

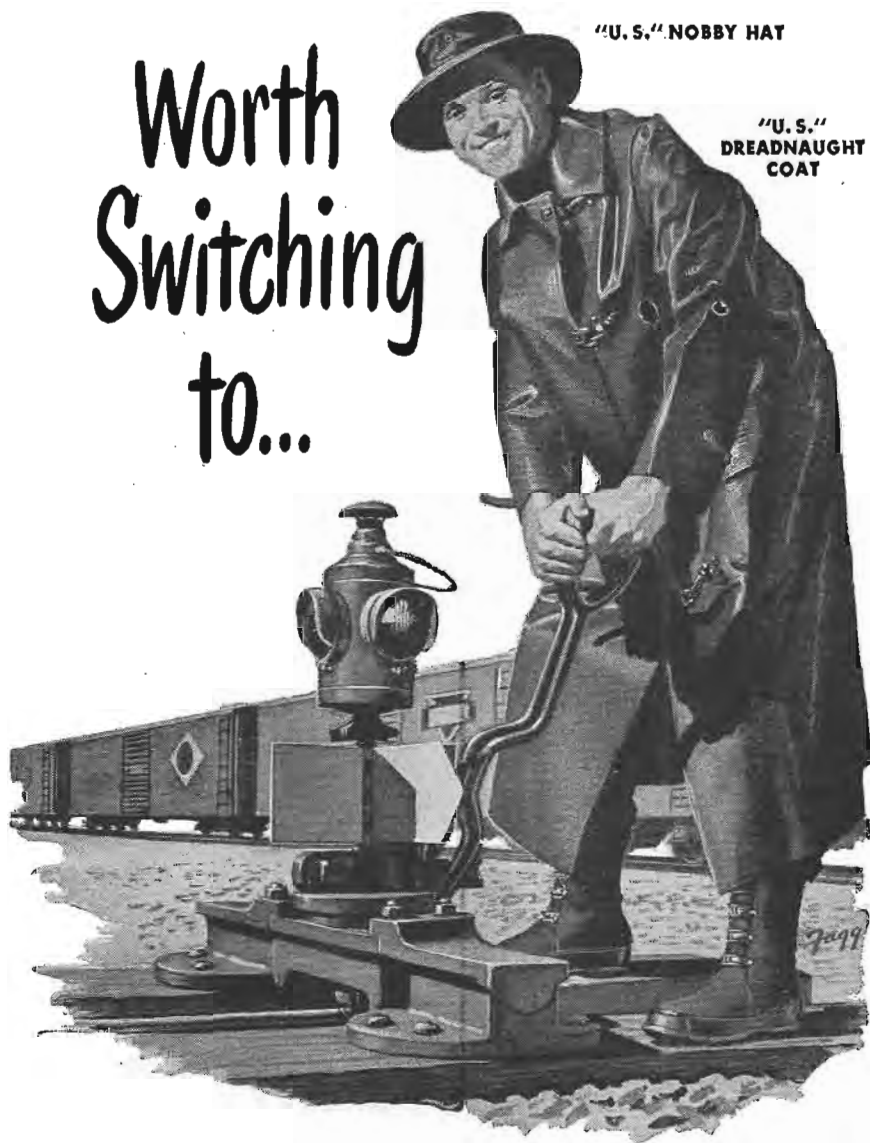
The Milwaukee Magazine

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



OCTOBER 1945

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THE TRAVELERS
HARTFORD, CONN.

Milwaukee Road Assists in Creation of Atomic Bomb

IT WAS during a quiet lull between trains on a February day in 1943 that the Milwaukee Road agent in the branch line station of Hanford, Wash., received a message which made him wonder if his ears had deceived him. It was almost too much for him to believe that the 600 families of the Hanford and White Bluff communities were actually going to be moved up the tracks—lock, stock and barrel.

Now, after two and a half years, those people know why they were moved, and the story of why and how it all came about is an interesting one.

The sudden vaporization of Hiroshima by the atomic bomb provided the army with its cue for telling an incredulous world of the stupendous project which had been pursued in that remote section of the state of Washington, and the terrifying magic it had wrought.

The flash to Hanford was only the beginning. The creation of the "Hanford Project," as this plant for the processing of atomic bomb materials was originally called, resulted eventually in the abandonment of 600 square miles of agricultural land in the Priest Rapids and Richland areas of the Columbia River Valley. The Milwaukee Road's Agricultural and Mineral Development Department, working with other agencies, relocated a total of more than 1,800 families, with all of their earthly possessions.

Milwaukee Road Delivers Enormous Tonnage

Between April 1, 1943, and July 31, 1945, the Milwaukee Road delivered 41,633 carloads of freight, representing 1,733,465,903 net ton miles, at the new Hanford, 21 miles down the branch line from Beverly, Wash. At Hanford the freight was delivered to a short-line railroad operated by the government in the restricted area.

Few people other than the Milwaukee Road men responsible for the job, and the people along the branch line who saw the long, heavily-loaded freights going in, had any knowledge that a history-making development was in progress. The production of a new weapon, the impact of which would smash all existing concepts of war and peace, was a well kept secret.

The government-created town of Richland Village, Wash., on the bank of the Columbia River some eight miles from the project area proper, mushroomed almost overnight. In the course of two years it grew into a city of 60,000 people.

The manufacturing area is subdivided into three huge areas and each of these three in turn is again subdivided into sections covering miles of ground. One of the three main areas contains enormous structures where material was produced. The second area contains huge chemical plants where the material was purified and concen-

trated. The third prepared the raw materials.

Necessary to Develop New Chemistry

A host of formidable new problems such as science had never faced before had to be overcome in the production of the materials and their chemical purification. Not only was it necessary to develop an entirely new chemistry for concentrating this material, but plants had to be designed for performing all the complicated operations involved by remote control, behind heavy concrete walls to protect the workers completely against even the fear of danger.

When the process was first discovered in March, 1941, and the building of plants for producing it was first contemplated, leaders in chemistry feared that it might take at least five years to develop the chemical methods involved. This would have been too late for use in the war.

Since no more than microgram (one-millionth of a gram) amounts of the material could be made by the methods then available, it became mandatory to work on an extremely small scale of operation—namely, the so-called "ultra-micro scale."

On the basis of these "bits of nothing," the huge chemical plants were designed some 10,000,000,000 times greater in scope.

To do so it was necessary to use a host of chemicals in exact proportions, which meant that they had to be used in quantities of micrograms and fractions of micrograms,

within a limit of accuracy of three per cent of one microgram. A human breath weighs about 750,000 micrograms, while a dime weighs 2,500,000 micrograms. To achieve this unheard of accuracy in weighing, special laboratory equipment with extremely high sensitivity had to be designed and built.

Work continued on approximately this scale of operation until about January, 1944, at which time milligram amounts became available. Since then the investigations have continued with larger and larger amounts of material. Experiments on a gram scale became possible in March, 1944, and experiments on a 10 gram scale were begun at the New Mexico site in July, 1944. After that the scale became substantially larger.

Chemical plants costing many millions of dollars were thus designed, constructed and put into successful operation on the basis of this early work with only micrograms. This is the first time that a scale-up of anything near this amount has been accomplished in an industrial development.

The finished plants at the Hanford Engineer Works are huge rectangular structures of great length. They are the most remarkable chemical plants ever conceived or designed by man, where enormous quantities of materials were handled through many successive processes with no human eye ever seeing what actually went on, except through a complicated series of dials and panels that enabled the operators to



An aerial view of Richland, Wash., showing the housing and business development which came into being virtually overnight to accommodate 60,000 people. The city is about eight miles from the main works of the Hanford Project. (Army Signal Corps photo.)

maintain perfect control of every single operation at all times.

Materials Received in Enormous Quantities

The magnitude of the work of construction is indicated by the following general items selected at random!

More than 780,000 cubic yards of concrete were placed, which amount is approximately equal to 390 miles of concrete highway 20 feet wide by 6 inches thick.

Exclusive of railroad rail and special steels, about 40,000 tons of steel were used in building construction.

More than 11,000 poles were required for the electric power and lighting systems, or approximately the number required to build a single pole line from Chicago to St. Louis.

Approximately 345 miles of permanent plant roads were constructed on the site.

The total of more than 40,000 carloads of material which the Milwaukee Road delivered to the government at Hanford were equivalent to a train 333 miles long. To that extent the people of this railroad had a hand in the development of the atomic bomb.

Savanna USO Throws "Choo Choo Dance"

Thanks to the support it has received from Milwaukee Road and Burlington employees, the USO at Savanna, Ill., dubbed its formal ball in late August a "Choo Choo Dance."

As *Program Props*, the USO publication, pointed out in reporting the event, "Savanna is a railroad town, going to bed and rising to the music of the locomotive whistles and chug chug of the switching engines. The Milwaukee 'Hiawatha' gate was on one side of the hall and the Burlington 'Zephyr' on the other. The walls were lined with pictures of the Milwaukee and Burlington trains. A huge painting of the 'Hiawatha' decorated the stage."

The arrangements and decorations for the dance were under the supervision of the USO Junior Hostess Club, a large majority of whose members are girls employed by the Milwaukee Road. The dance floor was crowded all evening with service men from the Savanna Ordnance School and their Junior Hostess partners.

A good many of the volunteers who for the past three and a half years have been working on the USO food and refreshment committee, the housemothers committee and the senior hostess committee are either employees of the Road or are members of employees' families.

A. J. Reinehr, agent at Savanna, has been a member of the USO operating committee for more than three years and its chairman for one year. During that time he has given travel information to thousands of service men.

Abraham Lincoln was as just and generous to the rich and well-born as to the poor and humble—a thing rare among politicians.—John Hay.

Any chimney too warm to hold the hand against with comfort is a fire hazard.

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Robert J. Walker

Robert J. Walker, milk traffic agent for the railroad, died in the Chicago Union Station on Sept. 9, shortly after arriving from Minneapolis on the Hiawatha. He had been in service almost 59 years.

"Bob" Walker, as he was known throughout the railroad, was 84 years of age, having been born on Mar. 20, 1861, in Fergus, Ontario, Canada. He entered the service of the Milwaukee Road on Nov. 2, 1886, in the baggage department in Milwaukee. Shortly thereafter he was transferred to Sioux City where he remained several years before being appointed to the position of milk traffic agent at Chicago.

Mr. Walker served the company efficiently and with great fidelity. Although he lived to an advanced age, his death came as a shock to his great circle of friends on the railroad and in the dairy industry, chiefly because he had continued to be active in his work and demonstrated a keen interest in the affairs of the railroad. He was for years a director of the Milwaukee Employees' Pension Association, as well as a director of the Milwaukee Railroad Veterans' Association.

Mr. Walker's wife preceded him in death on Feb. 9 of this year.



"Fustest with the Mostest"

To paraphrase the remark credited to General Forrest of Civil War fame, the Milwaukee Road can lay claim to having gone into the European fracas fustest with the mostest commanding officers of railroad outfits. We can't be real sure which railroad sponsored the first battalion to hit the coast of Europe (although the Milwaukee's own 757th was the first shop battalion on the Continent) but if any road has more rail battalion commanders, we haven't heard about it. Here's the Milwaukee Road line-up:

Lt. Col. W. J. Hotchkiss, former superintendent of the H&D Division, commands the 744th Railway Operating Battalion, sponsored by the Milwaukee Road.

Lt. Col. J. W. Moe, former machinist in the Minneapolis locomotive shop, is commander of the 757th Railway Shop Battalion, sponsored by the Milwaukee Road.

Lt. Col. J. D. Shea, former trainmaster at Aberdeen, S. D., commands the Pennsylvania Railroad's 724th Railway Operating Battalion.

Lt. Col. F. R. Doud, former H&D Division superintendent, is commander of the 712th Railway Operating Battalion, sponsored by the Reading Railroad.

Furthermore, Col. N. A. Ryan, now in the United States, left his position as general manager Lines West early in the war to take over as assistant chief of transportation and military railroads in the European Theatre; and Col. F. L. King, former LaCrosse and River Division master mechanic, is now serving as assistant general manager (equipment) of the 2nd Military Railway Service.

If any railroad can top the Milwaukee Road record, we would like to know about it; we'll even publish a correction.

Army freight moved by rail totaled 278 million short tons in the 43 months following Pearl Harbor, which is equivalent to approximately 244,288 train loads.

Where there's always uniform opinion, you'll find that part of the crowd isn't thinking.

OUR SAFETY RECORD

FIRST EIGHT MONTHS

	Employee Casualties			Total Man-Hours Worked	Casualty Rate
	Fatal	Injured	Total		
1945	11	550	561	67,956,311*	8.26*
1944	10	519	529	68,031,405	7.78
Increase or					
Decrease ...	+1	+31	+32	-75,094	+0.48
Percent	+10	+6	+6	-0.1	+6

*Estimated

The 744th and the Chemin de Fer Belges

WHEN Lieutenant Colonel Hotchkiss' 744th arrived in Belgium in late 1944, the battalion did four things in a big hurry—(1) took over a new and larger territory, (2) assumed the role of "good neighbor" and co-worker with the National Belgian Railroads, (3) got physically involved in the German breakthrough, and (4) lost a part of its "heart" when Maj. Jim Shea was transferred to a command of his own, another railway battalion. Since that time the outfit has worked plenty hard on its streamlined 24-hour-a-day, 7-days-a-week business of hauling supplies.

This new territory required all the skills and knack of railroading combined with tolerance and understanding of a foreign people whose ideas, language, and railway operations are altogether different from our own. A common dislike for the Nazis was the greatest asset. This type of operation, working with another country's track, equipment, and personnel, is called "Phase II Operation" by the Military Railway Service. And by the end of the first two weeks the 744th was well on its way to solving the major problems of such work. Interpreters had been hired and placed at the more important stations, operators were turning regular tricks the same as operators back in Moberg, S. D., and, with the installation of a complete dispatcher's circuit by Lt. Ferdinand A. Ziebell's signal gang, the dispatchers under Lt. M. P. O'Loughlin were filling train sheets with records of military movements. As usual, Colonel Hotchkiss was riding herd on the whole division, keeping up his reputation in the Second Military Railway Service as "The Queue Buster."

Three months later, as evidence that the outfit had moved hundreds of thousands of tons of supplies, the armies farther up suddenly erupted and started flowing in all directions over the German countryside. The men of the 744th are pleased with the work they have done.

In order to appreciate fully the many difficulties, or irregularities, which the 744th encountered when it began operating on its



This picture, taken in Belgium, where the 744th Railway Operating Battalion is now railroading, shows Lt. H. M. Aggers (left), former machinist at Miles City, and Lt. Donald D. McGeen, whose father was at one time general freight agent in St. Paul. The character in the middle is T/3 Mickey, who is bucking to be a K/9 first sergeant.

The Army Transportation Corps gives an account of the job being done in Belgium by the Milwaukee Road's own 744th Railway Operating Battalion.

present territory, one must know something of the setup of the Belgian railways. The greatest obstacle, of course, was language. Hand a set of train orders in the best French in the world to Sgt. Bill Plattenburger, late of Savanna, Ill., and now a "C" Company conductor, and he still wouldn't know whether the train was to go over the hill to Berlin or Tokyo. The hiring of

civilian interpreters helped ease that trouble. Then there was the completely different system of signaling and signal lights that would stump any GI engineer. Weekly orientation classes were set up to give the men lessons in Belgian signaling.

Belgian Railroads Government Owned

The Societe Nationale des Chemin de Fer Belges is unlike the huge, privately-owned roads in the States, in that, like all Continental railroads, it is directed and largely owned by the government.



At the 744th headquarters in Charleroi, Belgium, Lt. Col. W. J. Hotchkiss, commander of the battalion, looks up from the Aug. 14 issue of "Stars and Stripes" with an it-won't-be-long-now grin.

News Notes from the 744th

IT'S an interesting story they tell on Colonel Hotchkiss about one move the battalion made back in the hectic days in France. Taking on more territory on very short notice, the outfit had to move and begin operation all at once. Everybody milled about in a mad rush, trying to do three jobs at once. It all started on a Thursday and it was the following Saturday night, three days later, before Colonel Hotchkiss stopped long enough to grab 40 winks. He almost slept the clock around then, but the railroad was going, trains were moving, two "queues" had been eliminated, and the 744th was already getting into a routine swing.

Lt. Lambert D. Keating, former rodman in the Milwaukee Road engineering department, Chicago, and now of Company "A", has been promoted to first lieutenant. Also, Lt. Joe Welch, of Milwaukee, has been upped from second lieutenant to first lieutenant.

The Milwaukee Road should have plenty of train dispatchers when the boys come home. T/Sgt. Frank Bradash, of Montgomery, Minn., handles a trick as assistant chief and works with three other furloughed employees of the Road who are now dispatchers in the 744th: T/Sgt. Joe Daly, of Hastings, Minn. (he worked out of La Crosse, Wis.); Sgt. Melvin McGoon, of Minnieska, Minn.; and Sgt. Stanley Jones, of Faribault.

Usually at one of the busiest terminals on the territory you can find Sgt. Glenn Miller, Kansasville and Beloit, Wis., in charge of the operators and seeing that all goes smoothly.

Cpl. Mike Martin, from the Minneapolis local freight office, is the personnel man for Company "C" and is something of a GI payroll artist.

Somewhere along the line you can always find the track gang of Sgt. Elmer Lottes who used to work as a foreman in and around Minneapolis, hard at work renewing, repairing, and rebuilding.

The network of lines that completely cover the country are controlled by a director general, named by a council of government officials and stockholders. Under him the railroad is divided into groups, somewhat like the divisions on an American road. The *Chef de Groupe*, or head of each of these groups, is comparable to our division superintendent and he has a staff which corresponds roughly to those at home. The battalion now operates over four of these groups.

From top to bottom the government stands behind the operation and in those all-too-numerous years when there is no margin of profit the government lays the amount of the loss on the line. Before the war, the railroad men had a separate union of their own, though the part it played is a little dim since the government had its finger on the controls.

The railroad, perhaps because of its somewhat mixed array of backers, is forced to keep a very strict time study of every job. It knows how much coal, almost to the very lump, is required on a run. A train crew that uses less than the set amount gets a bonus; the crew that has the misfortune to use more has the difference docked from its pay. The time required for fixing a hot box, for example, has been figured through the years till the man who undertakes the job is assigned so many minutes to do it. Then, like the train crews, he is either given a bonus or is docked, depending on how long it takes him to complete the job. A conductor whose train is so

Colonel Shea's Rail Battalion Receives Record Number of Awards

many minutes behind schedule on a run will find himself short a few francs in his next pay envelope. Even the stenographic help, when handed a batch of letters, is allotted a quota of time for their completion. So far, no one has been able to figure out who makes a time study of the man who makes the time studies. Although this system has been somewhat disrupted by over five years of war, it is still in operation.

Only because of their great losses in equipment and personnel, which had been "allowed" to go to Germany during the past few years, was it necessary for the Americans to step in and help. The Belgians were eager enough to move Allied military trains, as they were plenty tired of the Boche. So were the GIs for that matter, but the liberal-minded American soldiers who, come hell or high water, were going to keep the trains moving, had a little trouble understanding some of the ways of the SNCFB. Where the Belgian fireman stood with his poker, raking the fire over and over and, incidentally, saving plenty of coal while burning himself to a crisp, the GI fireman laid to the shovel and crammed the firebox full for more speed. Exponents of different ideals, you might call it.

Whatever it is, together it has helped beat the Germans. The officers and men of the 744th, railroaders and diplomats, have more than doubled the work they did in the early days in France. In March alone they handled more than 800,000 net tons by working with the Belgian personnel and averaged more than 3,000 miles a day in movements.

744th Operates 500 Miles of Railroad

Of course the actual size of the unit's territory is largely responsible for this great increase in volume over French operation.

The outfit is spread over more than 500 miles of railroad. "A" Company men have in several cases been used as yard clerks or enginehouse helpers, relieving desperately needed "C" Company men for road duty. "B" Company has been operating two large roundhouses in addition to having "car knockers" at all the busier terminals, hurrying at their important job of checking journal hoxes and running gear.

Someday this will all be over and the men will be back in the States. Milwaukee Road men will go back to the Milwaukee, others will go to their railroads, and still others will want to sit in the sun and rest. There'll be stories, real stories, to tell then. We all hope it's soon, and until then the people at home can be sure the 744th is doing all it can to make it so.

A rustic visitor to the city made a desperate run for the ferry boat as it was leaving the slip. With a mighty leap he covered the intervening space, then fell sprawling to the deck, where he lay stunned for about five minutes. At last, he sat up feebly and stared dazedly over the wide expanse of water between boat and shore. His eyes widened in amazement.

"Holy smoke," he exclaimed. "What a jump!"

A counter irritant is a woman who shops all day without buying anything.

AT a battalion ceremony in Paris on Aug. 13, held on the grounds of the famous Louvre, one-time French royal palace and now the home of the world's greatest collection of art, Lt. Col. Shea and 31 officers and men of his 724th Railway Operating Battalion were presented with an unusual array of awards. Colonel Shea, who was trainmaster at Aberdeen, S. D., prior to entering military service, can take pride in the fact that the battalion under his command received more awards at this one ceremony than had ever been bestowed on a railway outfit.



Lt. Col. F. R. Doud (left), former H&D Division superintendent and now commander of the 712th Railway Operating Battalion, and Lt. Col. J. D. Shea, commander of the 724th Railway Operating Battalion, former trainmaster at Aberdeen, S. D. The picture was taken recently during a visit Colonel Shea made to Colonel Doud's headquarters in Hanau, Germany.

Brig. Gen. Carl R. Gray, Jr., director general of the Military Railway Service, who made the presentations, addressed the men following the ceremony. "Of all the times it has been my pleasure to bestow medals," he said, "this is the first time any one outfit ever received at one time the number that are bestowed here today. It indicates several things. It indicates individual bravery and devotion to service. It indicates this is the right kind of an outfit or they could not have produced so many exceptional men. I congratulate you heartily as individuals and as an organization. You have served superbly, and I commend you all."

The awards consisted of three Silver Star Medals, two Purple Hearts, 14 Soldier's Medals, 13 Bronze Star Medals and two Certificates of Merit. Colonel Shea, as reported in the September issue of the Milwaukee Magazine, received the Soldier's Medal for heroism in the salvaging of 200 carloads of ammunition following a bombing attack on the rail yards at Soissons, France, on Dec. 27, 1944.

Unit Sponsored by Pennsylvania

The 724th, sponsored by the Pennsylvania Railroad, arrived in France soon after the break-through from the Normandy beachhead. Although the unit was at first superimposed upon the territory of another battalion, rapid changes soon spread the 724th over wide stretches of France, following the advancing armies within a few miles of the combat troops.

High on the list of the unit's accomplishments in those days was the running of

the first supply train into Paris, and later on the first trains into Belgium. Crews were sometimes fired upon by enemy snipers along the lines.

This was a new kind of railroading. On one occasion the battalion was handed the job of moving to an entirely new territory, with initial operations starting only two hours after arrival and less than 48 hours after receipt of movement orders. During this strenuous period the commanding officer, Maj. Benjamin F. Hanst, became ill and had to be evacuated. Jim Shea, a major at that time, connected with the 744th Railway Operating Battalion, stepped into his place to become one of the youngest battalion commanders in the Military Railway Service.

"Leap-Frogging" Adds Territory

As the front moved up, other units "leap-frogged" the 724th and conditions changed rapidly. In one case the territory of three other operating battalions was all added to the 724th's assignment so that, instead of running 100 or 125 miles of track, the outfit ended up with 1,095 miles of single and double track line, including five main terminals and four major port terminals.

Shortly afterward, joint operation with the French was introduced and gradually the actual handling of trains passed more and more into French hands until the 724th was serving largely in a supervisory capacity. In emergencies, however, the battalion takes complete charge, since the civilian railroaders do not have the equipment to deal with such things as wrecks and derailments.

To Have and Too Old

The bride, white of hair, is stooped over her cane,

*Her footsteps, uncertain, need guiding,
While down the church aisle, with a wan,
toothless smile,*

The groom in a wheel chair comes riding.

And who is this elderly couple, thus wed?

You'll find, when you've closely explored it,

That here is that rare, most conservative pair

Who waited till they could afford it!

Your Boss

Whom do you work for? The boss? Ah, no! He merely points you the way to go. He sets up the tasks that you're hired to do, but he isn't really the boss of you.

Whom do you work for? The boss of the boss? The company handing your pay across? You owe them the best that you have, 'tis true, but neither one claims to be boss of you.

Whom do you work for? *Yourself*, my friend. From morning's light till the day's dark end. And the boss whom you finally answer to is nobody else in the world but you!

—From *The March of Type*.

The Milwaukee Magazine

A Profile of the 757th Railway Shop Battalion

FROM its commanding officer, Lt. Col. John W. Moe, down to the lowest ranking private the 757th Railway Shop Battalion now in Kassel, Germany, is one of the outstanding battalion-size organizations on the continent of Europe today, and particularly in the United States Army's occupational area in Germany.

That the 757th is one of the most outstanding military railway service organizations on the Continent is no surprise to people who knew the battalion when it was activated at the Army Service Forces Unit Training Center in New Orleans, La., on June 10, 1943, by Col. Fay L. King, now assistant general manager (equipment) of Second Military Railway Service. This battalion was sponsored by the Milwaukee Road, and 10 of its officers, including Colonel Moe, who was formerly a machinist in the Minneapolis locomotive shops, worked for the Milwaukee as civilians before swapping mufti for khaki in the spring of 1943. Enlisted men who are not former railroad men have acclimated themselves and have been schooled by the former railroaders in the tricks of the railroad mechanical shop trade.

At least two miracle-like accomplishments are credited to this battalion—the herculean job of bringing order out of chaos in the operation of the first railway shop in France in World War II, and the present operation of the Henschel & Sons Locomotive Works at Kassel, Germany.

Visiting the 757th Railway Shop Battalion today and seeing for yourself what this battalion is accomplishing, not only in its technical phase, but in the matter of promoting the things which add up to *esprit de corps*, is one of the rare treats served up in army occupation life. This battalion has rolled up its sleeves and is really doing something about making its present tour as pleasant as possible.

Even the most liberal kibitzer wouldn't have bet a mark on the chances of Capt. Charlie Smith (executive officer) finding a place for the battalion when, as advance party with Chief Warrant Officer Neal H. Raimier, he arrived in Kassel in late April. As a matter of fact, a higher echelon of command had made a reconnaissance of the remains of Kassel and pronounced this former metropolis of 217,000 people "a rubble-heaped, completely destroyed place to by-pass." But when you look at Charlie Smith you can tell he is the type who doesn't scare easily. He seems, along with Colonel Moe, to typify the aggressive, dogged, imperturbable spirit of the battalion's 600 enlisted men who aren't afraid of hard work.

The Fatigue-Clad Boys Pitch In

A bull-dozer could have been used to advantage in getting into the bowels of the Henschel plant. That's how badly the allied air force had piled up the city of Kassel; even today as you drive through its streets you get the impression that the cellars have been piled onto what used to be the rooftops. The smell of death was and still is

From the Army Transportation Corps comes this story concerning the 757th Railway Shop Battalion, sponsored by the Milwaukee Road.

in the air, but by the time the organization arrived on May 5 the billets were ready and this perennially fatigue-clad battalion was in for one of its largest and, perhaps, its last big clean-up job.

