might have been successful if they had been able to obtain tar or pitch. Fur trappers a few years later learned from the Indians how to make bullboats by stretching buffalo hides over a frame work of willows. These saucer or bowl shaped affairs would carry enormous loads and many a pack of fur was transported in them for hundreds of miles. Captain Lewis

was forced to make the best of it. The frame was cached and with philosophic acceptance of the situation the whole camp went fishing.

The white pirogue had been left at Portage Creek and new canoes were made to replace it. On July 15 they were off to a fresh start and that day entered the Missouri River canyon and left the plains country behind. New wonders unfolded at every turn of the route. It was now Clark's turn to take a few men and strike overland while Lewis brought on the canoes through the limestone canyon near Helena, Montana, which he named the Gates of the Mountains. On July 27 the boatmen reached the three forks of the Missouri where they met Clark and his men. The united party camped a mile above the junction of the west and middle fork on the spot where Sacajawea had been captured by the Minnatarees five years before. Strangely enough they had traversed hundreds of miles of Indian country since leaving the Mandans, without sighting a single Indian. By their own estimate they were now 2,849 miles from St. Louis, which was about 12 per cent over later official and more accurate measurements.

Here were three forks to choose from, each one a major and majestic river. Sacajawea's knowledge of the country and their own reconnaissance of the neighborhood decided them in favor of the west fork. They named the east fork after Albert Gallatin, Secretary of the United States Treasury, the middle fork was named for James Madison, then Secretary of State, and

the west fork was named the Jefferson in honor of the President. "Celestial observations" were taken, the men had improved the breathing spell to dress hides, make new leggins, hunting shirts and moccasins; Sacajawea had repeated the story of her capture; the canoes were reloaded and on July 30 it was once more "Canoes West!"

(To be Continued)



## Doubtful Distinction

When questionnaires, submitted to members attending the 37th Annual Convention of Hoboes of America, Inc., in Buffalo, N. Y., were returned to Hobo King Jeff Davis, the 'boes chose as the best train the Milwaukee Road's own Hiawatha.

Among other bests listed were: comedian, Bob Hope; box-car pin-up girl, Mary O'Connell; news commentator, Walter Winchell; statesman, Winston Churchill; singer, Bing Crosby. Cinema honors went to "Going My Way." Bette Davis got the 'boes' nod for best actress, and Spencer Tracy headed the male list.

When it came to the question of jails, the vote was unanimous in favor of Skyscraper Tower in Miami, Fla. In their opinion it is absolutely the finest clink in the United States.

The Milwaukee Magazine

## Briefly Quoted

THE following excerpts were selected from letters addressed to Milwaukee representatives by patrons and others:

### A Bouquet from the Army

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

Criticism seems to be the only thing people have to give out these days. I want to thank you and all the personnel of the passenger department for the clean, courteous, and efficient service rendered on my trips between Camp McCoy and Chicago.

Of the many roads and approximately 8,000 rail-miles I've traveled since returning from overseas, it is evident that your road has maintained the quality of its service while absorbing a vast quantity of traffic.

SGT. F. HERRMANN,  
Camp McCoy, Wis.

### The Hiawatha Rates With the Ladies

(To B. J. Schilling, superintendent of the sleeping and dining car department, commending Steward B. Shepherd and Waiters John Pierman and William Marshall.)

On our recent trip to Minneapolis we were prepared to endure the "terrible food," "exorbitant prices," and "abominable service," reportedly found on all trains. To our astonishment and pleasure we learned that the Hiawatha is in a class by itself. We had the finest trip, finest food, and the best service possible.

We were so impressed by the quiet dignity and pleasant manner of our waiter that we inquired his name and we hope to have the pleasure of his service on some future trip. We also wish to mention the pleasant friendliness of the waiter who served us on the Hiawatha leaving Chicago Aug. 8, at 1 p. m. Mr. Shepherd, in charge of the dining car, was quietly efficient and gracious.

You are to be complimented on the high standards of personnel and service that you have maintained and you may be sure that we will recommend the Hiawatha as the very finest mode of travel.

MRS. E. BEHRENS, Chicago.  
MRS. E. FRITZ, Chicago.  
MRS. J. E. MOORE, Minneapolis.

### The Navy Rides the Rails

(To B. J. Schilling, superintendent of the sleeping and dining car department, Chicago, complimenting Steward Alex DeSalay and crew, and Porter William Martin.)

We, the undersigned members of the armed forces, en route to our discharge centers Sept. 9 to Sept. 11, 1945, wish to express our sincerest thanks and appreciation for making our journey from Seattle to Chicago a most pleasant one.

Not only was the porter in Car "J" most courteous, but the dining car service and cuisine were superb. May you continue to serve those who follow us in the same excellent manner.

(Signatures of a party of 22 navy men.)

### Patron Pronounces Us "Tops"

May I have a copy of "Veterans Victory Vacation"? This request provides me with an opportunity to thank you for the excellent service and courtesy I received on your road during the war. My mother and I have traveled Milwaukee Road from the days of the old "Day Specials" to the luxurious Hiawathas and we have yet to encounter a railroad that was more concerned about the comfort, safety, and well-being of its passengers.

Thank you again from both of us for making wartime travel as nearly perfect as it could be. You're still TOPS with us.

AL SCOTT.



The above letter from Mr. Scott reached the office of C. F. Dahnke, general agent, passenger department, Milwaukee, in this envelope.

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

#### Army—Bremen, Germany

Today I received your Christmas letter and I'm very happy about it. It is way past Christmas, but the meaning is there and is fully appreciated. I know that the rest of the fellows in service feel the same as I do.

I am a 97 pointer, anxious to get home to my wife and son, and go back to work on the railroad. It's my greatest ambition to climb in the cab of one of the engines as fireman.

MARVIN A. WAHL,  
Laborer, B&B Department,  
Aberdeen, S. D.

#### Army—India

I received your Christmas letter and the check for \$10 today and feel happy that the folks back home have not forgotten me, even though I am halfway around the world. I'm somewhere in India, about 20,000 miles from Chicago, and it sure helps my morale to know that the Milwaukee family is doing everything in its power to win the war.

As we say in the army, I'm really sweating it out here; it gets so hot that I can almost fry an egg on my helmet; in fact, I would if I had one. Thanks very much for everything.

PFC. ALFRED E. WEBER,  
Laborer, Track Department,  
Rocky Mountain Division.

#### Army—Germany

May I express my appreciation for the Christmas check which I received a short time ago and for the Milwaukee Magazine which arrived today.

A person has to work on these foreign railroads to really appreciate the progress and accomplishments of the American railroads. After working through France and Belgium, I am at present running trains over a 128 mile division in Germany. My thanks again.

HARVEY DAHL,  
Fireman,  
Chicago Terminals.

#### Army—France

I just received a late but very welcome and appreciated Christmas gift of \$10 from you.

On duty as a locomotive engineer, I landed in France shortly after the invasion and for many months railroaded supplies to the front. I have picked up much valuable experience; the 16 hour law didn't apply over here. At present we are getting a very welcome rest and I hope to see you soon.

SGT. DON BURTON,  
Fireman, Chicago Terminals.

#### Army—United States

I received my Christmas check a short time ago and it surely was a pleasant surprise. It makes a fellow feel good to know that he is still counted as one of the family.

How well I remember last Christmas! I was aboard an Australian ship headed for the invasion of the Philippines and what meals that day—tea and spaghetti for breakfast, lunch, and dinner. Well, your Christmas check made up for that right here in Chicago; I ate nearly \$10 worth of corn on the cob to make up for all that I had missed in the last few years.

Once more, thanks a lot and thank those responsible for sending me the Magazine.

Pfc. Frank Franz,  
Brakeman, La Crosse & River Division,  
La Crosse, Wis.

(Continued on Page 43)

## OUR SAFETY RECORD

### FIRST NINE MONTHS

	Employee Casualties			Total Man-Hours Worked	Casualty Rate
	Fatal	Injured	Total		
1945 .....	12	619	631	76,972,949*	8.20*
1944 .....	12	580	592	76,392,368	7.75
Increase or					
Decrease ..	—	+39	+39	+580,581	+0.45
Percent .....	—	+7	+7	+0.8	+6
*Estimated					

## Milwaukee Chapter

Mrs. John Ehlert, Historian

The first regular meeting following our summer vacation was held Sept. 17 with a splendid turnout. Mrs. O. J. Carey gave an excellent report on the Auditing Committee. It was decided to continue donating to the Red Cross Home Service. Collection for September was \$3.25. Reports, welfare one family, membership Sept. 17, voting 273, contributing 725. July Sunshine report, four good cheer and three sympathy cards; August report, one sympathy and seven good cheer cards; one spiritual bouquet at the time of death of one of our members, Mrs. Czamanske, on Sept. 14. Our regular yearly card party will be held in November. A Christmas party was also discussed.

H. C. Munson, General Superintendent; J. H. Valentine, Superintendent; E. H. Bannon, Superintendent of Terminals, and Clayton Bush gave the Red Cross ladies short talks regarding their efforts, and expressed their appreciation and that of others for their beneficial work. Lunch was served, followed by cards.

Red Cross September report, knitting, five army "M" sleeveless, four pair army gloves, baby afghan assembled, 14 infant blankets finished, total hours worked by unit 208½. Donated to Home Service \$3.25, and eight 6" squares.

There was a luncheon in the club rooms, followed by cards, on Sept. 27, at which 122 persons were served.



Members of the Council Bluffs Chapter who served at the Union Station Canteen in Omaha on Sept. 28. Left to right: Mrs. Fred Olson, Mrs. Percy DeVol, Mrs. Theo. Schmidt, Mrs. Fred Gress and Mrs. A. M. Milbourn.

## Deer Lodge Chapter

Bessie Healey, Historian

On Sept. 21 after a summer vacation Deer Lodge Chapter held its first meeting of the fall. Mrs. Wm. Lintz, as hostess, served a 1 o'clock dessert to those attending. Regular business was transacted. Several rounds of bridge keno were enjoyed during the social hour, Mrs. Coey holding high score and Mrs. Clark low. Mrs. John Coey was chairman of the canteen committee. They served a large number of service people on trains 15.

## WOMEN'S CLUB APPOINTMENTS

The following appointments on the General Governing Board are announced by Mrs. George W. Loderhose, president general:

General Constitution and By-Laws Chairman ..... Mrs. C. H. Ordas  
 General Welfare Chairman .....  
 ..... Mrs. Jas. L. Brown  
 General Good Will Chairman .....  
 ..... Mrs. H. A. Scandrett  
 General Annual Luncheon Chairmen ...  
 Mrs. E. W. Soergel and Mrs. J. T. Gillick  
 General Safety Chairman .....  
 ..... Mrs. C. C. Steed

# The Milwaukee Railroad Women's Club

## Council Bluffs Chapter

Mrs. Herman Jensen, President

On Sept. 28 the Council Bluffs Chapter served the servicemen and women at the Union Station Canteen in Omaha. One day annually the Milwaukee employees of Council Bluffs assume all responsibility for food and service at the Canteen. An average of 4,000 are served daily.

From funds donated by the Council Bluffs employees the women made 1,800 sandwiches, eight dozen breakfast rolls, 20 cakes and 50 dozen cookies. Two bushels of fruit were also furnished. Coffee, milk and doughnuts are furnished by the Canteen.

The club women started serving at the Canteen at 7 a.m. and worked in shifts until 1:30 the next morning. A committee met at the Y.M.C.A. and worked from 9 a.m. until 3 p.m. making the 1,800 sandwiches. The following worked on this committee:

Mmes. Eva Gallagher, Truman Felton, Herman Jensen, Earl Cook, Earl Smith, John Barclay, Merrill Ford, Harry Flack and Clifford Morgan. Working at the Canteen were: Mmes. Ed Lee, Ora Kensingler, Fred Gress, Theo. Schmidt, A. Miller, Fred Olson, Frank Colburn, A. Milbourn, P. De Vol, Geo. Wehrhahn, Art Skelton, E. Black, Howard Hooney, Earl Hannum, Carl Schonberg, Earl Cook, Al La Heist, O. Broman, Merrill Ford, Clifford Morgan, Herman Jensen and Truman Felton.



Members of the Council Bluffs Chapter making sandwiches in their club rooms at the Railroad Y.M.C.A. on Sept. 28 to be served at the Union Station Canteen in Omaha. Shown, left to right, are: Mrs. Eva Gallagher (first president of chapter), Mrs. Truman Felton, Mrs. Herman Jensen, president, Mrs. Earl Cook, Mrs. Earl Smith, Mrs. John Barclay (seated), Mrs. Merrill Ford, Mrs. Harry Flack and Mrs. Clifford Morgan.

## Sioux City Chapter

Mrs. Ben Rose, Historian

Servicemen at the downtown USO were vociferous in their praise of the coffee Mrs. Urban La Breck made, the night she and Mrs. J. T. Hansen served evening lunch on our regular club date. They also entertained the Board at a very pleasant luncheon the second Monday of September. The winner-losers payoff was held in August with Mrs. George Wean chairman. This reporter missed the fun, but hearsay has it 'twas quite an affair.

Rain tried hard to discourage attendance at the business meeting and pot-luck, the fourth Thursday, and we are sorry about that. Mr. Springer of the YMCA and Miss La Vere Smith, executive secretary of the Boys' and Girls' Home, through pictures and case-histories, traced the patterns of welfare work done by the Sioux City Social Agencies and bespoke our support of the oncoming Community Chest Drive. Plans for fall activities were submitted and ratified. A homecoming get-together for our "Milwaukee" families and returned servicemen will highlight the October general meeting.

## Kansas City Chapter

Mrs. H. B. Numbers, Historian

After the summer vacation the club met on Sept. 4 with 19 members present. The luncheon was served by Mrs. Henry Banta and Mrs. Clyde Hatchett, assisted by Mrs. Hill, daughter of Mrs. Hatchett. A great deal of enthusiasm prevailed and a number of projects were discussed. There were 25 members present at the October meeting and the luncheon was served by Mrs. J. Dobson, Mrs. Wm. Kinder, Mrs. Hall Midkiff and Mrs. Floyd Louthan.

At this meeting a report of 106 voting and 175 contributing members was made. Six cards were sent, 25 telephone calls and three personal calls were made. Mrs. Wm. Kinder, the ways and means chairman, announced a rummage sale to be held Oct. 19, proceeds to be used to entertain service men in the hospital at Christmas time. Mrs. Kinder, in her sly way, sent most of the members home with a bundle of dish cloths under their arms which she had on sale. Guests were Mrs. Hite, of San Antonio; Mr. and Mrs. Woodworth, of Madison, Wis., and Mr. and Mrs. D. W. Gist, of Kansas City.

## Portage Chapter

Mrs. B. A. Gothompson, Historian

Monday, Oct. 1, the Portage Club met for the second time since our summer vacation. Good attendance in spite of disagreeable weather. After clearing away routine procedure, discussion of activities for the remaining months of this club year followed.

It was voted that we hold our usual Harvest dinner for our full club membership and to invite the returned service men who were former employees or members of our club families. Mrs. Burns and her committee served refreshments and also sold chances on articles donated by members of this committee. We find this a splendid way to add to our treasury.

## St. Paul Chapter

Mrs. A. Mueller, Historian

Our first meeting was held Sept. 10 with a very good attendance. While our business is being transacted a number of the husbands usually gather in our small room and spend their time talking and playing cards. They join us later at cards or whatever entertainment has been planned for the evening.

Mrs. Wolke, president, presided. Mrs. Barnes, good cheer chairman, reported: Personal calls, 26; phone calls, 24, and 10 families reached, also a number of good cheer and sympathy cards sent. Mrs. Washburn and her committee are to be congratulated upon going "over the top" in membership and winning the prize of \$50. The report was 299 contributing and 105 voting members. Mrs. S. Walker is to be commended for continuing to take charge of sending cakes to the Red Cross canteen at our depot. She has done this for the past year. Mrs. Walker entertained the board members on Sept. 24. Plans have been completed for a pot-luck supper to be followed by a social hour of cards.

Our deepest sympathy is extended to Oscar Lundquist, who mourns his wife, Laura, whose death occurred recently. She was a member of our club for many years and will be long remembered by those who knew her.

## Tomah Chapter

Mrs. Francis Brown, Historian

The fall birthday party of our chapter was held at the Legion Hall, Oct. 3, at 1 o'clock. A lovely luncheon was served by the committee. After everyone had been served our president announced that the luncheon was "on the club." Of course, everyone cheered. The menu for this lovely luncheon was creamed chicken, potatoes, cabbage salad, pickles, tomatoes, rolls and coffee, with ice cream and cake for dessert. About 75 members attended.

After the luncheon the meeting was held with President Mrs. Archie Ruff in the chair. Club motto was repeated, followed by the secretary's report. Good Cheer chairman reported three baskets of fruit sent, one funeral, four cards and 25 calls. Red Cross chairman reported 20 hours for September.

Mrs. Ruff presented a grand check of \$55 from the General Governing Board awarded to our chapter for having gone "over the top" in membership. The club is going to have a public dance in November. Mrs. Wm. Utke won the door prize.

## Tomah-Sparta Unit

Mrs. Wm. Hovey, Historian

Many pleasant memories will remain of our 1945, Sept. 13th, meeting. Twenty ladies were ready to set aside their busy days of house cleaning and coming to enjoy a trip on the little branch line train to Viroqua, where a chicken dinner with all the trimmings was enjoyed at the home of Mr. and Mrs. Mike Weise. The train crew and Agt. Boyle were invited to join

us. Mr. Weise's beautiful garden flowers gave a cheery welcome to the home and decorated the dining room tables.

Meeting took place in routine order shortly after the dinner. We were all happy to meet Mrs. Geo. Wolfgram, who has not been able to attend meetings for two years because of her ill husband. In appreciation a box of candy was enjoyed from Mr. Boyle. A beautiful table bouquet of asters was taken to Mr. Wolfgram, who is one of our contributing members. Before departing ice cream and cake, a huge purple aster as a favor and a bus trip to Sparta completed a wonderful day and thanks to the Weises.

