



OCTOBER 1942

*The Milwaukee Magazine*

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

# SCRAP BADLY NEEDED

ON July 22 of this year, I appointed a general committee to make an intensive survey through local division and shop committees for the purpose of making available every foot of rail and pound of scrap that could be found on our railroad. As a result, more than 500,000 feet of rail have been recovered, and more than 400,000 feet of rail have been located that probably will be retired. In addition, more than 5,000,000 pounds of scrap metal have been recovered.

A great job is being done, and I want to thank all Milwaukee Road people who are aiding the local committees in salvaging this sorely needed metal for the use of our government. The War Production Board has expressed its appreciation and congratulated us upon this splendid result.

The importance of scrap metals to the war effort has been widely publicized from time to time during the past year, and much has been accomplished through the cooperation of industries and individuals. However, the need for scrap metal continues to be acute. Our government must have, before winter sets in, a huge tonnage of scrap that can be used in the making of steel for tanks, guns, ships, and other equipment. The prosecution of the war will be seriously handicapped if steel mills are forced to slow down because of the scarcity of scrap.

The results produced by our drive are an excellent beginning, but there is much more to be done. One of the innovations we have employed for gathering scrap is the red, white, and blue buckets to be seen hanging from the switch engines in all of our terminals, into which small articles of scrap are deposited when found on the right-of-way. I urge all employes to continue to be on the lookout for such pieces of scrap metal and to be alert for worn-out and obsolete machinery or equipment which should be brought to the attention of supervisors.

A new corporation, War Materials, Inc., recently has been formed for the purpose of aiding in the demolition of bridges, buildings, and obsolete plant equipment and machinery which cannot economically be scrapped by their owners. We have been asked to report any such structures or materials in the neighborhood of our railroad, so that steps can be taken to recover the metal in them. Please keep this in mind and if you see any such abandoned structures or equipment, notify your supervisor.

In addition, each of us should make a thorough search of every nook and corner of our homes for worn-out or obsolete metal articles to aid our local community drives for scrap; nothing is too small to help. A substantial amount may be obtained in this way and will help swell the tonnage so greatly needed.

All of us working together can do much to keep up the production of fighting equipment. "Let's get in the scrap."

A handwritten signature in cursive script, likely belonging to a high-ranking official of the Milwaukee Road, positioned at the bottom right of the page.

## Troop Movement Has Been Trebled

Troop movement by rail in the nine month period since Pearl Harbor has been over three times greater than in the comparable period of the first World War, according to a recent announcement by the War Department. In the nine month period beginning with Dec. 7, 1941, troop movement by rail approximated 6,500,000, compared with 1,916,417 in the first nine months of the last war. Up to now, the War Department announcement states, the Army has employed more than the total number of Pullman and tourist cars used during the entire last war, sleeping car accommodations having been provided for practically all troop movements requiring an entire night's journey. To date not a single movement of troops as a unit has taken place in box cars or freight equipment.

In the first World War the American soldier was moved an average of three times between induction and embarkation for overseas duty. In this war, the average soldier moves six times before he leaves the country.

"The rapid development of the 1941 emergency movements," the War Department announcement stated, "was achieved with less rolling stock than was available during a like period in 1917. At the time of the 1917 mobilization, a country-wide inventory showed 2,596,252 locomotives, coaches, freight, passenger and baggage cars in the service of the railroads, whereas at the start of hostilities in 1941, less than 2,000,000 cars and locomotives were at the disposal of the Army."

The War Department announcement also comments on the fact that the freight carrying requirements of the Army during the nine months have been twice those in all of last year.

## Volume of War Food Movement by Rail

The railroads are currently moving from 700 to 1,000 carloads of food daily to the ports for shipment to our Allies, in addition to about 3400 carloads of foodstuffs weekly to feed our own Army and Navy. In the months of May and June this year, the railroads hauled more than 5,700,000,000 pounds of farm products for representatives of the United Nations.

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# THE MILWAUKEE MAGAZINE

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## Commends Railroad Service to the Navy

The Navy is now the country's second largest user of railroad service, according to a statement just made by Admiral Young, chief of the Navy's Bureau of Supplies. "I cannot speak too highly of the job the railroads are doing for the Navy," the Admiral said in pointing out that providing rail transportation for the Navy is more difficult than providing it for the Army, "partly because the transportation schedule must meet the building of a ship, and partly because the Navy uses heavier armament than any other branch of the service.