In Kassel today Colonel Moe has the kind of set-up so many commanding officers dream about. He modestly remarks, "I'm just the commanding officer; the men and officers of my command do all the work." To an outsider it's almost like a trip to a modern American war plant. Colonel Moe and his men have effectively harnessed the potentialities of one of Germany's former great industrial plants, Henschel and Sons Locomotive Works. Comparing favorably with America's Baldwin Locomotive Works in Philadelphia before the war, Henschel and Sons specialized in the production of new locomotives, turning out an average of three a day. With the advent of the war, the Nazis forced conversion to the turning out of tiger royal tanks. A few almost completed turrets are still in one of the plants today. In all, plants operated by this battalion are: No. 1, back shop repair, assembling of new locomotives; No. 2, repair and manufacture of boilers, machines and locomotive parts; No. 3, wood and metal pattern shop, planing mill, manufacture of frames for locomotives, foundry; car shop, coach and wagon repair; Wegman plants No. 1 and No. 2, coach and wagon repairs; and Gebrode and Crede Company, coach and wagon repairs. In nearby Gottingen, another plant is effecting railroad back shop repairs under 757th Railway Shop Battalion supervision.

Not only was this railway shop battalion the first to operate in France in World War II, but it was also the first to operate in Germany. Strategically situated in the

middle-distance area between the Port of Bremerhaven and the American army of occupation area in south Germany, Kassel, the 757th and the Henschel Locomotive Works mean a lot to the Military Railway Service in the repair and reconditioning of locomotives used on the permanent American railway line of communication. In addition, the battalion will turn out new locomotives of German design.

This battalion of 27 officers and 603 enlisted men has practically its entire installation under one roof, and within the confines of fences, making it compare favorably with a post, camp or station in garrison soldier life in America. Entering the front gate, you are stopped by an armed battalion guard who checks your trip ticket. Then you wind your way past the thriving activity of men working on locomotives and parts of locomotives, and finally to the large motor pool area. The headquarters is located and the enlisted men are billeted in a five-story building formerly used as administration building by Henschel and Sons.

Generally the first officer you meet is 1st Lt. Norbert R. Reffert of Cleveland, Ohio, who is the battalion adjutant. He ushers you in to see Colonel Moe who, if not on a tour of the installation, will be found sitting behind his desk in a clean, comfortable office. He is an assuring sort of man. He makes you feel off-hand that he knows everything going on in all phases of the battalion's operations.

Battalion Has Theatre and Its Own Talent

"See that piano on the stage," he said as we entered a building the battalion has fixed up as a theatre. "Well, it's one of the finest in Germany and we have two more just like it." He said the theatre was originally used as a part of the motor pool, and didn't even have a roof on it. The battalion show house is complete as to stage, curtain, air-conditioning, and indirect lighting; it even has regular theatre seats.

(Continued on Page 20)



"General Gray's Gull," a German condenser type 2-10-0 locomotive, which the 757th dedicated in honor of Brig. Gen. Carl R. Gray, Jr., director general of the Military Railway Service, at a ceremony on May 23, 1945.



The Story of the Lewis and Clark Expedition

By R. H. Fletcher

(Copyrighted 1945)

AMERICAN

The accompanying article is the first installment of "American Adventure," a condensed history of the Lewis and Clark Expedition, which is to be published serially in the Milwaukee Magazine, as well as in many other magazines and newspapers in Louisiana Purchase and Lewis and Clark Trail states, in connection with the celebration of the 140th anniversary of the expedition. Actually, the memorable explorations of Meriwether Lewis and William Clark began in 1804 and were completed in 1806, but the American Pioneer Trails Association, sponsor of the commemorative program, has selected 1945 as the year for observing the 140th anniversary.

R. H. Fletcher, author of "American Adventure," is a resident of Butte, Mont., and serves as regional director of the American Pioneer Trails Association. The Montana Chapter of that association has assumed leadership in the celebration program which will reach its climax on Oct. 10 when approximately 500 Lewis and Clark Trail markers will be dedicated at many points along the route taken by the adventurers through the Northwest.

Starting from St. Louis, the Lewis and Clark Trail followed the Missouri River and other streams through Missouri, Iowa, the Dakotas, Montana, Idaho and Washington. The sites of many of the important cities and towns on the Milwaukee Road figure prominently in Lewis and Clark history, and many of the rivers and streams familiar to Milwaukee Road employees were named by these intrepid explorers. It is believed that as a background to the history of the Northwest and of this railroad, the story of Lewis and Clark will interest readers of the Milwaukee Magazine.

CHAPTER I.

BY TREATY with England at the close of the War for Independence our nation's frontier boundary leaped westward from the Ohio river to the Mississippi. Then, through mountain gaps, along rutted traces and down winding water courses poured a flood of self-reliant men and women eagerly seeking land. They followed in the moccasins tracks of the adventurous long-riflemen just as the earlier settlers of Tennessee and Kentucky followed trail blazers like Daniel Boone.

In the new "Northwest Territory" flashing axes felled trees for cabins and split

fence rails to surround clearings just ahead of the plow. Commerce, as always, followed settlement. Luxuries and certain manufactured goods could bear the cost of wagon haulage from the East but farm and plantation produce to be shipped back required cheaper transportation. The Ohio and the Mississippi became the most convenient thoroughfares to market. Tobacco, corn, wheat, lumber, and pork could be floated downstream to the Spanish port of New Orleans for further water transport to American coast towns and to Europe.

New Orleans was the bottleneck that controlled the flow of river traffic from the interior. Spain was no longer the enterprising, aggressive power that she was in the days of the Conquistadores. Europe was in the throes of military and political intrigue. Napoleon, riding the crest of the wave, was ambitious to expand his power and influence. American farmers of the back country were afraid the river outlet might be barred to them. Their fears were justified. In the summer of 1802 Spain closed New Orleans to American commerce and not long afterwards the news leaked out that France had taken over Louisiana.

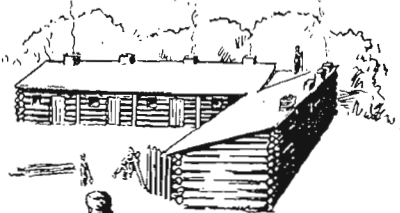
In the western country, now known as Ohio, Indiana, and Illinois, resentment ran high. The independent settlers were neither slow nor soft spoken in expressing their opinion. They emphatically suggested that unless the government took immediate steps through diplomatic channels to open the port of New Orleans, they would do it themselves by force. It was a ticklish situation.

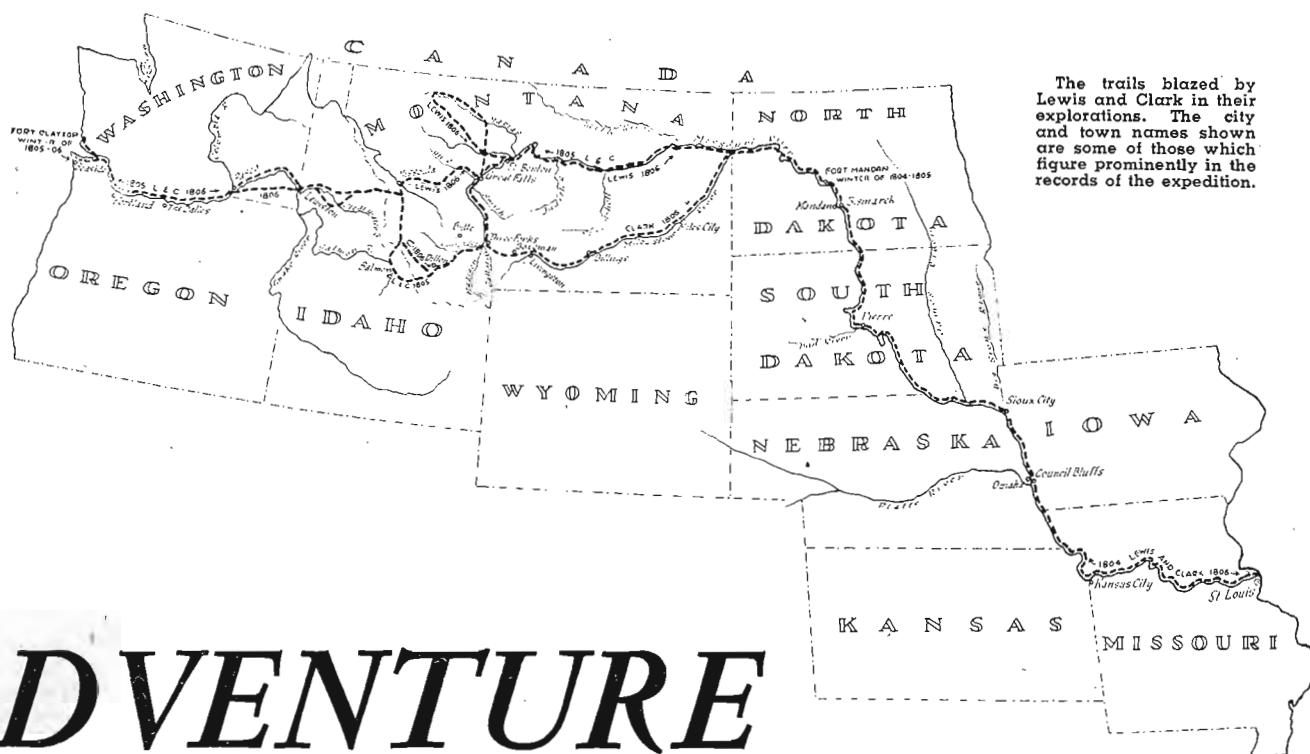
President Jefferson heeded this clamor from the backwoods and instructed Robert Livingston, our minister to France, to determine Bonaparte's attitude toward selling us that part of Louisiana which controlled the mouth of the Mississippi. The Louisiana

of that day included an undetermined area, as originally claimed by LaSalle, stretching west from the Mississippi to the continental divide. James Monroe was given the impressive title of Minister Plenipotentiary and Envoy Extraordinary and sent to reinforce Livingston. So the first negotiations that resulted in the Louisiana Purchase had the opening of the Mississippi river to American trade as their objective rather than expansion to the west.

NAPOLÉON had laid plans to renew war in Europe. He needed funds. The French fleet was no match for the seafaring British and he was certain to lose his American possessions to that rival power. He made a quick decision. He could kill two birds with one stone. The unexplored back-country of La Louisiane was worthless to France. Why not let the tail go with the hide? By selling it all to the United States he could replenish his treasury and at the same time embarrass England by enlarging lusty young America as a barrier to England's ambitions for New World development.

He offered the whole vast, vague expanse to our agents for a consideration amounting





ADVENTURE

to \$15,000,000. Our representatives had no specific authority to commit the United States to such a proposal. It momentarily rocked them back on their heels. But there were no cables, radio nor planes for rapid communication. They were on their own and it was now or never. To the everlasting credit of Robert Livingston and James Monroe, they had the courage to sign on the dotted line, Apr. 30, 1803. The world's greatest real estate deal was made.

When news of the commitment reached America, anguished wails of protest arose from the Atlantic seaboard, where there was small sympathy for the roughhewn West. Eastern manufacturers and merchants had misgivings that the balance of political power might shift in that direction. The pessimists complained that we had no need for so extensive a territory and no money to pay for it. Within less than a hundred years the "worthless wilderness," acquired with such startling abruptness, was valued well into billions of dollars, seven full states and parts of six others had been whittled out of it and millions of people were living there.

It so happened that trans-Mississippi horizons had long interested Thomas Jefferson. John Ledyard, who had sailed the west coast with Captain Cook, had told him of its possibilities for trade. Robert Gray, exploring the Northwest coast for Boston traders in 1792, had discovered a mighty river and had named it after his ship, the Columbia. By virtue of Gray's reports, we had laid claim to the region of unknown area, called Oregon.

The Governor and Company of Adventurers of England trading into Hudson's Bay, better known as the Hudson's Bay Company was employing French-Canadian voyageurs, couriers du bois, geographers and explorers to extend their fur trade to the west. Already they and their Canadian rivals, the Northwest Fur Company, were encroaching on American borderland.

In January, 1803, before the Louisiana Purchase was thought of on this side of the Atlantic, President Jefferson sent a confidential message to Congress asking for a \$2,500 appropriation to finance an expedition to the northwest coast by land. He pointed out that such an expedition could make valuable contributions to scientific and geographic knowledge, and without giving too much public emphasis to its true purpose, it might forestall a British claim to the half-legendary Oregon country which separated La Belle Louisiane from the Northwest Pacific coast. Congress approved the plan and appropriated the money. The amount was based on an estimate of expense prepared by the President's private secretary, Meriwether Lewis. It was enough.

Then came word of the purchase, and the start of the expedition was delayed until formal transfer of ownership could be made. In light of subsequent events, Jefferson's plan was not a bad idea. Lady Luck, inspiration and American enterprise were busily shaping the destiny of this continent.

CHAPTER II.

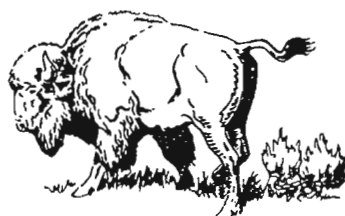
THERE were hardy silvertips among the frontiersmen but America was vibrant with youth. What they lacked in scholastic opportunities was offset by natural acumen and good horse sense whetted to a razor edge by practical experience. The leaders and most of the personnel of the exploratory expedition were chosen from the younger generation. It could be no hit-and-miss affair. There were thousands of miles of turbulent rivers to be navigated, formidable mountain ranges to cross and dense forests to be threaded. They must depend upon

their skill and ingenuity to "live off the country," on their courage and diplomacy to gain safe passage through the hunting grounds of savage tribes, and on their determination and physical stamina to overcome other obstacles. It was no chore for tenderfeet.

The men who made up the party were handpicked for their especial qualities. Twenty-eight-year-old Meriwether Lewis was to head the expedition. Born and reared near Monticello, the President's Virginia home, Jefferson had known and observed him from childhood. He had attended a "Latin school" for several years and when 20 years old had joined the militia. He soon transferred to the regular army and was given a captain's commission when 23. He combined studious qualities with vision and im-

agination. The President had the utmost confidence in his judgment. Lewis had sought the assignment and was overjoyed when he received the appointment. He immediately gave evidence of his executive ability and unselfish traits by asking to have his friend, William Clark, made co-commander. This was a wise move, for it allotted authority and responsibility in case one of the leaders was killed or incapacitated.

Captain Clark was four years older than Meriwether Lewis and they had served together in the army. Clark, too, was a Virginian by birth. When a boy, he moved with his family to Kentucky. His oldest brother, General George Rogers Clark, had given the family name military prominence through his exploits in the Northwest Territory during the Revolution. His Scottish grandmother, Mary Byrd, had bequeathed him her red hair. His experience, disposition and natural talents made him particu-



larly well fitted to share the leadership with Lewis.

The party, as it finally left the vicinity of St. Louis, comprised 45 men. Besides the two leaders, there were 21 soldiers recruited at frontier army posts from men who had volunteered for the expedition. Three of them, Charles Floyd, his cousin, Nathaniel Pryor, and John Ordway, were made sergeants by the commanders. There was one corporal, named Warfington, and 17 privates. Nine other members of the party were young frontiersmen from Kentucky. Cruzatte and Labiche were French watermen employed for their boating experience. Then there was Captain Clark's Negro servant, big York; Drewyer, who had enough Indian blood in his veins to qualify him as hunter and interpreter for the party, and nine voyageurs. The men represented every part of the United States.

CAPTAIN Lewis, Bill Bratton, Alex Willard, and no doubt others of the party were in their twenties, while handsome George Shannon was a boy of 18 when the expedition started. The traits and training which made the men acceptable recruits were evidenced in their later careers. Young Shannon returned to become a college graduate, then a circuit judge in Kentucky and finally United States attorney for Missouri. The lighthearted Pat Gass was the last survivor. He died in West Virginia, 1870, when almost 99 years old.

Corporal Warfington and six of the soldiers were attached to the party for the first stage of the journey only, as were the nine voyageurs. The extra military detail was taken to serve as a reinforcement through the lower country, dominated by Indian tribes. The voyageurs were to help get the heavily laden boats through the lower river to the first winter's camp and were then to bring the corporal and six privates back to St. Louis.

The original plan was to start in the fall of 1803. They were disappointed as the Spanish commandant had not received official advice regarding the transfer of Louisiana and so could not get permission for the Americans to enter what might still be Spanish or French territory. That long, severe winter was spent in camp at the mouth of the Wood river just above St. Louis on the American side of the Mississippi. The delay had some advantages. It gave time for drill and further preparation. The commanders had an opportunity to observe and appraise their men. The men had a chance to become well acquainted and to adjust themselves for a long period of forced companionship. One misfit might well have caused serious friction, discontent, and even disaster.

Captain Lewis acquired a valuable friend in St. Louis. Little Dr. Antoine Saugrain was a Parisian scientist who had studied with Benjamin Franklin. A royalist, he had escaped from France at the beginning of the Revolution, finally settling in St. Louis to practice medicine. He found an eager student in Meriwether Lewis. Before joining Clark on the Mississippi, Lewis had spent a few months of concentrated study in

Philadelphia where he was coached in such subjects as astronomy, surveying and botany. Dr. Saugrain supplemented those studies with other timely information. He made thermometers and barometers for Lewis and taught him the rudiments of medicine and surgery—probably a sort of first aid course.

The active little doctor showed him how to make matches at a time when they were unknown to the world at large and supplied Lewis with sulphur and phosphorus so that he might make them himself. Dr. Saugrain presented the captains with a supply of smallpox virus received from Paris, besides donating and recommending simpler remedies with which he helped Lewis and Clark stock a medicine chest. All of this proved very helpful later on.

Other supplies and equipment were carefully chosen and collected. Arms and ammunition, clothing, tools, surgical and astronomical instruments and a generous supply of Indian presents were boxed and bailed. Powder was ingeniously packed in lead canisters, each canister containing enough lead, when melted and cast in bullet molds, to match the powder. This arrangement kept the powder dry and the canisters could be easily cached. They also had a repeating air gun, no details of which are now known. It was frequently exhibited to Indians and never failed to produce the desired amount of astonishment as being "big medicine." Obviously food for so long a journey could not be carried with them. As they must depend on barter with the Indians and on their own prowess as hunters, provisions were restricted to staples such as flour, salt pork, meal and salt.

THEIR large "batteau" was of the keelboat type in common use at the time on the Ohio and lower Mississippi. It was 55 feet long and equipped with one large square



A keel boat.

sail and 22 oars. Keelboats were used extensively on the rivers up to 1830. However awkward they may have been in appearance, they were stoutly built craft of large cargo capacity, comparatively shallow draft and designed to withstand the mauling of rapids, snags, floating timber and sand bars. In place of the customary "cargo box" usually rising four to five feet above deck and cut off at each end about 12 feet from the bow and stern, the Lewis and Clark batteau was constructed with a forecastle and a cabin, to be used for protective cover in case of storm or Indian attack.

Propelling a keelboat was no idle pastime. They were cordelled or towed upstream with a line running from a high mast stepped a little forward of midship. The line was rove through a ring which was connected by a short line to the bow, an arrangement which carried the line clear of brush along the shore. It took considerable man-power

on the free end of the line to tow one of those bulky boats when heavily laden.

The space fore and aft of the cabins as well as a narrow strip along each side was decked over. Under certain conditions the boat was poled. Each boatman was provided with a setting pole equipped with a knob at the upper end which fitted the hollow of his shoulder. The men would set their poles on the river bed slanting downstream and walk aft in single file on the narrow deck strip pushing as they went. When the first man reached the stern, he would retrieve his pole and return to the bow to start again. In this fashion, with a large enough crew, there was an endless chain of boatmen in action. There is a technical question involved in such procedure. At the end of the day had these stalwart gentlemen been riding upstream or walking downstream, and if they walked downstream as fast as they rode upstream how did they manage to get anywhere? In any event they were surely working their passage the hard way. In deep water the crew manned the oars and rowed. When fortunate enough to have a favorable breeze, they set the square sail. Twelve to 15 miles a day was considered a good average, upstream.

Besides the batteau, the expedition started with two "pirogues," probably of the type known later as "mackinaws." They were flat-bottomed, open affairs, one provided with six oars, the other with seven. Two horses were to be led along the banks of the river for use in hunting and packing game to the party.

At St. Louis on May 9, 1804, the Spanish flag was lowered and the French banner raised. Major Stoddard of the U. S. Army and Captain Lewis and Captain Clark were present. The French flag was to be taken in at sunset, but in deference to the pleading of the French inhabitants of the little river settlement, it was permitted to remain aloft all night. On the following day it was lowered to be replaced by the Stars and Stripes. The river was now free of ice and in midafternoon of the following Monday, May 14, Captain Clark gave the order to shove off and the expedition was at last launched on the great adventure to the Pacific Coast.

CHAPTER III

IN 1804 the Wild West literally began at the backdoor of St. Louis. Wild game and equally wild Indians were only a whoop and a holler from the settlement which even then had developed a very sizeable fur trade with the interior. It was spring and the Lewis and Clark party frequently met trappers and Indian traders bouncing down the river on rafts in haste to reach St. Louis and dispose of the winter's catch.

The seasonal high water so favorable to downstream travel was just an added obstacle to the explorers. They struggled heroically against the current that built restless sandbars to block channels and then unpredictably washed them away with astonishing speed. Banks crumbled and menaced them overhead, while vicious, underwater snags tried to claw holes in the hulls of their boats. Broken branches and whole trees thrown into the giant sluiceway by caving banks, came swirling down the rapids. As

(Continued on Page 18)



FRONT AND CENTER



Pvt. Rosemary L. Reid, medical technician in the WAC, is the daughter of Henry L. Fortier, employed in the real estate department, Chicago. She is stationed at Madigan General Hospital, Fort Lewis, Wash., and her husband, S/Sgt. Arthur P. Reid, is stationed in Japan at present. Pvt. Reid was employed in the typing bureau, Chicago, before leaving the railroad in favor of service with the WAC. Her sister, Betty Jane Lane, was employed in the office of general manager, Chicago, until a little more than a year ago.



Sgt. James Hester, a special officer in the road's police department in Chicago before entering the army, has been in service three years and has been stationed in Iceland, North Ireland, England, and now in France.



S/Sgt. John E. Kleven, son of John Kleven, welder at the St. Paul yard repair track, is with a headquarters company at Camp Norfolk.



John Nelson, chief pharmacist's mate, son of George Nelson of the car department at Mason City, Ia., is now assigned to the Arlington Dispensary, Washington, D. C., after two years aboard a warship in the South Pacific.



Paul R. Unmacht, H.A. 1/c, son of General Foreman H. A. Unmacht of Dubuque, Ia., is stationed at San Bruno, Calif., with the naval advance base personnel depot.



Norbert Miller, gunner's mate 3/c, former train clerk at Muskego yard, and son of a switchman in the Milwaukee Terminals, is a veteran of two years' service aboard LST 541. After naval duty in England, France and Norway, he is at present stationed in Norfolk, Va.



Pvt. Richard H. Georges, son of Herman Georges of the engineering department at Savanna, Ill., entered the army on May 28, 1945 and is now at Fort Leonard Wood, Newburg, Mo., where he is training as an engineer in a transportation battalion.



Cpl. Edward J. Keifer is at present serving with the 428th Engineers in Germany. He was formerly employed as a pump repair helper on the I&SM Division.



Sgt. Eugene F. Krupka, Jr., son of Eugene F. Krupka, a claim investigator in the office of auditor of station accounts and overcharge claims, Chicago, is a B-29 waist gunner, now located at Hammer Field, Calif.



S/Sgt. William K. Richardson, former section laborer at Polo, Mo., is now on duty with the Chinese Combat Command, the United States Army organization working in the field with the Chinese Army to increase their effectiveness against the Japanese. As a member of Mars Task Force he wears the Combat Infantryman's Badge and a campaign star on his Asiatic-Pacific ribbon. He left Milwaukee Road service to join the army in April, 1941.



Pfc. Melvin A. Schroeder, formerly a B&B carpenter at the Twin City Terminals, is now in the Pacific area with the 737th Anti-Aircraft Gunnery Battalion.



T/5 Kenneth D. Crowe, a son of Assistant Engineer William A. Crowe of Minneapolis, Minn., is a member of the 782nd Engineers, with service in the Philippine Islands and New Guinea. His present location is Luzon, P. I.



Theo. C. Engh (left), Geraldine Engh and Clayton Engh.

Theo. M. Engh, signal maintainer at Wadsworth, Ill., has three children who are serving their country. **Theo. C. Engh**, former signal maintainer at Ranney, Wis., is now stationed somewhere in Africa as maintenance representative for Pan American Airways, under army supervision. **Geraldine Engh**, storekeeper 3/c, is a Spar located at the Coast Guard Air Station, San Diego, Calif. **Pvt. Clayton Engh** is stationed at Walker Air Field, Kans., with the Army Air Corps.



George L. Leslie

George M. Leslie, a conductor on the Duluth Division, has two sons in the army. Sgt. George L. Leslie is somewhere in the southwest Pacific area with the headquarters company of the 88th Signal Battalion. Sgt. John H. Leslie of the Army Corps is at present in a hospital in Hamilton, Calif., convalescing from injuries.



John H. Leslie



Pvt. Robert Lowe, son of Glenn Lowe, agent at Gordon's Ferry, Ia., entered military service on Dec. 3, 1944, and is now on Okinawa with the 10th Army.



Benjamin F. Waskow, storekeeper (disbursing) 1/c, son of Engineer Benjamin Waskow of Chicago, is stationed in Honolulu, where he has organized a 15 piece orchestra composed of navy men. His group is called the Casu White Toppers; Casu stands for Carrier Aircraft Service Unit. It is greatly in demand for many social affairs in the city. Mr. Waskow's mother-in-law, Mrs. Adeline Young, is a telephone operator at Galewood station, Chicago.



A. J. Daraitis, A.C.M.M. 1/c, formerly a machinist apprentice at the Minneapolis locomotive shops, entered service in December, 1940. He is now stationed at Patuxent River, Md.



Robert J. Jonas, was graduated from recruit training at the Great Lakes Naval Training Station on July 31 as honor man of his company. The selection was made on the basis of military aptitude and progress. Prior to joining the navy he was a student at the University of Wisconsin and was later employed by the road as a special draftsman in the office of chief mechanical officer at the shops in Milwaukee.



Ens. W. A. Gillick, a communication officer in the navy, is the son of William E. Gillick, yard conductor at South Minneapolis, and grandson of Lawrence Gillick, an H&D passenger conductor.



1st Lt. Kenneth L. Piche, former clerk at Glenview, Ill., and son of Fred Piche, tower operator at Rondout, Ill., is currently stationed on the Adriatic coast of Italy. Before V-E Day he served as a Mitchell bomber pilot with the 12th Air Force in Italy. The attacks by this group on the Brenner Pass during the months before the last determined offensive on that front played an important part in the collapse of the Germans.



Lt. (j.g.) Eldon A. Behr, son of Engineer Crist Behr, employed on the LaCrosse and River Division, is stationed in Washington, D. C., at present.



S/Sgt. Gilbert R. Dodds, son of Charles A. Dodds, clerk in the office of the auditor of station accounts and overcharge claims in Chicago, has just returned from Karochi, India, where he was sent in March, 1942, to serve as chief clerk in the sick and wounded office of the General Hospital. He is now stationed at Miami Beach, Fla.



Edward Swan Tabara, seaman 1/c, who is on special duty in the Pacific area, was a former B&B carpenter at the Twin City Terminals.



Sgt. Donald L. Bottorff served 22 months in India with the 725th Railway Operating Battalion before he was hospitalized for malaria. The 725th assisted in the operation of the Bengal and Assam Railroad, one of the main supply lines to Calcutta, and also shipped supplies into China and Burma. Sgt. Bottorff was a former fireman at Ottumwa, Ia., and is the father of Lt. Robert Bottorff, killed in action over Germany on Feb. 21, 1944.