We so much regret to report the death of our old veteran, Julius Middlestadt, 92 years old.

## Wausau Chapter

Mrs. A. W. Kasten, Historian

Wausau Chapter met Oct. 9 with a good attendance. Mrs. John Whaley, our president, read a letter from the Salvage Committee, urging us to continue saving tin cans. Mrs. McEwen, membership chairman, reported that we now have 156 members. We are still working hard to increase our membership. Mrs. Fred Lehrbas, a member, passed away last month. The club extends its deep sympathy to the family. We helped to serve the meal the day of the funeral.

Mrs. Ray Schultz won the door prize. After card playing a delicious lunch was served by Mrs. Leo Ziebel and her committee. Mmes. Aug. Krueger, Ray Schuilz, B. E. Billington and John Biringier.

## Malden Chapter

Mrs. Chas. Hankins, Historian

Our first regular fall meeting was conducted by our president, Mrs. J. Webb, with a nice attendance and two visitors. After all business had been transacted, a pot-luck dinner was served at 5:30 p.m. with an attendance of 80.

Bridge and pinochle were played later in the evening, prizes for bridge being won by Mrs. Speer and Mr. Duel, pinochle by Mrs. Fred Cottingham and Mr. Webb. A very enjoyable evening was spent.

## Green Bay Chapter

Mrs. W. F. Kramer, Historian

Monthly meeting was held on Thursday evening, Oct. 4, in the clubrooms with the president, Mrs. Russell Anderson, presiding. Members discussed buying another war bond and it was decided that a \$100 bond should be purchased during the next drive. Good cheer Chairman Mrs. Agnes Bennett reported sending 15 cards, 12 plants and three mass cards.

A nominating committee composed of Mrs. Geo. Bloomer, chairman, Mrs. Frank Basche and Mrs. Frank Santomour was appointed by the president to select officers for the coming year. The Penny March netted 58c. The door prize for the evening was won by Mrs. Jos. Brennan. Cards followed adjournment and refreshments were served by Mrs. Ed Soboda, social chairman.

## Ottumwa Chapter

K. M. Gohmann, Historian

With the club house still accessible, our October meeting was held there on the 5th, preceded by the 1 o'clock luncheon, at which 45 were served. Guest at our luncheon was Charles Vosburg, formerly employed in the engineering department on the K. C. division, now with the engineering department of the Curtiss Wright Airplane division, Columbus, Ohio, who was visiting in Ottumwa for two weeks with his parents, Mr. and Mrs. W. H. Vosburg; another guest, Haymes Agerquist, former classmate of Charles, now in the Army Signal Corps at Camp Crowder, a house

guest of the Vosburg family; also retired engineer Wm. Fry of Ottumwa.

Patients at the Veterans' Hospital in Des Moines were the recipients of a box containing books, jig saw puzzles and games. A box of similar content was also sent to the Old Soldiers' Home in Marshalltown. Members voted to contribute \$10 to the Ottumwa Community War Chest Drive, and during the week of Oct. 8 the members of our club will donate the cookies at the USO Center.

Letter was read from the General Governing Board congratulating our chapter and advising that it was awarded the \$90 prize for going over the top in membership and being the first chapter in its group to do so this year. Reported, 360 hours donated during September to Red Cross and USO activities. Following the meeting members participated in bridge and bunco. Prize for high score in bridge awarded to Mrs. Dan Roarty and the bunco prize to Mrs. Bert King.

## Mason City Chapter

Mrs. John Balfanz, Historian

Seventy members enjoyed a pot-luck supper at the club rooms Oct. 2. After a short business session, a program was presented, with N. P. Van Maren as toastmaster. Community singing was led by Mrs. R. E. Sizer, accompanied by Mrs. Harry Farrer. Talks were given by W. F. Ingraham, R. E. Sizer, L. Martin and Mrs. W. F. Ingraham. A movie of Iowa scenery was shown by Al Zack. The pictures were taken by Max Boyd. Refreshments were served by Mrs. Walter Hendrickson, Mrs. C. E. Kemp, Mrs. John Huffman and Mrs. John Balfanz.

## Chicago-Fullerton Ave Chapter

Shirley Brandau, Historian

The first meeting of our club after the summer vacation was held on Oct. 9. Supper was served in the cafeteria at 5 o'clock. We then adjourned to the club rooms for our business meeting. We are happy to report that our club went over the top in membership (more than 1,000 members) and that we were the first chapter in our group to do this, and we were awarded three prizes totaling \$105.00 by the General Governing Board. Our "good cheer" chairman sent out several convalescent and sympathy cards and three families were helped throughout the summer. We were sorry to hear of the death of Mr. Borgerson, the husband of our president, and extend to her our deepest sympathy.

Plans were discussed for having a Christmas "Open House" party in the Fullerton Avenue Building in honor of the returning servicemen, and to also have Christmas open house at Galewood. Arrangements were also made for two trips for our club, one to Chicago's "Chinatown" and one to "Little Mexico." We were told our next meeting will be "past president's" night, and we are hoping to have a good attendance of members.

The meeting was then turned over to Mrs. Lucy Martin, our program chairman. A book review by Mrs. Mollie Lewis, on the current best selling novel, "A Lion Is in the Streets," was given and enjoyed by all attending.

## Othello Chapter

Mrs. E. R. Berkey, Historian

We held our first meeting this Fall on Oct. 2, with Second Vice-President Mrs. A. Hays presiding in the absence of President Mrs. Davidson and First Vice-President Mrs. Grau, both of whom were helping their husbands take their vacations "back East." Mrs. Berkey gave the auditing committee report, which showed a very comfortable balance in the treasury. Good Cheer Chairman Mrs. John Kelly reported 19 families contacted during the summer and all the members well again. Also two of our voting members were married

during the Summer, Mrs. Thos. Para, formerly Miss Gail Davidson, and Mrs. Sam Pessein, formerly Miss Edith Bogardus. The club members wish them the very best of luck in their new homes.

Social Chairman Mrs. Frank Schumacher reported on the summer activities, the mid-summer picnic given under the leadership of Mrs. Schumacher and Mrs. Barrett, and the "ladies' card party" each month with the following having acted as hostesses: Mrs. Simonds, Mrs. Barnes, Mrs. Ferguson, Mrs. Kelly, Mrs. E. K. Reynolds and Mrs. Orville Adams. The appointment of the Nominating Committee was left for Mrs. Davidson to handle upon her return.

### Savanna Chapter

Mrs. Raymond Schreiner, Historian

The club held its first meeting of the season on Oct. 8. The meeting opened by the group singing the club song to the tune of "Smiles." Mrs. C. E. Kinney, first vice-president, presided in the absence of our president, Mrs. Richard Adams, who is ill. It was reported that we have \$7.50 in war stamps, realized from our coin march. A letter was read from Miss Lindskog congratulating our club for going over the top in membership.

Plans were made for a pot-luck supper for the November meeting, to be given for members and their families. The 6:30 supper will be served in cafeteria style, with the club furnishing meat, potatoes, rolls and coffee, and each member is asked to bring a dish to pass. The kitchen committee is to be voluntary, and Mrs. Wm. Doherty will act as dining room chairman, and will also sponsor the program. A short business meeting will follow the supper and cards and "500" will be played, with prizes for each.

After our business meeting cards and "500" were played with honors in "500" going to Mrs. Frank McDonnell, and in "500" to Mrs. Raymond Schreiner. Attendance prize was won by Mrs. Raymond Schreiner. Delicious refreshments, arranged in Hallowe'en style were served by the hostesses, Mrs. Albert Haberbush, Mrs. Glen White, Mrs. Matt Pollock and Mrs. Chas. Ferris.

We are very sorry to report the death of A. L. Flowers on Sept. 27. He was a contributing member of our club and his wife is a member, as also his daughter, Mrs. Raymond Schreiner, our Club Historian and pianist. Death has also saddened the homes of two other club members by taking Frank Smith of Pleasant Valley, father of Mrs. Jas. O'Neil and Mrs. Frank Sager.

### Milbank Chapter

Mrs. Geo. Lewis, Historian

Our chapter met for its first meeting since June on Wednesday afternoon, Sept. 26, with a large attendance. Salute to the flag and club motto were given. "America the Beautiful" was sung. Business meeting followed. Reports were of plants taken to shut-in members. Red Cross work was two sweaters made by Mrs. C. Mayer, six hours' work by Mrs. E. Hansen and 45 kit bags made by Mrs. Frank Reeves. Two new members joined. Bingo was played at five tables, prizes going to Mrs. Mike Riley and Mrs. Carl Leonhardt. A delicious lunch was served by Mrs. Frank Reeves, Mrs. Ben Taylor and Mrs. Tomak. The \$1.00 club award was won by Mrs. Melander, a new member.

### Terre Haute Chapter

Mrs. Edward Bevington, Historian

The October meeting was held on the 18th at the club rooms with a pot-luck supper. The committee in charge included Mmes. Harrison Powell, H. H. McNary, Luther Nash, James Ogden and Roscoe Joseph. A nominating committee composed of Mmes. A. L. Burt, Roscoe Joseph and Wm. Hartley was appointed by Mrs. Pat Bailey, president. Door prizes were awarded Mrs. Oscar Bond and Pat Bailey.

Mrs. Myrtle Wilson, a charter member, is living in Terre Haute again, at 1339 Chestnut. Mrs. Wilson has been ill for some time. She would enjoy hearing from friends, as she is a shut-in. Members of the club cooked and served the farewell dinner given Marley Faris, agent, who is retiring from service.

### Channing Chapter

Mrs. Jack Meyers, Historian

October meeting opened with President Mrs. Tuttle in the chair. Club motto was repeated by members. The various reports were given and accepted.

A recording of the organization, also the first regular meeting was read by Mrs. C. Huetter. This meeting of the chapter was held in a box car. There were 40 women present. Mrs. A. B. Worthing was the first president.

Mrs. George Carey and Mrs. Sam La Valley were appointed to draw up the slate in preparation for election of officers for the coming year. This is to be presented at the November meeting. Following a very interesting business meeting, bunco and "500" were played. Prizes were won by Mrs. C. Feak and Mrs. S. La Valley. Lunch was served at the close of the evening by Mrs. C. Huetter and Mrs. Wm. Feak.

### Sanborn Chapter

Leah M. Smock, Historian

Sanborn Chapter met in regular session in its clubrooms for the first meeting after the summer vacation on Friday, Oct. 19. Routine business was carried on and reports read and accepted.

The club voted to give \$25.00 to the Community Buddy Box Fund. These boxes are packed and sent to the boys of the community who are in service. Those going to boys overseas are on their way, while those going to boys in the States will be sent later. We are sorry to lose Mr. and Mrs. Lyle Hopkins and their family, as they have moved to Mitchell. We will miss them.

### Iron Mountain Chapter

Mrs. Neil Schumacher, Historian

Our chapter held its eleventh annual birthday dinner Oct. 16 at the Dickinson Hotel. Mrs. Larsen reviewed the club's progress over the 11 years. Starting with 17 charter members, the club, which held its first meeting in October, 1934, in the waiting room of the depot, has grown to a membership of 52. As the club grew, meetings were held in homes of members and later in the Legion rooms.

Mrs. Roland Schwalenberg, president, welcomed the guests. Members responded to roll call by giving a favorite proverb. Yellow nut cups and napkins decorated in a Hallowe'en design marked the places of the guests seated at a horseshoe-shaped

table, the centerpiece of which was lavender winter asters in a lavender vase, lighted by yellow candles in crystal holders. A miniature "Milwaukee Road" train was displayed at one end of the table and a model railroad village at the other.

After dinner members went to the Legion rooms for a brief business meeting. Cards were played later, prizes going to Mrs. Otto Grade for bridge, and Mrs. Henry Haly for 500. Frosted cup cakes, decorated in Hallowe'en design, and coffee were served by Mrs. Roland Schwalenberg and Mrs. Neil Schumacher.

### Marquette Chapter

Mrs. Ray Fields, Historian

Our October meeting was well attended, and we returned after the summer's recess to newly decorated club rooms—everything shining. The Milwaukee Road had also painted the exterior of the building and erected a new chimney. We wish to express our thanks to the officials for keeping our club rooms in such excellent condition. We also wish to thank the Governing Board for their check for \$60 for increased membership of this chapter. The treasurer was instructed to purchase a bond in the Victory Drive and give check for \$5 to the USO.

A nominating committee was appointed to select new officers, to be elected at the December meeting. A social hour at cards followed the adjournment of the business meeting concluded by a delicious lunch. Mrs. Arthur Henthorne, Miss Hazel Barr and Mrs. T. B. O'Leary were hostesses.

### Miles City Chapter

Mrs. N. A. Helm, Historian

Our fall meetings opened Oct. 1 with Mrs. Ruth Rehm in charge during absence of President Mrs. Irene Gilbert. It was decided to have gas installed in fireplace and to have kitchen enlarged if possible. Ten dollars was donated to the War Fund. Mrs. Mildred Brisbane, Red Cross chairman, reported five members served a total of 16 hours, nurses' aides 89 hours. Ten garments were made and five cut out.

Canteen service was started during the summer to trains carrying service men and women, members making cookies and donating same, also helping to serve.

Our Ways and Means chairman sold 15 of the world maps. The new project started is selling boxes of Christmas wrappings and seals. Welfare chairman reported four families helped. Our social chairman, Mrs. Dick Jensen, has a baby girl, so was unable to be present at meeting.

During July, August and September, the Mobridge, S. D. Chapter of the Women's Club served 15,462 service men and women.



One of the groups of Red Cross workers from the Miles City Chapter who serve men on troop trains at the Red Cross Canteen in Miles City.

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

## TWIN CITY TERMINALS

### Minneapolis Local Freight and Traffic Dept.

*Gladys Mirocha, Correspondent*

James Heglin, former chief clerk at Aberdeen, dropped in at the commercial office to say hello to some of his friends, happy to report he is home for a discharge.

We have quite a list of former employees in the local freight office who will soon be home for discharges. Bob Guyer has another reason for celebrating beside his discharge: His Australian bride is definitely on her way to the States and expects to arrive home with Bob. Vernal Boline, former freight house employe, Emmett Keenan, Bob Keenan and Mary (Keenan) Schelk's husband are already in the States or will be shortly. Dick Ahlstad has received his discharge and we are looking forward to seeing him back soon.

We have them also going as well as coming. Dick Dahl, former messenger, is being shipped out and Bob Carlson has joined the army.

Among the new employes is Ruth Scandel, a southern belle from West Virginia, who married a Minnesota boy and is now making her home here. Others are: Naomi Dickey, Genevieve Klich, Catherine Snee, Marlene Floody, and Joyce Duval, to whom we extend a welcome. Elmer Lund and Mary Kane are former employes who have re-joined the railroad. Gordon Kunkel, who after serving four and one-half years in England, France, Germany and Belgium, as a master sergeant with the First Army, finally received his discharge, has decided to take up railroad-ing as a career. He is a former resident of Lockport, N. Y.

Jack Wareham, son of Chief Clerk Al Wareham, is cruising around the coast of Japan. Jack is on a destroyer that has been transporting small groups of service men to Japan.

Bea Shea received a thrill the other day when her husband, Lt. Comdr. Shea called from Switzerland, while spending a leave. When asked what her husband had to say, Bea claims that he said the country was perfectly beautiful. Is that all he had to say, Bea?

George Werdick, clerk in the city ticket office, took the fatal step on Oct. 2. The bride is the former Mary Louise Stock. Our best wishes are extended to both.

### Minneapolis General Offices

*Kitty Carll, Correspondent*

G. E. Alvord retired Oct. 31 after 27 years in the freight claim department. Mr. Alvord started working for this company at Chicago in September, 1918, coming to Minneapolis as district freight claim agent in November, 1940. He has made a host of friends in the Twin Cities and in the surrounding states, where he traveled extensively. We will miss him around the station, but wish him and his wife the best of luck and a well earned rest at their home on St. Albans Bay, Lake Minnetonka.

We welcome back from the army T. R. Sullivan in the police department and S. F. Forslum in the ticket office.

### St. Paul Freight House

*Allen C. Rothmund, Correspondent*

When I opened a letter from Sioux City today I discovered a live fly enclosed. He was in fine shape and able to fly out the window.

"Dit" Sweet, our pickup and delivery clerk, just received a beautiful diamond engagement ring.

Did you know that Ray Sheehan operates a taxi line and, best of all, without a fare meter?

Elyse Pearson, our expense clerk, has turned in her resignation as she is marrying her returned soldier boy, Lieutenant Keller.

We have a new second trick telephone operator, Cora Hoeffken from Minneapolis.

You should see "Pickup and Delivery" McCabe operate the adding machine! He sure can go to town for the short time that he has been operating it.

Marion Cashill, our chief telephone operator, is now owner of a business one door east of the Highland Park Theater. Pay her a visit and order a chocolate ice cream soda. "Hy Huddle" is the name.

### South Minneapolis Locomotive and Store Depts.

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

Dora Anderson at Moberge is giving you the illustrated story about Engineers Joe Brennan and Jim (Crummy) Marshall, who made their last runs before retiring on Sept. 30—Jim's run from Marmarth to Moberge and Joe's from Moberge to Aberdeen. Your Southtown correspondent can tell you from first-hand observation

that it would have done your heart good to have seen the interest displayed when word of the coincidence spread through the train. Joe was so eager to wind up his 40 years that we pulled into Aberdeen eight minutes early. It could be that he was anticipating that pheasant dinner Mrs. Winifred Ryan had waiting for him and the "Missus".

Flash! Flash! Flash! That's right, another diamond has made its appearance at Southtown. This time it's Elaine Leakas, store department stenographer, and the lucky fellow is Manuel Manoleff, who has been on duty with the 715th Railway Operating Battalion. Elaine says that the date hasn't been set.

Well, can you tie this one? T/Sgt. Jack Durand, Anti-Aircraft Coast Artillery, writes to his dad, Electrician John Durand, on some of Adolf Hitler's personal stationery, headed, "Der Reichsminister und Chief der Reichskanzlei."