Thousands of freight cars are moving daily in the direct service of the Navy. For instance the Bureau of Supplies alone routes on the average of 50,000 freight cars a month, and this does not include shipments under private bills of lading going to plants engaged in fulfilling Navy requirements." Admiral Young stated that the railroads also are performing a tremendous volume of transportation services for the navies of other Allied Nations by delivering supplies and materials to foreign ships when they come into our ports, and by hauling whatever is procured in this country for the Allied navies under the Lease-Lend Act.

Meatless and fishless Wednesdays in Washington's 52 government cafeterias are expected to save six tons of the two products weekly.

The complicated instruments for operating a modern ocean liner are matched by around 300 engine, navigation and communication gadgets in a big bomber.

## Equipment Assigned to Special Wartime Tasks

One-half the country's total supply of railroad tank cars now is definitely assigned to movement of oil to sections of the country which did not depend on railroads for oil movement at all during peace times. Normally, Atlantic seaboard sections drew more than 90 per cent of their oil supply over other than rail routes. The country's 150,000 railroad tank cars were used mainly in serving other sections, to which transportation over these other routes was not available in peace times. Now 50 per cent of the railroad tank cars must be used to avert a fuel emergency in sections to which oil flow has been interrupted by war conditions. Consequently, the sections these tank cars were designed to serve normally are now sacrificing equipment.

A somewhat similar situation exists with regard to the country's supply of sleeping cars. In peace times, except perhaps for short periods and in connection with troop concentrations for maneuvers, sleeping cars are used relatively little in military passenger movement. The country's fleet of approximately 7,000 sleeping cars is practically always available, in peace times, for the accommodation of civilian passengers. Now almost one-fourth of the sleeping car supply has been set aside for troop transport, and at times of peak military movement even more than that number are required. With civilian travel increased as greatly as it has been, the success of the Pullman Company and the railroads in so utilizing the reduced number of sleeping cars now regularly available for civilian accommodation, without serious travel inconvenience to any one, presents another striking picture of the efficiency with which war time transportation requirements are being met.

## How Shipper Cooperation Saves Cars

An interesting illustration of the manner in which farmers, along with all other shippers, can cooperate in freight car conservation is reported by one of the western railroads. This year's potato crop in one California county would have required 1775 freight cars, if normal loading practices had been followed. By loading three extra tons in each car, the growers succeeded in forwarding their crop in 1499 cars, thus saving 276 badly needed cars for other purposes.

## John K. Pott

John K. Pott, one of the most colorful figures in the history of this railroad, passed away at his home in Williamsport, Pa., on Sept. 22 at the age of 92.

Mr. Pott, who was born Sept. 1, 1850, entered the service of the Milwaukee on Oct. 15, 1881 after having been employed by three other railroads. The record of his service for our road is not complete, but it is known that by June, 1904 he was district passenger agent in Pittsburgh, Pa., which position he held until May 15, 1918. From that date until Apr. 30, 1920 he was district baggage agent at Aberdeen, S. D., and from then until June 30, 1923 he was passenger agent in Pittsburgh. On the latter date he ended his active railroading career but continued his contacts in the interest of the Milwaukee from an office established in his home in Williamsport, Pa.

## Motor Vehicle Dependence on Railroads

The recent issue of "Automobile Facts and Figures," published by the Automobile Manufacturers Association, contains figures claiming that the automotive industry shipped 4,357,612 cars of freight by rail last year. To reach this figure, though, 1,349,800 cars of cement, asphalt, gravel, sand, stone and brick used in highway and street construction, were included in the total, as were 1,250,100 cars of gasoline and oil used by motorists. Accordingly, materials moving by rail for highway construction constituted over 31 percent of the total claimed, with gas and oil consumed by motor cars constituting over 28 percent. The extent to which motor transportation, which of course requires improved highways and which cannot continue without the consumption of gas and oil, is dependent upon rail transportation, is thus clearly illustrated, although that probably was not the intention.