L. G. Halley

G. T. Halley, agent at Huxley, Ia., has three sons in military service. Capt. L. G. Halley, a Thunderbolt fighter pilot, has been listed as missing in action over Arnheim, Holland, since Sept. 21, 1944. John Halley, A.M.M. 1/c, is now in the Aleutian Islands. Capt. H. G. Halley is a dive bomber pilot with the Marine Air Corps somewhere in the Pacific area.



John Halley



H. G. Halley

Briefly Quoted

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

Army—Wolnzach, Germany

Recently I received your fine letter and check and now that hostilities have ceased, I have found a chance to tell you how I appreciated them. It is gratifying to know that at so busy a time you can find an opportunity to send a token of service to your pre-war employees.

I have always enjoyed working for such a reliable company and I'm looking forward to the day when I can rejoin the Milwaukee family. It will certainly seem good to get back on some good American rails.

JAMES F. STEBBINS,
Carpenter, B&B Department,
Marion, Ia.

Army—Mainburg, Germany

Thanks a lot for the Christmas check I received from you. It came at a time when I was on my way to take in the views of Paris, and proved to be the means for enjoying myself while on a short stay in that city. Also thanks a lot for the Magazine; today I received my fourth.

Being a railroad man at heart, I sure would like to follow up on everything that's going on at the Milwaukee Road, for when the time comes to go home, I would like to prepare myself with the latest news on changes made in locomotive power and functioning of rolling stock and especially news of the boys I worked with at Western Avenue roundhouse.

Here's hoping that everything is running smoothly and efficiently throughout the whole of the Milwaukee Road.

PFC. JOHN G. CISZEWSKI,
Machinist Helper,
Locomotive Department,
Chicago, Ill.

Philippine Islands

Just a few lines to thank you for the check which I received today. I was supposed to get it for Christmas but as they say, "Better late than never." That check really went for a ride before it got to me. The first place was Norman, Okla.; the second, Shoemaker, Calif.; the third, San Francisco, Calif.; and fourth, Treasure Island, Calif. Finally it went for a ride on the Pacific to Leyte Island and then it took another ride to the part of the Philippines where I am now stationed, and expect to be for a long time to come.

I'm not much of a hand at writing letters, but I just want to thank you for the present.

GEO. F. GEHL,
Pipefitters Helper,
Locomotive Department,
Chicago, Ill.

Manila—Philippine Islands

I received your welcome letter yesterday and the Christmas present enclosed with it. I am unable to express my gratitude and appreciation for your fine Christmas spirit.

(October 1945)

Milwaukee Road Helps Test "Civilian" Jeeps

A carload of new jeeps designed for the civilian trade, thought to be the first to reach the West Coast, arrived in Seattle on Aug. 20, and with the help of a Milwaukee Road boxcar, a locomotive and a bevy of 20 girls from the local freight office, were tested while the newsreels and newspaper photogs did their stuff.

The civilian jeep resembles its progenitor, the army jeep, but is somewhat heavier and more powerful. It weighs 3,420 pounds; has a maximum trailer weight of 5,500 pounds; a maximum road speed of 60 miles an hour; a road clearance of eight and five-eighths inches at the axle; 60 horsepower at 4,000 revolutions per minute; and 30 horsepower from the power takeoff at a belt speed of 3,100 revolutions per minute. That belt speed business refers to a little gadget at the back of the vehicle to which one can hitch a belt and run other machinery such as an ice cream freezer or a pump.

Right. The Twentieth Century Fox Newsreel cameraman gets a close-up as girls from the Milwaukee Road local freight office in Seattle try out one of the jeeps. Miss Madeline Givens is doing the driving.

Below. For the sake of traction, as well as picture-appeal the girls from the local freight office climbed aboard and David made off with Goliath. (Seattle Post-Intelligencer photos.)



We are glad that such a great company is backing us to the best of their ability and are hauling the great trains of war supplies necessary to win our conflict against Japan. It gives me great pleasure to hold a membership in your company and hope to be back with you before long.

LAUREN A. RICE,
Brakeman,
Operating Department,
Rocky Mountain Division.

By way of demonstrating the power of the civilian jeep, Seaboard Motors, which received the shipment, hitched one of the jeeps to the boxcar in which it had arrived and pulled the boxcar away—just like that! Then they backed it up to No. 1446, a 118-ton steam switch engine of the 0-6-0 type. The object was to drive away with the engine, as it had with the boxcar, and some say it did.

It was rumored, however, that when the jeep let go with the power, Engineer Byron Walker in the cab of the locomotive sort of fingered the throttle—just a trifle. In any event, the jeep pulled the locomotive, whether or not it had any help on the start.

The price is somewhere between \$1,300 and \$1,600.

Army—Camp Claiborne, La.

I received the Christmas gift check from the Milwaukee Road with a great deal of pleasure. Coming when it did, the first part of May, caused it to be even more welcome than would have been the case had my address been available and the check received along with other presents.

May I express my sincere appreciation to you, and through you to the Milwaukee (Continued on Page 20)

☆☆☆☆☆☆☆☆

Service Clubs

☆☆☆☆☆☆☆☆

Chippewa Club Holds Fiery Business Session

The boys at Iron Mountain, Mich., cover all topics that concern the railroad during their lively business sessions. The meeting of Aug. 30 was no exception. "On time" service and favorable public opinion is its objective, and the Chippewa Club conscientiously works toward that end.

Chairman Henry O. Grade is looking forward to attendance from the area members. "We certainly would like to have them with us," he remarked.



Louis P. Seaman (second from left), chairman of the Mt. Tacoma Club, is shown at the recent outing with members of his picnic committee.

Watertown Area Club Views Films

The two A.A.R. releases, "Railroaders Always," and "Lifeline of the Nation," were enjoyed at the Sept. 12 meeting. The Watertown High School was gracious in loaning its projector, E. J. Hinzmann acting as operator. The agent at Hubbleton and Mr. and Mrs. Fred Dudley of Milwaukee were welcome visitors. Hopeful that tires will soon be as plentiful as gas, the club is looking forward to the time when area members can again make their appearance.

Fred McLaughlin has booked an entertaining film for the meeting on Wednesday, Oct. 3. As Mrs. E. Cross would not be able to attend this meeting, she decided to win the September jack pot. Again the lunch was extraordinarily delicious—it was prepared and served by the men.

Bachelors Bow to Benedicts at Mt. Tacoma Outing

The Mt. Tacoma Service Club held its annual picnic at Wapato Park in Tacoma, on Sunday, Aug. 19, and more than 500 members and their families were on hand to take part in the gala event. Included were many service men from Ft. Lewis, on furlough for 30 days, who were working various jobs in the yards and shops.

John Sahler, program chairman, got things underway at 11:30 with a soft ball game between the married and single men. Lyle Smith's pitching for the married men proved too much for the single men. L. Seaman, pitching for the single men, was in hot water throughout the entire game. Due to lack of control, the married men were victorious, with a score of 13 to 8. Following the ball game, there were many racing contests for girls from 10 years to 50; same for the boys.

Immediately following the races, lunch was served. The lunch and refreshments were furnished by the club. As a climax, a \$25 victory bond was given away, and won by John McDonald, of Kapowsin, Wash.

Inland Empire Picnic Triumphs Over Rain

Sunny Spokane it is often called, a place where one does not worry about rain when planning a picnic. The committee in charge of the Inland Empire Club picnic awoke Sunday morning, Aug. 26, to find an overcast sky and a slow, steady rain. With all their hard work in making plans, no thought of rain was taken into consideration. This called for quick action, and a telephone committee was organized to notify everyone



Miss Margaret Landsgraf, at the Mt. Tacoma Club picnic, passes out awards to T/Sgt. Archie Campbell (left) and T/Sgt. Fred Jeske. Campbell won first place in the 100-yard dash and Jeske came in second. They were on furlough, working in the Tacoma shops.

with a telephone that the picnic was not postponed but would be held in the club rooms in the passenger station. The picnic was scheduled for Comstock Park and signs were made in a hurry and posted at the park, to say where the picnic would be held.

It goes without saying that this was a disappointment to the committee, which had worked so hard to prepare for an outstanding outdoor picnic. The good people of Spokane did not disappoint the committee, but turned out 125 strong in the club rooms, and games with prizes for the kiddies were carried out just as though the picnic had been held at the park. Meat and refreshments were furnished by the division officers, and the hot dishes by the wives of the members.

Serving on the picnic committee were Cecil Snyder, Ray Maycumber, John Sahler, John May, Gilbert Garrison, Harold Shutzman, and Louie Seaman, chairman of the club.

Old Line Club Meets at Swan's Park

For the third successive month the Old Line Service Club picnicked in the outdoors. Swan's Park in Beaver Dam was the site for the get-together of Aug. 19. Chairman John Willers won the monthly tip card award—a deck of Hiawatha playing cards. A delicious picnic lunch was served, followed by a lively session of cards.

With gas restrictions lifted, the club welcomes the support of the area members and extends a cordial invitation to attend future meetings.



The Milwaukee Magazine



Excelsior Park Scene of Minneapolis Picnic

Glorious weather greeted the large crowd of service club picnickers who hied themselves to beautiful Excelsior Park, Sunday, Sept. 2, to attend the service club's sixth annual picnic and celebrate V-J Day.

The children and grown-ups alike rode the roller-coaster, skyride, whip, caterpillar, merry-go-round and speedboats, to their heart's content. They also enjoyed the many surprise stunts in the fun house and the fantastic weirdness of the house of mystery; in fact, there were thrills galore all over the 11-acre amusement park.

Many of the Milwaukee veterans from all over the system will remember Excelsior Park, which was the scene of the picnic held in connection with the veterans' 12th annual convention on Sept. 15, 1931.

In the evening the principal form of amusement was dancing in the beautiful ballroom, and many who worked and were unable to attend the picnic during the afternoon, came out in the evening.

The attendance at the park was estimated at 10,000, one of the largest crowds ever handled at Excelsior Park, and every one of them thoroughly enjoyed the perfect picnic weather and really celebrated V-J Day.

The Foster Service Club extends its thanks and appreciation to A. A. Kurzejka, general chairman, and his picnic committee; also,

With three bobby-soxers as audience, some of the St. Paul Club members take a ride on the whip.

to the several crafts who made donations to the picnic fund.

Service Club members are hoping that the transportation situation will be normal next year so that they can hold the seventh annual picnic at Red

Wing, which was the scene of the first and most successful picnic sponsored by the club. We hope their wishes will be realized.

Termite Control Film Draws Audience at La Crosse

Three films were shown the La Crosse Service Club members in their beautiful meeting room on Friday, Sept. 14. "Railroaders Always" and "Lifeline of a Nation" were enjoyed, and a film on termites proved very educational.

The termite film couldn't be classified as entertainment with this ambitious insect now at large in the city of La Crosse. The termites depicted in the film are of the group known as "subterranean termites." They nest in the ground and work their way through mortar joints in brick walls and through porous or cracked concrete to reach their objective—wood—upon which they feed. They travel by thousands up to their food and back to the ground for moisture. This continuous procedure is necessary to their existence and it goes on day after day, year after year. The wood preserving industry has solved the problem of making wood temporarily immune to termite attack. But wood preservation must be done before installation of the lumber. Every year these pests do 50 million dollars damage to structures in which untreated lumber has been installed.

Ray Bice of the Bice-Olsen Lumber Company loaned the film and knew whereof he spoke. His own home has been infested, and he displayed pieces of wood which showed infestation and damage. After some extended study, research scientists have developed a termite control chemical. The termite problem can and is being solved successfully. The club is grateful to G. E. Radell of the Standard Oil Company, who loaned and operated the projector.

Chairman Art Sundet's kitchen committee served an after-meeting lunch which was followed by card playing, the club's favorite pastime.

Pabst Brewers Again Host to Hiawatha Club

The 15 units of the Milwaukee Hiawatha Service Club are grateful to the Pabst Brewing Company for the annual invitation to enjoy the facilities of beautiful Pabst Blue Ribbon Hall. Special thanks are extended to Walter J. Kessler, director of public relations for Pabst.

Tomah Club Prepares Fall Campaign

The Tomah Service Club did not wait for the fall season to come to them. Future activity was discussed at the Aug. 30 meeting and a definite date, the third Thursday of the month, was selected as regular Service Club night. With Agent Joe Thounell acting on the program committee, the boys can look forward to some de luxe entertainment.

John Reinehr, shop superintendent, spoke of the importance of the Milwaukee Road to the community. "Milwaukee Road payroll and expenditures mean much to the welfare of Tomah," he said. "You employees certainly are worthy of club representation in this city. With more and more public money being spent in subsidizing our competitors, these inroads can be offset by establishing a closer relationship between the railroad and the general public. Now

A group of St. Paul Service Club picnickers at Excelsior Park.



that the airways are with us, individual salesmanship can be helpful in keeping the employes and the Road in business."

"I am only the agent in this city," interjected Mr. Thouvenell. "I need the help of you men in informing me of prospective business. If passenger or freight business is to be had, I can assure you of my sincere efforts in moving it 'Milwaukee Road'."

Chairman Leonard Stoiber reminded the members of potential traffic tips with the construction of the mammoth government hospital now under way.

Lunch and refreshments with cards and music for each individual taste, were enjoyed during the social.

Attendance Booms at Elder-Dubuque Meeting

The Elder-Dubuque Club is coming into its own. Fifty-one men answered Chairman Earl Thompson's call for the Sept. 12 meeting. Talks were given by R. E. Beauvais, W. M. Thurber, E. G. Boyd, H. A. Unmacht, and Clarence Horsefall.

The appreciation party will be held in October.

Janesville Club Plans Social Program

The tempo set by the Janesville Service Club is a direct challenge to its neighboring club at Madison. The month of October calls for a card party; November, a dance; and a tentative Christmas party is scheduled for December. The boys at Janesville have taken hold and do not intend to let go. Under the leadership of Chairman George Hogan, Vice Chairman Ray Dowd, and Secretary-Treasurer Gil Selchert, this organization has blossomed into one of the Road's finest.

Ray Dowd told of a recent conversation with one of Janesville's shippers, wherein the shipper remarked that due to the courteous and accommodating attitude of the switch crew, his routings will always read, "Milwaukee Road." E. F. Krenke, storekeeper, related how pleased one of his former employes was on receipt of the Road's \$10 Christmas gift. Serving in a railroad battalion, the gift caused no little envy among the foreign line employes.

Curtis Williquette and his refreshment committee were again on the job at the Sept. 11 meeting.

Report from India

E. A. Keller, chief clerk at North Milwaukee, Wis., recently received the following from Pfc. William Koepke, a former clerk, now with the 725th Railway Operating Battalion on the Bengal and Assam Railroad in India.

"This time of the year is comfortable and for the past few weeks the weather has been just right, but there is one thing to mar it: Big river bugs swarm about, due to the dry weather we have had the past two months. Sometimes I have to brush the bugs off the register in order to insert 'OS' timings. In the morning the sweeper gathers quite a pile of dead ones.

"Some new additions have been made to our GI basha recently. We have a radio, a loan from our English friends, and now

we listen to it at night instead of just sitting around. Last night we heard Kate Smith, Jack Benny, and several good programs of dance music. Another item is an ice cream freezer, also a gift from our English friends. We now make ice cream several times a day. Usually it is vanilla with a can of fruit cocktail added to it, and we also make some very good chocolate.

"Our pike has quieted down lately; quite a relief after what the gang went through last month. What would you say to a week's average of 40 to 45 trains each 24 hour period, with most of the line single track? All of the stations have had the loop lines (sidings) extended to hold between 125 to 150 cars and I must say that it's a relief to the operators.

"These jobs are all right, especially the night jobs, except that it's tough sometimes to wake the Indian pointsmen to let a train in the loop line. Time to go, as I have two trains on the circuit and I must wake up my porter and pointsmen to let 'him' in."

Certificate of Merit Goes to Sergeant Blaquiére

Since Sgt. David G. Blaquiére sailed overseas in July, 1944, with the 718th Railway Operating Battalion his unit has been commended for noteworthy devotion to duty and awarded the Meritorious Service Plaque. A former yardman on the Rocky Mountain Division, Sergeant Blaquiére was also cited for individual honors, among them the Certificate of Merit. The citation reads as follows:

"Sgt. David G. Blaquiére, Transportation Corps, United States Army, distinguished himself by achievement and service of outstanding merit as yard master, 718th Railway Operating Battalion. During the early morning hours of 14 November, 1944, the railway yards at Conflans-Jarny, France, were subjected to heavy shell fire by the enemy. At this time, Sgt. Blaquiére was on duty as yard master, and although knocked from his feet by the blast of a direct hit on an adjoining building, he continued his work handling the switching and car movements necessary in putting an ammunition train through the yards. By his devotion to duty and his courage under fire the complicated task of putting the train through the



David G. Blaquiére

yards was accomplished without loss of time or damage to the loads."

It is gratifying to know that the recipient of this reward for outstanding heroism is one of our own Milwaukee Road men. Sergeant Blaquiére, who entered the service in October, 1943, is a resident of Harlowton, the home of his wife and son, David, and of his parents, Mr. and Mrs. Joseph Blaquiére.

General Bradley Honors Sergeant McGee



Marion W. McGee

A Milwaukee Road cashier, on furlough with the army, was recently cited by Gen. Omar Bradley for bravery in action; he is T/Sgt. Marion W. McGee of Council Bluffs, Ia. The citation follows:

"For meritorious achievement in connection with military operations against the enemy on Leyte from Oct. 20 to Dec. 25, 1944. By dint of tireless application and thorough knowledge of his field, Technical Sergeant McGee was instrumental in the maintenance and successful operation of his battalion's communication system. Under the most disadvantageous conditions, he was able to keep all channels of communication continuously operative. Technical Sergeant McGee's service contributed materially to the successful accomplishment of the engineer mission."

Sergeant McGee, who entered service in the fall of 1942, has served through the Leyte and the Okinawa campaigns and is also the holder of the Bronze Star. He is now at a rest camp on Okinawa, a brief respite from his duties with the 321st Engineering Battalion of the 96th Army, as technical sergeant in charge of communications. Agent R. G. McGee of Harvey, Ill., and V. C. McGee, agent at Grimes, Ia., can be justly proud of the exploits of their brother.

A chip on the shoulder is just about the heaviest load a person ever carries.

Those who pride themselves on being hard-boiled are usually only half-baked.

What some of us need is more horsepower and less exhaust.

The Milwaukee Magazine

The President Cleveland Special

by W. W. Berry

OCT. 10, 1887, was a red letter day on the old River Division. The President of the United States was moving by special train from LaCrosse to Minneapolis.

Chief Dispatcher E. W. Batchelder summoned Conductor Jerry Coughlin and me to his office in Minneapolis for final instruction in connection with the movement of the train. Jerry was to be the conductor of the presidential special and, because I was a telegrapher in addition to being a freight conductor on the division, I was selected to pilot the envoy engine which was to precede the special by 10 minutes. A lineman was assigned to the envoy engine, fitted out with the necessary equipment to tap the train wire, together with a box relay for my use in case of necessity.

Two standard McQueen engines, the 224 and 225, had been dolled up for the service and were to be piloted from Minneapolis to LaCrosse by Jerry and me on Sunday, Oct. 9. Mr. Batchelder suggested that we leave South Minneapolis at 10 Sunday morning, but to this Jerry protested, saying that he would be at Mass at that hour and the time was set at 2 p. m. instead. Of course, the earlier hour would have been much better, because of less traffic interference down the line. John Johnson was engineer of the 224 assigned to handle the special, while I had Josh Lantry with the 225. There were eight carded passenger trains and 12 carded freight trains on the division and as the wheat rush was on, many extras, or "wild trains" as they were called then, were operated.

At Hastings we received the following order:

"Two light engines east, Berry and Coughlin conductors, will meet two wild trains west, Flynn and Laughlin conductors, at Etter, and train 11, Langan conductor, at Red Wing."

As Jerry signed this order, he declared that we must be in Ireland.

Lantry and I made a few close meets and left Jerry and Johnson far behind. When they began meeting the fleet of westbound freights, they were badly stuck and did not reach North LaCrosse until the small hours of Oct. 10.

Special Ready to Roll

The special was lined up at the Vine Street depot ready to move at 10 a. m. The engines were decorated with the Colors. Shortly before departure time, W. J. Underwood, our superintendent, took the conductors and engineers of the special into the presidential car (with Jerry in the lead) for an introduction to the President.

Mr. Cleveland sat at the rear of the observation end of his private car, while Mrs. Cleveland was seated at a small table at the forward end of the car. As Mr. Underwood introduced us as the conductors and engineers who would have charge of his train, Mr. Cleveland, looking every inch a president of the United States, greeted each of us with a hearty hand shake. Jerry ex-

pressed his pleasure; the others said nothing. Jerry and I were, of course, the other two Democrats in Minnesota at the time, and were very proud indeed.

After greeting us, Mr. Cleveland turned toward Mrs. Cleveland and said, "Gentlemen, Mrs. Cleveland."

As this beautiful young lady arose to greet the men in overalls and uniform, a kerchief fell from her lap. With a quick

stride of his long legs, Jerry had the kerchief in hand. Dropping it upon the table, he extended his hand and in the richest of Irish, said, "How do you do; my great pleasure in meeting the First Lady of the land." All present joined Mrs. Cleveland in her hearty laugh.

Instructions were that the envoy engine was to proceed at a slow walk by stations where people were expected to assemble, and notify the agent that the presidential special would make no stops. These instructions Jerry refused to follow, and short stops were made at Winona, Lake City, Red Wing and Hastings, where the President appeared at the rear platform and received the cheers of those assembled. Politics came first with Jerry throughout the trip and a happy Democrat was he. The trip was made on schedule and without incident.

Every person mentioned in these "thoughts of other days" has passed on with the exception of Mrs. Cleveland and the writer.

The Author

The fact that W. W. Berry remembers so well the events recounted in his interesting story, "The President Cleveland Special," would seem to indicate that his memories of the Milwaukee Road are pleasant ones—the kind that can live 58 years without becoming blurred.

It has been 56 years since Mr. Berry was employed by the Milwaukee Road. He en-



W. W. Berry

tered our service as a telegrapher on the old River Division, now a part of the LaCrosse and River Division, on Apr. 13, 1882. Later that year he was given a job as a flagman and rear brakeman on the way freight run between North LaCrosse and St. Paul. Two years later he was promoted to freight conductor, but in June, 1889, he went to the Northern Pacific, where he was employed as conductor and later as train dispatcher. For several years prior to retiring he was attached to the office of the vice president of the Northern Pacific.

Mr. Berry is 80 years old and lives at 225 University Avenue, Missoula, Mont.

After a few words, mostly spoken by the young wife, her husband sprang to his feet.

"You've gone too far!" he exclaimed angrily. "This is our last quarrel. I'm going right out of your life."

"Oh, Henry darling, where are you going?" she cried.

"Where I'll never trouble you again," he replied, as he started to open the door. "I'll find a place where wild adventure will wipe out the memories of this moment—perhaps in the jungle—or on the stormy seas."

As he spoke he opened the door, then closed it again, and turned sternly to his wife.

"It's lucky for you it's raining," he said.

\$15 a Week

Once, long ago, times were bad and I lost my job. I would have lost it, that is, but something told me to hang on. I asked for any job there was, and they put me to work filing cards at \$15 a week.

It hurt my pride. I had to bring my lunch and postpone any new clothes. But I got along. And that job was fun. On every card was the name of a town and I knew lots of those towns. I had driven across the country and I had eaten or slept in many of them.

"Wallace, Idaho," I'd think. "That's where we had that wonderful meal." Or "Manhattan, Kans. They were having Chautauqua there."

By making a game of a very dull task the days passed quickly. And because I was on the spot I got a good job again when a need suddenly arose.

It isn't always possible to work it out like that. But doing the job near at hand and doing it as well as you can usually opens the door to something better.

—Susan Thayer, "The Business of Living"

RETIREMENTS

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

Chicago General Offices

DONATO, PAPINO
Feeder, LaundryChicago, Ill.
REIMER, PAUL L.
Clerk, Frt. Cln.Chicago, Ill.
WILSON, ARTHUR A.
Asst. Gen. Frt. Agt.Chicago, Ill.

Chicago Terminals

BRENNAN, THOMAS P.
Train DirectorChicago, Ill.
CARR, STEPHEN H.
CallerGalewood, Ill.
IGYARTO, LOUIS
CarmanChicago, Ill.
KACMAREK, LOUIS
TowermanChicago, Ill.
POGGENSEE, ARTHUR
Extra Gang LaborerChicago, Ill.
RANALLO, WILLIAM G.
General ForemanChicago, Ill.
REYNOLDS, HARRY R.
TowermanChicago, Ill.
TRIBOLET, WILLIAM A.
SwitchmanChicago, Ill.

Coast Division

CHAPIN, RALPH
Wenchman, Marine Dept.Seattle, Wash.
KILGAS, RUDOLPH W.
BoilermakerTacoma, Wash.
MARSHALL, THOMAS M.
BrakemanSeattle, Wash.
SPENCER, JOSEPH N.
CarmanTacoma, Wash.

Dubuque and Illinois Division

DOUGLAS, ALBERT
Machinist HelperMarquette, Ia.
DRALLMEIER, HENRY F.
Laborer, Loco. Dept.Marquette, Ia.
HEWITT, EDWARD S.
SwitchmanSavanna, Ill.
VERVAIS, EDWARD L.
BrakemanDubuque, Ia.

Hastings and Dakota Division

CHAMPLIN, EDWARD A.
Loco. EngineerAberdeen, S. D.
MASON, WILLIAM
Section ForemanCorona, S. D.
OSTRADSON, OSCAR
Section ForemanEdgeley, N. D.

Iowa Division

BROUGHAM, JAMES P.
Section LaborerCouncil Bluffs, Ia.
CULVER, JAMES E.
Section LaborerGreen Island, Ia.
LOTHIAN, WHITTIER K.
ClerkMarion, Ia.
O'TOOLE, SIMON S.
SwitchmanCedar Rapids, Ia.

Iowa and Dakota Division

ANDRES, OSCAR J.
Loco. EngineerMitchell, S. D.
FORREST, CHARLES E.
Loco. EngineerRapid City, S. D.
HANSEN, OSCAR
B&B CarpenterSioux City, Ia.
HOPKINS, LUCILLE E.
AgentMurdo, S. D.
KUCKLEBURG, LOUIS J.
Section ForemanKennebec, S. D.
MALLET, WILBUR R.
Loco. EngineerMurdo, S. D.
MANSFIELD, FRANK C.
Loco. EngineerSioux City, Ia.
PRESSLER, LENNA E.
Station AttendantBoyden, Ia.
WRIGHT, BERT L.
AgentArmour, S. D.

Kansas City Division

BERLIN, OLIVER
Laborer, Loco. Dept.Kansas City, Mo.
DAVIS, WARREN G.
AgentNewton, Mo.

La Crosse and River Division

HAUER, HERBERT F.
ConductorPortage, Wis.
KUGLER, HENRY F.
Train Baggage ManMilwaukee, Wis.

Madison Division

MOORE, ALBERT
Section ForemanMadison, Wis.
MOQUIN, JOSEPH R.
MachinistMadison, Wis.
ZIMMERMAN, ANDREW
Car RepairerMadison, Wis.

Milwaukee Division

HYDE, ANSEL P.
WarehousemanRipon, Wis.
SHUTTER, HARLEY
Warehouse ForemanRockford, Ill.

Milwaukee Terminals

GJENEL, JOHN
Blacksmith HelperMilwaukee, Wis.
MASCH, LOUIS A.
MachinistMilwaukee, Wis.
QUAST, EMIL J.
MachinistMilwaukee, Wis.
RUPINSKI, JOSEPH F.
Machinist HelperMilwaukee, Wis.
STRANGE, WILLIAM J.
Train Baggage ManMilwaukee, Wis.
WEASEA, FRED G.
Painter, Car Dept.Milwaukee, Wis.