Jack expects to get his release before this reaches you with almost five years of service to his credit. While serving as an MP in France, his brother Wayne started an interesting hobby, his first acquisitions being two pirate-pistols, one dated 1813 and the other 1814.

We understand that former Minneapolis back shop employe Boyd C. Rohl, now at Camp Shelby, Miss., spent six weeks in the Ft. Snelling Hospital this summer. Rohl's particular job has been driving a radio truck for the 310th Signal Operating Battalion and he took part in three major battles. We were also sorry to hear that his father and two of his grandparents, as well as an uncle, passed away during the three years Boyd has been in the army.

Retired Blacksmith Helper John Myring passed away Sept. 10. Mr. Myring was born in Sweden, March 27, 1852, was mar-



Father Gregory Keegan of La Crosse, Wis., who spent a number of years in Mexico studying the language and culture and who has been acting as pastor to the Mexican nationals who have been working on the Milwaukee Road during the war, is here shown serving mass to a group of the men at West Salem, Wis. In mid-October there were approximately 1,200 Mexicans in our employ, all doing track work. Since then many of them have been returned to their homeland and it is estimated that all will have left the railroad by February, 1946.



When the men in the Stoddard family of Minneapolis got together recently, they centered all attention on the youngest member of the fraternity, John Michael, age 1. He is seated on the lap of John W. Stoddard, 91, a former blacksmith for the Milwaukee Road at Milwaukee, with a service date of 1870. From 1874 to 1902 he worked for himself, shoeing horses, but returned to the road, and in 1912 went to Minneapolis and worked in the back shop there until 1937, when he retired. At his right is his son, Arthur, and at his left is John, a grandson and father of John Michael. (Minneapolis Star Journal Tribune photo.)

ried in 1875 and came to the United States in the spring of 1892. He started working for the Milwaukee Road as a hammer operator in 1905. Mr. Myring is survived by 25 descendants.

Fireknocker Walter J. Smith, who has been employed at the Minneapolis roundhouse since 1918, died Oct. 1.

We have also been informed that the wife of Firebuilder Melvin Jefferson passed away Oct. 8 after a short illness. Mr. Jefferson has a service record of 22 years at the Minneapolis roundhouse.

Pvt. Raymond Haeg of Uncle Sam's forces but formerly of the B&B department, writes that he has been assigned to duty on the carrier *Bunker Hill*, which is engaged in carrying supplies to the Far East.

A word from Ens. Merrill V. Riccius tells us that he is still at the Corpus Christi naval air station and finds it plenty hot down there.

Former store department employe Gordon Kline was home for a fortnight furlough in October, from the naval air station at Whidbey Island, to which he returned for further assignment.

### St. Paul Traffic Department

*Brooksie Luth, Correspondent*

Changes, changes—always something new. This time it's quite an upheaval: a change of address for most of us, and an alteration of surroundings for the remaining select few. By the time this Magazine is received, our cozy little group will be scattered to the winds. Mr. Larson, his immediate staff, and the three traveling passenger agents, will be in the Rand Tower in Minneapolis, and the freight department is moving to the Minnesota Building, a few blocks from our present address. The ticket office staff will remain here, but the office is going to have its face lifted and be made all fancy-like on a much smaller scale. So 'tis a fond farewell to the passenger department from the freight department. It was nice knowing you, and we'll miss you. We're making arrangements to hire a riveter and a circus barker to come into our new office occasionally so we won't get too lonesome for the bustle and to-do we're so accustomed to.

Oct. 11 will be a special day for Erwin "Happy Pappy" Simdars, on account of that being the day on which his son was born, just in time to receive a pretty blue baby blanket given to the proud father by his co-workers, as a combination congratulation and farewell gift. "Erv" is turning to his former job in the La Crosse ticket office, now that Doug Tybering is coming back to work here. I think this is a good time to tell "Erv" how nice it was to have him here. In all the months he was with us, never once was he anything but pleasant and cheerful, and during his stay he made many friends for himself and the railroad, and we're sorry to have him leave us.

Now that this office is disintegrating, so to speak, I'll have more need than ever for "spies", and I certainly hope that I get reports. I want any and all news pertaining to St. Paul employes and their activities, please. Pictures, too, are always welcome. C'mon, give!

### South Minneapolis Car Dept. and Coach Yard

*Oriole M. Smythe, Correspondent*

#### SERVICE MEN NOTES

Honorable discharges from military and naval service have been granted to several former employes, who will return to work soon. Harold C. Anderson, who was the first Selective Service inductee from the car department forces, and who served with the Army Anti-Trank Corps in north Africa, Sicily and Italy, was discharged on Sept. 21 and is now enjoying a trip to Salt Lake City, Utah. Ernest L. Benson, a member of the Coast Guard since April, 1942, convoyed troop ships across the Atlantic from New York harbor, then transferred to San Francisco and received his discharge there on Sept. 27. Ernie will return to work on Oct. 8.

Pfc. Arnold B. Olson of the Army Air Corps, formerly at El Paso, Tex., was transferred to San Francisco and expects that his next destination is overseas.

Pfc. George L. Myren with the 756th Railway Shop Battalion, Marseilles, France, hopes to be home next spring.

Olaf E. Anderson, former carman, Minneapolis shops, died on Sept. 17, following six months of illness. Mr. Anderson had worked for the Milwaukee since July 1908.



**BACK ON THE JOB.** Joel S. Andren, who entered the army in August, 1942, served in an anti-aircraft unit of the 507th Coast Artillery at Camp Hahn, Calif. While there, as a member of the headquarters company, he was assigned to the battalion commander's office until his release with the rank of corporal. He is now back on his old job, clerking in the New Yard at St. Paul.



**BACK ON THE JOB.** Floyd E. Saner was glad to discard khaki for this informal pose with Mrs. Saner, while honeymooning in Kansas City, where they were married on Sept. 17. In the two years and six months of Floyd's overseas service he saw continuous action in the Rhineland, Sicily, Naples, Foggia, Rome, Arno, and southern France, and acquired a number of citations including the Distinguished Unit Badge, the European and African Middle Eastern Theater Ribbons, and one Silver and two Bronze Battle Stars. He and Mrs. Saner, the former Eleanor Pearson, have established their residence in Ottumwa, Ia., where Floyd resumed his old position as B&B carpenter on Oct. 8.

### KANSAS CITY DIVISION

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

The Ottumwa Service Club-sponsored waffle supper at the USO Center on Sept. 30, with Mrs. D. E. Chambers and her committee in charge, served 150 people. Ninety appreciative guests were from the hospital train passing through Ottumwa en route from the west coast to Chicago, who had several hours layover which they spent at the USO.

Starting to work for the Milwaukee Road in November, 1899, at Marion, Ia., Fred Wilford was employed as a machinist until 1903, when he went to Tacoma, Wash., at the beginning of operations of Lines West. In 1917 he volunteered as a machinist in the shipyards during World War I. He returned to Ottumwa in 1923, where he worked until his recent retirement from active duty. Mr. Wilford has been an active worker for the Service Club, while Mrs. Wilford has given liberally of her time and effort to the Milwaukee Women's Club and the Service Club. Their present plans are to continue their residence in Ottumwa.

A visit with their daughter and son-in-law, Sgt. Stanley Chabal and wife in Jacksonville, Fla., where Sgt. Chabal is a radio operator, gave Section Foreman Cherwinker and wife of Haskins, Ia., an exciting experience. They arrived in Jacksonville just in time to be caught in the hurricane and had to spend four hours in the station until the 70-m.p.h. wind subsided. On Nov. 1, Foreman Cherwinker will celebrate his 30th year with our company, all of which was spent on the section at Haskins, which has been supervised by a Cherwinker since 1918.

Due to sustaining a broken collarbone falling at his home in Ottumwa on Sept. 10.

*(Continued on page 26)*

The Milwaukee Magazine

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
<b>Chicago General Offices</b>					<b>Iowa and Southern Minnesota Division</b>				
Bartling, Adele	Engineering Dept.	Chicago, Ill.	1		Burha, Mrs. F.H.	Wife of Agent	Dexter, Minn.	1	
Bloom, Edward G.	Aud. of Capt. Expend. Off.	Chicago, Ill.	1		Dosey, E.H.	Cashier	Blooming Prairie, Minn.		34
Brown, J.L.	Gen. Supt. Transp. Clk., Frt. Aud.	Chicago, Ill.		1	Hayes, Albert	Operator	Albert Lea, Minn.	4	
Hammel, W.F.	File Clerk,	Chicago, Ill.	1		Johnson, Charles	Agent-Operator	Sherburn, Minn.	2	
Lowry, Frank C.	Trustee's Off.	Chicago, Ill.	1		Jorgensen, Erle	Clerk	Austin, Minn.	1	
McPherson, W.R.	Chf. Pass. Car Distr.	Chicago, Ill.	1		Peterson, R.A.	Agent-Operator	Winnabago, Minn.		3
Mioton, R.J.	Bookkeeper, Aud. of Capt. Expend.	Chicago, Ill.	1		Wopat, E.L.	Agent	Chandler, Minn.	4	
Rezab, J.J.	Trav. Clm. Adj.	Minneapolis, Minn.	2		Wopat, Mrs. E.L.	Wife of Agent	Chandler, Minn.		5
Soske, William J.	Engr., Acctnt., Aud. Capt. Expend.	Chicago, Ill.	1		Wopat, Judy Ann	Daughter of Agt.	Chandler, Minn.	1	
Strohmeier, J.A.	Clk., Frt. Aud.	Chicago, Ill.	2	1				13	42
Travers, F.	Steno-Clerk, Tax Dept.	Chicago, Ill.	1		<b>Kansas City Division</b>				
			12	2	Baker, C.H.	Time Revisor	Ottumwa, Ia.		1
					Farrell, Jay T.	O.S.D. Clerk	Ottumwa, Ia.	1	
					Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	3	
					O'Malley, A.J.	Rate Clerk	Ottumwa, Ia.		1
					Weems, Carl	Frt. Hse. Foreman	Ottumwa, Ia.	1	
					Wymore, A.E.	Conductor	Ottumwa, Ia.	3	
								8	2
<b>Chicago Terminals Division</b>					<b>La Crosse and River Division</b>				
Barry, Lillian	File Clerk, Supt's Off.	Chicago, Ill.	1		Blanchfield, E.C.	Cashier	Merrill, Wis.	1	
Bishop, N.	Asst. Agent	Galewood, Ill.		5	Frazier, I.L.	Rate Clerk	Merrill, Wis.		1
Bitz, H.F.	Agent	Evanston, Ill.		1	Frye, M.J.	C. Clerk	Merrill, Wis.	1	
Boeck, H.F.	Chief Clerk	Galewood, Ill.		7	Karow, Mrs. D.C.	Exp. Clk. & Steno.	Winona, Minn.	1	
Borman, H.	Rate Clerk	Galewood, Ill.		3	Ruder, George	Whrse. Foreman	Merrill, Wis.		1
Brown, H.	Rate Clerk	Galewood, Ill.		4	Ruder, William	Yard Clerk	Merrill, Wis.		1
Dyba, T.	Route Clerk	Galewood, Ill.		4	Schaad, G.W.	Agent	Merrill, Wis.		1
Englert, Leatrice	Asst. C/L	Chicago, Ill.		1	Wheeler, M.J.	Bill Clerk	Winona, Minn.	1	
Ensor, A.	Notice Clk.	Galewood, Ill.		2				4	4
Ewing, J.J.	Rate Clerk	Galewood, Ill.		3					
Hanson, H.	Clerk	Galewood, Ill.		3					
Kerwin, J.J.	Clerk	Galewood, Ill.		5					
LeMire, G.E.	Rate Clerk	Galewood, Ill.		106					
Miller, E.A.	Clerk	Chicago, Ill.		1					
Oeftering, J.J.	Rate Clerk	Galewood, Ill.		12					
Van Alstine, S.	Clerk	Galewood, Ill.		1					
Willison, H.	Asst. Chf. Clk.	Galewood, Ill.		4					
			1	162					
<b>Coast Division</b>					<b>Madison Division</b>				
Carrotte, Clara C.	Gen. Clerk	Tacoma, Wash.	1		Blethen, W.W.	Stenographer	Madison, Wis.	2	
DeGuire, C.E.	Clerk	Tacoma, Wash.		1	DeCoster, T.H.	Welder	Madison, Wis.	1	1
Hubbard, W.L.	Elect. Dept.	Tacoma, Wash.	1		Glenn, W.H.	Ret. Flagman	Madison, Wis.	2	
Kirchner, Violet	Teleg. Operator	Mineral, Wash.	1		Higgins, Betty Lou	Clerk	Madison, Wis.	3	
McKee, R.E.	Station Force	Tacoma, Wash.		2				8	1
Norwood, C.A.	Car Dist.	Tacoma, Wash.	2						
Phelps, Puth	Stenographer	Tacoma, Wash.	1						
Roberts, W.E.	Clk., Store Dept.	Tacoma, Wash.		1					
Webb, Mary	Demurrage Clerk	Seattle, Wash.	1						
			7	4					
<b>Dubuque and Illinois Division</b>					<b>Milwaukee Division</b>				
Jewett, H.A.	Laborer	Dubuque, Ia.	1		Bramer, John	Conductor	Horicon, Wis.	1	
Kurt, Francis B.	Clerk	Waukon, Ia.	12	7	Eisenberg, Fred	Locomotive Dept.	Beloit, Wis.	1	
McDermott, Anne	R.H. Clerk	Savanna, Ill.	2		Fiebelkorn, W.C.	Chief Clerk	Beaver Dam, Wis.	4	
McGough, P.H.	Rndhse. Foreman	Dubuque, Ia.	2		Harper, V.	Trackman	Horicon, Wis.	2	
Millar, Lucille	Clerk	Dubuque, Ia.	1		Hughes, W.J.	A.M.M.	Beloit, Wis.	3	
Strauck, Calvin C.	Station Force	Davenport, Ia.	1	2	Johnson, W.	Trackman	Horicon, Wis.	1	
Urnacht, H.A.	General Foreman	Dubuque, Ia.	1		Karas, R.	Trackman	Horicon, Wis.	3	
Withhart, F.M.	Check Clerk	Savanna, Ill.	5		Meyer, T.C.	Agent	Beaver Dam, Wis.	2	
			24	9	Moe, L.	B. & E. Car Repairer	Horicon, Wis.	1	
					Olson, A.H.	Roadmaster	Horicon, Wis.	2	
					Passage, G.E.	Trainmaster	Horicon, Wis.	1	
								21	0
<b>Hastings and Dakota Division</b>					<b>Milwaukee Terminals and Shops</b>				
Riedl, Robert	Instrumentman	Aberdeen, S.D.	1		Rieboldt, F.	Ret. Painter	Milwaukee, Wis.	1	
					Warner, H.M.	Frt. Serv. Insp.	Milwaukee, Wis.		1
								1	1
<b>Idaho Division</b>					<b>Rocky Mountain Division</b>				
Johnson, L.H.	Station Operating	Spokane, Wash.	1		Gurtisen, L.T.	Steno-Clerk	Butte, Mont.	1	
Matson, E.	Engineering Dept.	Newport, Wash.		1	Lancaster, Bill	Clerk	Lewistown, Mont.	1	
Stoll, E.J.		Spokane, Wash.	2		Mundt, Ed	Car Foreman	Lewistown, Mont.	1	
			3	1	Reuther, Ann	Clerk	Lewistown, Mont.	1	
					Ring, W.E.	Div. Engineer	Butte, Montana	2	
					Samuels, Gus	Carman	Lewistown, Mont.	1	
								7	0
<b>Iowa Division</b>					<b>Seattle General Offices</b>				
Christiansen, Agnes	Clerk	Council Bluffs, Ia.	1		Allen, Dr. H.E.	Chief Surgeon	Seattle, Wash.	2	
Miller, L.J.	Agent	Springville, Ia.	1		Boydston, M.L.	Tax Agent	Seattle, Wash.	1	
Waln, R.A.	Sig. Maintainer	Paralta, Ia.	3		Crane, E.B.	Princ. Asst. Engr.	Seattle, Wash.	1	
			5	0	Cumming, J.R.	Asst. Tax Commsnr.	Seattle, Wash.	2	
					Facer, Bernice W.	Clerk, Frt. Clm.	Seattle, Wash.	1	
					Horak, Agnes S.	Clerk, Traffic	Seattle, Wash.	1	
					Jones, R.H.	Asst. Engineer	Seattle, Wash.	1	
					Kennedy, E.D.	Chf. Clk. to GM	Seattle, Wash.	2	
					Merritt, L.C.	Chf. Clk. -Adj.	Seattle, Wash.	1	
					Meyer, N.A.	Supt. Transp.	Seattle, Wash.	1	
					Pinson, J.T.	Asst. Engineer	Seattle, Wash.	1	
					Reynolds, F.D.	Tel. Operator	Seattle, Wash.	2	
					Sanders, R.C.	Gen. Frt. Agt.	Seattle, Wash.	3	
					Strassman, J.N.	Accounting	Seattle, Wash.		11
					Swanson, W.D.	Industrial Engineer	Seattle, Wash.	1	
			12	5				21	11

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.
<b>Superior Division</b>				
Blesh, William	Boilermaker	Green Bay, Wis.	1	
Robbins, W.S.	Helper Conductor	Green Bay, Wis.	1	
			2	0
<b>Trans-Missouri Division</b>				
Aalfs, J.W.	R.H. Clerk	Miles City, Mont.	1	
Gilbert, M.L.	Steno-Clerk	Miles City, Mont.	2	
Grant, R.A.	Steno-Clerk	Miles City, Mont.	3	
Manalga, P.L.	Stenographer	Miles City, Mont.	2	
Revling, O.O.	Conductor	Miles City, Mont.	2	
			10	0
<b>Terre Haute Division</b>				
Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		20
			0	20
<b>Twin City Terminals Division</b>				
Anderson, P.F.	Storehelper	Minneapolis, Minn.	1	54
Andren, Joel S.	Clerk	St. Paul, Minn.		
Dunn, R.J.	Signal	St. Paul, Minn.	2	
Rothmund, A.C.	Maintainer Local Freight	St. Paul, Minn.	1	
			4	54

## Number of Traffic Tips Reported During September, 1945

Division	Passenger Tips	Freight Tips	No. of Tips
			per 100 Employees
Seattle General . . . . .	21	11	17.2
Iowa & S. Minnesota . . . . .	13	42	5.4
Chicago Terminals . . . . .	1	162	5.2
Twin City Terminals . . . . .	4	54	2.3
Dubuque and Illinois . . . . .	24	9	2.0
Terre Haute Division . . . . .	..	20	1.8
Milwaukee Division . . . . .	21	..	1.5
Kansas City Division . . . . .	8	2	1.2
Madison Division . . . . .	8	1	1.2
Iowa and Dakota Div. . . . .	12	5	1.0
Trans-Missouri Div. . . . .	10	..	0.9
Coast Division . . . . .	7	4	0.7
Rocky Mountain Div. . . . .	7	..	0.6
Idaho Division . . . . .	3	1	0.6
Chicago General . . . . .	12	2	0.5
Iowa Division . . . . .	5	..	0.4
La Crosse and River . . . . .	4	4	0.3
Superior Division . . . . .	2	..	0.2
Hastings and Dakota . . . . .	1	..	0.06
Milwaukee Terminals . . . . .	1	1	0.04
Miscellaneous . . . . .	..	..	..
<b>TOTALS . . . . .</b>	<b>164</b>	<b>318</b>	<b>1.4</b>

(Continued from page 24)

20, Telegrapher J. W. Nolan was confined to the Veterans' Hospital in Des Moines.