Further breakdown of the figures published in "Automobile Facts" furnishes additional data showing the extent of the dependence of automobile manufacturing on railroad service. A total of 935,100 cars of iron, steel, other metals, paints, upholstery, rubber, lumber, etc., entering into automobile manufacture, and fuel for plant operation, also are shown. Without these materials, which are moved by rail to manufacturing plants from producing areas all over the country, motor cars and trucks, of course, would not be pro-

### Picture Contest

# GRAND PRIZE

## Ballot

**G**RAND Prizes of \$15, \$10, and \$5 will be awarded to individuals whose pictures win first, second, and third places, respectively, in this poll. All contest pictures appearing in the July, August, September and October issues are eligible, whether they have won cash prizes or honorable mention.

For the sake of brevity, the pictures you are asked to vote on are identified below only by the photographer's name and the issue in which the picture appeared. You should place in the selected squares the figures 1, 2, or 3, depending on which award you think a picture deserves. For example, your choice for first place may be in the July issue; second, in the October issue; third, in the August issue. If you do not have the July, August, and September issues at hand for comparison, but remember which pictures you prefer, describe them as best you can in the spaces left on the form.

You are not required to give your name, but please show your occupation and location in order that the Magazine may know the extent of interest in the contest.

This ballot, in order to be counted, must be in the Magazine office, room 736 Union Station, Chicago, by Oct. 19.

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<p><b>JULY</b></p> <p><input type="checkbox"/> Dennis Wierza</p> <p><input type="checkbox"/> Thomas A. Hunt</p> <p><input type="checkbox"/> L. E. Grant</p>	<p><b>AUGUST</b></p> <p><input type="checkbox"/> Richard F. Zacher</p> <p><input type="checkbox"/> Eldon A. Behr</p> <p><input type="checkbox"/> Mrs. Locksley E. Graham</p>
<p><b>SEPTEMBER</b></p> <p><input type="checkbox"/> Kenneth M. Bowers</p> <p><input type="checkbox"/> Rhoda Heidtke</p> <p><input type="checkbox"/> W. E. Bashford</p> <p><input type="checkbox"/> Meyling H. Hanson</p>	<p><b>OCTOBER</b></p> <p><input type="checkbox"/> Roy P. Jorgensen</p> <p><input type="checkbox"/> W. H. Applegate</p> <p><input type="checkbox"/> Alfred Roth</p> <p><input type="checkbox"/> Richard F. Zacher</p>

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Occupation .....

Location .....

duced in volume. Without such production there of course would be little or no motor transportation, either passenger or freight. Much has been said in the past, and more is being said now, about the extent to which the country's life is adjusted to automobile and truck use. Little or nothing has been said about the very great dependence of motor transportation on the railroads. Yet the plain fact is that without the railroads the development of motor transportation the country has enjoyed would not have been possible.

Giving the automobile industry credit for all the cars of rail freight last year which "Automobile Facts" claims for it does not change the fact that, if all the motor cars and trucks manufactured last year had moved away from the producing plants to purchasers under their own power, and none had been shipped by rail,

automobile manufacture and use on last year's basis still would have been something like 85 percent dependent upon rail transportation.

—◆—  
 "The doctor said I'd be on my feet in a month."

"Was he right?"

"Sure! He knew about my tires."

—◆—  
 What women escape: Statisticians estimate that a man shaves 20 square miles of face during a lifetime.

—◆—  
 Prof: "What do you consider the greatest achievement of the Romans?"

Student: "Speaking Latin."

—◆—  
 There is a woman who sought a divorce from her husband because he went on a vacation without her, and sent a postal card home which read as follows: "Having a wonderful time—wish you were her."

# Picture Contest

**T**HE four pictures on this page were regarded by the judges as the best among those submitted for the fourth, and last, period of the Magazine's picture contest.

Please observe that on the opposite page is a form which you are invited to use in casting your vote for what you regard as the pictures worthy of the Grand Prizes. The results will be announced in the November issue.



**Above. FIRST PRIZE (\$10).** First birthday, first cake, first candle—and first prize. This is one of those very rare photographs which tells its own story. In view of the fact that everybody has either been one year old at some time, or wishes he were that age now, the judges concluded that for general appeal this picture could not be surpassed. It was taken by Roy P. Jorgensen, the road's district adjuster in Seattle.