Rocky Mountain Division

HEATH, HARVEY H.
Agent & Yardmaster.Great Falls, Mont.

Terre Haute Division

ROLLINGS, CHARLES T.
ConductorSt. Bernice, Ind.

Twin City Terminals

BLACK, BERT
Mail & Bag. Sorter.Minneapolis, Minn.
KAMANOFF, SAM
Section LaborerMinneapolis, Minn.
LARSON, BRICK J.
StevedoreMinneapolis, Minn.
MEINKE, FERDINAND F.
MachinistMinneapolis, Minn.
SUTHERLAND, NICK R.
Blacksmith HelperMinneapolis, Minn.
TWEDER, ADOLPH
Wr. Frmn., Car Dept.Minneapolis, Minn.

American Adventure

(Continued from page 10)

minor nuisances there were rattlesnakes on the ground and mosquitoes in the air.

In about three weeks and a half they had reached the central portion of the present State of Missouri, a distance that any motorist could make today in three and a half hours without exceeding the speed limit and there they killed three bears. Two days later they passed Arrow Rock, a formation from which Indians obtained material for arrow heads. On June 12 they camped with a St. Louis bound party of traders and engaged an old Frenchman named Dorion to join them to act as interpreter when they reached the Sioux nation. They passed the spot where Fort Osage was soon to become important and at the present site of Kansas

City they noted paroquets. Parrots as well as paroquets were found in that vicinity in the early days.

Both of the captains had been instructed to keep journals wherein they were to enter the distances and courses travelled each day and to record events in diary form. They described the country, commented on the flora and fauna, kept account of the temperature and weather, in short wrote a comprehensive daily report. Their spelling and punctuation were hardly up to Harvard standards but it was asking too much for men of the frontier to sit down in a crude camp at the end of a hard day and write polished English. The men were encouraged to keep journals, too. Seven of them did.

By July 4 they had reached the present site of Atchinson, Kan., where they camped after being lucky in making 15 miles by sail. Sergeant Floyd's diary states that they camped on the Independence Day at "one of the Butifulles Prairies I ever saw Open and butifulley Divided with Hills and vallies all presenting themselves." It gives you the idea even if the spelling and punctuation are a trifle sketchy.

THE country was full of game—deer, turkeys, geese, with new varieties appearing as they progressed. They were just two months out of St. Louis when they saw their first elk at a point about 75 miles south of where Omaha now stands. A month later Sergeant Floyd's journal says, "Capt. Clark and 10 of his men and mySelf went to the Maha's (Omaha's) Creek a fishen and Caut 300 and 17 fish of Diferent Coindes." On the following day he wrote, "Capt. Lewis and 12 of his men went to the Creek a fishen Caut 709 fish Different Coindes."

That is a lot of fish of any "Coinde." When they reached the Dakota country they found buffalo, antelope, prairie dog towns, wolves, and more deer and elk. It took lots of meat to feed the party, but in this land of plenty they were living high.

Part of the detailed instructions given Captain Lewis by President Jefferson stipulated that the explorers were to hold councils with as many Indian tribes as possible. They were to tell them of the new Great White Father and his people; impress them with the power and prestige of the United States and cultivate friendly trade relations. In addition they were to delve into the history of the various tribes and record something of their vocabularies, legends and customs. It was an assignment for a trained ethnologist but the young captains, as their reports testify, seriously tried to comply with their orders.

Their first opportunity came after they had traveled almost 700 miles. The following quotations from Captain Clark's Journal explain the meeting and council. It is typical of similar later meetings and powwows with Indians in the course of their journey.

"July the 28th Saturday 1804—
".....G Drewyer brought in a Missourie Indian which he met hunting in the Prairie This Indian is one of the few remaining of that nation, & lives with the Otteauz, his Camp about 4 Miles from the river, he informs that the 'great gangue' (most) of the Nation were hunting Buffalow in the Plains.

The Milwaukee Magazine

his party was Small Consisting only of about 20 Lodges this Indian appear'd Spritely"

"July 29th Sunday 1804—
"Sent a french man la Liberty with the Indian to Otoeaze Camp to envite the Indians to meet us on the river above."

"July 30th Monday 1804—
"Set out this morning early proceeded on to a clear open Prarie on the L. S. (left side) on a rise of about 70 feet higher than the bottom which is also a Prarie (both forming Bluffs to the river) of High Grass & Plumb bush Grapes & situated above high water, in a small Grove of timber at the foot of the Riseing Ground between those two preraries, and below the Bluffs of the high Prarie we came too and formed a Camp, intending to waite the return of the frenchman & Indians Cat fish is caught in any part of the river Turkey Geese & a Beaver Killed & Cought every thing in prime order men in high Spirits."

"July 31st Tuesday
"R. & Jo Fields returned to Camp they killed 3 deer; Drewyer Killed a Buck one inch of fat on the ribs The Indians not yet arrived."

"August the 1st 1804—
". The Indians not yet arrived we fear Something amiss with our messenger or them."

"August 2nd Thursday 1804—
". . . . at Sunset a pt of Otteau & Missouri Nation Came to Camp among those Indians 6 were Chiefs, (not the principal Chiefs) Capt. Lewis & myself met those Indians & informed them we were glad to see them, and would speak to them tomorrow. Sent them Some roasted meat, Pork flour & meal, in return they sent us Water millions. every man on his Guard & ready for any thing. Three fat Bucks Killed this evening, the 4 qrs. of one weighed 147 lbs."

"August 3rd Friday 1804—
"Mad up a Small preasent for those people in perpotion to their Consequence, also a package with a Meadle to accompany a Speech for the Grand Chief after brackfast we collected those Indians under an ownig of our Main Sail, in presence of our Party paraded & Delivered a long Speech to them expressive of our journey the wishes of our Government, Some advice to them and Directions how they were to conduct themselves. The principal Chief for the Nation being absent, we sent him the Speech flag Meadel & Some Cloathes. after hearing what they had to say Delivered a Medal of Second Grade to one for the Ottos & one for the Missouri and present 4 medals of a third Grade to the inferior Chiefs two for each tribe Those Chiefs all Delivered a Speech, acknowledging their approbation to the Speech and promising two prosue the advice & Derections given them that they wer happy to find

that they had fathers which might be depended on &.

"We gave them a Cannister of Powder and a Bottle of Whiskey and delivered a few presents to the whole, after giving a Breech Cloth some Paint quatering & a Meadell to those we made Chiefs, after Capt. Lewis's Shooting the air gun a few Shots (which astonished those natives) we Set out"

"The Situation of our last Camp Councile Bluff or Handsom Prarie (25 Days from this to Santafee) appears to be a verry proper place for a Tradeing establishment & fortification. The Soil of the Bluff well adapted for Brick, Great deel of timber above in the two Points—many other advantages of a small nature, and I am told Senteral to Several nations viz. one Days march from the Ottee Town, one Day & a half from the great Pania village, 2 days from the Mahar (Omaha) Towns, two ¼ Days from the Loups village, & convenient to the Country thro: which Bands of the Soux rove & hunt. perhaps no other Situation is as well Calculated for a Tradeing establishment.

"The air is pure and healthy so far as we can judge."

COUNCIL BLUFFS, as named by Lewis and Clark, was about 20 miles upstream from Omaha and on the opposite side of the river from the site of the present city of Council Bluffs, Ia.

They often camped on islands as protection from unwelcome visitors. Some of the men under stress of physical exertion, heat and almost constant drenching, developed boils or abscesses on their legs. They were poulticed with decoctions made from the bark of elm trees or with Indian meal, which seemed to bring relief. In the two and a half years of the round trip they had

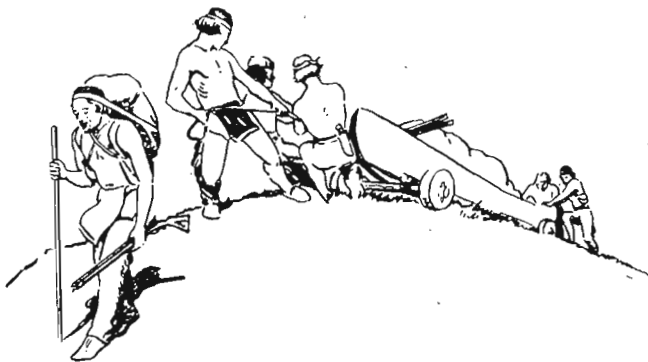
only one man succumbed. On Aug. 20, 1804, Sgt. Charles Floyd from Kentucky died of what Captain Clark pronounced "Biliose Chorlick." On the evening of the 18th he had danced with the other men to the music of Cruzatte's fiddle. Dancing was a favorite relaxation with the men and it is certain that their steps were fast and vigorous. The sergeant became overheated and laid down on a sandbar to cool off. This may have been the cause of his trouble because he developed symptoms of "bilious colic" on the following day. He grew steadily worse and died on the afternoon of the 20th. He was reverently buried by his companions on a bluff overlooking the river and his grave was marked with a cedar post. On Memorial Day in 1901, a beautiful stone shaft, erected on Floyd's Bluff now in one of the parks of Sioux City, Ia., was dedicated to his memory. On that May evening in 1804 the saddened pioneer band camped about a mile upstream at the mouth of a tributary flowing into the Missouri from the northeast. They named it Floyd's River.

The captains had made every effort to parley with the various Indian tribes who ranged within a reasonable distance of the river but sometimes these copper-hued nomads were hard to find. When they weren't off on a buffalo hunt, they were on hair-raising forays against the neighbors. Emmissaries sent from the expedition did manage to induce a few to visit the main party. Chiefs and their followers were received with suitable ceremonies and presents. They usually departed with every appearance of friendliness.

However, the expedition camped Sept. 24 at the mouth of the Teton or Bad River opposite the site of Pierre, S. D., and laid over the following day to hold a powwow with the Teton Sioux. The chiefs were entertained aboard the batteau and seemed well pleased with their reception. In fact, they were loath to go ashore. Captain Clark and five men finally took them off in a pirogue. When they reached shore they and their friends were reluctant to let the whites return. A few intimated as much by clinging to the mast and cable. Others fitted arrow nocks to bowstrings and but for prompt and aggressive action in bringing a swivel gun to bear on them there might have been a disastrous clash. Three days later the explorers had a similar experience with these same Tetons. These two incidents were exceptions. Only on one other occasion did they have serious trouble with Indians.

The weather was getting sharp and the captains were anxious to reach the Mandan Indian villages where they had planned to camp for the winter. A council of several days duration was held with the Arikaras near the mouth of Grand River, north of the present town of Mobridge, S. D., after which they pushed on, passing the sites of Bismarck and Mandan, N. D., on the 21st of October. On the 26th they reached the Mandan village to finish the first lap of their trip. They had been out 165 days and by their calculations had travelled 1,600 miles, averaging about 10 miles a day.

(To be continued)



recourse to many simple remedies. They drank vile teas brewed from chokecherry twigs. They made a "volatile" liniment with alcohol, camphor, laudanum and castile soap. They took sweat baths and doses of horse mint. They practised medicine and surgery, and "practised" is the right word, on grateful natives who were particularly partial to "eye-water" as well as "fire-water."

Despite privations, inevitable accidents, fatigue, famine, unbalanced diets and some of the heroic treatments which they referred to as "experiments of a very robust nature,"

A Profile of the 757th

(Continued from Page 7)

That night I attended the theatre with Colonel Moe and was surprised at the local talent dug up within the battalion. There was a mite of a lad called "Mousy," who played a lot of harmonica; a comedian from Company "B" who came out with a Bob Burns-like bazooka made in the shops; two GIs who giggled through hillbilly tunes; a German concert pianist and baritone, and the battalion orchestra. As usual, GI heckling from the audience provided the spice of the show. The battalion entertains requests from neighboring units to have personnel participate in the stage shows, as well as attend the movies and U.S.O. shows. Some type of entertainment is scheduled every night in the week, and the men go for it all in a big way.

Colonel Moe is quite proud of his mess, and in particular a dish-washing contraption, which he refers to as "The China Clipper." Feeding over 600 men family style is quite a novel innovation in army messing, but GIs in this battalion simply walk into the mess hall and eat family style as if they were at home, only they are waited on by German help.

In addition to "The China Clipper," the battalion has constructed a giant refrigerator. All equipment is electrical and the battalion doesn't even have to use its GI stoves.

The battalion publishes its own weekly newspaper every Thursday, rain or shine. It is entirely uncensored by Colonel Moe and his staff and the issue for July 18 consisted of 10 pages. They print about 400 copies, but would print a lot more if they could get the paper.

The battalion athletic program is in full swing. In New Orleans several of the battalion boxers slugged their way to championships. They hope to do the same here in Germany. Their softball team has never been defeated and it's hard for the boys to get a game. However, inter-company games are being played on a softball diamond constructed by the battalion. They have even built their own bleachers and clubhouse where the bats, balls and gloves are locked up. Volley ball, horseshoe pitching, and other forms of athletic and recreational activity are available to the officers and enlisted men.

Men "Swap Education"

One of the important features in this battalion is the educational program. Every man is given an opportunity to further his education or to try out a new technical job. Classes are conducted by officers and enlisted men in special mechanical work, and all educational matter is on a reciprocal basis. The men are swapping talents and everyone is urged to take full advantage of this educational program.

Colonel Moe insists upon strict military courtesy and discipline. Unless officers and enlisted men are actually engaged in technical work, salutes are exchanged all over the area. Retreat and informal guard mount are observed every afternoon. A public address system is being installed that will

carry the retreat ceremony all over the post, and all personnel will stop, face the music and salute.

The public address system is now piped into several buildings throughout the post area, and particularly in the dining room and enlisted men's barracks. The modern jazz pouring out of the speakers makes one forget, on occasion, that he is in occupied and conquered Germany.

The battalion takes pride in its enlisted men's club, which contains recreation room, hobby room and reading rooms. Every facility seems to have been provided for the men right on the post. The battalion operates its own post exchange, barber shop and laundry.

Colonel Moe is right in behind the battalion band, which was recently organized. Chiefly responsible for the special service program of the battalion is 1st Lt. Sigmund J. Gralewicz of Milwaukee, Wis., who is special service and athletic officer. The initiative and aggressiveness of Lieutenant Gralewicz and his staff are evident all over the post. Assisting in the organization of the band is a German instructor who came from a German symphonic orchestra. The instruments were obtained through co-operation with the staff of the Henschel Locomotive Works.

Battalion Plays Inn Keeper

Another of the outstanding features connected with this battalion is the model, transient hotel operated, as their sign states, "Through the Courtesy of the 757th Railway Shop Battalion." Originally, the battalion and the people who run Kassel were swamped with transients, so the 757th simply opened up a hotel capable of housing upward of 25 officers and 60 enlisted men, and feeding 75 officers and 200 enlisted men. Bedding is furnished officers. To stay at the battalion's hotel, all a transient officer or enlisted man has to do is show his travel orders.

These are the highlights of the routine and extra-curricular activities of the battalion today. But the past record and achievement of the organization deserves still greater attention. Commendations and "honorable mentions" are scattered throughout the thick battalion record file.

In ceremonies May 23, 1945, the battalion played host to Brig. Gen. Carl R. Gray, Jr., director general, military railway service, and dedicated a German condenser type 2-10-0 locomotive named "General Gray's Gull" in the general's honor. The locomotive was the first of its type to be repaired and put into operation by the battalion.

One of the high-spots in the memory of this battalion is an inspection made of the Cherbourg shop by General Eisenhower, Lt. Gen. Ben Lear, and Maj. Gen. Aurand on Feb. 21, 1945. After viewing the installation and work of the 757th Railway Shop Battalion, General Eisenhower complimented Colonel Moe on the fine work being done.

Former Milwaukee Road employees, now officers in the 757th Railway Shop Battalion, are: 1st Lt. Sigmund J. Gralewicz, Milwaukee, Wis., assistant supply officer; 1st Lt. William A. Hotzfeld, Minneapolis, Minn., erecting and machine shop superintendent; 1st Lt. Arthur W. Hallenberg, Minneapolis, Minn., machine shop superintendent; 1st Lt.

Joseph F. Fiala, Mason City, Ia., assistant erecting and machine shop superintendent; 1st Lt. Leonard F. Luffey, Chicago, Ill., boiler shop superintendent; Capt. Joseph T. Burns, La Crosse, Wis., assistant railway shop superintendent; CWO Neal H. Raimer, Portage, Wis., assistant supply officer; 1st Lt. James E. Palmer, Milwaukee, Wis., passenger car repair shop superintendent; and 1st Lt. Ralph C. Midgley, Milwaukee, Wis., freight car repair shop superintendent.

Briefly Quoted

(Continued from Page 13)

Road for your thoughtful remembrance at Christmas time, 1944.

1ST LT. GAYNE R. MOXNESS,
Clerk, Station Force,
Coast Division.

Navy—New York

I wish to express my thanks for the very fine Christmas check which I just received. It's a grand feeling to know that we have such fine and thoughtful people backing us at home and I hope that very soon I can rejoin and work for and with you once again.

I might add that since entering the service I have traveled on almost every railroad from Maine to New Orleans and I have yet to find one that has set as high a standard as ours. Thank you all again for everything you are doing to make this job more pleasant.

HARRY C. CUMMISFORD,
Fireman,
Milwaukee Division.

Marines—Somewhere in the Pacific

I wish to apologize for not acknowledging your letter and Christmas check sooner, but the way I have been moving around the last four months has really been something. It seems like I've been all over the Pacific ocean.

So far I have met three fellows who worked for the Milwaukee Road. We'd get together and it would seem like we were back there. I'd like to thank you again for the letter and check; they were well appreciated.

PVT. WILLIAM J. LISS,
Brakeman,
Operating Department,
Savanna, Ill.

Army—Italy

I received quite some time ago a Christmas letter and check and due to the fact that we have been on the move, I was unable to answer sooner. The unit that I am in is a petroleum outfit which handled all the gas and petroleum products for the armies in Italy.

I hope to return to the freight car shop as soon as this is over; I miss all the fellows in the shop and if you can, say hello for me. Thank you for the gift and your kind thoughtfulness.

TOM KINTIS,
Carman Helper,
Car Department,
Milwaukee, Wis.

The Milwaukee Magazine

The Milwaukee Railroad WOMEN'S CLUB

Savanna Chapter

Mrs. Raymond Schreiner, Historian

Milwaukee Railroad employees and their families enjoyed a picnic held in Old Mill Park at Savanna, in July. The children participated in contests and games, and the adults had a ball game. At 6:30 o'clock all partook of a sumptuous picnic supper served in the shelter house. Organization members of the good old Milwaukee railroad served free pop, peanuts and ice cream cones, which pleased the children greatly. Mr. Wuerth was chairman of the event, assisted by members of the various groups. Mr. and Mrs. Fred Smith, Sr., and their grandson, of Clinton, were present. The Smiths were former Savanna Chapter residents and club members.

Sympathy is extended to our good member, Mrs. T. H. Rowley, in the death of her father, Grant Bashaw.

Our president, Mrs. Richard Adams, had an enjoyable visit in Iowa with her son, who recently returned from service overseas.

Our secretary, Mrs. Wm. Stevens, and her son and two daughters enjoyed several weeks' vacation with her parents in Excelsior Springs.

Mrs. A. L. Flowers has just returned from Norman, Okla., where she visited her grandson, Marvin L. Schreiner, S 1/c, who graduated from the Naval air school Sept. 25. Marvin Schreiner is the eldest son of Mrs. Raymond Schreiner, Chapter Historian and Musician.

We are very happy to report that Donald Casselberry, son of Engineer and Mrs. Harry Casselberry, who was a German prisoner for many months, has returned and received his honorable discharge.

Seattle Chapter

Mrs. R. E. Carson, Historian pro tem

On July 31 the Seattle Chapter honored Mrs. H. A. Scandrett with a tea at Mrs. Roland Sanders' lovely home. Mrs. Scandrett was accompanied by Mrs. Joshua Green. Ideal weather gave the ladies opportunity to enjoy the lovely yard of our hostess and the sweeping view of Elliott Bay.

Our hostess did herself proud with her table setting, highlighted by a beautiful bouquet, which complimented her lovely silver and crystal service. Those pouring were our president, Mrs. J. T. Nordquist, and Mrs. C. F. Goodman, one of our past presidents. Flowers were in profusion throughout the house and yard. A goodly number of ladies paid their respects to our charming guest throughout the afternoon, and we were happy to have had the pleasure to know her better.

Ottumwa Chapter

K. M. Gehmann, Historian

The chief topic of conversation at our first meeting of the season on Sept. 7 was the relocating of the club house, because with the work progressing on the construction of the new bridge over the race at Sherman Street we come to a realization that soon our club house will have to be moved. Ever since the organization of the Ottumwa chapter the present building has served as our meeting place, with an improvement from time to time, making it at present a very attractive club house. It also serves as

OVER THE TOP IN MEMBERSHIP

Membership Honor Roll

The General Governing Board takes pleasure in announcing that the chapters shown below have gone "over the top" in membership.

We extend our congratulations and take this opportunity of expressing our appreciation to all who through their efforts and their membership have made this possible.

General Governing Board.

Chapter	Total Membership Aug. 31, 1945	Increase in Membership over Dec. 31, 1944
Aberdeen, S. D.	1,201	34
Alberton, Mont.	88	28
Avery, Ida.	165	20
Beloit, Wis.	204	2
Bensenville, Ill.	373	88
Black Hills (Rapid City, S. D.)	230	11
Butte, Mont.	110	3
Channing, Mich.	107	54
Chicago-Fullerton Avenue	1,072	26
Chicago-Union Station	1,182	28
Council Bluffs, Ia.	113	6
Davenport, Ia.	235	1
Green Bay, Wis.	412	2
Harlowton, Mont.	179	18
Iron Mountain, Mich.	114	2
Janesville, Wis.	412	21
Kansas City, Mo.	289	2
La Crosse, Wis.	398	2
Lewistown, Mont.	186	40
Madison, S. D.	188	16
Madison, Wis.	289	25
Malden, Wash.	91	10
Marion, Ia.	285	13
Marmarth, N. D.	82	15
Marquette, Ia.	306	42
Mason City, Ia.	408	15
Merrill, Wis.	68	2
Milbank, S. D.	165	3
Mobridge, S. D.	364	63
Montevideo, Minn.	352	50
New Lisbon, Wis.	134	1
Othello, Wash.	179	29
Ottumwa, Ia.	752	51
Portage, Wis.	230	3
St. Bernice, Ind.	430	10
St. Paul, Minn.	403	1
Sanborn, Ia.	158	4
Savanna, Ill.	524	46
Sioux City, Ia.	651	13
Spencer, Ia.	110	1
Spokane, Wash.	219	1
Tacoma, Wash.	312	7
Three Forks, Mont.	103	5
Tomah, Wis.	480	26
Wisconsin Rapids, Wis.	61	2

a meeting place for Service Club members, and is used for holding of investigations, staff meetings, etc.

At the luncheon preceding the Sept. 7 meeting 35 members were served. Report for August on the activities of members in the Red Cross, Canteen work, USO, and

various other groups, indicated 381 hours of service. Eleven plants were distributed during August among Milwaukee employees who were confined to hospitals. The Sunday evening party at the USO Sept. 9 was sponsored by our club. During the social hour following the meeting

games and contests were enjoyed and prizes awarded to Mrs. C. W. Becker and Mrs. Bert King as winners.

In reading the announcement in the August issue of the members comprising the general governing board, we noted with pride that our president, Mrs. M. L. McNerney, is one of the general directors for Lines East.

August was an outstanding month for Mrs. and Mr. McNerney, as they had a surprise, but short, visit from their son, T/Sgt. Homer N. McNerney of the 1305th army air force, en route to officers' training school at New Orleans from the European theater of war. For two years he had been overseas and his company received the Presidential Unit citation for flying over the famed "Hump" in the Himalaya mountains. His wife, Mrs. Mary McNerney, who has been living in Cedar Rapids, accompanied him to New Orleans.

Bensenville Chapter

Mrs. James M. Calligan, Historian

Vacation time has come and gone. Now we again are ready to resume our fall activities and to prove this 24 members came out to our first meeting on Sept. 5, filled with renewed zest. A delightful luncheon preceded the meeting. Hostesses were Mmes. Burton Smith, Edward Marshall and James Patterson. Meeting was presided over by our president, Mrs. Paul Sturm. We are happy to report our membership is way over the top. Instead of our Bingo parties, we have started a Blanket Club for the beginning of our fall activities. Anyone wishing to join may call our chairman, Mrs. Starr Arnold, or our president, Mrs. Paul Sturm, who will be glad to take care of you.

Portage Chapter

Mrs. Grace Gothompson, Historian

Portage Chapter resumed its activities after a vacation of two months. Our guest speaker was Miss Lindskog. As usual she gave us a most inspiring and helpful talk. We hope she can visit us again in the not too distant future. Mrs. Wohlend and her committee served delightful refreshments. Social hour followed.

Avery Chapter

Mrs. Alma T. Koehler, Historian

The first meeting this fall was held Sept. 5. It being so hard to get reliable help, a few members got together and thoroughly cleaned the club rooms before, so when the meeting opened we got off to a good clean start. With fresh curtains, new card table covers, a new rug, and waxed floors. Cupboards and closets were cleaned and all dishes washed. Miss Betty Lindow was voted our new secretary to take the place of Mrs. Frank Wolf, who has moved to Deer Lodge.

It was voted that the club sponsor a "get-together" at the schoolhouse for the new teachers who are strangers here. A committee was appointed to take charge.

After the business session lunch was served by the president and followed by three rounds of pinochle. High prize went to Mrs. Ralph Townsend and low to Mrs. Frank Murray.

Austin Chapter

Mrs. Fred Valentine, Historian

A luncheon preceded the September meeting of the Milwaukee Women's Club. A business meeting followed at which the various committee chairmen gave their reports for June, July and August. Gifts of fruit, calls and cards were reported by the sunshine chairman. Plans were discussed to increase our membership. The attendance award was received by Mrs. Paul Sommers. Bridge and "500" were played the remainder of the afternoon. Mrs. O. C. Peed and Mrs. Stevenson were lucky in bridge and Mrs. Pauley and Mrs. Mat-
tice in "500."

Beloit Chapter

Mrs. Edgar Ruck, Historian

Beloit Chapter met Sept. 12 after an adjournment since June. A potluck supper and games preceded the meeting.

During the summer \$11.50 was spent for good cheer, 35 good cheer calls were made and 43 good cheer messages were sent. Welfare chairman reported spending \$5. Membership committee was happy to announce that the Chapter had gone "over the top" in its drive for members and receives two prizes.

On July 11th the members met for a picnic at the Swimming Pool Park.

Milwaukee Chapter

Mrs. John Ehlert, Historian

There being no meetings for the past two months the Historian will give her report on Red Cross for August.

Red Cross report for August: Knitting: 7 medium A sleeveless 154 hrs., 1 large size Brooks SW. 40 hrs., total knitting hours 194. Making of 37 infant blankets 55½ hrs., finishing of 150 4-x-8 dressings by 19 workers 50 hrs. Value approximately \$250, 13 hrs., grand total worked by group 406½ hrs.

Knitters and sewers on infant's garments are needed badly. There will be a beginner's class in knitting 2 p. m. to 9 p. m. every Tuesday. Those interested please contact Mrs. Ross.

La Crosse Chapter

Mrs. C. J. Wethe, Historian

The last meeting before the summer vacation was held May 9th in our former club rooms over the freight depot, which had been beautifully decorated through the efforts of Superintendent Whalen. Forty-eight members were present to enjoy a covered dish luncheon and five new members were taken in. It had been ten years since a meeting had been held there. Reports showed 149 voting and 225 contributing members.