On Sept. 29 John Warman died at his home in Ottumwa at the age of 82. For years he had been an invalid confined to his room. He entered the service as a brakeman on Mar. 1, 1898, and performed his last service on Dec. 15, 1933. Funeral services were on the following Monday and burial was at Sigourney, Ia.

In the latter part of September Conductor A. E. Wymore and wife visited their son, Pvt. Clark V. Wymore of the Medical Corps, at Borden General Hospital in Chickasha, Okla. Clark has been in the army for seven months and was recently joined by his wife and little son, who will make their home in Chickasha while he is stationed there.

After 17 months sea duty on the USS *Natoma Bay*, James B. Ware, F1/c, was home on a furlough in September. His ship took part in operations at Okinawa. He reported back to the same ship at the expiration of his leave.

Section Laborer Wilbur M. Mefford of Galt joined the navy in September; Laborer Billy Bruce Roberts of Laredo joined the army on Sept. 20, and John Edwin Palmer, brakeman, enlisted in the navy on Sept. 17. He is now in the naval training center at San Diego, Calif.

On Sept. 24, Geo. L. Robinson re-entered the service of our company as a section laborer at Mystic, discharged from the army on June 29. Henry E. Yahn has his discharge from the army also, but has not as yet resumed work with our company as a section laborer at Hayesville. T/5 John D. Smith, who was with the 729th Railway Operating Battalion from Mar. 8, 1942, until Sept. 20, 1945, when he was discharged, reported for reinstatement as a fireman at Cedar Rapids yards.

En route from Salina, Kan., to Sloux Falls, S. D., where he will receive his official discharge from the army, Capt. Leroy Beckert stopped over in Ottumwa on Oct. 11 for a brief stay. Captain Beckert was a member of our engineering department at the time he enlisted in the army on May 31, 1942, and he has had over two years overseas duty.

S/Sgt. R. F. Ebbert received his discharge from the army at Scott Field under the redeployment system, with a total of 81 points. He entered the army on Nov. 2, 1942, and went to Europe on June 28, 1944, where he served as an aerial gunner until

the end of the war. His father, who is in the mechanical department at west yard, Ottumwa, is Machinist C. F. Ebbert.

Clarence G. Albertson, B1/c, is serving with the naval service force organization at Pearl Harbor, which trained and provided men to operate and hold forward bases during the Pacific war.

For once, 13 was a lucky number for John D. Reed, Sr., for on Sept. 13 he was promoted to captain. He entered the army on Oct. 25, 1943, and has been with the Railroad Transportation Corps at Cheyenne,

Wyo., since July, 1944. His wife and one daughter, Gloria, are now living in Cheyenne.

Pfc. Waldo Henson has returned from the European theater of war because of the death of his mother. He was working on the section at Hayesville at the time he entered the army in March, 1944. He has now been discharged.

Pfc. Burdette A. Savage, a veteran infantryman of Hawaii, has received a medical discharge from Camp Carson hospital center located near Colorado Springs, Colo. He is the son of Engineer Azel Savage.

Pfc. Harold D. Vannoy has arrived at his home in Ottumwa to spend a 30-day rest period with his wife and his parents, Mr. and Mrs. T. O. Vannoy. For a year and four months he was with a combat engineers battalion in the European theater and will report to Ft. Leonard Wood, Mo., for reassignment to a post in the States.

En route to his home in Marshalltown, Ia., from a separation center in Texas, Pfc. Lyle Hickman stopped in Ottumwa for several days to visit his uncle, Frank Lau, instrumentman in our engineering department, who served for four years in World War II as a captain in an engineer corps, two of which years were spent overseas. Private Hickman was a combat engineer in the Pacific theater of war, wears six battle stars and was awarded the Purple Heart.

Robert F. Lau, son of Instrumentman Lau, after serving for a short time in the army previous to V-J Day, was recently discharged and is now attending a college in southern Illinois.

## MILWAUKEE SHOPS

### Locomotive Department

Ray Stuart, Correspondent

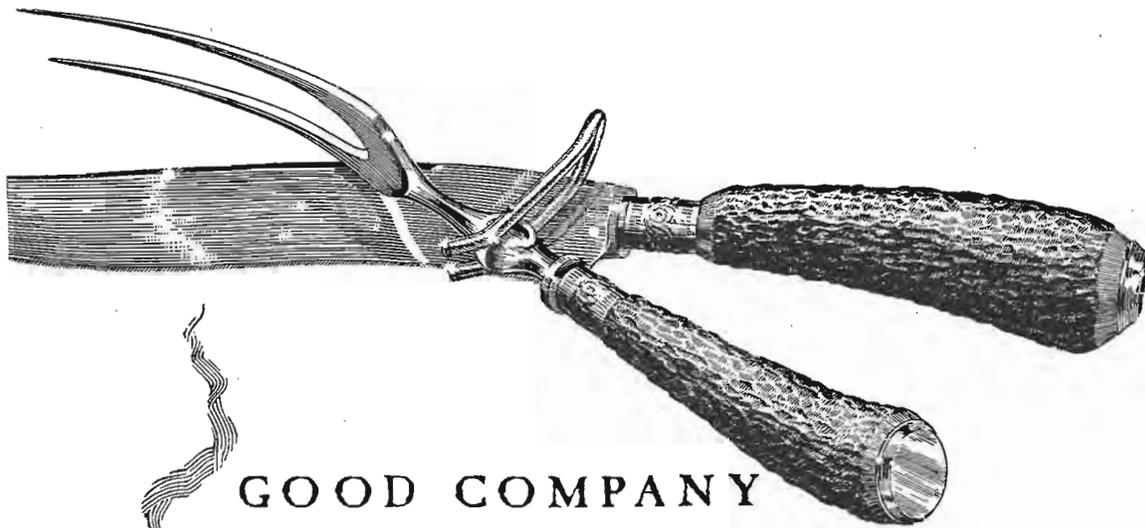
#### FOUNDRY

We had a surprise visit from Joseph Marshall, former general foreman, who has retired. He looks wonderful and traveling around the country seems to agree with him. He now makes his home in Iowa, which must be a wonderful place, according to his praises. We know now where to get the best peaches, strawberries and melons. Iowa, here we come!

Our heartfelt sympathy goes out to two very faithful workers and their families: Herman Rahn, molder, and Frank Flick, maintenance man, whose wives passed away.

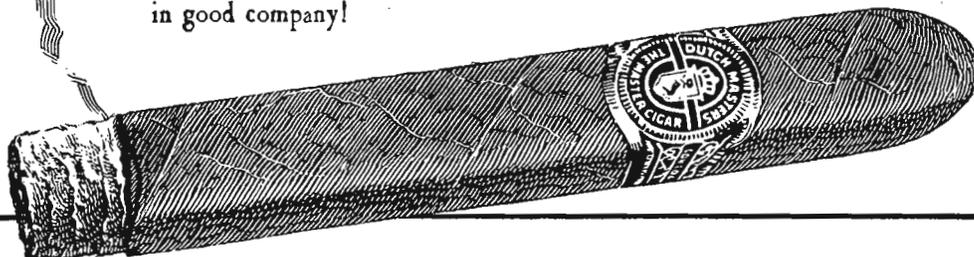


John Macht, secretary to the superintendent of motive power, Milwaukee, got the thrill that comes once in a lifetime when he caught these king salmon during a recent visit to Tacoma. The fish weighed approximately 20 pounds each. John was a guest on the boat of Robert Fox, owner of the Tacoma Jewelry Manufacturing Co. According to Mike Grummel, mill foreman at Tacoma shops, who was also aboard, the fish were not caught during the famous local fishing derby or they would have taken a prize.



## GOOD COMPANY

You've carved the turkey, and you've seen the hearty appetites around the table approve of it, and you've had your fill yourself. Now pass the Dutch Masters to the men folks; you're really in good company!



# DUTCH MASTERS CIGARS

A good sight for sore eyes was Cpl. Clemence Lypek, who has been a leatherneck for the past five years, three of which he spent as a prisoner of war after his capture at Corregidor with Gen. Wainwright's army. He could write a book on his experiences.

### OFFICE OF SUPERINTENDENT OF MOTIVE POWER

H. H. Abrahart, former shop superintendent, visited the shops to see his friends. Another visitor was none other than R. W. Anderson, former superintendent of motive power.

### MACHINE SHOP

Another of our faithful workers has decided to take life easy. He is Herman Enders, machinist, who has been with us since 1892.

### Store Department

*Earl L. Solverson, Correspondent*

Ruth R. Kamin, stenographer to Stationery Storekeeper John Waldman, terminated her railroad service on Oct. 13 to be married on Oct. 27. Her co-workers extend their best wishes for a happy married life.

Fred E. Justin, one of the old timers, has been on the sick list for the past six weeks and it is hoped that he will soon be back on the job.

It is reported that S/Sgt. Robert Metzfeld is on his way back from the European theater, and we hope that he will receive an early discharge and return soon to the store department. Bob was able to get

around the European countries quite a bit and had some enjoyable experiences as well as some that were not so good.

Frank Motola has returned from a year or more in Iceland. He has a 48-day furlough and hopes to be discharged before Christmas. Frank tells us that marriages in Iceland are by contract, for six or more months, and require no divorces. Some of the boys in section G think that Iceland is far ahead of America in that respect. He also told us of the advantages and disadvantages of the 24 hours of daylight and also the 20 hours of darkness. The most sought after delicacy in Iceland is pony steaks.

We read in the newspaper that the one and only Sgt. Casey Gorman has landed in New York and we can soon expect some real "tootin'" in the Hiawatha Band.

Pvt. Frank Brewa sent a short message from Paris that he was due to board a boat for home on Sept. 17 and should be bouncing in on us one of these days, unless, as he writes, they upset the apple cart again.

Pfc. Harold Stremlau has returned and visited the shops on two occasions. He expects to report to camp in the near future and is hoping for a quick release. The Italians did not change him in any way.

Pfc. Norbert (Handsome) Kubiak wrote two letters from Okinawa which required 23 days on the seas to reach their destination. He states that the native Filipinos speak pretty good English, carry all baggage on their heads and live in bamboo huts. The GIs' one compensation is the coconut and banana fruit which they enjoy. His second letter, dated Sept. 26, states that he is moving to Manila and

expects to take up a business course while there.

Section F reports that Dorothy Weston has taken a leave of absence to be with her husband, Fremont, who is home on a 36-day furlough from Italy. They expect to spend their honeymoon in northern Wisconsin. Her co-workers extend their best wishes for a happy marriage and an early return of her husband to civilian life.

Section F also reports that Estelle Murach has undergone a serious operation at St. Mary's Hospital. We hope for her speedy recovery as she is missed very much.

William Scale has been discharged from the navy after serving three years in the European and Pacific areas. He plans to be married in the near future. Is the lucky girl from Pennsylvania?

The "On Wisconsin" store department team of the Milwaukee Road is in third place with the following persons and their averages: Bill Smith, 157; Eddie Grisius, 157; Jim Kozourek, 149; Earl Marsh, 174; George Voth, 190; and Capt. Jerry Meyer with 179.

Frank Fillhouer of section G, B&B employe, recently lost his mother. Burial was on Sept. 29 at Baraboo, Wis. Her six sons were the pallbearers. Frank's brother, Lt. Martin L. Fillhouer, was flown by plane from Honolulu in only 20 hours. Another brother, Cpl. Richard Fillhouer of Wright Field, was also able to attend. This is the first time in 15 years that all brothers have been together.

We learn that T/5 Ellsworth E. Faltz received a commendation on Sept. 14 from Brig. Gen. Carl R. Gray, Jr., for outstanding work with the 712th Railway Operat-

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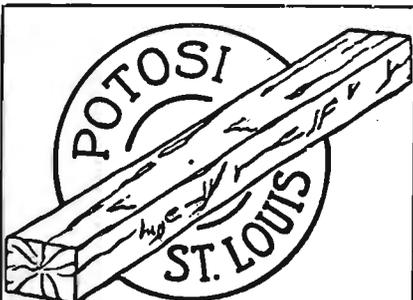
**VULCAN XX STAYBOLT IRON  
VULCAN ENGINE BOLT IRON  
VULCAN IRON FORGING BILLETS  
LOCOMOTIVE FORGINGS**

AXLES

CRANK PINS

PISTON RODS

HAIR FELT INSULATION



TREATED AND UNTREATED  
**CROSS TIES  
SWITCH TIES  
PINE POLES**

**Potosi Tie & Lumber Co.**  
ST. LOUIS DALLAS

ing Battalion. His services were a credit to the advanced railway section, to his headquarters, and to the army.

We hear rumors that Alvin Walker and Helen (Tillie) Marino are looking for a place to establish a home. Possibly their co-workers can help them. Helen has been on the sick list for about eight months.

The Skat King of 1945, "hizoner" Rudolph M. Freuler, attended the recent fall skat session but did not collect any of the prizes. He said that some up-state persons enjoyed too much of Milwaukee's famous products and upset the game several times. Al Epp, the builders' storekeeper, was the official judge of all rules and plays.

Pfc. John Kemginger wrote on Oct. 1 from Okinawa that their mess hall, tents, etc., were knocked down by a terrific wind storm. John writes that Okinawa is a good place to stay away from. He has been getting the "Briefs" and enjoys them.

Pfc. Edward Crotty, formerly of the car department and brother of John and Charles of the store department, visited the shops Oct. 12. He served a considerable time in Italy and other European countries.

The Mr. and Mrs. John Crotty's received a permanent boarder on Sept. 25 by the name of John J. Crotty—a son. John, Sr., will undoubtedly have to take a turn on the night shift occasionally.

A daughter, Maxine, was born on Sept. 10 to Mr. and Mrs. Harry C. Hopper. Maxine's seniority date has been duly established in the Hopper household and Harry will have to give preferred attention to this date every year hereafter.

The contractors are working at Milwaukee shops, tearing up old obstructions and digging to lay foundations for the new coach shop south of the south transfer table and a new truck shop.

#### Davies Yard

*J. J. Steele, Correspondent*

Jack "Muscles" McManus decided to try chewing Copenhagen. 'Snuff sed!

Andy "Daniel Boone" Schilhansl went deer hunting again this year and, true to form, all Andy brought home with him was a good cold.

Dan Ritzke's new heart throb is a certain Miss Valerie.

If anyone is interested, he or she may see Al Waldera on his nightly round parading his pet dog Fifi in the vicinity of 32nd and Wisconsin Avenues. Al is always happy to have company; Fifi becomes a little boring at times.

John Donner has aspirations to become a golfer. However, John has now decided that he is going to improve his bowling technique and leave golf to the capitalists. Ed Nowakowski and Ed Hug visited the Davies yard on a surprise trip. They are both awaiting their discharges from Uncle Sam and we hope that they will be back soon to stay.

Elizabeth Fredricks is happy that the fishing season has closed. Elizabeth has related THE fish story of the 1945 season: One Sunday while fishing near her cottage at Eagle Lake she caught a fish and it was so large that it dragged her into the

lake. This is one fish story that should be submitted to the Burlington Club.

John A. Nolan, who has been with the road since Feb. 5, 1916, and Joseph Roeder, who began his career on Apr. 30, 1913, have retired. They have earned a much-needed rest and, we sincerely hope, a very long one.

We are happy to welcome Ray Stark back to the airline. He has served in the army 51 months, and all of his fellow workers are glad to see him back.

### MILWAUKEE TERMINALS

#### Coach Yard

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

The bowling season is once more under way and a good team is representing the coach yard. Ed Berndt is still captain of the team, which is known as the "Morning Hiawatha." The bowlers are as follows: Ed Berndt, Geo. Schneider, Geo. Laetch, Clarence Clark, Rich Seiden, Ralph Nick and Ed Kozera.

Pfc. Walter Auris, a former coach cleaner, has been in the Philippines for the past seven months. Walter wants to say hello to all of his friends and hopes that everything is going along well.

Ralph Nick and Ed Kozera have received their discharge and are now back at their old jobs as car cleaners. Ralph O'Halloran has also received a discharge.



**BACK ON THE JOB.** Ray Kuick and that impressive armful of stripes parted company on Oct. 25 at Camp Robinson, Ark. Milwaukee Terminals gave a rousing welcome to its ex-switchman, who just returned from a long stretch of service in Iran with Company C of the 730th Railway Battalion.

Deepest sympathy is extended to Joseph Tschlewitz whose wife passed away recently.

Elmer Otenski, an electrician helper who was here on a work furlough, has returned to the army.

### Fowler Street Station

Mickey Doss, Correspondent

The warehouse put out the welcome mat for its returned heroes. Stanley P. Walczak, stower, and Jack Kroll, caller, returned to their former positions, while Eddie Faulkner, tractor driver, is taking a 30-day furlough before resuming his duties. Stanley has seen a lot of Europe, as has Eddie Faulkner. Jack spent all of his three years, four months and two days in the States.

Wally Neumeister visited us looking very well indeed. He expects to spend his remaining army time at Camp McCoy. Johnnie Klumpp was another visitor, with his pretty little wife. Speaking of the returned, I had a nice chat with Fred Coerper, ex-Trinidad, and inquired how he felt when he returned to his wife and youngster. (He had a pair of little red bunny fur slippers to take home to his darling.) He said that while he was overseas the time dragged by, but now that he's actually at home it seems like no more than an overnight trip.

An interesting letter was received from T/Sgt. Steven Stetz, who is with the army of occupation in Germany. He attended a German circus to which there was no admission charge for military personnel, but donations of cigarettes were accepted with appreciation.

On Oct. 20 Marie Mehringer became Mrs. Clarence W. Zillmer at St. Dominic's Church, Marcy, Wis. Marie resigned her position on Oct. 1 and will devote all of her time to her farm home.

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

Dick Steuer, Correspondent

Dick Wank, who served 33 months with the intelligence division of the Air Corps, is back at his old desk at North Milwaukee. The former sergeant was stationed in the European theater of operations just 26 months. Dick's return to the status of civilian was enhanced by the thrill of meeting little Dickie for the first time.

The chief clerk's duties at Chestnut Street are the main concern of its new CC, Stanley Martin. Stan's years of experience while at Fowler Street, especially the last few on the switch desk, should stand him in good stead at his new post. Henry Hoefft, former CC, has been in to see the boys a few times, since his appointment as assistant agent at Racine. He says that the work is "right up his alley" and the friendly co-operation he receives is really appreciated.

"I told you so" expressions were evident that fateful day in October when the

Detroit Tigers cinched the world series in the hectic seventh game at Chicago. Among the most evident were Margaret Hagberg (who, incidentally, did a marvelous job of informing all callers of the progress of the game), Ted Wojtasiak (four straight for Detroit), and Buck Spellman, who guessed the closest—the Tigers in a close series. The lucky winners in the daily pool were Betty Metschl and Charley Barth (twice) and Jim Madushaw, Frank Vail and Buck Spellman.

Former Agent Ed Ross suffered a fracture of the hip when he slipped and fell in the dining room at RSOB meeting at Mequon. His condition was reported as fair by the Milwaukee Hospital staff. We know he will be looking for visitors.

Our mention of Ted Wojtasiak's luck in the baseball picture brings to mind his bad luck when it comes to raising goldfish. It seems that Ted was taking care of a pair of the gold finnies for a friend when fate stepped in and snuffed out their monotonous swim. So what does our hero do? Down to the pet shop for another pair. After fate struck a second time, he decided to take the bowl down to the pet shop, buy another pair, and let the shop look after the fish.

Jack Barbain, who messengered for the Soo Line around this district, was a welcome visitor to the office recently. Jack has been in the service for four years, and was stationed in the Iran area. Two more boys we expect to see very soon are Bill Stein and Bill Koepke, who, at the latest report, were on their way home for discharge. Bill Stein saw action in Italy, while Bill Koepke was in the India sector.

The bulletin board noted that Mary Starcevic was the successful bidder for a clerical position at Fowler Street, Mary Balistreri was assigned to the billing duties at Chetsnut Street, and Carl Stasiowski was high man on his bid for yard clerk duties at North Avenue. Good luck, all of you!

### MILWAUKEE DIVISION

"Old Line"

Hazel Whitty, Correspondent  
Ticket Clerk, Horicon, Wis.

Aaron Kaiser has resumed work as passenger conductor after a long absence due to illness. He is on the beam now though, for which we are all glad.

Trainmaster G. E. Passage was guest speaker at the Kiwanis Club of Waupun recently. He lectured on past and present methods of railroading.

E. C. Neitzel, a well-known citizen and agent at Burnett for 37 years, passed away Sept. 29 after a lingering illness. He was born at Black Wolf, Wis., on Aug. 24, 1881. Outside of his railroad duties Mr. Neitzel busied himself with affairs of the village and many of the fine activities carried on there are the result of his efforts. Our sincere sympathy is extended to his wife and family.

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**CHICAGO GENERAL OFFICES**

Freight Auditor's Office  
J. A. Strohmeyer, Correspondent

Members of both of the softball teams, men and women, have since the closing of their season, started basketball practice. Harry Wallace is captain of the men's team and Mary Gluchman of the women's aggregation, with Jack Jennings coaching both teams. They are to play in the industrial league. The men practice and play at the Lincoln-Belmont "Y" and the women's team at Hamlin Park and at Christopher House.

On Oct. 11 Shirley Brandan of the accounting machine room received a beautiful diamond engagement ring from former Sgt. William E. Buerger, who served four years in the army, three of them overseas. The date of the wedding is not yet decided. We all extend congratulations and good wishes.

Back on the job after his honorable discharge from army service is Pfc. Tim O'Meara of the Medical Corps, veteran of three and one-half years service in the European area. He is now employed in the rate bureau. Sgt. Andy Duffy is working in the review bureau since Oct. 1, after three years European service.

Bill Boedecker, assistant head clerk in the rate revising bureau, left for a vacation in northern Minnesota, to bag some of the big game he missed last year on account of the shortage of ammunition. Since completion of his boathouse he now has surplus ammunition for sale.

We have been informed that Allan Mc-Sween, marine sergeant, is on the way home after being discharged from the army. Friends who expected him here in time for a joint celebration of his return and of the day on which Mrs. O'Leary's cow kicked over the lamp were quite indignant over the failure of the army to hurry him home for the event.

The Milwaukee Road Pioneer Post of the American Legion will hold a reconversion dance and elaborate floor show Saturday, Dec. 1, at the Lake View Bowl, 3230 N. Clark Street, with dancing to the delightful strains of Ralph Foote's orchestra. Proceeds are for relief. See Al Dinofria for tickets.

Born to Florence Kasczmarek Tomlinson, formerly employed in the machine room, and S/Sgt. Edgar E. Tomlinson, Edgar E. Jr. at Las Vegas, Nev., on Aug. 17. We're looking forward to seeing the little fellow.

Alice Hjerstadt, switching and tracing bureau, was married on Sept. 22 to Evan Eahart, ADM 3/c who is stationed at San Diego, Cal. It was a naval wedding, held at San Diego. Best wishes, Alice!

Marie White is back to work, returning Sept. 17 after a surgical operation.

Many old-timers who knew Michael Skord, for a number of years head clerk in the statistical bureau, and previously trainmaster at different terminal points on

the Road, will be saddened to hear of his death several weeks ago at Rutherford, N. J. He left the service of the Milwaukee about eight years ago to work for the New York, New Haven & Hartford Railroad at New York. Funeral services and interment were at Rutherford.

Our Milwaukee Road Bowling League has another successful season underway, 12 teams of employes having started Sept. 4 at the Logan Bowl.

Sioux has kept well to the fore, winning 19 of 24, with John Miskell supplying the power 201-565.

Marquette pursues the leaders a game off the pace with Forney in the driver's seat 200-544.

Olympian are challenging leaders in third place where H. Johnson spurs them on with 210-557.

Hiawatha and Arrow tied for fourth spot. The former have A. E. Petersen, 217-565, and the latter have President Will Hettinger, 229-570, as top bowlers.

Chippewa have Conductor Lawrence hitting 202-588 with the Travelers Bulman's 209-540 and the famous Copper Country have Votova leading them 211-555.

Pioneer Limited are in ninth place now, but they are the team to watch in the near future; the same holds true for Southwest, Tomahawk and On Wisconsin, all four have dynamite in their pellets.

Teams Standing as of Nov. 1

Sioux	19	5
Marquette	18	9
Olympian	17	10
Hiawatha	16	11
Arrow	16	11
Chippewa	14	10
Traveler	12	15
Copper Country	12	15
Pioneer	10	17
Southwest	9	15
Tomahawk	7	20
On Wisconsin	6	18

Individual Leaders: Hettinger, 165; Miskell, 164; Petersen, 164; Lawrence, 163.

High Series: Carey, 595; Lawrence, 588; Ritter, 584.

High Games: Hettinger, 229; Petersen, 217; May and Krucks, 215.

Bowling Oddity: John Krieter and Charles Becker following each other in line-up of Hiawatha, howled identically—133-162-155, total 450, and in that very same order.

By: F.W.M.

**Freight Claim Department**

Ray Allen, Correspondent

Harold W. Barnett, bureau head, passed away on Sept. 24 and was buried at Ashland, Wis. He was born at Shell Lake, Wis., on June 16, 1885, and began working for the Milwaukee July 16, 1919, coming from the Chicago Great Western Railroad. He was made head clerk of our grain and livestock claim bureau, a position he efficiently held until the time of his death. "Barney" made a host of friends, both for the railroad and himself, in his association with grain and livestock dealers throughout



The Milwaukee Road's 1945 Women's Soft Ball Team, of Chicago, which won 20 games and lost only 7 during the season. They are, left to right: Front row—Rosa Lima, Alice Johnson, Armina Remelski, Marion Tobiaski, Pat Hays, Sis Shaeffer and Evelyn Gunnell. Back row—Jerry Galuhn, Blanche Oswald, Mary Gluchman (team captain), Lauretta Karlov, Emily Dodovich, Betty Luman, and Harry Wallace, team manager. All are employed at the Fullerton Avenue office building.

the North and Middle West. His friendliness and kindness will be greatly missed by all those who knew him.

Our compliments to C. M. Owen, agent at Sumner, Wash., on his short story, "The Midnight Ride of Maggie McBride," which appeared in the September issue. Boomer and I think that the service rendered by Agent Owen in getting Maggie on her way is a good example of what the public will expect in the near future when traveling, so let's give 'em service and more service—that is the only commodity we have to sell.

Congratulations also to Ed Suhrbier and Herbert Kirch. Ed was appointed DFCA, replacing Mr. Alvord, and Herb was appointed head clerk of the grain and livestock bureau, replacing Mr. Barnett.

Some of the girls had a doll shower on Grace Selig the other day, but your correspondent can't figure this one out.

Mac McClintock, what's this I hear about your Tarzan eyes—from limb to limb?

Francis Ehlen had a birthday and was properly serenaded by Boomer Bill.

This and that around our own "little town pump":

Sgt. Bob Wurth, southern grawl and all, gave us a start when he landed in the office after 17 months overseas. Bob said it sure feels good to be home with the one and only.

CPO Rudy Levy also "horn piped" in this month after overseas duty in the South Pacific. Rudy has received his discharge and is taking it easy for a couple of weeks before starting back to work. Don't wait too long, Rudy, for that work is still piling up.

Dan Mayall of the Coast Guard has received his discharge and is back at the job and really on the beam. Dan made three round trips on the Atlantic and says "That's all, brother."

Anita Stade just left on a two-week trip to Baton Rouge, La., and Kessler Field, Miss. The big attraction is at Kessler Field, where her "dream boy," A/C John Jarocki, is stationed.

Rosemary Milles' sailor-boy husband has been shipped overseas. How's Roger, Rosemary?

LaVern Sabus Harris will entertain Chicago Bear fans again this year with her baton twirling before each home game. Pretty tricky, and a cute trick, too.

Jane Bauer and Shirley Pabst went hunting in Chicago's loop on the eve of Sept. 27. Liz Pazo, formerly of our OS&D bureau, breezed in to see us recently.

Mr. Mortensen's secretary, Emily Dohm Price, resigned on Oct. 1. She tells me that a person can make a lot of little things with a pair of knitting needles. Ruth Ender was chosen to fill the vacancy.

The story begins on a bright July morning, 1897. A young boy, starting out to make his mark in the world, found himself in front of the Milwaukee Railroad general office building. Railroadroading meant glamour, romance, travel and excitement, so, assuming a determined look, he walked right in to see Freight Claim Agent Elliott, who immediately recognized his ability and put him to work. From that day to this he has run the gauntlet of the freight claim department. His first duties consisted of running errands, going out for a bucket of



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coffee, a package of cigarettes or a plug of tobacco. He worked in the digits, where they had to make a special stool for him to stand on so that he could reach the top of the table. He served his time in the OS&D bureau and then was given a job as an adjuster. He was also considered a dashing young blade and cut quite a figure with the young gals of this office, who considered him most handsome.

We all know what happens to handsome young men. Lydia Waller, one of the girls in the freight claim department, waltzed right in and is still waltzing after 10, these many years.

With a wife and family to support he really buckled down to work and was appointed head clerk of the loss and damage claim adjusters, the position he holds today. Of course, you all know that the hero of our story is Jay Goodenough, whose favorite hobby is spoiling his grandchildren, and from what I hear is doing a good job of it.

### BOOMER BILL'S CORNER

Our traveling men never said so, but from their woebegone looks and tales of grief after each trip on the road it appears that the only comfortable way to travel nowadays is to crawl into a steamer trunk and ship yourself express.

Well, folks, as previously reported in this column, there are plenty of marriages taking place now that the lads are returning, and the following food for thought may help the young brides in our midst: A husband doesn't think his wife is an angel because she keeps harping on something. No sir; the more dishwater a wedding ring sees, the longer it seems to last.

Gone are the days when Charlie, the building electrician, carried light bulbs in a modified bottle carrier. With the FCD all decked out in new fluorescent lights, a motion has been made by Adjuster Clarence Johnson that Charlie be furnished

with an old golf bag to carry replacement tubes.

Gentlemanly behavior has improved lately and Old Boomer doesn't feel that a lesson in etiquette is necessary this trip, but it might be well to point out that when escorting a lady to the dining room the man will offer his arm. In leaving the parlor the man will pass out first and the lady will follow, still holding his arm. I have as authority my 1869 rule book on etiquette.

### Auditor of Expenditure's Office

*Bernie Williams, Correspondent*

Richard F. Bigott followed his brother, Leonard, into the navy recently, to further lengthen the long list of Milwaukee Road employes on the nation's honor roll.

A visitor this month was Don Carlson, who is convalescing from wounds received in the European theater. Let's hope Don gets well in double time and can join the old gang here again.

News from the Pacific from Lloyd Staver, Y 2/c, on the big battlewagon, USS South Dakota: Lloyd saw just about all there was to see in the naval attack on Japan and certainly ought to be homeward bound pretty soon. We're all waiting to see him and welcome him back to his old job.

Home from sea to visit us during October came Bob Wilson, who's been a part of our Uncle's navy since he left the rails back in May, 1941, six months or more before Pearl Harbor. He has already been discharged, and plans to return to the Milwaukee soon.

E. L. Murray is back at work again after a siege of illness which confined him for quite a while. In good shape again, he hopes for no recurrence in that line. We all firmly agree with him there.

The "back to Manila" program has in-



**BACK ON THE JOB.** After three and a half years in the army, it is a little hard for John J. Dunne to realize that he is actually back on the rate desk in the passenger traffic department in Chicago where he can "stay put" and not have to go chasing off in several directions at once. The idea of being stationary for a change is a pleasant relief to the ex-lieutenant, one of whose pastimes while in North Africa was the taking apart of live German and Italian mines and grenades to see what made them tick—and doing it before they stopped ticking. John left the Milwaukee Road on Apr. 30, 1942, to join the Engineer Corps and was with the first contingent of troops to go to England; that was in June, 1942. He was overseas 18 months, returning in December, 1943, to take an additional course of training and later to teach at Fort Belvoir, Va. His last assignment was as liaison officer in the engineer's section of the Army Service Forces depot in San Antonio, Tex., in which capacity he did a great deal of traveling in Texas and nearby states. He was separated from service on Oct. 16 and returned to the railroad on Oct. 29.

cluded Sgts. John Bonetti and Ed Leibrock, who are doing a few getting-together exercises in the Philippine capital. The Mmes. Bonetti and Leibrock, meanwhile, members of the platinum-plated typing bureau, are coffee-klatching over there.

The big mystery over the telephone these days is not a pending operator strike but just who is that sailor calling in from Detroit, Great Lakes, and points west, for Elaine Nelson? Could it be an admiral from Perry, Ia.?

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## Freight Traffic Department

Wesley S. McKee, Correspondent  
(Assisted by Kay McNeela)

Congratulations to Arthur Berry who has been promoted to city freight agent under J. M. Cunningham, general agent, Chicago, effective Nov. 11. Art is well known throughout the railroad, having traveled a great deal during the time he served as secretary to E. B. Finegan, chief traffic officer. He has been with the railroad about nine and a half years, his most recent position having been that of assistant chief clerk in the office of H. S. Zane, assistant freight traffic manager.



Arthur Berry

Art replaces Paul A. Larson who is promoted to traveling freight and passenger agent at St. Louis, Mo., under J. E. Marshall, our new general agent.

Al Krause and the rate desk are bidding adieu this month. Al is pitching his tent in Portland, Ore., the land of the lumberjacks.

The stork hovered over the Erwin Kussman home Oct. 25 and the blue-blanketed young Steve is the souvenir he left.

Horses, Horses, Crazy over Horses! Who went horseback riding at night? Paul Revere, sure, but he's dead, so now it's none other than Manley J. (Porky) Sampson, that famous equestrian from Park Ridge, and those two lady jockeys, Betty Vande Velden and Betty Bach. But, getting back to Sam, it seems he was passing by the local glue factory when he noticed a couple of prospective by-products being hauled in for rendering, and he, being a sympathetic creature, took pity on them and brought them home. The two steeds are Mercury and Venus. Mercury was so named, I understand, because of the big bulge in the tummy and because she rises so slowly; and Venus derives her name from the fact that something's missing here, too.

In order to distribute his weight evenly and to fill out the slack in the undercarriage, Sam has had a special saddle built. It fits over the whole back and neck and is anchored to all four legs. It is known as the Sampson Seamless, Sagless, Sumptuous Saddle.

What a lovely wife Frank Trom will make! Have you noted how swiftly his fingers move as he deftly maneuvers a needle when replacing a button on his shirt?

### Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent

In the past month several of the fellows have been discharged from the armed forces and many are back to work. Charlie Baker is back on the job, and, as usual, looks like a page out of "Esquire." Johnny Waterstrat, Bob Klein, and Rudy Rinka, are also back and it's swell to have 'em around again.

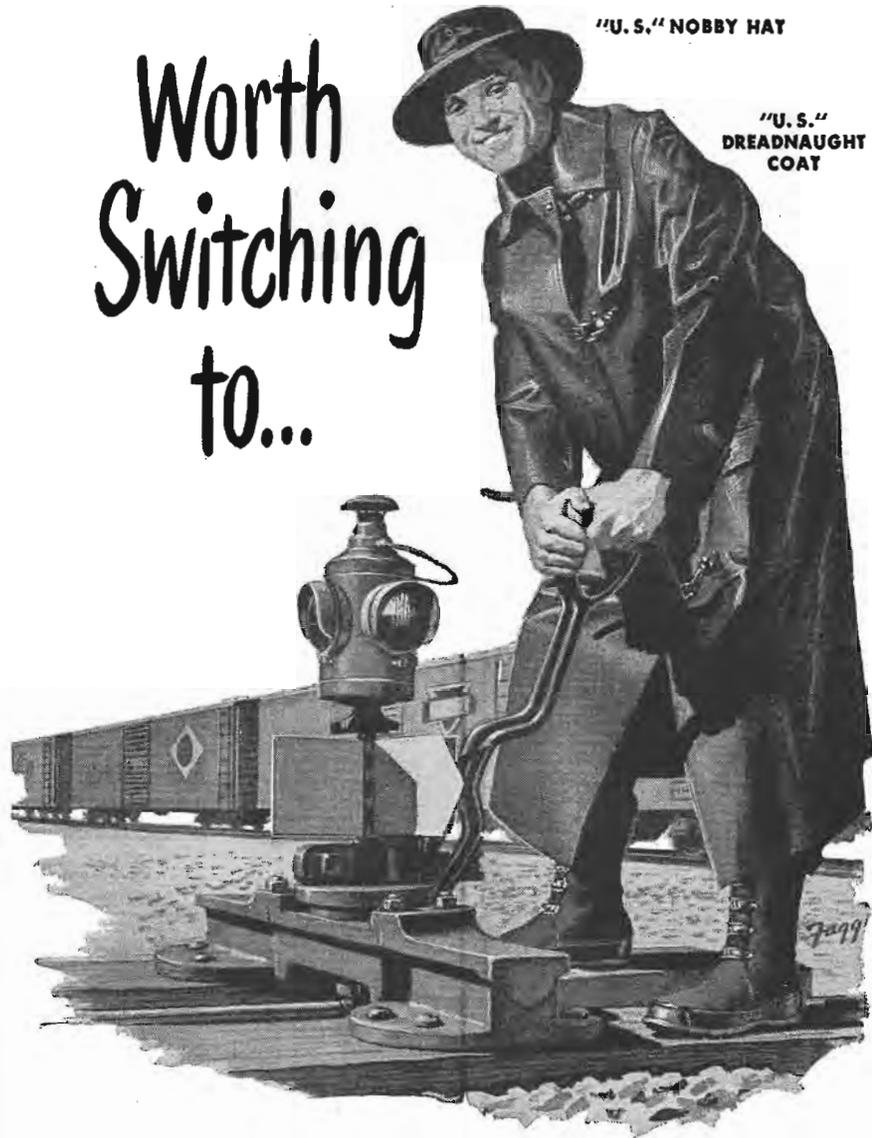
Jack Brandenberger was home on a 45-day furlough, after spending most of his time overseas in Czecho-Slovakia near the German border. He had a rugged trip back; it took 13 days, and he said that every time they hit a high wave the propeller would come out of the water. Aside from that, he said "Chicago is the place for me."

Helen Tabor received the nickname "Topsy" because of a cold wave that went Harlem; believe me when I say that she could star in "Carmen Jones" with no trouble at all.

Everyone welcomed the new lighting system, especially the wolves in the interline bureau.

November, 1945

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Some of the gals who work near Harry Simon are thinking of building a platform outside the windows, as he is the fresh air type.

Notice to returning service men: If you are approached by a fellow with a handful of Legion application blanks, please treat him cautiously as he is trying to boost the membership of the Pioneer Post, and I think he is doing a bang-up job. I refer to Howie Smith.

Carl Jensen and Bob Rinaldi visited the office a few days ago; Carl has been discharged and will no doubt be back to work soon.

#### Purchasing Department

*Josephine O'Hara, Correspondent*

Our first overseas veteran to appear among us in civilian clothes is Charles Gooding who has recently been discharged from service. That civilian suit was as good to look upon as you looked in it, Charles!

His visit was followed by one from Jayne Schultz Nault, who was separated from the service at Great Lakes on Oct. 19. Jayne plans to join her husband in San Francisco and, upon his return to civilian life, they will make their home in the East.

Two of our members have left the office to become housewives. Norma Van Delinder is now at home in Elgin and Marian Kubel will soon be at home in Los Angeles.

Among the office farewells we welcomed three new girls to the force, Patricia Wilson, Lois Walker and Nancy Erickson—all Chicagoans.

One of those small but significant cards arrived from Jean Conte Guallang announcing the birth of Richard Michael on Oct. 13. Our congratulations to you, Jean and Marvin.

The first peacetime letter from FC2/c

Bob Nordin was descriptive of his life at sea. He was anchored in Ulithi Atoll and while at leisure he went to the small island of Ulithi for recreation.

Pfc. Bob Reiter has been touring Switzerland on business with an officer. We were all interested in his account of shipping possibilities there.

Mrs. Ben Perlick is planning a visit to St. Louis in the near future. It will be her first visit to see the children of her son, Lt. Perlick, who was killed in an airplane crash in North Africa.

#### Car Accountant's Office

*Harry M. Trickett, Correspondent*

S/Sgt. "Kenn" Giblin advises that much has happened since his last report. He recently was married at Kinston, N. C., to a Milwaukee, Wis., girl, a former Marine, and said that it is a wonderful life despite anything he may have said in earlier years. He has been transferred to a radar school at Veno Beach, Fla.

After many long years in the dark, our office came to light on Oct. 2, when the installation of the new lighting fixtures was completed.

Mr. and Mrs. Jack Kincaid, both formerly employed in our office, announce the birth of a baby boy on Oct. 8.

This month brought some babies (little ones) to the office, with the visit of Pearl (De LaBarre) Sacks and her 20-month-old son of Seattle, Wash., on Oct. 1; Erna Morici displayed her 7-month-old baby girl on Oct. 11. Both of them received the attention and admiration of their mothers' former co-workers.

Marie Simpson returned to work on Oct. 1 after an extended furlough, during which she became the mother of a baby girl on July 15.

We regret to announce the passing of

Catherine Wittman, which occurred on Sept. 19 after a long illness.

Sympathy was extended to Herbert Bahr in the loss of his beloved wife on Oct. 12, after a major operation.

Elsie Vehlow proudly displayed her engagement ring in the office on Oct. 11. Instead of her annual cruise on Lake Michigan, we hope she will soon sail on the Sea of Matrimony.

Helen Burdsall, who was on a leave of absence, resigned on Oct. 9, and Dale Mauck left on Oct. 13 for a month's furlough for her health.

Mary Schank and Janet Tabor, who have both been away on furloughs, returned to work on Oct. 1.

## CHICAGO TERMINALS

### Galewood Freight Station

*Herman F. Boeck, Correspondent*

Cornelius "Jerry" Nevison returned to work as a bill clerk on Oct. 1 after having been in the armed forces for over three years. The army sure helped Jerry dispose of that "bay window," but now that he has returned to the bill desk we expect to see it return. Sam N. Romano returned to work Oct. 15, taking the position of tax clerk. Sam had three years of service with the army in the European theater of war. John Duffy returned to his old position of bill clerk on Nov. 1 after serving with the navy in the South Pacific. We sure are glad to welcome these boys back home and also back to the office.

George Wealer is expected back to work on Oct. 22, having been released from the army hospital and military service on Oct. 15.

Some time ago we received word from Harry Weinert saying that he expected to be discharged from the service in the near future.

Dick Graham recently advised his aunt that he had signed his discharge papers while in Guam, so we expect to see him, too, very shortly.

We have had a few requests from the boys in service asking us to keep them informed as to which boys have, and are, returned to work, so I thought I would try to get some of this news in the Magazine. If anyone has any information about the boys still in service, please pass it along to me so I can spread it to all the folks who read our Magazine.

### Sleeping and Dining Car Department

Assistant Superintendent L. C. Kusch celebrated his 40th anniversary in the employ of the Milwaukee Road dining car department on Oct. 23. In honor of this occasion the employees of the sleeping and dining car department presented him with a beautiful bouquet of flowers. In expressing his gratitude, Mr. Kusch stated that he felt his family was well represented on the Milwaukee Road. In all, they have practically 300 years of service with the company.

Price Elmore and E. D. Wesley, both

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A. B. Montgomery (right), chief clerk to the auditor of expenditure, Chicago, and newly installed commander of the Sixth District, The American Legion, Department of Illinois, receives an oversized gavel, gift of the Milwaukee Road posts in Chicago and Milwaukee. The picture was taken at the installation ceremony on Sept. 22.

veteran porters, passed away recently following long illnesses.

Charles J. Frazier, a veteran waiter, also died recently after an extended illness.

The S&D car department welcomes glamorous Mary Catanzaro, comptometer operator.

## COAST DIVISION

### Seattle Yards

F. J. Kratschmer, Storekeeper  
Correspondent

Ted Beaumont and Steve Cage, our tiny two-ton car inspectors, have been all smiles lately. They moved into a brand new inspector's shanty which was also freshly painted. Yard Track Foreman Sam Wilson needed the extra space which they formerly occupied in the section tool house, and he saw a good chance to evict them on account of non-payment of rent.

Fred Jennings has been appointed assistant car foreman at Seattle. Mr. Jennings came to Seattle from Hanford, Wash., after previous service at Harlowton and Deer Lodge, Mont.

Melba Batson, clerk in the car department, is still going it alone. Melba's husband has been in Washington, D. C., since the middle of July, attending FBI school, and will not be back until some time in November.

C. L. Bradford, switchman at Seattle, entered a local hospital early in October to undergo a minor operation.

Bill Kapral, switchman at Seattle, journeyed to eastern Washington the early part of October to visit with his folks and pick up a stray deer if he could find one.

Eddie Cartwright, yard checker, left for his home in Malden, Wash., Sept. 30 to spend a few days with his folks before going to Ft. Lewis for a physical examination. Eddie returned to his old job soon

after, with instructions to report to Uncle Sam on April 1, 1946.

Several changes took place in the Seattle yard office organization in September. Charley Ingalls, acting as day boardman, bid in a job on the car desk in the local freight house; Mike Herman took over the position vacated by Ingalls; Ed Cartwright and Frank Walker of Van Asselt yard transferred to Seattle yard as yard checkers, and Frank Shugrue transferred from the night to the day shift as checker.

Car Foreman A. W. Kaeding took the second half of his vacation on Oct. 6. Al journeyed over to an island and was back in a very short time with a nice deer.

Mrs. S. M. Smith, formerly Ellen Pike, has returned to her old position as clerk to Yard Track Foreman S. O. Wilson after an extended leave of absence which she spent with her husband in California. Mr. Smith was with the Seabees throughout the Pacific campaign.

Jean Lyons of the local freight office has replaced Mrs. H. O. Bangs as messenger around Seattle Terminal.

H. O. Bangs, general yardmaster at Seattle, took advantage of the 25-day leave which his son, Lyman C., received from the Railroad Battalion early in October, and packed up for a jaunt to Yakima and eastern Washington, where they did some bird hunting.

Big John Beckler, checker in the freight house, is back on the job after a trip back East, where he was married.

### Tacoma

R. R. Thiele, Correspondent  
Agent's Office

It grieves us very much to record the death of Yard Conductor Owen Grubb, who died at his home here in Tacoma Sept. 19 at the age of 76, leaving his wife and three daughters. He retired in September, 1937, after working in Tacoma yard since 1910.

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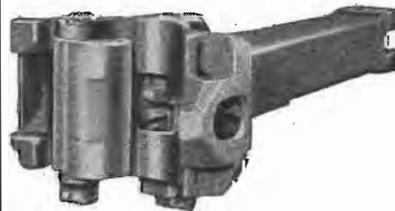
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Our sincerest regrets go out to the survivors.

George H. Hunt, brakeman and conductor on the Raymond line for the last 30 years, died suddenly at his home in Raymond on Sept. 16 following a heart attack. The funeral took place on Sept. 20. He left his widow, to whom we extend our sympathy. Mr. Hunt was one of the best liked railroad men in all of this territory, a fine loyal employe; to know him was to like him, and many friends mourn his departure.

Jack Eagle, an Idaho Division train baggageman, died at Tacoma very suddenly as he was preparing to go out on his run on Saturday, Oct. 6. Mr. Eagle was well liked by everyone and many friends and acquaintances will deeply regret his departure.

Carl Ziemer's son Carlton is now back from Japan. He is suffering from numerous shrapnel wounds and was almost deafened by the same explosion which caused them, but is reported to be improving rapidly. Our best wishes for his early return to health.

The joyful event to which we referred in advance last month has now happened. Orville Cardie, the popular and efficient warehouse foreman at Tacoma, and Hazel Fern of the engineering department were married Sept. 29 at Puyallup. The groom celebrated with a one-week layoff, but the bride took two weeks and thus escaped our congratulations. We extend our cordial wishes for a happy married life.

The store department is radiating romance this month. Pat Manning was married Sept. 24 to T/Sgt. Bruce J. J. Garvin, who is at present settling the war at Philadelphia while his bride is continuing her work at the store department. Colleen De Mass, the charming daughter of charming Alma De Mass, helper at the store department, was married Sept. 12 at Yuma, Ariz., to Pfc. James C. Rash of Redlands, Cal. Our very best wishes to both couples; however, we regret losing Miss Colleen, who will make her home in Los Angeles.

Switchman H. H. Lemun, working on the Hillsdale switch job, retired Sept. 30 after 30 years service in Tacoma yard; Engineer H. P. Kennedy retired on the same date after many years of service, and Engineer Benjamin L. LaGrange retired on Sept. 10. Mrs. Wheeler of the cashier's office at the local office is taking a few days off in celebration of her son's furlough.

G. S. Perry, yardman at Tacoma, is the proud father of a new daughter. Congratulations!

The latest word from Tommy O'Dore (with the marines, but well known to all Milwaukee men around here) is to the

effect that he is being transferred from the islands, probably to Washington, D. C.

Veronica Wendt was bumped by Phyllis LeBlanc; Guy Dougherty is now on the latter job.

Alta Slater of the local office force left the Milwaukee family on Oct. 7 to the regret of all concerned as she was a faithful and popular employe. She is now with the Walker Tire & Brake Co.

W. S. Burroughs, chief clerk at the local ticket office, was fairly swamped by the ticket business, and in addition to the help he had is now assisted by E. N. King of the cashier's office. King works mornings in the ticket office and in the afternoon he swings over to his old job at the local office. Lyle Smith is now on the swing job.

Russell L. Sommers, formerly of Beverly and Auburn, is now general clerk in Mr. Grummel's office at the local office. Mrs. Sommers is now working in the superintendent's office.

G. G. Moe, baggage clerk at the local passenger station, is absent on a hunting trip east of the mountains, reducing the deer surplus.

Superintendent Wylie of Tacoma received a card from Mr. and Mrs. George Freeman, former managers of the Interstate lunch room, Tacoma passenger station, advising him that they are now located in New Orleans, La. "Ma" and George were very popular with the employes and their departure was much regretted. Coming from the South, they did not take to our fog and rain in the winter, although they did like our spring and summer weather.

Mrs. H. H. Gottlieb, general clerk at the local office, is away on a short trip to see her folks in Michigan.

George Gordon, who was formerly with the A.A.R. in Mr. Westermire's office at Seattle, has returned to us and has bumped Helen Strub; Helen bumped Jack Beaver, who went to checking cars.

Frank Bryan and wife of the cashier's office went to Vancouver, B. C., over the week end, and we understand that Frank, who is an ardent stamp collector, saw more stamps in Vancouver than he believed were ever possible.

Train Dispatcher H. L. Wilttrout has just returned from his annual vacation, and Dispatcher J. E. Bassett has bumped into the Butte office.

Mrs. Clark of the PXB is now on her vacation; Mrs. Helen Coukman is in her place, and Jean McCay is the new relief operator. Sigrid Mann, after a three-month layoff, is now back on the job and, believe us, the way they handle the calls there is a caution.

The following carmen are off on vacation at this writing: G. K. White, Harry Haines, Gus Rozenski and Russell Wilson.

Brakeman Sanvold is very happy. He brought his son down and introduced him. Young Sanvold, of the navy, has just returned from imprisonment by the Japs.

W. L. Curtice is back from California after an extended trip on account of sickness. Ray Curtice of the store department was off two weeks on vacation.

Bill, youngest son of George Ellis of the store department, is back from the service and has gone to California. He expects to graduate from the baker school.

Al Pentecost, general foreman of the shops at Tacoma, is back from a brief vacation trip to Victoria, B. C. He combined the useful with the enjoyable and made enough betting on the races there to pay his hotel bills.

Ted Brown, machinist, went on the retired list Sept. 29. His years with the Milwaukee began in 1919.

Everyone around the yards wonders what Mary Pedersen's answer is going to be. She received a marriage proposal in public but her answer is still a secret.

General Yardmaster Montague is accepting no invitations to have pigeon pot pie. He seems to have an aversion to pigeons. Of course, it could be because they have no respect for the g.y. One didn't have to fly over him at that particular time, and why did it choose the pocket his cigars were in?

**Seattle Local Freight Office and  
Marine Dept.**

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

Myra Rupp, who has been the stenographer to Cashier L. M. Weigand for some time, has taken a position in the general manager's office. Her place has been taken by Audrey Davis.