Sept. 5th meeting was preceded by a dessert lunch. 23 members being present. Good Cheer chairman reported 41 families had been remembered in different ways through the summer months. A rising vote of thanks was given to Mesdames Alois Swinzrod and Joseph Burns, membership committee, for their untiring work done to bring this chapter "Over the Top." Balance in treasury to start the fall work is \$269.72.

Chief Carpenter Victor Hanson and wife have moved to their cottage at Good-enough. Mrs. Hanson was historian so her departure left the office vacant, hence the name of the former historian appearing.

Madison, S. D., Chapter

Mrs. Harvey Gregerson, Historian

A large attendance greeted the President, Mrs. Perry, when the first meeting after the summer vacation was held Sept. 11th. Letters were read from members who had been sent flowers or cards during the summer. Mrs. Carl Berg gave the report for the auditing committee. After the business meeting refreshments were served, including a cake made by Mrs. John Broderick.

Council Bluffs Chapter

Mrs. Earl Smith, Secretary

Council Bluffs Chapter met the 5th of September at the Railroad YMCA after its summer vacation.

During the summer card parties were held at the various homes and we cleared \$10.00. We also have 20 hours of Red Cross work to our credit. The club sent books, toys, candy and some clothes to a small boy in the hospital. Our membership committee reports we have gone "over the top" in membership, with 42

voting and 71 contributing members. We won the prize for increasing our voting membership.

On Sept. 28th members will serve all day at the Canteen in the Union Station in Omaha.

Montevideo Chapter

Mrs. John G. Acers, Historian

The Milwaukee Club closed its meetings until fall with a potluck supper for families of railroad men on May 20th. After a delicious repast the ladies put on a "Little Red School House" program. Numbers were varied and well prepared with the "pupils" all at their desks and Mrs. Floyd Ashburn as "Teacher." The traditional "last day of school" program was enjoyed by all, including four members of the "pupils" families and the "President of the School Board" (Mrs. Golie), all of whom were garbed in the tight trousers and flowing gowns of 1890.

"The Bird on Nellie's Hat," sung by Mrs. Geo. Wray and "Paul Revere's Ride," in Scandinavian dialect, by Mrs. H. Helger-son, were but two of the many and humorous numbers presented. The bad boy (Mrs. Frank Cramer) and the tack on teacher's chair put the final realistic touch to the program.

The entire club wishes to thank Mrs. Sig Loftdahl for her able direction and planning of the entertainment. The lunch committee also deserves a vote of thanks for their efforts to make a successful evening of the 20th of May.

September meeting was postponed due to the heat until Oct. 5th. Considerable work is being done to the club rooms under the able direction of President Gladys Golie. She hopes it will be completed by our October meeting.

Janesville Chapter

Mrs. J. W. Higgins, Historian

All the members of Janesville Chapter are elated over the repairs which are now in progress to our heating apparatus at the club house. They were needed badly and we are indeed grateful to the officers who are doing this for us. Our summer months were more or less inactive though we met each month and carried on our routine business.

At the September meeting conducted by Vice President Mrs. Wm. Reilly several suggestions were brought up in regard to remembering the boys and girls in service at Christmas time. Definite action will be taken at the October meeting. Mrs. John Davey won bank night. By the way Mr. and Mrs. John Davey celebrated their 25th wedding anniversary this month and are due for our heartiest congratulations.

During the past month flowers were sent to the Cooke and Sarnow families at the time of their bereavements.

Green Bay Chapter

Mrs. W. F. Kramer, Historian

The Milwaukee Road annual picnic, sponsored by the Service Club and with the help of the Women's Club, was held this summer at Bay Beach park with about 250 persons in attendance. A grand time was had by all.

All new members of the club, including those who have recently moved here from other divisions, are cordially invited to attend the monthly meetings held in our clubrooms over the freight house on the first Thursday of each month. Reports indicate that the membership drive went over the top again this year, thanks to the chairman and all the other workers who helped so much to make it a success.

We are all eagerly looking forward to the day when our new depot will be completed so as to better serve the interests of the many friends the Milwaukee Road has made in the years past in this part of the country. The new location will be in the building now occupied by the Railroad Market.

The Milwaukee Magazine

Dubuque Chapter

Mrs. Christina Laskey, Historian

September meeting was held Monday afternoon with a pot luck preceding it. The meeting was well attended. Members stood in silent prayer for our deceased member and good friend Mrs. Keefe. Our president was unable to attend the meeting so our first vice president, Mrs. Graham, took charge. A social hour with cards and prizes followed, and a very nice time was had by all.

Black Hills Chapter

Mrs. Harris Dillabough, Historian

On Sept. 2nd the club met at the East Boulevard Park with about 50 members and their families enjoying a picnic lunch.

The first fall meeting of the club was held Sept. 10th with Mrs. N. A. Frizzell, president, in charge. Fourteen members were present. Our club motto was repeated. Mrs. S. L. Core, membership chairman, reported our chapter had gone "over the top" with 98 voting and 132 contributing members. Mrs. Anna Saxer, our good cheer chairman, has been on the job throughout the summer, bringing congratulations and good cheer in the club's behalf. Mrs. Carl Anderson served refreshments at the close of the meeting.

Butte Chapter

Mrs. David Ehrlich, Historian

The highlight of our summer season was the occasion of a visit from Mrs. Henry A. Scandrett for one short afternoon last June. We held a tea in her honor at our club rooms and all the members who attended were delighted at Mrs. Scandrett's friendly and gracious manner and expressed the sincere wish she would return again for another delightful visit.

Butte chapter will meet for its October meeting this year happy in the assurance we have gone "over the top" in our membership drive, and now are the proud possessors of 109 members. We had no summer activities, but will start the fall season with renewed vigor and enthusiasm and many fresh new ideas to keep the attention and interest of our members.

Mason City Chapter

Mrs. John Balfanz, Historian

The first fall meeting of the Mason City Chapter was held Sept. 11 with 30 members present. Reports of the various chairmen were given. The membership chairman reported we had won prizes for going over the top in membership. Mrs. Robert McClintock, corresponding secretary, sent 12 cards to the sick and shut-ins. Red Cross Chairman Mrs. O. T. Anderson reported that nine of our members had given 27 hours to helping pack Red Cross Christmas boxes for overseas. She also said that sewing had been done during the summer months and that now baby clothes were being made. Plans were being made for a Bingo party in the near future. Our October meeting will be a co-operative dinner at 6:30 p. m. as the main feature, with moving pictures afterwards. Refreshments were served by Mrs. R. I. MacGregor, Mrs. M. A. Bost and Mrs. L. E. Martin, after which cards were enjoyed.

Spokane Chapter

Harriet Ashton, Historian

Our first fall meeting held Sept. 12th was well attended and prospects of a good year ahead. Uppermost in the business meeting was the final successful report of the membership drive. A number of our old reliable voting members sending in their dues was much appreciated. Members reported 100 hours of war work for August and a committee

was appointed to serve at the Inter-church Service Center.

After discussion of ways and means of promoting interest in our regular meetings, Miss Ann King, graduate of law school, gave a talk on laws affecting women. Following her interesting and instructive talk, tea was served and a social hour followed.

Channing Chapter

Mrs. W. L. Meyers, Historian

Our club resumed its regular monthly meetings after the summer recess, with Pres. Mrs. Tuttle in the chair.

We sponsored two benefit parties to supplement our relief fund.

After the business meeting a social hour was enjoyed.

Terre Haute Chapter

Mrs. Edward Bevington, Historian

The first meeting of the new club year was held on September 20. A pot luck supper was served, arrangements for which were in charge of Mrs. Pat Bailey, president, and assisted by Mmes. Roy Mulhern, Charles Longcor, Henry Spaulding, and A. L. Burt. Door prizes were awarded Mrs. John Church and Walter Chapman. The next meeting will be held on October 18. Arrangements for this meeting will be in charge of Mrs. Harrison Powell, assisted by Mmes. J. A. Ogden, Henry McNary, Roscoe Joseph, and Mrs. Hazel Nash.

New Lisbon Chapter

Mrs. George Oakes, Historian

On Tuesday, June 12, regular meeting was called to order at the home of Mrs. F. Southworth. Reports were given as follows: 14 personal and phone calls made, 10 cars sent and five families reached. One funeral dinner was served and five graduating gifts were given to children of Milwaukee Road employees. Net profit earned by Ways and Means, \$6.28. Five members donated blood to the Red Cross, spending 15 hours' time. Six members worked on the bond drive, donating 116 work hours; 131 hours were spent on Red Cross and war work. We now have 74 voting and 60 contributing members. After adjournment 22 members and three guests enjoyed a potluck supper.

On July 10, 18 members and one guest met in the dining room of the Methodist church for a farewell party for Mrs. E. Dvorak, our secretary, who is soon moving to Tomah. Ice cream, cake and coffee were served and a farewell gift was presented.

Sept. 11th meeting was called to order at the home of Mrs. J. Shabatka. Reports were 20 personal and phone calls made, 16 cards sent and 10 families reached. Net profit reported by Ways and Means was \$8.26. Two gifts were given to boys entering the service. We decided to dispense with the giving of Christmas gifts to service men and women this year.

After adjournment luncheon was served to the 21 members and one guest by Mmes. J. Shabatka, F. Southworth, F. Rabuck, W. Carter, J. McCathie, Wm. Carlson and R. Southworth.

Sparta Unit-Tomah Chapter

Mrs. Wm. Hovey, Chairman

Sparta Unit had no time to be idle this summer. The last week in June 800 plants were donated by Club members and planted in flower beds on the "Milwaukee" depot lawn and in depot window boxes by a group of railroad men as well as women. Ten and twelve in groups, gave their evenings until dark to hurry our late spring season.

On July 12, a perfect day, 75 in number enjoyed our railroad family picnic on the depot lawn. Open house was offered ("Come as you are") to all railroad

men and lady employes about the grounds. All enjoyed the delicious and generous portions of food. Coffee and ice cream were donated by the club. Out-of-town guests were Mr. and Mrs. Archer Harris and Mrs. Emil Hovey, of Tomah; Mr. and Mrs. Walter Woodman, Westfield, Wis., and Mr. Esche, Claim Agent, Milwaukee. All reported a splendid social hour. Also a fine improvement in depot grounds, which is a real pride and satisfaction of our summer's work.

On Aug. 18, twenty club members enjoyed a garden tea from 2 to 5 p. m. in honor of the Garden Committee, who did their job so faithfully. Their reward is a mass of flowers in its height of beauty. Mrs. Peter Hensgen and Mrs. W. Hovey acted as hostesses. Bouquets of flowers were given for door prizes. All enjoyed the afternoon and departed with smiles of great satisfaction, saying, "It's not a hard job if we all work together."



SMART DICKEYS FOR PRACTICAL GIRLS

Nothing shows smarter planning than to have a wardrobe of dickykeys. Business girls, school girls, everyone knows the value of these fabric-savers to make and time-savers to care for. Made of different fabrics and in different styles, they provide many costume changes for a limited number of suits or sweaters. Make them in pique or checked gingham for business, in print or pastel crepe for afternoon, in satin or velvet for extra-special dress-up.

Direction leaflets for ruffled dickey No. E-170 may be had by writing to the Milwaukee Magazine, Room 356, Union Station, Chicago.

No one is entirely useless—even the worst of us can serve as horrible examples.

Ten billion dollars is spent by Americans each year in quest of amusement and recreation.

Virginia and Ohio are the leading birthplaces of Presidents, eight chief executives having been born in Virginia and seven in Ohio. New York, Ohio and Virginia have given the country the greatest number of First Ladies.

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

CHICAGO TERMINALS

Western Avenue

T. A. Finan, Correspondent

Congratulations to Mary Mueller, telephone operator at Western Avenue yards, on her 25 years of service which she completed on Sept. 13. She was presented with 25 American Beauty roses by her co-workers, and the girls in the office served cake and ice cream. Marie first entered the employ of the road in 1908 and resigned in 1913 to be married, but returned during the first World War as an extra operator. We are all looking forward to many more anniversaries for her.

While we are on this subject, we also find that Mary Hors completed 25 years as operator at Galewood on Sept. 6. Congratulations to Mary.

We welcome LeRoy Greinke back as a fireman, after service in the army. Machinist Helper Harvey Kindt entered the army on Sept. 14.

Miss Betty Schroeder is the new stenographer at the Boulevard stores.

Carl Opsal has been appointed electrician foreman, succeeding Elmer Hiscox, retired.

A daughter is the new addition to the home of chauffer and Mrs. Krepel.

We had visits from Pvt. Geno and Seaman Schueneman of the store department.

Louis Alfano visited with Heinie Lange in Wisconsin and reports Heinie as being the real gentleman farmer.

Pfc. Richard Willmer is stationed in Calcutta, India, with the Army Air Force. He was seriously burned by a gasoline explosion while refueling a plane in Burma, but has completely recovered and expects to be home soon.

Veteran Porter John Woodley has retired after 43 years of service.

John D. Lane, another veteran porter, has also retired, after 40 years of service.

The sleeping and dining car department office welcomes Marie K. Keyes, stenographer.

CHICAGO GENERAL OFFICES

Freight Auditor's Office

J. A. Strohmeyer, Correspondent

Returning GIs formerly employed at Bensenville who paid the freight auditor's office a visit on Aug. 24 were Pfc. Ira D. Dail, Bethel, N. C.; Pfc. Jimmy Jackson, Cleveland, Ohio; T/3 Norman Stronk, Newton, Ia., and Pfc. Jack Wright, Philadelphia, Pa. All expressed gratitude for the hospitality shown them.

Kitty Fuchs, estimated earnings bureau, recently hospitalized and now recovering at home, says she will return to work soon.

Marine Sergeant Allan McSween, accounting machine bureau, has been promoted again and is now in the Pacific area. He was aboard ship at the time he wrote to Bill Nickels, to say that he is a sergeant.

Helen Burke, waybill filing bureau assistant, has returned to work after a three months furlough for a surgical operation.

Office Romance: Genial George Wanland of the interline bureau and pretty Dorothy Larson, L&IB bureau, became engaged at 6:15 p.m., Saturday, Sept. 8, and are receiving congratulations from everyone.

Andrew Duffy, formerly employed in the interline bureau, known throughout the building as a happy-go-lucky good fellow, has received an honorable discharge from the army and was expected to return to work the latter part of September. Also Frank Weichbrod, review bureau, on furlough for about a year, has undergone a surgical operation and is expected back at work in the near future.

Robert Frank, (retired), formerly employed in interline bureau, now living at Rockford, Ill., reports he is well, and enjoys the Milwaukee Magazine.

Frank Caulfield, review bureau, became a 25 year veteran of the office on Aug. 23.

Paul Fitzsimmons, review bureau, met with an accident near his home, and suffered a skull injury. He was taken to Ravenswood Hospital and about 10 days later to his brother's home, and is reported to be well on the way to recovery. The accident occurred August 22.

Pfc. Tim O'Meara, in the army 3½ years, serving in Africa, Italy, and other European countries, visited us Aug. 21, wearing



Al Grandy, Hiawatha engineer, shows William Reardon of Riverside, Ill., the technique of locomotive oiling. The picture was taken at a model railroad exhibit set up in a pavilion on Madison Street near State Street, Chicago, during the railroad manpower drive in August.

a Presidential Citation. Sends hello to Ed Marks and Ken Ebert.

The rate revising bureau has an enthusiastic bowler in Frank Mueller, who was overheard telling Jake Jacobson that "It's all in the shoes"; that to be a good bowler one must be a "good fellow" and such fellows are born, not made. He claims that if he uses his new shoes he should finish fourth on the rate revising bureau team.

William Steller, formerly employed in the freight auditor's office for 15 years, and for the past 10 years employed in traffic procurement division of the government, paid us a visit Sept. 5. He said it is always a pleasure to see old friends and hopes to return to Chicago to live. Other former employees working with him in Washington, D. C., are Ray Hurst, Ed. Lammi, Jack Stratton, and John Asher.

Sept. 12, 1945, was the 50th anniversary of James Burns' (interline) signing his first Milwaukee Road pay check.

The expression "Is this trip necessary" didn't bother Marion Johnson. She recently returned from California where she and Sgt. Elmer Virnich promised to love, honor and obey. The "I do's" were said in San Diego, on July 19. Marion is back at work in the interline forwarding and balancing bureau, while Elmer is far away in Florida with the army. Yep, guess that trip was necessary. Best wishes to both.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

We lost an old friend on Sept. 2, as Nola Cawood, clerk in the accounts receivable bureau, passed away at the Masonic Hospital after a lingering illness. Burial was in her native Chattanooga, Tenn. Truly we'll miss her familiar face and pleasant disposition in the years to come. We join together with her close friends and relatives in sad farewell.

Happy arrivals recently were two railroad babies: David Leslie Greinke on Aug. 17, born to Ernie and Dorothea Greinke. Tiny David L. arrived equipped with two teeth, all ready for the finish of meat rationing. A little later, along came Michael James Moran, second in line on the Mr. and Mrs. Emmett Moran seniority list. Mike made his entry Sept. 7. Emmett dug up cigars for the event too, but he won't tell where. Our congratulations to the happy parents and good luck to the new citizens.

Ed Pajak of the supervisor of payroll taxes office resigned, Aug. 31 to enter business. We'll miss Ed but offer him our sincere wishes for his good fortune in the future.

Another to resign recently was Irving Heyman of the AFE bureau. "What's cooking" will be strictly a stock question for Irv now, as he's going into the bakery line.

The typing bureau lost a miss and gained a Mrs. Sept. 22, as Marian Dopheide joined Robert Soraparu in a lifetime agreement at St. Mary's of the Lake Church. The happy event was the source of a big day for the typing bureau which presented the newlyweds with an appropriate gift.

Visitors during the month were Sgt. and Mrs. Eugene Kozick, both of whom toiled with us formerly. Gene is now working for the army in Texas, while Elaine keeps

Lt. and Mrs. William J. Ryan in the chapel of Vaughn General Hospital in Chicago following the wedding ceremony on Sept. 15. With them are Walter Hodge, best man, and Mrs. Roma Perri, matron of honor. Both Mrs. Ryan (the former Jean Lathrop) and Mrs. Perri are employed in the purchasing department, Chicago.



things going in their little temporary home in the great big state of Texas.

Emil Becker of the navy also was an office visitor this month. He is sweating out a day of question answering.

Last but far from least was Don Carlson, overseas veteran, for his first visit with us in many months. Don is convalescing at O'Reilly General Hospital from wounds received in combat, for which he wears the Purple Heart. Good luck, Don, and may we see you again soon.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

After many weeks of careful shopping, Mike Chesrow found just the right engagement ring for that certain gal, namely, Mary Demora.

Charlotte White left the service to prepare for her forthcoming marriage to Henry Kraebber.

Shirley Turbiville also resigned to start thumbing through the cook book and wise-up on some good menus for her husband, who has recently been discharged. (Don't forget baking soda, Shirley.)

Olga Taramelli received many beautiful gifts from Blumberg's Chorus on the occasion of her 21st birthday.

We're welcoming back to our fold Don Malatesta and Johnny Waterstrat, who are among our first returnees. Gunnar Drangsholt and Charlie Baker expect to rejoin the pencil pushing squadron in the near future.

Our most recent visitor was Bob Nielson, who made the hearts of the Junior Leaguers stop for a second or so. At the moment we think he's a pretty keen Joe.

Herman Simonsen's many friends throughout the building were sorry to see Herman quit, but wish him lots of luck in his business venture. We can't resist telling you that his store is at 3054 N. Greenview Ave. near Lincoln Ave., and should you need greeting cards, cigarettes, or model supplies, that's where you'll find them.

I received word that Larry Mulholland has been released from the army and is now employed by the Standard Oil Company.

Mary F. Jones on a recent Sunday entertained a group of sailors from Great Lakes and girls from the office—that's good fellowship.

Mabel Arfquist Smith has returned to the fold after an absence of 19 years.

Paratrooper Edward Freitag visited his father here in the office on his return from duty in the ETO.

Purchasing Department

Josephine O'Hara, Correspondent

Another service organization has received a member of our personnel and this time it is for professional reasons. Lorraine Drzymala entered the Norwegian-American Hospital in September to begin her training as a cadet nurse. Our best wishes for a successful career go with you, Lorraine.

While speaking of careers, two of our girls have added the duties of part-time housewives to their schedules. Norma Van Delinder's husband, Scott, has been discharged from the army after three years of duty overseas. Scotty, in addition to his combat service in Africa, Sicily, Italy, France, and Germany, wrote several articles while over there, and we enjoyed reading those which appeared in Marcia Winn's column of the Chicago Daily Tribune.

Lucille Lemke's husband has also been discharged from the army after 35 months of life overseas.

Our boys have been sending in reports as to their status on the point system. Cpl. Don Russo is now writing to us from the Philippines; he has spent three years in the army with one year of overseas duty to his credit. Bob Nordin, FC2/c has celebrated his third anniversary in the navy,

so it may not be too long until we'll be seeing Don and Bob.

Pfc. Bob Reiter is now on a new assignment in Paris. He chauffeurs a colonel around the city in a 1941 Oldsmobile, which is quite a change from driving an army truck.

Our social thoughts during the past month have been centered around Jean Lathrop. A bridal shower was given for her by the girls of the office on Aug. 20 at Ye Olde Cellar and on Sept. 15 we attended her wedding, which was held in the chapel at Vaughn General Hospital. Roma Perri attended Jean as matron of honor and our office was further represented by the reception hostesses, Bertha Sexton, Kay Karsten, Evelyn Lundin, Gussie Weinrich, Norma Van Delinder, and Kay Wilson. The wedding was beautiful, and we extend our sincere wishes for their continued happiness.

Freight Claim Department

Ray Allen, Correspondent

Harry A. Gerdes, well known in railroad circles, passed away on Sept. 12, after many years of faithful service. Burial rites were held at Mound Cemetery, Racine, Wis. Harry began his railroad career with the Great Northern in Minneapolis, as a switchman, December of 1900 to October, 1910. He started working in the freight claim department of the Milwaukee in October 1910, as a claim adjuster. With the exception of a leave of absence from 1917 to 1918, he held this position until 1941, at which time he was made a claim reviser, the position he held at the time of his death. Harry was a hard, thorough worker and his loss will be deeply felt in the Freight Claim Department.

Lt. Carl Rank breezed into the office Sept. 12 in his new "civvie" tweed suit and looked really sharp. Congratulations Carl, and thanks for a swell job from all of us PFCs (Poor Frightened Civilians).

Eleanor Bialik didn't even give the ink a chance to dry: Last month we announced her engagement, but she was married before the issue got off the press. I hear the wedding was just as beautiful as the bride—brother, that must have been a "mighty purty weddin'." Eleanor left freight claims Sept. 18 to join her husband in Colorado Springs.

Roy Reimer, claim adjuster, has resigned after 27 years service in the freight claim department. Roy is going into the printing business. What do you say folks, let's all give him a boost whenever possible. The best from all of us, Roy.

Mrs. Emily Price, who is Assistant Freight Claim Agent Mortenson's very efficient secretary, is all smiles these days. The reason is that her husband, CPO Freddie Price, has received his discharge from the navy after four years service, two of which were overseas. He has also been in three major battles. Keep sailin', you two, and lots of luck.

Esma King, who just returned from a two weeks vacation down in West Plains, Mo.; said that the first thing she did



Some of the freight claim department's feature attractions, snapped during a recent evening in a Chicago night spot. They are, left to right: Grace Selig, Lorraine Held, Jean Perlick, Dorothy Christensen, Beatrice Chalupka, Marge Julian, Evelyn Williamson, Grace Rogers and Phyllis Brodd.

on arriving at home was to take off her shoes and go wading in the creek behind the house. Mom and Dad King met her at the train with the team and wagon, along with a few of the kinfolk.

Estelle Truchlenski is all goose bumps awaiting the arrival of her boy friend, Sgt. Rudolph Gubals. There may be a merger.

I hear that Marion Mattson is about to go overboard for one of the Great Lakes "Blue Boys".

Dorothy Christinson, Grace Selig, Beatrice Chalupka, Phyllis Brodd, Jean Paulick, Lorraine Held, Grace Rogers, Evelyn Williamsen, and Marge Julian, all had a night out Wednesday, September 19; dinner at A Bit of Sweden, cocktails at the Ivanhoe, and a night cap at the Band



BACK ON THE JOB. James Ward, a veteran of two and a half years service in the army, has returned to his civilian occupation after a series of operations necessitated by an arm injury in July, 1943, while training at Camp Howze, Tex. After extensive treatments at the Brook General Hospital at San Antonio, and Vaughn General Hospital in Chicago, the former Private Ward is back at work in the office of the car accountant, Chicago.

Box. They said the evening was a success as each of them was asked at least twice for her 'phone number.

S1/c Violet Scheuffe sailed into the office Sept. 17 looking right pert in her Wave uniform. She is on her way to South Dakota, being transferred from Washington, D. C.

Sport Flashes

The Chicago Cubs at the present time are still leading the National League. I hope by the time this comes off the press that they have that World Series swag in their jeans. If they don't clinch that pennant soon, Francis Ehlen is going to be a basket case. Your correspondent also made a little wager that the Cubs would win and even gave odds.

The Chicago Bears didn't look too impressive in their first practice game but I hear they were playing under "raps", as Curly Lambeau of the Green Bay Packers was in the stadium. Now what's your excuse, Green Bay, on the 28-21 lickin' the Philadelphia Eagles laid on your Packers?

The Milwaukee girls basketball team is getting organized and should be well represented by the freight claim department. We're expecting big things from "Mac" McDonald and "Swede" Mattson. Rumor has it that both gals will be playing on the first team. What do you say, let's get

a party together and go out to the opening game and give the girls a rousing send off. Besides seeing a good game, we will be helping them to keep the public "Milwaukee" conscious.

The Milwaukee Bowling League is now well under way. Claim Adjuster Ralph Burton is not competing this year; there goes my spending money—no more bets on those 500 series.

As an added feature, this column will periodically run a short biography of employees of the freight claim department. Our first victim: Introducing Charles Piepho, born in Chicago in 1880 and still going strong. His first and only employer was the Milwaukee Railroad. Charlie started with the company as a mail boy on Apr. 30, 1897, and is now handling re-consigning desk No. 71, doing a bang-up job. Charlie also married the first girl employee of the freight claim department, Miss Meta Keppel. As Charlie says, "We tied that knot on May 21, 1910, and it's stayed tied for the last 35 years."

Charlie is truly one of railroad's "regulars." It is fellows like him who have been largely responsible for keeping them rolling during the war. Our hat's off to you, Charlie and keep rollin', fellow.

Boomer Bill's Corner

Custer had his last stand, the Old West it's Calamity Jane, and the North Shore Railroad had 15 freight claim department employees dead-heading to Racine last Thursday and survived the ordeal. Highlights of the trip: Ed Suhrbier footing the feed bill prior to our invasion of North Shore premises and bloodhounding his way all over the Racine passenger depot, looking for a two nickel shortage when expenses were pro-rated.

Shirley Heyman wowed them up in Racine with her coat of many contours. The question: Why do taxicabs in Racine all go south when you want to go north?

Car Accountant's Office

Harry M. Trickett, Correspondent

S/Sgt. Stanley Scott in a recent letter reveals that he is now in Klatovy, Czechoslovakia, says hello to the gang, and has hopes of returning home by Christmas.

On her return from her vacation, Bessie Ott was presented with a wedding present, having been united in marriage on Aug. 9 to Sgt. Eldon B. Belzer of the 15th Air Force, who recently returned from Italy.