James Anthony—that's the boy born on Sept. 21 to Maxine Andler, our former OS&D clerk. Mother, son, and even daddy, are doing fine.

Morton Bonney, who for some time was in our rate department and later in the general freight agent's office, has taken a position as assistant traffic manager for the Albers Bros. Milling Co. in Seattle. His many friends will be glad to hear of his new assignment.

Pfc. Chancey Bangs, son of General Yardmaster H. O. Bangs, returned from Germany on Sept. 21 for a 30-day furlough. After receiving his discharge he will return to his duties in the Seattle yard.

Frank Hertz of Chicago and more recently from Boeing's, is our janitor at the local freight. Frank comes to us with 20 years' railroad experience with the Pennsylvania Railroad in Chicago.

Lois Linda, expense bill clerk, recently of Moberge, has taken a position as stenographer in Superintendent of Transportation N. A. Meyers' office.

Lt. Ray Pence, former yard switchman and yardmaster, returned to Seattle Sept. 20 on a 30-day furlough. Lt. Pence expects to be discharged in the near future.

Selma Bangs resigned on Sept. 29 after three years as messenger for the local freight. She was one person you could depend upon—you could set your watch by her daily trips. Come back often, Selma, to see your many friends.

Sgt. Bob Hyett, aerial engineer and son of General Freight Agent E. J. Hyett, was a recent visitor in Seattle. Bob worked in our yard before joining the army. He was shot down over England last February and since has been confined to Kennedy Hospital in Memphis, Tenn.

We are glad to report that Frances Neuman, secretary to Captain of Police Guy Truscott, is greatly improved from her recent illness and will be back at work in a short time.

Daisy Webb Heester, GBL clerk, resigned on Sept. 29 after 23 years service with the Milwaukee Road. During that time she has served in various capacities in Tacoma and Seattle. She is the daughter of the late Frank Webb, roadmaster of the Tacoma Division.

Gerald L. Brundage of the marines was discharged from the service on Sept. 14. He went east for a few weeks' visit and returned to his old position in the local freight on Oct. 8. He served three and a half years in the South Pacific.

Leonard Lyons of Moberge, S. D., with 19 years of service as a special policeman with the Milwaukee Road, is now located in Seattle under Capt. Guy Truscott. We are glad to have a man such as Mr. Lyons protecting our property.

Jeanette Eubank of the local freight office has taken a position as statistical clerk in the office of R. E. Carson, city passenger agent.

"She flies through the air with the greatest of ease." That is the case of Patricia Howe, our former bill room clerk, now a stewardess for the United Air Lines, flying between San Francisco and Cheyenne. She was a recent visitor at our office.

Our new messenger is Frances J. Lyons of Moberge, S. D., daughter of Special Police Leonard Lyons.

Jewell Campbell, Seabee for three and a half years, returned to his old position in the local freight office Oct. 10 as OS&D clerk.

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**TERRE HAUTE DIVISION**

**Faithorn District**

*Berniece Sparks, Correspondent  
Faithorn, Ill.*

Our deepest sympathy is extended to Conductor J. D. McFadden and son, Paul, for the recent loss of their wife and mother.

Due to the coal strike, several switchmen and firemen from Faithorn have been loaned to the H&D Division. Bet there will be a noticeable change in the quantity of pheasants after they leave South Dakota.

Agent R. G. McGee at North Harvey is being transferred to Clinton, Ia. Sorry to see you leave, Mac, and wish you lots of luck in your new territory.

Several debts were paid off by those of us who were among the unfortunate losers after the last game of the Series. Just wait—we will get even next year!

**Terre Haute District**

*T. I. Colwell, Correspondent  
Superintendent's Office  
Terre Haute, Ind.*

On Oct. 4, Roadmaster M. B. Kirschbaum discovered a broken wheel on a car about ten car lengths from the engine on No. 80 as the train passed Starr, Ill., and reported it to the dispatcher, who had the train stopped at Walz, Ill., and inspected. This inspection disclosed a wheel with the tread broken out, which could have caused a derailment. Roadmaster Kirschbaum was given a letter of commendation by our superintendent for his prompt action in this instance.

Chief Carpenter F. E. Galvin has been transferred to La Crosse, Wis., and F. O. McGrew of the Iowa Division has been sent to Terre Haute to replace Mr. Galvin. This change was effective Sept. 1. We wish both of these employes much success and happiness in their new locations.

On Oct. 4 between 50 and 60 friends gathered at the Milwaukee Women's Club House for a farewell party to Agent Marley C. Faris, who retired on Oct. 1. The ladies of the Women's Club served a delicious dinner after which Toastmaster Bert Beasley gave a talk on the life history of Mr. Faris and his 47 years of loyal service to the Milwaukee Road. Superintendent Berg, Trainmaster Lane, Division Freight and Passenger Agent Harding, Agent H. D. King, retired Dispatcher W. E. Allen and others, also congratulated Mr. Faris and wished him well in his retirement to his

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home and farming interests east of Terre Haute. Mr. Faris was presented with an appropriate gift. We all wish him a long and happy retirement.

Locomotive Engineer George Huffman is confined to his home by illness. We all wish George a speedy return to normal health.

E. G. Boyd, formerly agent at Dubuque, Ia., has been appointed agent at Terre Haute to replace Marley C. Faris, who retired Oct. 1. Mr. Boyd is no stranger in Indiana and Illinois, having previously worked on the Terre Haute Division, and his many friends wish him a lot of success in his new position.

Edward Pettus, AEM2/c, son of Mrs. Frances Pettus, stenographer in the superintendent's office, surprised his mother Oct. 13 when he reported at the family dinner table and informed her he had been granted a two-week furlough from the navy.

Mrs. Christine Reichert, employed in the superintendent's office at Terre Haute, received information about the middle of October that her husband, who has been overseas for some time, had embarked for the good old United States.

S/Sgt. Floyd Magnetta, who was employed on Charley Fox's section gang at Terre Haute until the time he was drafted, was decorated with the Bronze Star Medal on July 24 by Paul V. McNutt in the Philippines. He was a member of the 38th Division on Luzon, 151st Infantry Regiment, and was given the medal for rescuing a wounded man under heavy enemy fire without regard for his personal safety.

Milton Pearce, son of Chief Clerk Fred Pearce, who has been stationed in the Philippines for several years with the 38th Division, is reported to have embarked for home in the early part of October.

Maj. Earl McBride, formerly employed in the division engineer's office at Terre Haute, and who has been overseas, is back in Terre Haute awaiting discharge.

Any employe whose finances are temporarily strained might do well to consult Dispatcher "Doc" Heller. "Doc" enjoyed quite a bit of luck during the world series and, while he is overjoyed to see it rolling in, is worrying about the effect it will have on his income tax report.

Naomi Criss spent the week end of Oct. 6 in South Bend visiting friends and enjoying the football game.

Mr. and Mrs. Bruce E. Daniels and small son Gary spent the week end of Oct. 13 in Cincinnati with Lt. (j.g.) Mark Daniels and family.

Capt. Gordon G. Carmichael, son of Mrs. Roberta Bair of the B&B department, is en route from Manila to Nagoya, Japan, with the occupation forces. Capt. Carmichael is a doctor with the 231st General Hospital.

Mr. and Mrs. Robert E. Ellis and small daughter Barbara spent the week-end of Oct. 13 in Brazil and Clay City visiting friends and relatives.

1st Lt. Curtis S. Sims, Jr., of the Signal Corps, who in 1941 was one of the first Terre Haute telegraph operators to be called into service, has just returned after 41 months of active service, some of which was in the front lines, in both the European and Pacific war theaters. He expects

to be released from the army in December and will then return to service with the Milwaukee Road. His brother, Truman Sims, also a Terre Haute Division operator, is stationed at Shepard Field, Tex. Both are sons of Curtis C. Sims, agent at Elmore, Ind.

Telegraph Operator R. E. Charman left for military service on Aug. 31. He is temporarily stationed at Camp Placuche, New Orleans, La.

## ROCKY MOUNTAIN DIVISION

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

The hunting season started Oct. 15 and will tempt plenty of hunters wherever there is a bright-colored Chinese pheasant or a sign of anything that can be shot at. Fifty permits were given out recently in Helena for hunting antelope; I wonder how many places there are where one can ride along the main highway and see a herd of those beautiful fleet-footed creatures standing unafraid to watch the cars go by. How do they know they are protected? Perhaps they don't.

A nice trip near Three Forks is a ride over the North Bench, especially in this kind of weather, to a little town near the high mountains, where a sign on an old log building simply states "Post Office, Radersburg." I wonder how many Rocky Mountain Division folks and others on the Milwaukee line know that Myrna Loy (Myrna Williams) was born near that small town, at the old Williams ranch. One day in October her mother was at the ranch but Miss Loy was not. The old house is being just about made over as Miss Loy was out there last summer and expects to keep the ranch as a family home.

A card announcing the birth of a daughter on Sept. 23 to Mr. and Mrs. Terry Lonam. Butte, was received recently. Mr. Lonam is side table operator in the chief train dispatcher's office. This is their second child. Congratulations!

Brakeman Carl Lebert is back working on the division. He looks exactly as he did when he left here several years ago except that he has to get used to sticking his head up and out without first finding out which way the shooting is coming from. He will get back in the old groove soon, no doubt, and forget all about Africa and those other warm places where he has been railroading since last we saw him.

Train Dispatcher Wickersham has been working as night chief during the absence of Night Chief Neil Grogan. I did not hear where Neil went, but no doubt he is just looking around the cities somewhere.

Engineers E. Smeltzer and P. R. Roberts and their families have moved to Deer Lodge for the time being, as they are both working on the west end.

A real sport is a man who can resist the temptation to spank the children when he has a toothache.

The Milwaukee Magazine

## I & D DIVISION

Margaret C. Lownsberry  
Division Editor  
Mason City, Ia.

On Oct. 1, B&B Foreman Joe Bergemeyer retired after 49 years of faithful service on the I&D Division. Mr. Bergemeyer began his service as a water boy in 1896 and was promoted to B&B foreman in 1910. Needless to say we are all going to miss Joe on the division, but we all hope he will enjoy a well-earned rest and plenty of good fishing. Mr. and Mrs. Bergemeyer left for Redlands, Cal., where they will make their future home. Best wishes, Joe, from all the I&D gang.

On Oct. 4, H. J. Stanfield died at his home in Mason City after a lingering illness. Mr. Stanfield was employed by the Milwaukee Road for the past 22 years at Mason City and had served as stationary fireman up to the time of his illness. Our sincere sympathy is extended to Mrs. Stanfield.

Ole Olson has returned to his duties as carman after an absence of several months due to illness.

H. R. Howard and Howard Kneeling, formerly of Mason City, were recent visitors in the office. Mr. Howard, formerly an engineer, is now trainmaster for the C&IM Railroad with headquarters at Springfield, Ill., and Mr. Kneeling, also a former engineer, is now traveling engineer and at present is living at La Crosse.

Lieutenant of Police and Mrs. Montie Kemp have returned from Sioux City where they visited their son who has just returned from two and a half years overseas and who has been honorably discharged from the army.

Best wishes to Engineer M. L. Barr for his recent marriage to Grace Haukedahl. Mr. and Mrs. Barr are making their home in Mason City.

If anyone wants to know whether the water at Clear Lake is cold at this time of the year, please communicate with L. E. Martin, our agent at Mason City. He really knows. He tried it.

## "TAKE IT EASY"



Due to the extreme shortage of switchmen at Mason City it was decided to import a foreign switchman from Sioux City, and arrangements were made for Montie Kemp to take a few student trips before giving him an OK. Montie started signaling by shooting with his trusty "33," and lo and behold, the city police came and took Montie for a ride. Now Montie doesn't switch here any more. Bang!

Herbert E. Fehl is now working as blacksmith since his recent discharge from the army.

## Sanborn-Rapid City

Margaret Kelly, Correspondent  
Mitchell, S. D.

Sgt. Donald E. Miller, fireman, I&D first district, has received his discharge from the army. Don was attached to the 714th Railroad Operating Battalion and served three years in the army, 26 months of which were spent in Alaska. He worked on the line from Seward to Fairbanks for 20 months as fireman, being promoted to engineer the last six months of his assignment there. Don says he enjoyed the work and feels that the experience he gained should prove more than worth while to him now. He is the son of Engineer Heskett, who has been an I&D engineer for 35 years.

Pfc. Robert L. Boyle, Mitchell, has been awarded the Combat Infantry Badge for exemplary conduct displayed while in action against the Japanese on Okinawa. Bob is a scout with the 306th Infantry, 77th Division, which has participated in five Pacific campaigns. He is the son of Conductor L. A. Boyle of Mitchell.

Mitchell employees were shocked to learn of the death of Frank E. Schmidt, who was killed in a hunting accident the first day of the season. Frank was an employe of the Milwaukee Road for 25 years. For the last several years he had been storekeeper at Mitchell, coming here from Mason City. He was a conscientious worker and well liked and his death is a real loss. To Mrs. Schmidt and Frank's son in the navy we extend our sincere sympathy.

## Sioux Falls Line

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

Night Yardmaster Olaf A. Anderson informs us that his son Loren is homeward bound from the Philippines after service with the 33rd Division of the Illinois National Guard.

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## ACCIDENT AND HEALTH PROTECTION

"The Railroad Man's Company"

CONTINENTAL CASUALTY COMPANY CHICAGO · TORONTO · SAN FRANCISCO

Clark B. Overcash, engine foreman, announces that his son Donald is on the way back from Okinawa. Don served with the AAF fighter group and intends to stay in the army.

Marine Cpl. Warren G. Kemp was discharged at Mojave, Calif., Oct. 16 after serving with a fighter group attached to the Third Marine Division in the central and south Pacific. Warren intends to study medicine at one of the universities. He is the son of Flagman C. S. Kemp.

Harold Mostrom, former assistant interchange clerk, has been discharged after serving in the China-India-Burma sector, flying the hump. Harold intends to enter the University of Washington.

Engine Foreman Quinton Hunter acted as guide for some Chicago hunters up near Redfield. Guide Hunter and the hunters traveled by plane.

George Krueger, who served with the Infantry during the war, is to return soon to work in the freighthouse, according to Nick Kelly, freighthouse foreman.

Firemen Card and Hubbs are expected back in this vicinity. They formerly fired in Sioux Falls yard. Assistant Superintendent Hanson states that he would like to see about 16 more of the boys show up right quick.

Joe Calligan, discharged from the navy, is expected back from a sojourn in California. Joe was a switchman in the Sioux Falls yards.

At home awaiting discharge from Camp McCoy, Wis., is Frank Doherty, brakeman. He served with the 30th Infantry Division overseas.

The new coach yard is gradually showing signs of being completed. It has two 1,000-foot tracks, with considerable ballast to level it up from the old river overflow. It extends from the south to near the roundhouse.

## TRANS-MISSOURI DIVISION

### East End

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

Janice Larson, youngest daughter of Conductor Louis Larson, had the misfortune to be thrown from a horse and suffered a slight brain concussion. She is now much improved and back in school.

Lineman Ivan Kern and wife enjoyed a visit from their daughter and son-in-law, Mr. and Mrs. Edwin Erickson of Seattle. While here they enjoyed some of our fine hunting and went back with their limit of ducks and pheasants.

Congratulations to Miss Betty Klein, daughter of Carman Fred Klein, on her marriage to Warren Crouse of Bremerton, Wash., and to Miss Bertha Baun, daughter of G. Baun, carman, who was married on Oct. 7 to J. De Frees Holmes at Missoula, Mont.

Dispatcher L. H. Bailey, wife and son, returned from an auto trip through the Black Hills, where they spent their vacation.

The many friends of Warehouse Foreman Ludy Johnsen and wife gave them a surprise on their 25th wedding anniversary, Sept. 22, which was also Mrs. Johnsen's



BACK ON THE JOB. Harold W. Nolan is giving us that cocky grin from somewhere in southern France, where he was temporarily stationed with the 713th Operating Battalion of the First Military Railway Service. During his four years with the armed forces, Sergeant Nolan also saw action in North Africa, Sicily and Italy, and is the owner of six Bronze Stars and a special citation for outstanding performance of duty from Gen. Carl R. Gray, Jr. And so, back to work on the I&D Division for Harold, who resumed braking on Sept. 16.

birthday anniversary. Mr. Johnsen has been with the Milwaukee Road for 32 years. They have a son, Sgt. Roy Johnsen, serving in the army in Germany, and a daughter, Lucille, a senior in Mobridge High School.

Machinist Frank Schneider and wife left for Detroit, Mich., where they took in the World Series as guests at the home of Mrs. Schneider's sister, Mrs. Henry Martin.

I was glad to get a little glimpse of our editor, Marc Green, as he passed through, en route home from a trip to Miles City. We really feel that he should have stopped off long enough to take in some of our good hunting. We have hunters here from all over the United States, so Mobridge is really on the map these days.

Congratulations to Dispatcher Wayne Smith and wife on the arrival of a daughter, Linda Rae, on Sept. 27, and to Brake-man Nathan Brown and wife, who have a new daughter, Carolyn Mary, born Oct. 5. Mrs. Brown is an Australian whom Mr. Brown married while serving his country overseas.

Ticket Agent Ted S. Johnson is receiving medical care at Minneapolis. During his absence his position is being filled by Roy Owens.

Special Officer L. D. Lyons has been transferred to Seattle and Ed Warner is taking his place as the day man. Roscoe Rollins, a returned veteran of World War II, is the new night man on this force.



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# GLENDORA

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8 So. Michigan Ave., Chicago

Among our boys who have been discharged from service are Cpl. Dean Scott, son of Engineer Robert Scott, who is back working at his old job as brakeman. Cpl. William Hardcastle, our pickup and delivery drayman, returned home in October and is already hard at work. S/Sgt. Dwight Owens, who served with a railway battalion in Iran, is taking a well-earned rest before returning to his old position with the maintenance-of-way.

1st Lt. James A. Schneider, son of Conductor Carl Schneider, received his discharge from the Army Air Corps after nearly four years of service. He was sent home in March, 1944, after his plane was shot down over France on his eighth bombing mission to Germany, and he spent 10 weeks working his way through the French underground back to England. He was married on Aug. 16 to Miss Lucille French, a nurse at the Moberidge Hospital. They left for Madison, Wis., where he will resume his studies at the university.