BACK ON THE JOB. A hitch in the navy interrupted the railroad career of Norbert Delort, an employee in the office of the auditor of expenditure before his initiation into the sailor's routine at the Great Lakes Naval Training Station. Norbert is back at work in the payroll bureau of the expenditure office, Chicago.



BACK ON THE JOB. Harry Pajak, employed in the office of the chief disbursement accountant, Chicago, prior to his induction in September, 1943, is shown back at work in the W-4 bureau. As Corporal Pajak, Harry toured the Deep South, enjoying the hospitality of army camps in Alabama, Louisiana and Texas, but said that it felt good to get back north again. He was released from service at Ft. Crockett, Tex.

Rose McClellan was presented with wedding gifts on Aug. 31, and was married on Sept. 1, changing her name to Dolan.

Jerry Becker was made very happy over the Labor Day week-end, as she received a diamond ring, sent from her friend overseas.

Pauline Wisniewski had a joyous birthday on Sept. 5, at which time she received her beautiful engagement ring, and appeared with it the following day, wearing an orchid.

Mabel Johnson, who has been in our office for many years and on furlough since May, has resigned and will not return to work.

Janet Tabor is another hay fever victim and has taken a furlough until Oct. 1. She must anticipate an early frost at that time.

On Aug. 26, Eddie Colby, the former "Candy Kid," wrote from the south Pacific proclaiming his joy at the war's end; however, he doesn't expect to see the States before next year. He claims he hasn't eaten a candy bar in six months, although he has gained weight. He must be a dry land sailor, as he tells of hunting wild boar in the jungles, and his secret ambition in fishing is to catch a shark.

Edna (Johnson) Brandenwein was a visitor on Aug. 29 with her darling baby boy, who was born on Feb. 20.

Carl Denz has lost his green Sheaffer pencil somewhere in the office, and would appreciate its return.

Labor Day was a joyous event for Viola Asa, as she received a 'phone call from her son, who was at Camp Grant after returning from service in Italy, to say that he would be home in a few hours.

A young man from the corn belt who was enlisting in the navy was asked his birthday.

"I dunno," said the youth. "Maw never told me."

"But I'm 32 years old," he added. "Maw told me once how old I was, and the rest was easy. I added a year every plowing."

"When did you add the year," asked the recruiting officer, "at spring or fall plowing?"

The candidate scratched his head. "Why dern it all," he said, "that explains it. I thought I was getting old too fast."

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IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent
Car Foreman's Office

As you have all probably noticed, there was no news in last month's issue, as Lillian Kinder, the correspondent, resigned to go in business with her brother. We all wish her the best of luck.

It was indeed a happy day for everyone when we heard the news that the war had finally ended. The Milwaukee Road was on its toes as usual by being first to blow the whistles in Council Bluffs and now we are all looking forward to seeing our boys again.

We regret to report the death of Lawrence R. Gallagher, roundhouse foreman. He had been with this railroad for over 40 years.

Congratulations to the Army Schoening family on the arrival of a son, Dennis, on Aug. 25. Congratulations are also in order to Car Inspector and Mrs. Henry Jensen who report that a baby boy, Wayne, arrived at their home Aug. 27.

Beulah Whittington, clerk in the locomotive department, had the pleasure of a visit with her son, Pfc. Dewey Stoops. Dewey was recently liberated from a German prison camp.

Lead Carman and Mrs. Carl Schonberg enjoyed a visit from their son Robert, storekeeper 1/c, who had a 15-day leave.

GM 2/c Elmer Thompson, son of Andrew Thompson, carman, was home for a few days. Elmer was recently awarded the Navy Unit Commendation for outstanding heroism on board the USS Helena in action against Japanese forces in the Solomon Islands.



Sgt. Ted Schmidt (extreme left), former laborer at Council Bluffs, Ia., and son of General Car Foreman T. P. Schmidt of Council Bluffs, poses alongside the first sailfish he ever caught; it weighed 55 pounds. Sergeant Schmidt was stationed in Florida at the time, but has since been transferred to Burma.

Our former cashier at the freight house, T/Sgt. Marion W. McGee, Engineers Corps, was awarded the Bronze Star Medal for meritorious achievement in connection with military operations against the enemy on Leyte.

News was received from Russell Bolton who is in the south Pacific. He is now in charge of the hydraulic maintenance night crew and has been kept more than busy. An old issue of the Milwaukee Magazine finally caught up with him and several comments of interest regarding it were made.

1st Lt. Donald Scott, son of Electrician and Mrs. Walter Scott, called from Honolulu where he is stationed. He had completed 33 missions.

Pvt. James Underwood, ambulance driver for the Air Corps, son of Switchman and Mrs. Lawrence Underwood, was home on a 10 day furlough, arriving Aug. 31 from Chanute Field, Ill.

The car department has a new addition to its staff. We all want to welcome S/Sgt. Charles Taft, a furloughed soldier, who hails from Edgewood, R. I. Charles has been with us since Aug. 18. We are all getting more accustomed to that eastern accent; it's quite a contrast to our lingo.

Clifford Morgan, former storekeeper at Coburg, Mo., is with the Council Bluffs store department again. Welcome back, Cliff!

Max Eckert of the store department, who's been feeling under par lately, has gone to Excelsior Springs, Mo., to recuperate.

Now we will switch to the Omaha news. W. J. Swenning, telegrapher, was granted a 90-day leave following his recent operation and is now in Los Angeles. It is unlikely that he will return to work as he is eligible for pension. He is greatly missed.

C. J. "Cye" Duggan, city freight agent, is at the McCleary Clinic, Excelsior Springs, for surgical work and is reported to be recovering rapidly.

Speaking of unusual circumstances, the following incident required some duplicate checking: An Omaha mill loaded, on July 25, SAL 17109 and KCS 17109 for movement via our line, in the same train. There are approximately 1,000,000 box cars operated by the American railroads, but it can happen.

I will assume the duty of reporter for the west end of the Iowa Division. I hope that I will be able to make this column as interesting and newsy as our ex-correspondent did, and I am asking this favor of my fellow employees—kindly forward any news items that you have to Yours Truly at the car department, Council Bluffs. As this is rather new for me, any corrective criticism or suggestion offered will be greatly appreciated. If anything is omitted in the month's write-up, please call it to my attention and I will endeavor to have it published in the following issue.

"That fellow must live in a very small flat."

"How can you tell?"

"Why, haven't you noticed that his dog wags his tail up and down instead of sideways?"

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Milwaukee, Wisconsin

Iowa Division—Middle, West and Des Moines

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

George W. Moore, who worked for many years as a conductor on the Des Moines Division, joined the ranks of the retired veterans Sept. 1 and will devote his time to his acreage near Des Moines.

Kenneth Taylor, formerly of the division freight and passenger agent's office in Des Moines, is the new assistant district adjuster in the Des Moines area. Kenneth started work for the Milwaukee as a yard clerk at Perry and has made good on all the jobs he has held.

Retired Conductor Nick McGrath of the Des Moines Division has been very ill at his home, 6010 30th St., Tampa, Fla., according to advice from friends in Tampa.

Mrs. J. T. Loftus, widow of a long time Milwaukee roadmaster and extra gang foreman, has been seriously ill for some time at the home of her son, Roadmaster D. W. Loftus in Perry. Her sons, Roadmaster Paul Loftus of Ottumwa, Roadmaster James Loftus of St. Maries, Ida., and Roadmaster Joe Loftus of Atlantic, were all called to her bedside.

Deaths in the Milwaukee family during the last few weeks were: the mother of Conductor H. A. Boisen; the wife of Engineer Earl White; William Petty, a member of the Perry roundhouse force; and George Lewis of the Bensenville roundhouse force, formerly of Perry.

Advancements for the men in the armed forces during September included two members of Operator O. P. Byrd's family. His son Darwin, who has been with the Medical Corps on the Island of Trinidad for nearly four years, was advanced to the rating of technical sergeant and his son Duane was graduated from a navigation school with a commission as ensign.

There were two prospective railroad workers born during the last few weeks: a son to Fireman and Mrs. Paul Shearer and a son to Technical Sergeant and Mrs. Frank Upton. Frank is with a railroad battalion overseas and Mrs. Upton and the children are staying with her parents, Machinist and Mrs. D. F. Sullivan in Perry.

Retired Agent W. W. Stahl of Paradise, Calif., visited friends on the Iowa division in September en route home from Rochester, Minn., where Mrs. Stahl, a retired operator, submitted to a major operation.

Cpl. Winston Hayward arrived in San Francisco Sept. 12 after three and a half

years overseas in the Signal Corps with the 5th Air Force. He hopes soon to get back to his job in the signal department.

Employees discharged from the armed service during the last few weeks were Fireman Robert Rogers, Brakeman Dale Noack, Operator Frederick Davis and Clerk Ray Murphy.

A new member of the Milwaukee family is Mrs. Donald Atkins of Madrid. She is the former Mary Betty Rogers of Des Moines and her marriage to the Madrid operator took place in Des Moines Aug. 19.

Harry Brulport, Perry yard clerk, submitted to a major operation the fore part of September.

Yard Clerk W. E. Snowden of the Perry force had the misfortune to have some fire damage at his home Sept. 12.



"NOTHING WRONG—WE'RE JUST KEEPING OURSELVES FROM RUSHING OUT TO BUY EVERYTHING IN SIGHT!"

KANSAS CITY DIVISION

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

Again this season Mrs. C. E. Wingate just missed being the champion woman golfer of Ottumwa, but was awarded a sterling silver cream and sugar set as runner-up in the gold tournament held at the Ottumwa Country Club; also, she was winner in the handicap tournament.

Young Jean Wingate left for Omaha early in September to make her home temporarily with her grandparents in that city, while attending the Omaha University.

On Aug. 23 the daughter of Conductor L. O. Van Dyke and Mrs. VanDyke of Ottumwa was married to Ens. Joseph S. Coughlin, USNR, son of Mr. and Mrs. A. B. Coughlin of Madison, Wis., in the naval chapel at Corpus Christi, Tex. On the same date Ensign Coughlin was awarded his wings. They are making their home temporarily in Atlanta, Ga., while he is in training to become an instructor.

The stork paid a visit to several homes of Milwaukee employees during August.

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T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs

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

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

CARTER BLATCHFORD, INC.

80 E. JACKSON BLVD.
CHICAGO

RAIL JOINTS

Reformed to meet specifications
for new bars.

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

AXLES

CRANK PINS

PISTON RODS

HAIR FELT INSULATION

OPERATING 161
MOTOR TRUCKS,
TRACTORS AND
TRAILERS

ESTABLISHED 1880

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

RECEIVING
and
FORWARDING
POOL CAR
DISTRIBUTORS

On the 14th a daughter, Janet Sue, was born to Conductor and Mrs. Wilbur M. Smith and a son, Victor Jay, to Mr. and Mrs. L. G. Mallinger. Aug. 24 brought a daughter to Machinist Helper Dewey Johnson and wife, which now makes Conductor Jerry L. Collins a grandfather.

After 38 years of service as agent and operator, Warren G. Davis retired last July. At the time, he was agent at Newton, Mo., which position was assigned to H. O. Hoover, former agent at Liberty. Operator C. F. Johnson succeeded Mr. Hoover.

On Sept. 30, 1895, W. C. Bell entered the service of our company as telegrapher and was appointed agent at Washington, Ia., on Feb. 16, 1925, from which position he retired on Sept. 1. L. R. Carbee was appointed agent, vice Mr. Bell, having held the position as second trick operator at that station since May 12, 1925.

Because of ill health, Locomotive Engineer S. E. Yoemans retired from active duty on Aug. 21. He entered the service on Sept. 20, 1897, and was promoted to engineer on Nov. 5, 1902.

Engineer F. C. Peters has taken over the Marion line passenger train and Conductor Bert Hart is now conductor on that train, due to Conductor Jack Ryan still being confined to the hospital.

The death of Engineer Harry C. Montgomery occurred on Aug. 20 at the Mercy Hospital in Cedar Rapids. He was 58 years of age and had been in the service since Sept. 19, 1914.

On Aug. 27, Mrs. A. C. Novak, wife of trainmaster, was called to Savanna, Ill., because of the death of her father, J. G. Coates, retired Milwaukee car department employee. Burial was at Mt. Carroll, Ill.

Mrs. William Fry and Mrs. E. Schroeder were in Laredo, Mo., for the funeral services of Mrs. Guy Parks, whose death occurred at Moberly, Mo., on Sept. 5, at the age of 82. Her husband, who preceded her in death, was for many years a conductor on the KC Division and her son, John, is agent at Beloit, Wis.

Conductor Kenneth Wymore's son Keith, Lieutenant in the Infantry, came from Ft. Benning, Ga., to spend a furlough with his parents in Ottumwa, after which he reported at Camp Maxie, Tex.

Letter from T/3 Roy M. Hypes, former store department employee, west yard, informs us that he was shipped from France to Manila, that he received the Milwaukee Magazine regularly while in the European theater of war, and hopes to continue getting it.

Waldo Henson, former section laborer at Hayesville, a private in the army since May, 1944, has been awarded the Bronze Star and Combat Infantry Badge for meritorious service at Bastogne in the Belgian bulge last December.

Roundhouse Laborer Joseph A. Link has been informed that his son, Michael V., was promoted from first lieutenant to captain, at the close of the Okinawa campaign. He is with the 77th Division and



BACK ON THE JOB. It felt like old-home week to Gary H. Ebbert when he met several of his former railroad associates in France, while on duty with the 733rd Railway Operating Battalion. They were: Col. James Shea, former Trainmaster on the H&D Division; Brakeman Richard E. Smith; Firemen Beryl and Don Kosman; and Machinist Apprentice Daniel A. Corrigan. Gary is glad to get back to braking on the Milwaukee at Ottumwa, Ia., where he and Mrs. Ebbert have established their home.

was recently awarded the Bronze Star for meritorious service in action against the enemy on Okinawa.

Having served in the navy since Dec. 16, 1940, Chief Water Tender Jesse Williamson received his discharge on Apr. 27 and resumed work as a locomotive fireman on Aug. 15. On Aug. 22 Gary H. Ebbert resumed work as a brakeman, having been with the 733rd Railway Operating Battalion while overseas. Former Brakeman Robert W. Fulton, in the army since Mar. 12, 1942, was discharged on Aug. 3 but will be unable to resume his duties for some time.

A letter of appreciation from Capt. William S. Price of the transportation branch of the army was received by Pvt. Richard E. Smith, whose name was listed with 16 others of the 744th Railway Operating Battalion, to be commended for the splendid co-operation given by them in connection with the movement of QM supplies; for aiding the transportation branch in innumerable ways with helpful suggestions; rapid compliance with requests for movements of cars safeguarding U. S. property and showing a genuine interest in all necessary operations. Richard worked as a brakeman prior to enlisting in the army and his father is Conductor Hugh B. Smith.

Lady (holding a cookie above the dog): "Speak! Speak!"
Dog: "What'll I say?"

A prominent business man fell in love with an actress and decided to marry her, but for the sake of prudence he employed a detective agency to prepare a report on her life.

The operative's report read: "The lady has an excellent reputation, her past is without a blemish, and she has a circle of impeccable friends. The only breath of scandal is that lately she has been seen a great deal in the company of a business man of doubtful reputation."

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Chicago General Offices					Iowa and Southern Minnesota Division				
Bartling, Adele	Engineering Dept.	Chicago, Ill.	1	1	Dosey, E.H.	Cashier	Bloomington, Minn.	2	40
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.	2		Hayes, Albert	Operator	Albert Lea, Minn.		
Culver, C.L.	Spec. Tax Agent	Chicago, Ill.	1	2	Hoffmann, Ray H.	Chf. Carp. Clerk	Austin, Minn.	1	1
Ennis, W.L.	Asst. to C.O.O.	Chicago, Ill.	1		Ibsen, Mrs. J.R.	Wife of Agent	Wellcome, Minn.	1	
Graves, Vila M.	Asst. Secretary	Chicago, Ill.	1	1	Johnson, Charles	Agent-Operator	Sherburn, Minn.	1	1
Mongelluzzo, Steve	Car Distributor	Chicago, Ill.	1		Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	1	
Nelson, Mildred	Stenographer	Chicago, Ill.	1	1	Olson, Helen	Daughter of Agt.	Brownsdale, Minn.	1	1
Risberg, R.E.	Clk., Aud. of Expend.	Chicago, Ill.	1		Olson, Kenneth	Son of Agent	Brownsdale, Minn.	1	
Travers, F.T.	Steno-Clerk, Tax Dept.	Chicago, Ill.	4	1	Peterson, R.A.	Agent-Operator	Winnebago, Minn.	1	2
Weber, R.W.	Clerk	Chicago, Ill.	1		Peterson, V.A.	Agent	Artesian, S.D.	1	
			12	3	Schulze, R.W.	Operator	Pipestone, Minn.	2	5
					Simon, J.E.	Sec. Foreman	Bloomington, Minn.	1	
					Wright, G.A.	Agent	Howard, S.D.	1	48
								11	
Chicago Terminals Division					Kansas City Division				
Bishop, N.	Asst. Agent	Galewood, Ill.		4	Atkin, F.W.	Rate Clerk	Kansas City, Mo.	3	1
Boeck, H.F.	Chief Clerk	Galewood, Ill.		7	Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	1	
Borman, H.A.	Route Clerk	Galewood, Ill.		3	Hampshire, J.F.	Car Clerk	Ottumwa, Ia.		1
Brown, H.	Rate Clerk	Galewood, Ill.		5	Mills, J.W.	Cashier	Ottumwa, Ia.	1	
Dyba, T.	Clerk	Galewood, Ill.		2	O'Malley, A.J.	Rate Clerk	Ottumwa, Ia.	1	2
Ensor, A.	Rate Clerk	Galewood, Ill.		5	Sowder, J.W.	Chief Clerk	Ottumwa, Ia.	1	
Ewing, J.	Clerk	Galewood, Ill.		5				6	
Hanson, H.	Clerk	Galewood, Ill.		3					
Kerwin, J.J.	Rate Clerk	Galewood, Ill.		4					
LeMire, G.E.	Rate Clerk	Galewood, Ill.	111						
Oettinger, J.J.	Rate Clerk	Galewood, Ill.	12						
Van Alstine, S.	Rate Clerk	Galewood, Ill.	1						
Willison, H.	Asst. Chf. Clk.	Galewood, Ill.		4					
			0	163					
Coast Division					La Crosse and River Division				
Anderson, Millie	Clerk	Tacoma, Wash.	2	1	Blanchfield, E.C.	Cashier	Merrill, Wis.	1	1
Crawford, Elis.	Stenographer	Tacoma, Wash.	1		Frazier, I.L.	Rate Clerk	Merrill, Wis.	1	
Goldsbrough, A.	Station Force	Tacoma, Wash.		1	Frye, M.J.	Chief Clerk	Merrill, Wis.	1	1
Oldenburg, Lucille	Clerk	Seattle, Wash.	1		Karow, C.A.	Cashier	Winona, Minn.	1	
Pentecost, Al	General Foreman	Tacoma, Wash.	1	1	Karow, Mrs. D.C.	Exp. Clk., & Steno.	Winona, Minn.	1	1
Rusch, H.	Steno., Loco. Dept.	Tacoma, Wash.	1		Ruder, George	Warehouse Frmn.	Merrill, Wis.		
			6	1	Ruder, William	Yard Clerk	Merrill, Wis.	1	3
					Schaad, Gregory	Trucker	Merrill, Wis.	1	
					Singer, J.W.	Operator	Merrill, Wis.	1	
					Wheeler, Morton J.	Bill Clerk	Winona, Minn.	7	
Dubuque and Illinois Division					Madison Division				
Blosch, Fred	Cutter	Dubuque, Ia.	1	2	Blethen, W.W.	Stenographer	Madison, Wis.	1	0
Dubmeyer, A.	Cutter	Dubuque, Ia.			Coleman, James F.	Ret. Flagman	Madison, Wis.	1	
Fisher, J.H.	Car Foreman	Savanna, Ill.	3	9	Glenn, W.H.		Madison, Wis.	4	
Kurt, Francis	Clerk	Waukon, Ia.	6		Higgins, Betty Lou	Clerk	Madison, Wis.	3	
Long, Wm. E.	Retired Mach.	Savanna, Ill.	2	1				9	
Millar, Lucille	Clerk	Dubuque, Ia.	1						
Mulder, Grace	Stenographer	Savanna, Ill.	1	1					
Rokusek, C.	Laborer	Dubuque, Ia.	1						
Schuster, Gerald	Laborer	Dubuque, Ia.	1	2					
Tuttle, Norval	Store Dept.	Savanna, Ill.	2						
Unmacht, H.A.	General Foreman	Dubuque, Ia.	2	1					
Unmacht, J.H.	Laborer	Dubuque, Ia.	1						
Willmers, R.	Cutter	Dubuque, Ia.	1	1					
Withhart, F.M.	Check Clerk	Savanna, Ill.	4						
			26	12					
Hastings and Dakota Division					Milwaukee Division				
Boettcher, E.F.	Roadmaster	Aberdeen, S.D.	2	3	Bramer, J.	Conductor	Horicon, Wis.	1	0
Henningson, Dorothea	Stenographer, Div. Engr.	Aberdeen, S.D.	3		Folkman, Otto	Trackman	Horicon, Wis.	2	
Jordahl, Alice	Daughter of Sec. Foreman	Fairmount, N.D.	1	1	Harper, Vernon	Trackman	Horicon, Wis.	1	1
Kaufmann, M.L.	Secy. to Solicitor	Aberdeen, S.D.	1		Hughes, W.J.	A.M.M.	Beloit, Wis.	2	
Moriarty, W.J.	Chf. Clk., Store	Aberdeen, S.D.	2	3	Johnson, W.	Track Laborer	Horicon, Wis.	1	1
Murray, M.	Rdmstr's Clerk	Aberdeen, S.D.	3		Little, R.	Conductor	Horicon, Wis.	1	
			12	0	Noel, M.E.	Roadmaster	Horicon, Wis.	1	2
					Nungesser, C.L.	Conductor	Horicon, Wis.	1	
					Olson, A.H.	Roadmaster	Horicon, Wis.	2	
					Willer, John	Sec. Foreman	Horicon, Wis.	2	
								14	
Iowa Division					Milwaukee Terminals and Shops				
Miller, L.J.	Agent	Springville, Ia.	2	3	Daveley, Blanche	Steno-Comp. Opr.	Milwaukee, Wis.	1	0
Waln, R.A.	Sig. Maintainer	Paralta, Ia.	3		Keller, E.A.	Chief Clerk	No. Milwaukee, Wis.	2	
			5	0	Michalski, Charles J.	Carman	Milwaukee, Wis.	1	1
					Mulholland, L.	Carman	Milwaukee, Wis.	4	
					Myers, Jacob C.	Ret. Carman Hlpr.	Milwaukee, Wis.	1	2
					Rieboldt, F.C.	Ret. Painter	Milwaukee, Wis.	2	
								11	
Iowa and Dakota Division					Rocky Mountain Division				
Burnett, M.L.	Trnmstr's Clk.	Mason City, Ia.	2	2	Cedarholm, Bruce	Operator	Lewistown, Mont.	2	0
Flynn, H.H.	General Clerk	Sioux City, Ia.	2		Messier, Mary	Operator	Lewistown, Mont.	1	
Gourley, E.				1	Mundt, Ed	Car Foreman	Lewistown, Mont.	1	1
Clifton, Jr.	Eng. Department	Mason City, Ia.	1		Reuther, Ann B.	Rate Clerk	Lewistown, Mont.	1	
Hansen, J.T.	Asst. Supt.	Sioux City, Ia.	1	2	Richmond, H.M.	Lt. of Police	Butte, Mont.	1	1
Kelly, M.	Rdmstr's Clk.	Mitchell, S.D.	2		Samuels, Gus	Carman	Lewistown, Mont.	1	
Kemp, Colonel S.	Flagman	Sioux Falls, S.D.	2	1					
Larsen, H.F.	Roadmaster	Mitchell, S.D.	1						
Serakos, Christ	Sec. Laborer	Mason City, Ia.	1	3					
Snow, H.C.	Agent	Sioux City, Ia.	1						
Woodhouse, Wm.	Baggage man	Mason City, Ia.	3	15					2

Keep your tip cards handy, as a constant reminder that you are looking for business.

Keep your tip cards handy, as a constant reminder that you are looking for business.

Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.
Seattle General Offices				
Cumming, J.R. Greengard, S. Hickey, Margaret MacClellan, F.J. Reynolds, F.D. Strassman, J.N.	Asst. Tax Commsnr. Exec. & Law Dept. Stenographer Claim Adjuster Tel. Operator Auditor	Seattle, Wash. Seattle, Wash. Seattle, Wash. Seattle, Wash. Seattle, Wash. Seattle, Wash.	3 1 1 1 2	5
			8	5
Superior Division				
Bronoel, Dan Halgren, H. Heup, S.W. Johnson, Julia LaVeau, F.J. Savidis, G.L. Schramm, R.W.	Clerk Trn. Baggage man Clerk, Station Clerk-Steno. Agent Trainmaster Clerk, Station	Green Bay, Wis. Green Bay, Wis. Menasha, Wis. Green Bay, Wis. Republic, Mich. Green Bay, Wis. Neenah, Wis.	1 1 2 1 1	2 1 1 1
			4	5
Terre Haute Division				
Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.	0	20
Trans-Missouri Division				
Revling, O.O. Tarpo, Nome Winship, Alta	Conductor Sec. Foreman Mother of Tapeman	Miles City, Mont. Miles City, Mont. Miles City, Mont.	3 1 1	0
Twin City Terminals Division				
Andren, Joel S. Brew, George A.	Clerk Cartman	St. Paul, Minn. St. Paul, Minn.	3 3	1 1

Number of Traffic Tips Reported During August, 1945

Division	Passenger Tips	Freight Tips	No. of Tips per 100 Employees
Seattle General	8	5	6.8
Iowa & S. Minnesota	11	48	5.9
Chicago Terminals	..	163	5.4
Dubuque and Illinois	26	12	2.3
Terre Haute Division	..	20	1.8
Madison Division	9	..	1.2
Superior Division	4	5	1.1
Iowa and Dakota	15	2	1.0
Milwaukee Division	14	..	1.0
Hastings and Dakota	12	..	0.9
Kansas City Division	6	2	0.9
Rocky Mountain Division	7	..	0.6
Chicago General	12	3	0.5
Coast Division	6	1	0.4
La Crosse and River	7	3	0.4
Trans-Missouri Division	5	..	0.4
Iowa Division	5	..	0.3
Milwaukee Terminals	11	..	0.2
Twin City Terminals	3	1	0.1
Idaho Division
Miscellaneous
TOTALS	161	265	1.2

TERRE HAUTE DIVISION

Berniece Sparks, Correspondent
Faithorn, Ill.

We are very happy to welcome back two of our switchmen who have been in the armed forces—Linus Thomas and Richard Exo. Both of these men have served overseas and, needless to say, are very glad to be back home again.

Switchman David Cribbs left recently for Lincoln, Neb., to spend a few days with his son, who is being sent overseas to join the army of occupation.

Congratulations to 1st Lt. William Lewis and his bride, who were married on Aug. 23 at Ft. Leavenworth, Kans. The bride is the former Mary Ann Newman of Terre Haute, Ind. Lt. Lewis is the son of Agent Lewis at Chicago Heights.

Best of luck to Switchman Arnold Lukasavitz. "Luke" is now one of Uncle Sam's "nephews".