Machinist Frank Schneider and wife have as their guests Roger Pherault and Robert Coddington of Marinette, Wis., who are here to enjoy the hunting.

Retired Fuel Inspector James Griffith and wife of Tacoma, Wash., are here for a few days visiting old friends en route to Wisconsin.

We extend sincere sympathy to Agent William Boyle and family on the death of their son, Donald Lee, aged 14, who was drowned on Aug. 29 while swimming in the dam near here.

Conductor Ralph Knott is back on the job again after spending the summer at his ranch near Everett, Wash. His wife will remain there for a longer visit.

### West End

*Pearl Huff, Correspondent  
Miles City, Mont.*

T/5 Frank Rehn, son of Conductor Ed Rehn of Miles City, arrived in the States Oct. 8 after three years overseas with the Second Armored Division, serving in North Africa and Germany. He is spending his furlough with his wife in Vancouver, Wash., as well as with his parents who are visiting on the coast.

Harry Kirkpatrick has been honorably discharged from the Seabees. He has been an instructor at Davisville, R. I., since his return from 17 months duty in the Pacific as a carpenter's mate in the engineering department. He received a certificate for outstanding performance of duty and a perfect conduct medal after three and a half years service. He is the son of Mr. and Mrs. A. D. Kirkpatrick of Miles City.

James Brady, who was employed in the superintendent's office at Miles City prior to entering the armed forces, has been honorably discharged after serving three years in England and France with the Supreme Headquarters Command of Engineers. He returned to work Oct. 16 as assistant time revisor at Miles City.

Ben Shields of the accounting department in Chicago was a welcome visitor in Miles City during the month of October. This was Ben's first visit in eight years and everyone was glad to see him.

Joe Brady, who has worked for some time as assistant time revisor in the superintendent's office at Miles City, was displaced when his brother returned from the service, and is taking a position as yard clerk at Miles City.

Mrs. Thelma Huff of the shop superintendent's office at Minneapolis visited her mother, Mrs. Rod Janes, in Miles City early in October.

### SUPERIOR DIVISION

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

We are sorry to report that several Milwaukee Road men passed away recently. Paul Isnard, retired car department employee, passed away Sept. 30. William Karn, retired passenger engineer, passed away Sept. 20. Frank Rott, retired roundhouse laborer, passed away Sept. 19. Conductor

Fred King passed away Oct. 11. We wish to extend the sympathy of all Milwaukee Road employes to the families of these men.

Trainmaster G. L. Savidis has changed his mind and is no longer a potential candidate for the House of David.

If anybody can get a horse, J. J. O'Conner, roundhouse foreman at Green Bay Shops, would appreciate getting one. He knows where he can get a halter, and now, if he can get the much-needed horse, he will be well taken care of.

The sugar beet season has started and from the outlook the movement will be quite heavy. The beets are quite large this year and from all reports contain a large amount of sugar.

The right-of-way between Parkinson and Random Lake, Wis., has been reconstructed with new ballast this season, and from all reports is in excellent condition.

### IOWA DIVISION

#### Council Bluffs Terminal

*Agnes Christiansen, Correspondent  
Car Foreman's Office*

Our yard clerk, Howard Rooney, is back after a recuperation period. Welcome home!

We wish to extend our sympathy to the family of Oscar M. Broman, machinist helper, who died of a heart attack on Oct. 2. He started working for this company in February, 1926.

Richard Milner, carman helper, is the first of our group of boys to be released by the army and is now working in the yards again. He has been in service since Sept. 2, 1942, serving on seven battlefronts—Aleutians, Casino, Rome-Arno, southern France, central Europe, Rhineland and Ardennes.

Recently one of our former employes, T/S Leslie J. Hansen, dropped in for a short visit while enjoying a 10-day furlough. He has reported back to Madison, Wis., and we hope that it will not be too long before he is working with us again.

Pfc. Mike Vallinch, former employe of the Milwaukee Road and son of Frank Vallinch, who is also employed by the company, recently met his brother, Pfc. John Vallinch, for the first time in 40 months, in Korback, Germany, where both are stationed. Mike has participated in the campaigns in Germany, France, Italy and north Africa. He entered the army in May, 1942, and went overseas two and a half years ago. He has another brother, Sgt. George Vallinch, who is stationed with the Infantry in the Philippines.

Capt. Frank A. Kottwitz of the 12th Field Artillery Observation Battalion was awarded the Bronze Star Medal and Bronze Oak Leaf Cluster for distinguishing himself in connection with military operations against the enemy in France, Holland and Germany. He is the son of Machinist Arthur A. Kottwitz.

T/Sgt. Lloyd E. Olson, son of Carman

## EYES TIRED? Two Drops Quick Relief

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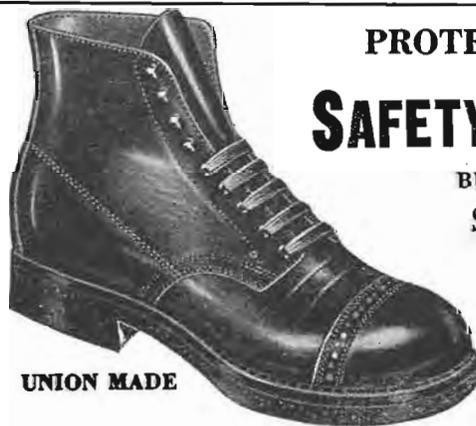
The millennium will be a lot nearer when a man who has fallen on an icy pavement gets as much sympathy from the bystanders as a horse in the same plight.

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UNION MADE

Fred Olson, enlisted in the Army Air Corps Aug. 9, 1940. He was with the 49th Fighter Group, 5th Air Force. After 33 months in the southwest Pacific as airplane flight chief he returned in October, 1944. He is the possessor of the Distinguished Unit Badge with two Oak Leaf Clusters, Good Conduct Medal and American Defense Service Ribbon, and since his discharge on Sept. 25 is now employed as city property tax appraiser.

Chief Machinist Mate Vernon LaHeist, son of Machinist Al Hennen LaHeist, was a prisoner in Mukden Prison Camp, Mukden, Manchuria, for more than three years. His father received a message on Oct. 8 confirming his release. A letter to his home was written on a scrap of paper taken from a Red Cross package. He had no envelopes so he took a letter he had received in 1942, steamed it open and turned the wrong side out and used it again. Only one Red Cross package had been received by him while a prisoner. At this particular camp there were only six American soldiers assigned to relay the message to the Japs that the war had ended. Incidentally, these six soldiers had the distinction of being the last six captured and the first six released by the Japs. Vernon witnessed the American parachute troops dropping out of B-24's about a mile from his camp. In about an hour these six Americans were in the camp and were taken prisoners by the Japs. It then took another hour to convince the enemy that the war was over. After this was accomplished they took complete charge and started giving the Jap guards orders. As soon as the American boys were liberated they started to look for food and found tons of Red Cross packages which had never been delivered to them; they also found plenty of mail.

The pot-luck lunch which was held at the home of General Car Foreman T. P. Schmidt for the members of the local Veterans' Club of Council Bluffs was a big success. Charles Cornelius, a retired passenger conductor who has the distinction of being the oldest veteran of the club, was in attendance. He is 84 years old and was in the service of this company for 65 years. After lunch was served the business meeting convened and nine new members were accepted, bringing the total to 27 members. The men discussed old-time railroading. Another topic of discussion was the convention which they hope will be held in the near future.

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

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

Death brought sorrow to the homes of several of the Iowa Division employes during the last few weeks. O. J. Fohey, former signal supervisor and father of Signal Maintainer Harry Fohey, passed away in Elgin following a long illness. William J. Petty, a roundhouse employe, died as the result of a fall from the ice dock. George Lewis, who formerly worked in Perry roundhouse but who in recent years has been in the Bensenville shops, died at his home in Elmwood Park and was brought to Perry for burial. Retired Conductor McGrath passed away in Florida, where he had made his home since retirement. Dick Houghtaling, for many years a section foreman on the Des Moines Division, died in October following a long illness.

Marriages of interest in the railroad family include those of Ray Murphy and Mary Reel, daughter of Conductor J. M. Reel. Ray was discharged from the army in September with the rank of sergeant and had more than three years of overseas duty. They will live in Albert City where Ray is station clerk. Evelyn Bender, daughter of Car Inspector Leo Bender, was married to R. M. Pinnell of the navy. Ensign Duane Byrd was married in New Orleans to Jean Gocher of Reading, Pa. The bride is a member of the Waves.

Gloria Jean is the name which Brakeman Arnold G. Larson gave to his daughter, born the fore part of October at Perry, and Mark Charles Beringer is the name of a new grandson in the home of Engineer E. C. Hullerman.

Maj. R. W. Boberg, who is with the 37th Infantry Division, was recently awarded the Bronze Star.

Herbert Langdon, clerk at Perry roundhouse, was advised in October that his brother, Edgar, had been released from the internment camp near Shanghai, where he had been held since the beginning of the war. Edgar was in the importing business with headquarters in Shanghai and was interned with other American civilians.

Henry Hansjosten, Perry engineer who retired recently, has gone to Texas for the winter.

## LA CROSSE & RIVER DIVISION

### Second District

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

Mike Edwards, son of Engine Watchman William Edwards, Red Wing, is home for keeps. He was released from the army with a medical discharge as the result of wounds received in Italy, where he took part in the heavy fighting for some time. While there he won newspaper mention for his conduct during the engagement near Vareggio.

William Edwards was absent for nearly a month while he underwent an operation on his arm. He is back on the job again now and coming along fine.

Thomas S. Grun, son of Operator J. S. Grun of Minneapolis, passed away at the age of 19 years. The funeral was held at St. Paul, Sept. 28.

After a lengthy illness J. C. Opie, roundhouse foreman at Wabasha, died July 24 at St. Elizabeth's Hospital, Wabasha; he had been unable to work since last November. Born at Sioux City, Ia., in 1885, he started to work for our railroad at an early age at Austin, Minn. Here he began his climb up the ladder which took him to South Dakota and to Minneapolis, where he was roundhouse foreman for 14 years, and finally to Wabasha, where he had been foreman for the last 13 years. Funeral services were held at Wilmot, S. D., July 27.

We hear that Sgt. Melvin McGoon, who has been in Germany the past year or two, is back in this country again.

Lyle Olson, former operator at Red Wing, is now at Hastings on second trick, and Mrs. Sytes, formerly at Hastings, is doing a little relief work as agent at Dakota.

We have a new cashier at Red Wing in the person of Walter Brueggen from La. Crosse, who was formerly ticket clerk there.



Herman Genrich, who recently retired as foreman of the frog shop in Tomah, Wis., after 64 years of service. Mr. Genrich is 81 years of age and has seen many changes since his early railroading days when 50-pound rail was in general use in track where 131-pound steel is now employed. He was a specialist in his line of work.

He likes the job, and Red Wing too, and hopes he can find a house to live in.

After exerting himself to the utmost and wearing his nerves to a frazzle on the cashier job at Red Wing, Myron Cedarblade has gone back to his old job as transit clerk. Now he can sleep nights, he says.

Clerk A. C. Scharpen, formerly at Red Wing, has gone to Hastings where he is relieving the boys in the freight office during their vacations.

### Morning Scene

As striped crossing barriers  
Bow low in stately greeting,  
Proud double-header Diesels rush  
With steady pulses beating  
Around the curve with mile-long freight,  
As though too late for meeting.

We glance at the clock that hangs on the bank  
And we hark to its off-key chime,  
A landmark with typical Main Street swank—  
Who cares that it's never on time?

There's a pleasant chap on the platform  
Whose smile is always the same;  
I've known him for years, and we always talk—  
Some day I must learn his name.  
—from *The Chicago Tribune*

Mark Twain, in making an after-dinner speech, once said:

"Speaking of fresh eggs, I am reminded of the town of Squash. In my early lecturing days, I went to Squash to lecture in the Temperance Hall, arriving in the afternoon. The town seemed very poorly billed. I thought I'd find out if the people knew anything at all about what was in store for them, so I turned in at the general store.

"'Good afternoon, friend,' I said to the general storekeeper. 'Any entertainment here tonight to help a stranger while away his evening?'

"The storekeeper, who was sorting mackerel, straightened up, wiped his briny hands on his apron, and said:

"'I expect there's goin' to be a lecture. I been sellin' eggs all day.'"

Well past the usual supper hour, a neighbor encountered Johnnie playing marbles with some companions from the other side of the tracks. "Why, Johnnie," she said reprovingly, "you better hurry on home. You'll be late for supper!"

"Oh, no I won't," said Johnnie, with an air of one who knows his stuff "I won't be late. I've got the meat!"

The human body is remarkably sensitive. Pat a man on the back and his head swells.

Little Claude's mother had reluctantly allowed her precious child to attend public school. She gave the teacher a list of instructions about how to handle Claude, the most interesting of which read:

"My Claude is so sensitive. Don't ever punish him. Just slap the boy next to him. That will frighten Claude."

## Briefly Quoted

(Continued from Page 19)

Navy—Location Unknown

Thank you for the gift; it's nice to know that I am still remembered. You must be very busy and yet you find time to think of us out here.

In your letter you asked if I knew anyone else in the service. My two brothers have been with you for some time so I am enclosing their service numbers and addresses as I am sure that they would get as big a kick out of this as I did.

B. KOCAN,  
Checker, Chicago Terminals.

Army—Belgium

Thanks for your Christmas check and letter. It makes me feel proud to say "I worked for the Milwaukee Road" and to know that I haven't been forgotten. I hope to return to my job when all this is over.

I've also passed on the Milwaukee Magazine to another member of my company who is now with an army railroad battalion. Thanks again for everything.

ROSS MCKELVERY,  
Waiter, S&DC Department,  
Chicago, Ill.

Army—Philippine Islands

Thank you for the gift and remembrance at Christmas time. I value it as a token of appreciation of my efforts in a just cause: the right to live as free men, and when the other fellow needs a little help, to extend a hand without a thought of receiving anything in return.

A simple thanks sounds inadequate at this time but it is about all that the English language has to express my gratitude.

T/5 JOSEPH J. STOGA,  
Storehelper,  
Chicago Terminals.

Navy—Marianas Islands

Just received your Christmas letter and wish to say thanks to all responsible for this unexpected gift.

We are proud of our construction work here in the Pacific, and though I can't describe it, I can say that we appreciate the provisions, supplies, and equipment rushed to us by our railroads and other transportation. Keep up the good work and there will be more of us rolling home at the end of this struggle.

WILLIAM P. DAVIS,  
Laborer, Car Department,  
Minneapolis, Minn.

Army—Philippine Islands

Today I received your letter containing a Christmas check for \$10 and I want to thank you for your thoughtfulness of Milwaukee employes in the service of our country.

Three years have passed since I worked for the railroad and during the past 20 months I have been in Australia and the New Guinea campaign, and now the Philippines. It will be a great day when we can return to our homes and jobs.

GLEN K. SNIDER,  
Section Laborer,  
Marion, Ia.

## DESIGNS FOR DISNEY DOLLS

PROMINENT members of the most famous family of the movies—Walt Disney's animated animals—are now available to the public for the first time in pattern form. Catering to the demands of their large following, the Simplicity Pattern Company has produced authentic designs for these amazing characters who have gamboled over the screen in every corner of the globe. Up to the present time these handsome toys have been sold only by the Walt Disney industries, so this is an opportunity to make



Mickey and Minnie, the inseparables.

Thumper provide ample scope for the talents of the amateur toy maker and, best of all, the instructions are very simple to follow.

The cost of these patterns is only 25 cents per package and they are assembled in the following sets: the Three Little Pigs; Mickey, Minnie and Pluto; Bambi, Thumper and Dumbo; and the Three Caballeros. They can be purchased wherever Simplicity Patterns are sold but if not obtainable in your community, the Magazine will lend its assistance.

With the manufacture of domestic toys still curtailed, this seems the opportune time to make several of these lovable dolls. The time and effort required for the assembly produce surprisingly professional results.



The Gay Caballero and Thumper the Rabbit.

your own faithful reproductions at a small fraction of the retail selling price.

The appeal of Disney dolls is universal and not necessarily confined to the kindergarten crowd; some of their most ardent admirers are now far removed from the pinafare stage but still harbor a poorly-concealed fondness for them. Not only are they soft and cuddly to the touch, they are also striking in appearance and lend themselves easily to a variety of colors and materials.

Every sewing box contains odds and ends which can be utilized for making costumes. Mickey and Minnie Mouse would be just as attractive dressed in patchwork trousers and skirt, and dashing suits for the gay caballeros can be fashioned from scrap bag remnants. Pluto, Bambi, Dumbo, and



Misunderstood Pluto.

Navy—Yokohama, Japan

Tonight I received my 1944 Christmas check—a pleasant surprise. No doubt you encountered some trouble in locating me, as I had 11 different addresses in six months. Most of them were at schools for radar, in which I now hold a second class rate.

I am on the flagship of Transport Division 24 and we had the honor of leading a 14 mile column of troop-laden transports up Tokyo Bay to the dock at Yokohama. It was an impressive sight to watch that column of ships winding up the bay, as far as the eye could see.

Once again I want to thank you and say that I hope to be back on the job soon.

Gilbert M. Peterson,  
Switchman,  
Twin City Terminals.

Army—Karlstadt Germany

I received a letter from you today and it must have gone to every railroad battalion in Europe. I sure was a surprised man; a \$10 Christmas check from the Milwaukee Road! I don't have to say that it's not appreciated; it certainly is, and I don't quite know how to thank you.

The Germans are doing the work now and all that we do is get the time of arrivals of trains and OS to the next stations; just like working an automatic signal control railroad. Tonight I am attending a Russian dance. The Russians are fascinating to watch, and you should see them chop up the floor with their boots.

Thank you once more for that Christmas present.

Cpl. Ned Nelson,  
Operator, Milwaukee Division.



**VICTORY —**  
*now you can  
invest in it!*

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