D & I DIVISION

First District

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

It was with deep regret that we learned of the passing of former Chief Dispatcher E. J. Crawford of Dubuque, who passed away Sept. 6, following a short illness. Entering the service of the Milwaukee Road in 1891 as a telegraph operator, he was promoted in 1906 to train dispatcher at Dubuque and in 1915 was appointed chief dispatcher, which position he filled until his retirement in January, 1944, with 54 years of service.

John Gilbert Coats, retired car department employe, died suddenly at his Woodland Township farm near Mt. Carroll, Ill.,

Aug. 27. Mr. Coats retired from service in June, 1937.

Daniel W. Mogan, chief caller at Savanna roundhouse for many years, passed away at his home in Savanna on Aug. 16. Dan retired from service in March, this year, after 50 years with the Milwaukee Road.

Oscar Almquist, retired mechanical department employe, passed away on Aug. 27 following a lengthy illness. He entered the service of the railroad in 1920, retiring in 1937.

In scanning through the retirements, we find that Switchman Ed. S. Hewitt of Savanna retired on July 31, having been with the railroad since 1906, and is moving to Thomson to spend the days of his retirement; also, Peter Raun, who has been with the Milwaukee for about 40 years, retired from service in the B&B department, June 30.

Rev. Bernard H. Fisher, son of Car Foreman J. H. Fisher of Savanna, ordained to the Catholic priesthood on Aug. 15 at St. Mary's Seminary, Techny, Ill., celebrated his first solemn Mass in St. John's Catholic Church in Savanna on Aug. 19.

Second District

Lucille Millar, Correspondent
Store Department
Dubuque, Ia.

Edgar J. Crawford, 76, who retired as chief train dispatcher at Dubuque in January, 1944 after 54 years of service, died on Sept. 6 after a brief illness. He entered the service of the Road in 1891 as a telegraph operator and was employed for several years at various points between Savanna, Ill. and La Crosse, Wis. He went to Dubuque as train dispatcher in 1906 and was appointed chief dispatcher in 1915. In all of his years with the company, Mr. Crawford lost only 14 days because of illness. Having been active in the Masonic order, Masonic services were conducted at the funeral. He is survived by one daughter, Mrs. Edwin W. Olson of Dubuque, and one granddaughter, Ruth Ann Olson.



JOHNNY SHOEMAKER SEZ...

"Some folks talk lots about the big things they're goin' to do tomorrow... but forget the little thing they ought to do today!"

Lots of things shouldn't wait till tomorrow... like keepin' shoes repaired.

'Course when you get long-wearing Hood Suprex Rubber Heels, repair-time doesn't come around so often. Look for the Hood Arrow."



LOOK FOR THIS ARROW



HOOD RUBBER COMPANY

a division of

B. F. Goodrich

MADISON DIVISION

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

Conductor Geo. C. McCue is confined to the Mercy Hospital, Janesville, with a back injury sustained some weeks ago.

B. L. Eller has been appointed agent at Richland Center and J. F. Gallagher, second trick operator at Milton Junction, has taken the agency at Palmyra which was vacated by him.

Conductor and Mrs. Wm. A. Warren of Madison recently entertained their sons, Charles and Truman, of the navy. Charles, seaman 1/c, recently arrived from LeHavre, France, on the Hawaiian Skipper, on which he has been serving as a gunner. Prior to enlisting in the navy, Charles was employed as a switchman in

Madison yard. Truman is stationed at Camp Bedillon, Calif.

Engineer Carl Knope and Chief Carpenter Harry Cameron are proud grandparents again.

Ralph Hoessel has returned to service in the capacity of locomotive fireman. Ralph formerly worked in the track department and was recently released from military service.

Private W. O. Bruns, former agent at South Wayne, was recently home on furlough from Camp Plauche, La. Mrs. Bruns is acting as agent during his absence.

Engineer William Sornow of Janesville passed away on Sept. 5 after a lingering illness. He served the Milwaukee for 32 years. Sincere sympathy is extended to Mrs. Sornow.

G. C. Arnold, agent at Black Earth, is recovering from an operation at the Methodist Hospital, Madison.

After an absence of 32 months, Brake-man Don Keegan writes from Mannheim, Germany. Congratulations Don, on your promotion to lieutenant.

The stork is on the wing again, leaving daughters at the homes of Engineer Vincent Cooper and Relief Yardmaster Charles Royston, and a son at the home of Leo Cooper, Jr.

Andere J. Benish, former section laborer at Muscoda, recently returned to his home on furlough, after 22 months of foreign service.

Ralph Dietrich, yard clerk at Madison, retired on Sept. 14. Ernest Garrity, formerly employed as demurrage clerk at Madison, has taken the position vacated by Ralph.

Section Foreman Albert Moore of Madison retired on Aug. 1, having worked for the Milwaukee for 53 years.

Jerry Voss, retired agent at Mazomanie, called at the office a short time ago to say hello to the old friends. Jerry is looking fine.

John Sikhart, agent at Mineral Point, retired Sept. 11 after 38 years of continuous service.

SUPERIOR DIVISION

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

Section Laborer Anton Emmer died at his home at Sherwood, Wis., on Sept. 7, and the sympathy of the Milwaukee Road employees goes to Mrs. Emmer.

Our congenial yard master, W. E. Tierney had the misfortune to break four of his ribs while he was on his vacation. Bill claims that he was standing on the top of a ten-foot ladder trying to get the best apples from the top of the tree when the branch broke, and down came Bill, apples and all. D. Westover and O. H. Czamanske paid him a visit while he was laid up and claim they measured several distances from the tree and are not convinced that Bill fell while picking apples.

City Ticket Agent E. D. Crim, as in former years, is again traveling with the Green Bay Packer Football Team, world's professional football champions, making all of the necessary transportation arrangements. The first trip was to Philadelphia, then to Hershey, Pa., and then to Washington, D. C.

The Green Bay passenger station will again move to the east side of the river, to the old passenger station, which will be remodeled, with many improvements made to the station building, the trackage and the surrounding grounds. A remote control switch will be installed at the switch leading to the Fox River Bridge, to help in handling the movement of trains to the passenger station. It is hoped to have the work completed soon, in order to move to the new quarters in time for the holiday rush about the first of the year.

Top Performance With Low Initial Cost—Easy Installation—Low Upkeep

PMCO MECHANICAL SWITCHMAN

Speeds up wartime traffic by permitting trains to trail through switches at speed, eliminating train stops for operation of hand-throw stands. One-unit construction includes powerful spring and oil buffer with pistons, rod and oil control valves.



PMCO RERAILER

No clamps...no spiking. Bridge over rail assures top performance without tipping or slipping. One man can place in position for immediate use. Manganese steel—one piece rib construction.



PMCO RAIL BRACES

Adjustable braces that reduce the need for full rigid clamping...supply constant bracing to the rail...have controlled flexibility that restrains tipping and side-thrust...provide close signal adjustment and larger wearing areas of better material. Easy, infrequent adjustments.



"Quality Since 1880"
PETTIBONE MULLIKEN CORPORATION

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The Answer to Your Heating Problem

is a

WARM MORNING COAL HEATER

For Sale by Leading Coal Merchants
and

Retail Stores Everywhere

REPUBLIC COAL & COKE CO.

General Offices: 8 S. Michigan Avenue, Chicago

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



The Milwaukee Road baseball team of Green Bay, Wis., which finished the season at the head of the city's Twilight Baseball League. Shown, left to right, are: Front row—Ray Crim, Jerry Buth and Dale Christopher (captain). Back row—Bob Wright, Clayton Christensen, Tom Arndorfer and Gerald Last. Harlan Clapper, Bob Petersen and Jan Evans also played with the team but were not present when the picture was taken. Ray Crim is the son of E. D. Crim, city passenger agent at Green Bay.

On Sept. 11 we used the first diesel engine for a test run on the Chippewa, Milwaukee to Green Bay, returning on No. 14, and all reports indicate a good run. We hope that in the near future we will have this class of power on our Chippewa trains daily.

Chief Dispatcher J. T. Dinwoodie is on his annual vacation and judging by the fishing equipment that he prepared during the weeks preceding his vacation, everybody should be well supplied with plenty of fish; however, at the present writing we have seen none of them.

The boys' extra gang was abandoned on Sept. 1 to enable the boys to return to school. They were only one mile from reaching their objective this year; however, they were given the usual treat of ice cream by Superintendent Buechler, which everyone enjoyed.

TWIN CITY TERMINALS

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

Vacation time is over and for some of us it was the first vacation in three years. We made the most of it by slipping away to our retreat in northern Minnesota on the shores of beautiful Fishtap Lake, where peace and quiet reigned supreme; an ideal place to rest.

We had just about forgotten that we had any other occupation than that of pedase, when one day we stopped at a roadside store and there, hanging in the most conspicuous place, high above the cash register, we observed that familiar scene which makes the 1945 Milwaukee Road calendar an outstanding embellishment in any office, home or store. Upon making inquiry as to how it came about

that this calendar was decorating this particular store, we were advised that it had been presented to the storekeeper by a retired Milwaukee Road engineer from Austin, who now lives in the vicinity. Later we had the privilege of meeting the retired engineer, who is Fred Peck, a veteran of many years service on the S. M. Division. He told me that he had been fishing on Fishtap Lake for the past 35 years and when he retired a few years ago, he decided to make his year-round home on its shores. He and his good wife are living the life of Riley, have a very comfortable home and enjoy good health, and we suggest that any Milwaukee veteran contemplating retirement contact Fred Peck at Lincoln, Minn., if he would like to live on the shores of one of Minnesota's finest lakes, where you don't have to worry about red points with an abundance of walleyes, bass, crappies and sunfish just waiting for you to come and get them.

Another delight that we engaged in while vacationing was to watch the gorgeous sunrises and sunsets, and since we timed ourselves so that we would have the benefit of the full moon, we saw the old man in the moon come up in all his glory surrounded by myriads of stars, night after night. Of course, most of the sunrises were observed from a reclining position, but they were not the less inspiring.

The north country may be deficient in some of the creature comforts, but old mother nature certainly compensates for all of them with the display of power and glory she puts on each 24 hours.

Colonel N. A. Ryan was a recent caller while enroute to Ft. Lewis, Wash., to be mustered out of Uncle Sam's army. It is our guess that he will be very happy to return to civilian life, now that the job in Europe has been successfully completed, but he wouldn't have missed being in the fray while the going was tough.

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St. Paul Freight House

Allen C. Rothmund, Correspondent

S. N. Adams is back to work in the office after some time in the hospital.

Bill Burfield of the freight office who is on furlough from the navy, paid the office a visit the other day.

Ida Morris is the name of the new girl in the office of the chief clerk.

A sure sign of winter appeared a few days ago; Frank Hennessy made his appearance wearing the good old heavy winter sweater.

Well, a number of the boys felt pretty blue the other day when they discovered that their club room was gutted by fire; however, the place has since been reconditioned and remodeled, even with a new door painted red. A grand opening was held and all can enjoy themselves once again on Robert Street.

Edith Jahnke is taking part in the celebration at Hudson, Wis.

We like the new pay day dates for Minnesota, the fifteenth and thirtieth.

To give a few last words about victory gardens, we believe O. A. Nelson should be rated as an A1 gardener. Even though he put in long hours in the cab as engineer he still found time and ambition to keep up a big plot.

Minneapolis Local Freight and Traffic Dept.

Gladys Mirocha, Correspondent

Looks as if it won't be long now and there will be a few familiar faces around the local freight office again. Mike Martin, former rate clerk, surprised his wife by calling her from Switzerland and is expecting to be on his way home soon. Douglas Sutton also expects to see the States soon, and Larry Johnson is already on the way home. We will certainly welcome them all back.

Jim Stamos, former messenger, dropped in to say hello. Jim has just completed his boot training and thinks the navy is swell.

Jennie Goss is spending her vacation with her brother, who has just arrived home after spending two-and-a-half years in the European theater.

With the many service boys located in



BACK ON THE JOB. "I was too busy servicing seaplanes and coast guard cutters and patrolling freighters to get very well acquainted with the dark-skinned Spanish girls down in Cuba," said Rudy Sundell, CM1/c. It was there, at Kayo Francis, that Rudy spent two and a half years in the service. He is now back at work as a painter with the B&B department in Minneapolis.

the Pacific, Emmett and Bob Keenan were lucky enough to run across each other a couple of times and so were able to spend a few hours together, reminiscing.

Harry Hagen stopped in at the office and is now looking fit as a fiddle; maybe it's being on pension that's doing wonders for him.

Frank Thorl's daughter, who has had a touch of polio, is now getting along very nicely; the best of luck to her.

The local freight gang showed up in full force at the Milwaukee picnic held at Excelsior Park on Sept. 2, and a good time was had, as evidenced by the fact that a few of the girls were displaying bruises, the result of going into the Fun House, and they insisted it was fun.

Kay Beringer has recently become a member of the Milwaukee family.



BACK ON THE JOB. Wilbur P. Tabor's itinerary with the 711th Railway Operating Battalion sounds like a world tour via the army. Leaving New York on Nov. 1, 1942, his first stop was Rio De Janeiro — in his opinion the most beautiful city en route. Seventeen days later he feasted his eyes on Bombay, India, and also saw the famous Taj Mahal. He then spent 33 long months in Iran with the Iranian State Railway. Before returning to the U. S. A. Corporal Tabor did some extensive flying—Iran to Cairo, Cairo to Tripoli, across the Mediterranean to Naples, and then back to Newport News, Va. Bill returned to his job as machinist helper at Minneapolis shops on Aug. 6.



BACK ON THE JOB. Harry V. Miller has returned to chauffeur for the store department at Minneapolis, after 38 months with the Medical Corps, 1st Field Hospital; his specialty—eye, ear, nose and throat. Harry says that it was interesting, but railroading is still his choice. Mrs. Miller is now an army nurse at Fitzsimmons General Hospital.

St. Paul Traffic Department

Brooksie Luth, Correspondent

There goes the wind-up, here comes the pitch, there goes the ball and there goes the bat, too—right smack in the face of R. A. Burns, our general agent. Up till that time he had been enjoying a kitten-ball game one lovely evening in August, but after that he was enjoying "nuffin." The results of the accident were one cracked cheekbone, and oh! wotta shiner. The gentleman is recuperating nicely, thank you.

Perhaps part of his quick recovery was brought on by the good news from Hawaii that his son, Robert, has been promoted to lieutenant colonel.

Speaking of military promotions, our former rate clerk, Jack Maher, is now a captain. Jack transferred recently from the fourteenth to the tenth Air Force, and just before the war ended was fighting with a pencil and a map instead of his former P-51. According to his latest bulletin, he expects to be home before Christmas. No one will object—least of all Jack himself.

H. M. Larson, acting AGPA, is taking up a collection for a cane and a wheel-chair for himself now that his daughter has presented him with a husky grandson. He isn't quite sure if he approves of being a grandfather, but "on him it looks good".

Visiting Fireman Department: Alice Treherne Herrick, former stenographer in this office and correspondent for St. Paul, came in with her husband on business and to visit, glad to be back in this neck of the woods. All of Alice's friends were glad to welcome her home, too.

Same department: Doug Tybering, former ticket seller here, and more recently former master sergeant in the army, had a five minute delay en route to a well-earned vacation in the "North Country". Doug says he expects to put on the old work harness about Nov. 1.

The "What Next Department": One day recently a very attractive young lady shyly asked Art Groh, information clerk, to recommend a good lawyer. Art was stymied for a minute, thinking of the various types of lawyers, but after some diplomatic questioning on his part, the young lady finally said she wanted a "marriage and divorce lawyer". Art handled the situation very tactfully and the

young lady went happily on her way, but ever since Art has thought of all the things he could have said to the lady. He's still wondering if he should set up a side business along the "Mr. Anthony" line.

Guard: "Halt, who goes there?"
Rookie: "Aw, you wouldn't know me. I just got here today."

South Minneapolis Car Dept. and Coach Yard

*Oriole M. Smythe, Correspondent
Car Department*

Honorable discharges from service have been granted to: Former Carman Apprentice John T. Farenflight, who returned to work Sept. 10, following service with the naval forces since August, 1941; Richard E. Demmers, son of Foreman A. Demmers, who returned to railroad employment on Sept. 4, with four years and ten months service in the south Pacific area, Australia and New Guinea.

Helper Apprentice Oscar E. Nelson, who served three years with the Evacuation Hospital Corps in North Africa, Sicily, Italy and France, is now home and will return to railroad work soon. News from George Myren, Herb Kassin, and Dave Harrington, with the 756th Railway Shop Battalion stationed near Marseille, France, says that repairing cars and working on the railroad is much different than car repairing at Minneapolis shops.

T/S Edward G. Ryberg with FSC Hospital Trains Detachment, formerly at Camp Miles Standish, Mass., has been transferred to Ft. Lewis, Wash.

Sgt. Robert C. Ingvaldsen with the Engineers Corps in India for the past 18 months, hopes to be home for Christmas.

Births

A new baby to Robert K. Rodin family, former carman at Minneapolis coach yard and now equipment maintainer at Red Wing.

Retirements

Olaf Sandgren, on Sept. 12, due to ill health, following 30 years service as carman.

Deaths

Andrew Larson on Sept. 10, following serious illness for the past six months.

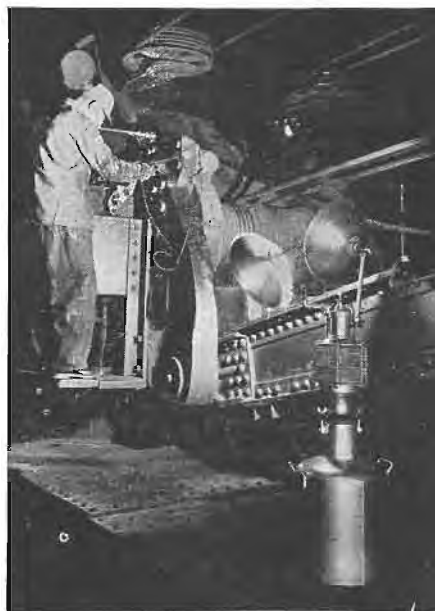
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Storekeeper: "That clock, madame, will go eight days without winding."

Old Lady: "Gracious! And how long will it go if you wind it?"

Mr. Larson had retired as carman in 1939.

Carl Oskar Olson, on Aug. 28, ill about a week. Mr. Olson had worked as carman at Minneapolis shops for the past two years.

MILWAUKEE DIVISION

"Old Line"

Hazel Whitty, Correspondent
Ticket Clerk, Horicon, Wis.

William J. Strange, retired baggage-man, passed away at Oshkosh recently. He was born at Milwaukee, Apr. 18, 1888, and was employed by the Milwaukee Road for 36 years prior to his retirement three months ago. Mr. Strange was a steady, conscientious worker. Sympathy is extended to his family.

Operator Dunning is the new agent at Iron Ridge, Wis.; Mrs. E. A. Kent will take over Pickett station.

Trackman Gilbert Kuehn of Pickett section increased his number of tax exemptions to three, due to the birth of a son recently. The child has been named David.

Second District

Harry Hill, a veteran of 50 years service with the Milwaukee Road, passed away unexpectedly at his home in Rockford, Ill., on Sept. 11. He was apparently in good health, and, until the day of his death, was actively engaged in his work as general yardmaster, his position for the last 23 years. Prior to his Rockford service, he was employed in the same capacity at Racine, Wis. He was born on May 30, 1878, at Nevada, Ia., and started railroad-ing at the age of 16 as a boy telegrapher.

In his many civic activities, Mr. Hill was recognized as an organizer, and was a member of many fraternal associations, among them the Order of Railway Conductors. Those who had worked with him for so many years and knew him intimately were grieved to hear of his death, and his many friends on the Milwaukee system and in railroad circles will mourn the passing of a good friend.

TRANS-MISSOURI DIVISION

West End

Pearl Huff, Correspondent
Miles City, Mont.

Retiring seems to be the order of the day, as three of our machinists at Southtown did just that, effective Sept. 1, namely: Arthur Corse, with a service date of 1905; Eric Blyberg here since 1910; and George T. Luke, who has worked since 1913. We wish them many happy days ahead.

The 17-year-old daughter of Minneapolis roundhouse employe Concepcion Bosquez reigned as queen of the three day Mexican fiesta at St. Paul in August, at which more than 1000 people celebrated Mexico's liberation from Spain. Guadalupe "Lupe" Bosquez knows how to cook Spanish dishes and say her prayers in Spanish but enjoys winter sports best of all and says, "Give me ice skates or skis."

Eighty-eight-year-old John E. Linroth came visiting recently. Mr. Linroth worked in the car and store department more than 25 years ago. He was alert and interested in "these modern methods." His son Arthur is at present a bollermaker helper in the Minneapolis back shop.

Mrs. Axel Larson, wife of the section foreman at Twin City Terminal passed away on Aug. 30. Mr. Larson has the distinction of being the oldest employe in the track department at the Terminal. He has a service date of 1901.

Understand Andy Wisniewski, CM 2/c, is looking forward to a discharge in the very near future. Andy, you know, served three and one-half years in the south Pacific. He is now convalescing at Ft. Snelling,



BACK ON THE JOB. Lester Cleveland has returned to his old position as machinist helper at the Minneapolis roundhouse after serving two and a half years as Pfc. Cleveland at the Dugway Proving Grounds, Tooele, Utah.

after having some shrapnel removed from his thigh, and says he would much rather be back with his old B&B crew.

Another B&B man, Raymond Haeg—the boy with the infectious smile—made the rounds while on furlough in August. Ray had just completed his basic at Camp Robinson and was on his way to Camp Adair, Ore., for assignment. He was one of the few boys to whom we have talked who liked the idea of being a replacement in the army of occupation.

And still another visitor was Lt. Stanley Blackburn, now stationed at Victoryville, Calif., where he is with a photographic outfit, doing aerial mapping in connection with radar.

Les Soderman writes to Bill Creighton that he can smell that chicken dinner already. It seems that there's a promise of long standing and it looks as though Les intends to collect on his return home. He writes that he tried to get the Emperor's colt for Mrs. Creighton but had to settle for a hand-embroidered handkerchief. Funny people, these Japanese.

A word from Manual Ruis with a picture of "Nordlingen, Reimlinger Tor," whatever that is. If anyone has any points to spare, Manual would like some; with only a total of 60, he says, "I'll see you in '48."

The young son of A. C. Thornhill, truck driver for the track department since 1927, has been much decorated. Francis L. Thornhill joined the marines when only 16 years old and has served with the 2nd Marine Division at Guadalcanal, where he won his first Purple Heart. In the Tarawa campaign, he was awarded the Silver Star, two Presidential Unit Citations and another Purple Heart with the Oak Leaf Cluster, as well as a Good Conduct Medal.

I & S M DIVISION

East End

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

Conductor George Johnson joined the ranks of grandpops on Aug. 30 when Mrs. George Tracy announced the arrival of Michael Edward. It is rumored that in his rush to change his clothes and get to the hospital, grandpa arrived there with his undershirt on inside out and backwards; also that the heels of his socks were peeping over the tongues of his shoes. At this writing, both grandpa and Mike are doing well.

A golfer of no mean note is Dispatcher Al Seeman who recently shot a 78 at the Austin Country Club, where par is 74 for the 18 holes.

The Milwaukee Magazine

With the coming of the centralized traffic control between Faribault and Mendota, which is expected to go into operation about Oct. 1, classes are being held on the division to familiarize the employees with the new operation.

A recent appointment was that of Kermit M. Olson, senior bidder for chief dispatcher's and trainmaster's clerk. Dorothy Rudan who formerly held that position, will take over Kerm's job as clerk in the Austin roundhouse.

Roy E. Koontz, formerly of Bird Island, Minn., has been appointed roadmaster, I&SM 1st district, succeeding F. J. Kovaleski.

At Trainmaster F. G. McGinn's, it's a baby girl, Jeanne, born Aug. 20. Now that cigars are easier to get, we'll settle for a small one, Greg.

With the coming of cooler weather, the talk has turned from golf to bowling and some of the boys have even mentioned pheasants.

At this writing, Special Officer Ira Syck is vacationing in California.

An article which appeared in a paper published by the 740th Railway Operating Battalion, Germany, June 24, gave quite a write up to former I&SM brakeman R. E. Corkill, now a corporal in the army. "Cork," who was acting as conductor on an extra hauling 31 cars of ammunition and 33 cars of mail, while making a run for a steep hill noticed what he thought was a hot box on a car and pulled the air on the train. Investigation showed a car of ammunition was on fire, endangering the lives of the men as well as the cargo on the train. Without hesitation, Corkill slipped between the blazing car and the rest of the train and made a cut, instructing the engine crew to run to the nearest water point, which was about a mile away. Upon arrival there, Corkill once more went between the burning car and personnel car and made the cut, but due to a slight decline, the burning car started rolling away from the water hose. Corkill and two other men in the company pushed the now exploding car back to where water could be sprayed on it. Two explosions followed and the men had to run for cover, but they returned and extinguished the fire with the loss of about one quarter of the ammunition in the car. Brakeman Corkill's father, Henry B., and brother, Lynn F., are employed on the I&SM Division.

Also had a nice letter from Lt. Ralph McCoy from India, stating that he was taking a detachment of men into Burma for a few weeks and would be heading soon for Minnesota.

A soldier parked an army jeep in front of a parking meter, got out and started to walk down the street. A policeman saw him and called after him, "Hey, buddy, drop a nickel in that parking meter."

The soldier yelled back, "Put it in yourself; that jeep belongs as much to you as it does to me."

MILWAUKEE TERMINALS

Coach Yard

Richard Flechsig Jr., Correspondent
Milwaukee, Wis.

Jim Palmer, former night foreman, is a first lieutenant and is now stationed in Kassel, Germany. He is in charge of a railroad battalion and is repairing cars over there, but wishes he were here instead. Jim also said that he receives the Magazine every month and enjoys it very much.

Ralph Nick, former cleaner, is now back in the states and hopes to get his release soon so he can come back to work at the yards.

Elmer Olenski, electrician helper, is back in the yards on a 90-day work furlough. Elmer spent most of his time in Alaska, but the cold north did not change him.

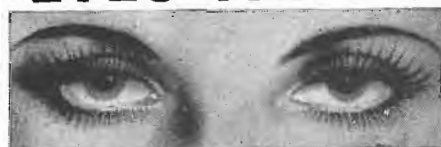
A letter was received from Pfc. Eugene Waszak, telling us that he is in fine shape and has been sent into Czechoslovakia.

A card from Pvt. William Tarvas, former car cleaner, states that he is now

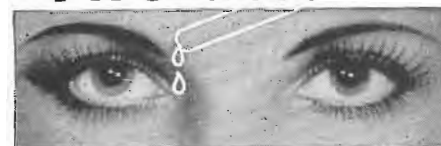


BACK ON THE JOB. According to his own statement, Emil W. Betlach is "one of the luckiest boys in Jackson, Minn." His division engaged in 518 days of combat and he never missed a day. He was awarded the Bronze Star, as well as the Combat Infantryman's Badge, and was finally released from the army with 122 points. This picture of him, taken in a German jeep which was captured by his company at Anzio, speaks for itself. "About being home, it's too good to be true and it's wonderful to be back at the old job on the section," says Emil, who, prior to his military service, was employed as laborer at Jackson, Minn.

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at Fort Lewis, Wash. Bill said that at the present time he is in the hospital with a bad hand that has been troubling him for some time.

John Stetzinbach, who is now dressed in navy blue, was down to pay us a visit. He looks very well, even though he did lose a couple of pounds. He is now a fireman second class.

Fowler St. Station

Mickey Doss, Correspondent

Lots of visitors in the office, now that the war is past history. Johnnie Klumpp flew in from Assam, India, where he has been stationed for the past two years in the capacity of a cook; and speaking of service cooks, Cpl. Virginia Knowlton was also in recently. She is stationed at Quantico. When these two get together again here at the office, sure and we may have a good pot of stew, for with their experience it will be easy to feed a crowd. Mahlon Gilbert came in to tell about the five day week the army has to offer. He doesn't expect a discharge for quite a spell and mentioned the possibility of still going overseas.

In the service mail bag came news from Germany: Cpl. Edgar Kurtz with the 4th Armored Division at Kilheim; Eddie Falkner from Kunaelson; and from far off India, S/Sgt. George Laurenz sent a most interesting tale about an English tea plantation which he reports is complete

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in every modern manner, including a nine hole golf course. Joe Hoerl, with his correspondence from here and there, will have a real tale to tell. My thanks to him for all the news.

On the sick list are Emma Steiner and Bruno Kowalski; and speaking of Bruno reminds one of the Service Club and their beer together Sept. 27. If you didn't join in their fun you missed something, and resolve right now to attend their very next gathering.

Katherine Kobasic of the billing department, took a little jaunt to Canada recently to become acquainted with her grandmother and grandfather, just recently arrived from Europe.

Noticed the look on Dorothy Olson's face lately? Well, that's because George Hardina, former yard clerk at North Avenue, took a little trip at the expense of Uncle Sam, Sept. 17.

Paul Never and Jim Mongan vacationed at the ball park this year—and they talked about it too.

Felix Coerper is back at his desk again looking well rested, and reports that son Fred is now in the States. He spent a lot of time over in Trinidad and is waiting assignment to an ROTC unit in Chicago.

This is about IT for this month. If you have any complaints send them along—and remember, this is your column, so contribute to it.

Muskego Yard

Grace Johnson, Correspondent

Everybody around Muskego yard and Milwaukee Terminals in general will miss whom? Why, big Dick Will, and I venture to say that Dick will miss the boys too. He is retiring from service after many years with the Milwaukee Road. Dick has the distinction of having been a train clerk—his seniority as clerk in G. A. Brown's office dates from July 31, 1918—and becoming a yardmaster without going through the ranks of switchtender and switchman. He was promoted to yardmaster in 1941. Dick Will has always given the kind of loyal service a real railroader expects to give. Along with his good work and fine record he has lots on the ball when it comes to personality and has always been a favorite around the yards. In addition to being a train clerk he was also an experienced operator and could be called on in any emergency to fill in and handle practically any tower or spot where an operator was needed. Milwaukee Terminals and the Milwaukee Road as well, are sorry to say farewell to Dick Will. We can use a lot of men like Dick on this railroad.

Young Sherman Hirschman is on his way home from service in the Philippines. "Ducky Swan" better get his gambling change ready.

Roundhouse Rumbblings this month gives echo to the news that Philip W. Schaefer, engineer, has retired. He entered the service as fireman Sept. 7, 1899, and was promoted to engineer Oct. 6, 1903. His date of retirement was Sept. 2, 1945. Mr. Schaefer's many friends and fellow-employees wish him the best of luck, health and enjoyment, during his deserved rest. Phil Schaefer worked a few years beyond his required number of years for retirement as his contribution to the war effort. He stuck with us when the manpower situation was at its worst.

Three young ladies in the roundhouse office have advertised for the recovery of three vanity cases containing various shades of pancake make-up. It seems that Clarence Kleser has been trying different shades on his nose. What's better than pancake make-up for hiding a blemish on a fair skin, or was it a bee sting on your nose, Clarence, that made it so red?

Maxie Kaczowski has taken to raising chickens, we hear. He says that by next Thanksgiving he will be raising turkeys already stuffed, for the holidays.

Now that peacetime has again come to our country maybe Ed Winkler can settle back to quiet existence instead of staying awake nights figuring out to which yardman he was going to give cigarettes. The cigarette shortage didn't mean much to fellows who knew Ed Winkler—no black market ring, understand, just a darned good guy when it came to hunting up places to buy cigarettes for the boys.

COAST DIVISION

Tacoma

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

Operator Ray E. Lovejoy, an employee of this company for the past 30 years, died in a local hospital Aug. 30, after a month's illness. He had lived in Tacoma for 20 years, was telegraph operator at Tacoma Junction and local chairman of the Order of Railroad Telegraphers, and is survived by his widow, to whom our profound sympathy is conveyed. He was a fine fellow with a host of friends.

William A. Mannor, yard conductor, aged 75, who had been on the retired list since Oct. 1937, died at his home here Aug. 28. To the survivors we extend our sympathy.

Old friends of the late Jack Reardon, at one time log scaler on this division, will regret to hear that his only son, 1st Lt. John F. Reardon, was reported missing in action on Luzon Island. The young man was orphaned early in life by the death of both parents, but by dint of strenuous work was enabled to graduate from the University of Washington in 1942, and enlisted in the service immediately afterwards.

We are grieved to report the passing of former train baggageman Tom Farnsworth, the father of Mrs. Riley Beal, train dispatcher at Tacoma, who died on Sept. 6. We extend our sympathy to the survivors.

Mrs. Hazel Gottlieb of the local office staff is on leave of absence, having been obliged to return home to Battle Creek, Mich., by the critical illness of both of her parents; we extend our best wishes for their recovery. During her absence her position is being filled by Oleta Irvin.

A letter has been received by Ray Powels, chief clerk at the local office, from Mrs. Juanita Steffens, formerly Juanita Sargent of the switch desk, who was married here in Tacoma, July 21. The letter was dated from Texarkana, Ark., where she is at present with her husband, 1st Lt. Steffens; her place is being filled by Mrs. Ada Schwanke, who was promoted from expense clerk. Miss Helen Stone has resigned, and George Rosengren has replaced

The Milwaukee Magazine

her on the expense desk.

Train Dispatcher J. E. Bassett of this division spent the Labor Day week end in Portland.

Tubby Gleb of the local office freight warehouse force, has just returned from his vacation which he spent at home; Roger Grummel relieved him. Tubby holds out some promise of being married during next year's vacation; we will see.

Kenneth Alleman of the local office staff, has received a letter from Lorin Cowling, who formerly was in this branch of rail-roading; he sends greetings to all in the office, depot, and yards. He is stationed at Liege, Belgium, but expects to be relieved soon and will then return to his wife and daughter.

Mrs. Martha Schrock of the demurrage desk at the local office, is off duty because the driver of another auto drove into her car while she was going to work. Mrs. Schrock and her 20-month old daughter were thrown out of the car and considerably scratched and bruised, but we hope to see both well before long. Guy Dougherty is relieving in her absence.

Superintendent Wylie of this division, and his family, motored to Montana for a few days vacation early in September. His daughter, Miss Mary, will soon enter her third year at Leland Stanford University.

Russell Sommers, clerk at Auburn, and Mrs. Sommers, clerk in the superintendent's office at Tacoma, made a hurried

trip to Deer Lodge, Mont., to visit Mr. Sommers' brother, just returned from the south Pacific.

Train Dispatcher H. A. Mosher of Tacoma left Sept. 4, for a 10-day vacation trip to California.

T/Sgt. William H. Smith has been honorably discharged from the armed service and expects to exercise his train dispatcher's seniority in the Tacoma office before long. It is good to see Bill return in the pink of condition and good to welcome him back to duty.

Ray Storley, son of Oscar Storley, lumber foreman at the Tacoma shops, is home from Texas on a leave of absence. Storley has two more sons in the Pacific, one in the navy and the other in the Army Air Corps; a safe return for them also.

"Pinky" Miles of the train dispatcher force, is now proudly gazing at a sample of the beans about which we wrote last year; this one measures only 15 inches in length but is magnificently developed. Either Clint has a good hand for raising beans or the soil on his north end farm is very fertile.

Ruth Miller is now operator at Sumner. Fulkerson is back on his old job at the yard; he spent several months relieving at MA office and put in an interesting vacation trip to Los Angeles.

Assistant Yardmaster Acherson was passing out cigars and candy Sept. 1 celebrating the birth of a new daughter, Sarah Ann. Congratulations.

Heinie Lehmann of the yard force, retired Sept. 1. A long and cheerful retirement to him.

Gene Cook, the Beau Brummel of the car department, is on vacation at present; we hope he enjoys the leisure. Frank Henry is relieving him; he is anticipating a vacation during the deer season himself and caught a splendid sea bass in Hood's Canal the other day, just to prove his hand.

Margery Johnson and Thelma Bruney are the new stenographers. Mr. and Mrs. Jennings are back from a week's vacation at Vancouver, B. C. Walter is now acting as general foreman while George Ellis is away on vacation.

Mort Campbell is quitting the active list of carmen on Oct. 1; we wish him a long and peaceful retirement.

Conductor M. G. Camary, son of Earl Conary of the car department and himself a conductor on this division, is now in the navy. He was home on leave of absence recently.

Miss Maggie Jurich of the car department has just returned from a trip to Vancouver, B. C. Martin Erickson, Peter Bratbeck, and Jack Hastings, of the car department, are vacationing.

Carl Gray, traveling auditor, has been here for the past few weeks and found everything O.K., as a matter of course.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent
Local Freight Office

Guy E. Anderson, assistant agent, who has been on the sick list for the past two months, returned to his old position on Sept. 4. He says he is good for another 25 years now.

John Bechler, assistant warehouse foreman, was married in Cleveland on Aug. 29. He will be back Sept. 18. Congratulations to the newly married couple.

Lt. (j.g.) John Holtum, son of Chief Claim Clerk Stanley Holtum, was married on Sept. 5 to Miss Genevieve Lucille Liberato. After a beautiful wedding and reception, the young couple left for Corpus Christi, Tex., where Johnnie will be stationed for the present. Lt. Holtum just recently returned from many months in the Pacific.

Speaking of the marine department, now that the war is over and the government is releasing some of our barges, it is expected that regular barge service will be restored on Sept. 15, between Seattle and Bellingham. During the war emergency



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we have been detouring our Bellingham cars via the Great Northern. This move will greatly increase the movement of cars over our Seattle barge landings, where excellent service has been performed under the supervision of Port Captain Harry Wilson and his staff of assistants.

We are glad to report that Frances Newman, secretary to Captain of Police Guy Truscott, has returned to her home from the hospital and is well on her way to recovery.

One big joke on our navy postal clerk, George Bahl. He had been stationed at Pasco and Sand Point ever since his enlistment and until a few days before Aug. 14; then he was sent to Treasure Island and was shipped overseas on the very day that peace was declared. George leaves his wife and baby girl of two months at home while he roams the Pacific somewhere; no telling now when he will be home.

Gwen Carvasso, check clerk in the local freight, returned to her home on Sept. 1 after several weeks spent in the Providence Hospital. Understand she is getting along fine.

Word recently received from Lt. Richard D. Rasmussen, formerly of the maintenance-of-way department and son of your correspondent, said that in addition to being in command of his ship, L.S.T. No. 580, he also commanded five L.S.T. ships assigned to a special task, which has since been completed. He expects to be home by the first of the year.

Verlie Olson of our statistical department was married on Sept. 15 to Lt. (j.g.) Lloyd E. Erickson, U. S. Maritime Service, son of Commander and Mrs. Lars Erickson, in the Mount Baker Presbyterian church. Congratulations from her many Milwaukee friends.

Bert Roberts, perishable freight inspector, Patrick Keenan, import and export

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inspector, and Albert S. Howes, oil dock supervisor, recently received 15 year Superior Service Award cards, showing a clear record from accidents from 1930 to 1944, inclusive. This record is really something for others to shoot at. Let's all try.

It has been reported to your correspondent that "Playboy" Tom McGuire of the law department is busy these days with his new hobby—raising ducks in his apartment. Get your Thanksgiving orders in early.

Bishop: The automobile has made us a very profane nation. Everyone I bump into with my new car swears terribly.

I & D DIVISION

Margaret C. Lownsberry
Division Editor
Mason City, Ia.

Raymond Lunsman, son of Yard Conductor Art Lunsman and brother of Brakeman Howard Lunsman, is spending a 30 day leave in Mason City after serving two years in the south Pacific. At the termination of his leave he is to report to Jefferson Barracks, Mo.

Lt. Anthony Siesseger, son of former Yard Conductor F. W. Siesseger, arrived in Mason City Sept. 10 and is spending a 30 day leave with his wife and mother. Lt. Siesseger has been overseas two and a half years.

A reunion was held lately at the Art Johnson home. Sgt. Charles Johnson returned recently from 32 months service in the south Pacific and Stanley, who is with the Maritime Service in Panama, came home for a few days to see his brother, whom he had not seen for some time.

Congratulations to Brakeman and Mrs. D. L. Brown on the birth of a son, born Sept. 4 at Mason City.

James Gross was married to Margaret Cinkle of Plymouth, recently. James is employed as a machinist and the couple are at home in Mason City.

S. J. Oberhauser, agricultural agent at Minneapolis, was in town on business Sept. 7 and called at the office.

Paul Hurley, night roundhouse foreman at Mason City, and his wife, celebrated their silver wedding anniversary on Sept. 2.

Our sympathy is extended to Mrs. Florence Poshusta on the death of her son, Donald F., 18, who died Sept. 11 at Iowa City, a victim of polio. Don was a son of Former Engineer Chas. Poshusta.

Alice Pomey, stenographer in the store department, spent 15 days in a cottage at Clear Lake with her mother, sister, and brother, of Dallas, Tex.

We are sorry to report at this writing the illness of Mrs. F. H. Dickhoff, wife of Yardmaster Dickhoff; Mrs. W. R. Kerlin, wife of Brakeman Kerlin, and Mrs. L. D. Mather, wife of Conductor Mather. We wish them all a speedy recovery.



Lawrence McGuire

life and a long period of waiting and hoping on the part of the parents. Larry enlisted in the Army Air Corps on Dec. 18, 1939 and arrived in the Philippine Islands on June 27, 1941; he was stationed at Clark Field near Manila, which was later wrecked completely by the Japs. He was taken prisoner after the surrender of Corregidor and since that time his mother and father have received only three brief messages from him. He will be returned to the United States soon.

Sanborn-Rapid City

Margaret Kelly, Correspondent
Mitchell, S. D.

Jack Griffen, son of Engineer Charles Griffen, arrived home from the European theater of war and is spending a furlough with his parents. Jack served approximately 28 months overseas.

Among employees returning from the armed forces to work on the I&D first district out of Mitchell is Brakeman Henry John Midgard. Hank served five years for Uncle Sam, four of which were spent overseas.

Louis Newton is one of our new brakemen on the Black Hills district, having transferred from the Railway Express at Rapid City.

Charley Forest, recently retired engineer, Black Hills district, is now working for the bank, corner of Main and 7th at Rapid City, and we hear is, of all things, a coke hound. Why don't you let us in on it, Charley?

Art Hoelzner, on leave of absence as fire knocker at the roundhouse at Mitchell, recently spent a short furlough here. Art has been in the army for three years.

Tom France, night roundhouse foreman at Mitchell, is on the sick list. Here's wishing him a speedy recovery.

Gilbert Lund, blacksmith at the Mitchell roundhouse, has received a letter from his sister Bertha in Germany, stating that the Nazis drove his family from their home and they were forced to seek refuge on the mainland. Their mother is well but their father died in 1943; however, the rest of the family expects to move back soon to their home.

We were sorry to hear of the death of Engineer Max Newbowers, who retired in 1937. He was one of the oldest employees on the Black Hills district, having started to work for the Milwaukee in November, 1882, and was responsible for many improvements on the Black Hills line.

Also returned from the army to work

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for the Milwaukee, is Albert McNary, fireman. Albert served three years in the army and says firing is an easy job compared to army life.

It seems as though the Lester boys at Chamberlain and Reliance must have staged a contest; at any rate, both Adrian and Aubrey became proud fathers in September, at almost the same time.

Nels Johnson is the newly appointed section foreman for section 95 at Freeman, S. D.

Roy Card, former section foreman at Freeman, is now the new foreman at Kennebec, S. D.

Sioux City and Western Branch Lines

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

George E. Lawrence, former brakeman on the second district, who is on leave of absence while in the navy, was a recent visitor at Sioux City. He is now assigned as an instructor in radar at the naval training station at Miami, Fla.

Veteran Conductor Frank M. Gallant retired from the service of this company on Sept. 1, after completing 41 years of service on July 12.

Jack Hansen, son of Assistant Superintendent J. T. Hansen of Sioux City, has been transferred to the naval radar training section of the navy at the Idaho State University, Moscow, Ida.

The office of Clyde Zane, D.F.&P.A. at Sioux City, has been severely handicapped recently by the absence of two employees, Helen Roth, stenographer, and Charles Foote, ticket clerk, both in the hospital at the same time.



BACK ON THE JOB. John L. MacDuffie, pictured here as he was sightseeing in Rome, Italy, has returned to his job as I&D Division brakeman. A veritable Cook's tour which started in Belfast, Ireland, in January, 1942, took him to North Africa by way of Scotland and England, where, as a member of the 133rd Anti-Tank Company, 34th Division, 5th Army, he participated in the Tunisian campaign. From there it was only a step to Italy and two months at Anzio, followed by service at Naples, Foggia, Rome, Arno, the Po Valley and the North Apennines. The former staff sergeant says that after four years in the army he never again wants to leave the good old U. S. A. and his job.

October, 1945

Conductor Robert R. Schenck passed away in a hospital at Mitchell, S. D., on Aug. 24. Funeral services were held at Sioux City on Aug. 28. Mr. Schenck's death was due to a ruptured appendix, complicated by pneumonia.

Retired Engineer Gus Lovgren is seriously ill in a hospital at Sioux City.

Conductor Archie Gamel recently suffered a fractured hip while boarding a train at Yankton, S. D., and is now confined to the Sacred Heart Hospital at Yankton.

Willard J. Leach Jr., laborer at Sioux City roundhouse, enlisted in the navy on Sept. 16, and will take his boot training at San Diego, Calif.

Everett L. Hubbs, ACMM, who was discharged from the naval service recently, has returned to his old job of fireman on the second district.

Conductor Guy N. Bushnell retired on Sept. 1 after 38 years of service.

Engineer Richard J. Tester was recently severely injured at Sioux City, suffering a fractured elbow and pelvis. Last reports from the hospital where he is confined indicate that he is doing as well as can be expected.

MILWAUKEE SHOPS

Locomotive Department

Ray Stuart, Correspondent

Foundry

The foundry welcomes back Edmund Halupniczak, who was overseas 31 months and was recently given an honorable discharge. He was a gunner in a tank destroyer battalion. He was scheduled to leave New Guinea for Luzon when he received a furlough which brought him back home. While in Australia he came in contact with Eddie Gorski, also of the foundry, who was later killed in action. Edmund is glad to be back at work, especially since he works with his brother Ted.

Harold Strauss, foundry chopper, is in the Milwaukee Hospital recovering from a leg injury. A very popular guy is Harold; the nurses think he is just wonderful. 'Tis said that his favorite visitor is a blonde—Harold prefers blondes—but this one is his Special Blonde, his wife.

Wouldn't it be nice if Otto Mueller took his vacation with the rest of us? There seems to be something missing when Otto is not around. Otto is the material clerk at the S.M.P. office.

A romantic yarn comes to our ears. Marie Helfer and Ray Skiba, both of the S.M.P. office, began seeing things eye to eye; whereupon he presented the lady with an engagement ring. Congratulations Ray, on snatching Marie away from all those wolves.

A faithful molder in the foundry, Ted Kammers, retired after 42 years of service. His friendly smile and comradely spirit will be missed. He and his wife are going to take things easy now; Ted says that she deserves a rest too.

A daily visitor to the foundry is Harry Borchardt, the new pattern recorder, who goes into a huddle with Foreman Forsow who is always willing to lend a helping hand to anyone.

George O'Connor, checker for the foundry, tells us that he can now really say he feels fine. George has had an operation, but is now in good health.

The beautiful poem about trees just doesn't interest Foreman Brown of the foundry. Not when you have to saw them down, says he. It was in such a way that he spent a part of his vacation; he is an expert on it now. Anyone need any advice on trees?

Pipe Shop

Nick Nielsen, gang foreman in the pipe shop, was at Deaconess Hospital where he underwent a serious operation. He is at home now doing fine, and expects to be back at the shops before long.

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Ted Kammers, recently retired foundry molder at the shops in Milwaukee, with Mrs. Kammers.

Machine Shop

We are sorry to report that Tony Hueper, machinist in the back shop, is home since Aug. 11 due to sickness. We are hoping for a speedy recovery.

Louis Witter, S2/c, visited the shops recently. After training at Great Lakes, he was transferred to San Diego where he was assigned to serve on the U.S.S. Henrico, engaged in transporting troops in the Pacific area. Louis was formerly employed as a machinist apprentice, and enlisted in the navy in March, 1945.

We hoped we would not have to add any sad news but the report has come in that Jack Juneke, former machinist apprentice, was drowned at Kassel, Germany, on Aug. 16. He began working in the shops on Oct. 14, 1942, and was drafted into the service in March, 1943. His father is employed as a boilermaker in the locomotive shops.

Superintendent Motive Power Office

Marty Krueger, clerk in the S.M.P. office, received a letter from Jimmie Campbell recently. He wrote: "Will probably see you in about six to eight months." Since that time the number of points required has been lowered, so we hope it will be a lot sooner. Jimmie was employed in the S.M.P. office prior to his induction into the Marine Corps.

Harry C. Bochart, timekeeper in the S.M.P. office, is now pattern recorder and Louis Bednar, clerk, is doing the time-keeping. The best of wishes to both on their new jobs.

Assistant Shop Superintendent's Office

Dick Andrews, former steno-clerk in Bunce's office, has been promoted to the rank of sergeant. He is stationed at Manila, his chief occupation at the moment being clerical work, although it's on a different basis than back home. No eight hour days or forty hour weeks out in the Pacific. The keys are clicking seven days a week and there's no time limit on the number of hours per day.

ROCKY MOUNTAIN DIVISION

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

Having been some distance from the source of railroad news the past two months, no doubt there is much I have not heard, which is all right, but if none of the railroaders will drop me a line relating said news, how am I going to remark on it—you tell me. It has been ever thus, though, so I'll do the best I can.

First on the grapevine however, is the wedding of Miss Betty Gee and Eugene Lamich of this city, in Bozeman Aug. 30. Both are well known here, where Mrs. Lamich was born and raised. Eugene Lamich is a train man on this division of the Rocky Mountain, coming here from Big Timber, where his father has a ranch. Best wishes are extended to this happy couple.

Tom Zerza, car repairer of Harlowton, who retired about the first of the year, was entertained by the Brotherhood of Railway Carmen local in Harlowton, the last of August. Everyone was there who could get there and some went back and

worked for others so they could attend. Tom Zerza has a record of more than 35 years with the Milwaukee and the best wishes of the Rocky Mountain go with him for the many happy years ahead.

Conductor Jenkins' eldest son Arden is back; he looks and acts exactly as he always did. I don't see how he can, after what he has done, where he has been, and what Colliers said about him. . . . Well, if I ever got my name in Colliers for anything, . . . I would be far from the same person; however, we are all glad to see him back, and also Ralph O'Donnell, son of Engineer O'Donnell, who has just arrived from the South Pacific. . . .

Cody Bell has gone back to Lennep as agent, perhaps trying to forget the mud in Luzon. . . . Third trick operator was pulled off at Ringling and Lombard; both jobs were pulled off at Donald. Operator Derzay is working third at Butte Yard and Olson third at Three Forks.

The death of Harold Sappington, who was out here for a visit and rest the past four or five months occurred on Sept. 11. He was agent at Deerfield, near Chicago, and during most of the past summer he had been at the cabin up Gallatin Canyon, where Sappington and Harrington were running their cattle, and the ranch where he was born at Sappington, a station on our division. He was well known here and sympathy is extended to his wife, infant son, and a brother who survive him.

Max Alexander, eldest son of Agent Alexander at Manhattan, visited his parents during August. He came from La Pas where he has been stationed the past year.

Engineer John Smelyzer and his wife have moved to Butte from Three Forks after selling their lovely home. They have a tract of land at Flathead Lake, another of Montana's wonder spots, and a fine young orchard of sweet cherry trees. They sent a nice box of said cherries to me, which is one way of knowing they are good.

A hypochondriac called his doctor frantically, sure he was suffering from a fatal liver disease.

"Nonsense," protested the doctor. "You wouldn't know whether you had that or not. With that disease there's no pain or discomfort of any sort."

"I knew it!" gasped the patient. "My symptoms exactly."

LA CROSSE & RIVER DIVISION

Wisconsin Valley

Lillian G. Atkinson, Correspondent
Care of Assistant Superintendent
Wausau, Wisconsin

Lt. Paul Loomis, who has been with the 32nd division in the Pacific area more than three years, has returned home on a leave to visit his parents, Conductor and Mrs. S. J. Loomis.

Mrs. Mary Gorman, mother of Mrs. P. H. Nee, clerk in the roadmaster's office and Mrs. J. W. Delany, clerk in the roundhouse foreman's office, Wausau, passed away suddenly, Aug. 28. Funeral services were held at St. James Catholic Church.

Mrs. Fred Lehrbas, wife of retired Conductor Lehrbas, passed away Aug. 31 after a lingering illness. The burial was at New Lisbon.

Mrs. D. E. Whitmore, wife of Agent Dewey Whitmore, Minocqua, passed away at her home on Aug. 25. Funeral services were held at St. Patrick's Catholic Church Aug. 27, and interment was in the Catholic cemetery at Merrill, her former home. The division employees extend sympathy to the bereaved families.

Mrs. A. L. Rozelle, wife of A. L. Rozelle, W.W.&I.B. representative, has returned from St. Joseph's Hospital at Marshfield, and is much improved.

Ronald, the seven-year-old son of Brake-man and Mrs. Elmer Jonas, has returned from St. Mary's Hospital where he was treated for cuts and bruises received when he was struck by an automobile.

Announcements have been received of the marriage of Dorothea Grace Wendorff of Schofield, to Roger Schultz, son of Engineer and Mrs. John Schultz. The wedding took place Monday evening, Aug. 27, at Denver, Colo. Lt. Schultz is stationed at El Paso, Tex. He has been in the service more than four years and spent nearly three years in the Pacific war theater. For the present, Mrs. Schultz will continue her work with an insurance company in Denver.

She had begged her husband for months to have his picture taken. At last he decided to go through the agony, but when the proofs arrived, she exclaimed in horror, "Oh, there's only one button on your coat."

"Thank heaven," he said, "you've noticed it at last."



These girls, pictured with two of the car department men at Harlowton, Mont., have been serving passenger and troop trains at that point. Shown left to right: Front row—Adolph Knudson, repair track laborer; Roberta Miller, daughter of the late Charles Wallace, switchman; Marie Hanson, daughter of Machinist George Hanson; Dana Van Dyke, daughter of George Boale, transfer man; Helen Fuls, daughter of James Polous, carman; Adele Rasmussen, daughter of G. A. Rasmussen, warehouseman. Back row—Johnny O'Neill, car foreman; Gunda Vodeli; Nellie Duncan, daughter of transfer man; Dolores Connors; Carolyn Cavanaugh, daughter of Walter Cavanaugh, boiler maker; Nona Anderson.



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Through local clubs the women-

folk of The Milwaukee Road have long been doing good all along the line. Doing good for members of The Milwaukee Road family, for themselves, for the community and, lately, for men and women in uniform.

Many Milwaukee Road workers are members of Employees' Service Clubs who meet after working hours and whose varied activities in local affairs are entirely separate from

those of the Women's Clubs. Service Clubs form closer relationship among employees; this leads to better teamwork and a broader service to many communities the railroad serves.

Many of The Milwaukee Road's 6,500 war veterans are returning to rejoin and strengthen these affiliated organizations. All this symbolizes a family spirit that bodes well for the future of The Milwaukee Road.

THE MILWAUKEE ROAD

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