Exposure Data: Camera—2-C Kodak Jr.; Shutter Speed—1/50 second; Lens Stop—f. 1.22; Film—Eastman Verichrome.



**Left. SECOND PRIZE (\$5).** This watermill, which is still in service, was photographed by W. H. Applegate of the general adjuster's office, Chicago. He found it on a hillside at Cliffside Lake near Franklin, N. C., in the Nantahala National Forest. Mr. Applegate said that just after he had taken the picture a mother and her little girl walked out of the mill carrying a sack of meal.

Exposure Data: Camera—Kontax; Shutter Speed—1/25 second; Lens Stop—f. 16; Film—Eastman Plus X; Filter—orange.

**Below. HONORABLE MENTION.** Alfred Roth, a draftsman in the Engineering Department in Chicago, took this picture of the fisherman with his nets at Eagle Harbor, Mich. The atmosphere of the picture makes a direct appeal, setting it apart from pictures with more conventional lighting.

Exposure Data: Camera—Leica; Shutter Speed—1/100 second; Lens Stop—f. 8; Film—Agfa Finopan.

**Below. HONORABLE MENTION.** This picture, which will touch the heart of every lover of dogs, is from the camera of Richard F. Zacher, whose picture of the boy with the ice cream cone and the jealous pooch won first prize in the second period of the contest. Mr. Zacher is junior clerk in the Real Estate Department, Chicago.

Exposure Data: Camera—Contax I; Shutter Speed—1/250 second; Lens Stop—f. 11; Film—Eastman Panatomic.



# Our Police Department STANDS GUARD

**L**URKING in the railroad yards and terminals and all along the right of way, the menace of sabotage threatens the country's transportation lifeline. It's a new danger that came with the outbreak of the war, but the railroad police departments in the country are dealing with it in a determined and efficient manner that spells trouble for anyone who might try to destroy precious war shipments or impede the movement of trains.

In perilous times like these an unscrupulous enemy is overlooking no possible line of attack upon our institutions and our means of defending them. A 750 million dollar investment such as the Milwaukee Road, which is vitally essential to the conduct of the war, requires careful and intelligent surveillance and protection at all times. That protection is being given it in more than adequate measure by the Milwaukee Road Police Department which has a long and thrilling record of unrelenting warfare against malefactors of all sorts and descriptions.

Immediately after the attack on Pearl Harbor, the Milwaukee Road Police Department added a number of new men to provide for the constant guarding of such key structures

as bridges, tunnels, sub-stations, roundhouses and the more important shops.

Enlarging the department quickly was no easy job. The qualifications of the new men were carefully investigated; if they did not measure up to certain standards, they were immediately replaced.

Today the work of the road's Police Department is manifold; it is directly accountable to the chief operating officer and carries out the special instructions received from him. It is a very potent force in claim prevention and safety work. It investigates irregularities of all kinds and protects the company's property and that entrusted to it by the many thousands of patrons each year.

In addition to guarding key points on the Milwaukee Road and preventing trespassing and illegal train riding, the Police Department makes itself useful in many other ways, such as accompanying special freight and passenger movements, guarding the merchandise and making investigations required of them.

The average age of the men in the regular assigned police force is around 44 years. From the head of the department on down they are thoroughly qualified for their impor-

tant work. And today, with the success of the war effort depending largely on the safe and speedy movement of trains, their work is more important than ever before.

## Quick Thinking Prevents Derailment

Thanks to the quick thinking of Brakeman N. A. Glauner of Cle Elum, Wash., and Chief Dispatcher Corbett, at Tacoma, what might have been a serious derailment was averted on Sept. 18.

On that date No. 263 had pulled into a siding at Beverley, Wash., to meet an eastbound freight extra. Brakeman Glauner, walking up to the west switch to let his train out on the main line, found a fifteen-inch piece of steel which he identified as a section of wheel flange, probably broken from the wheel of a car in the freight extra since it was still warm.

Chief Dispatcher Corbett at Tacoma was immediately notified. The extra was stopped and Conductor Freeman and his crew inspected the train, discovering the damaged wheel. The car was set out and the extra proceeded on its way, saved from possible derailment by quick thinking and the close observance of the operating rules.

## Wisconsin Historical Museum Wants Railroad Lore

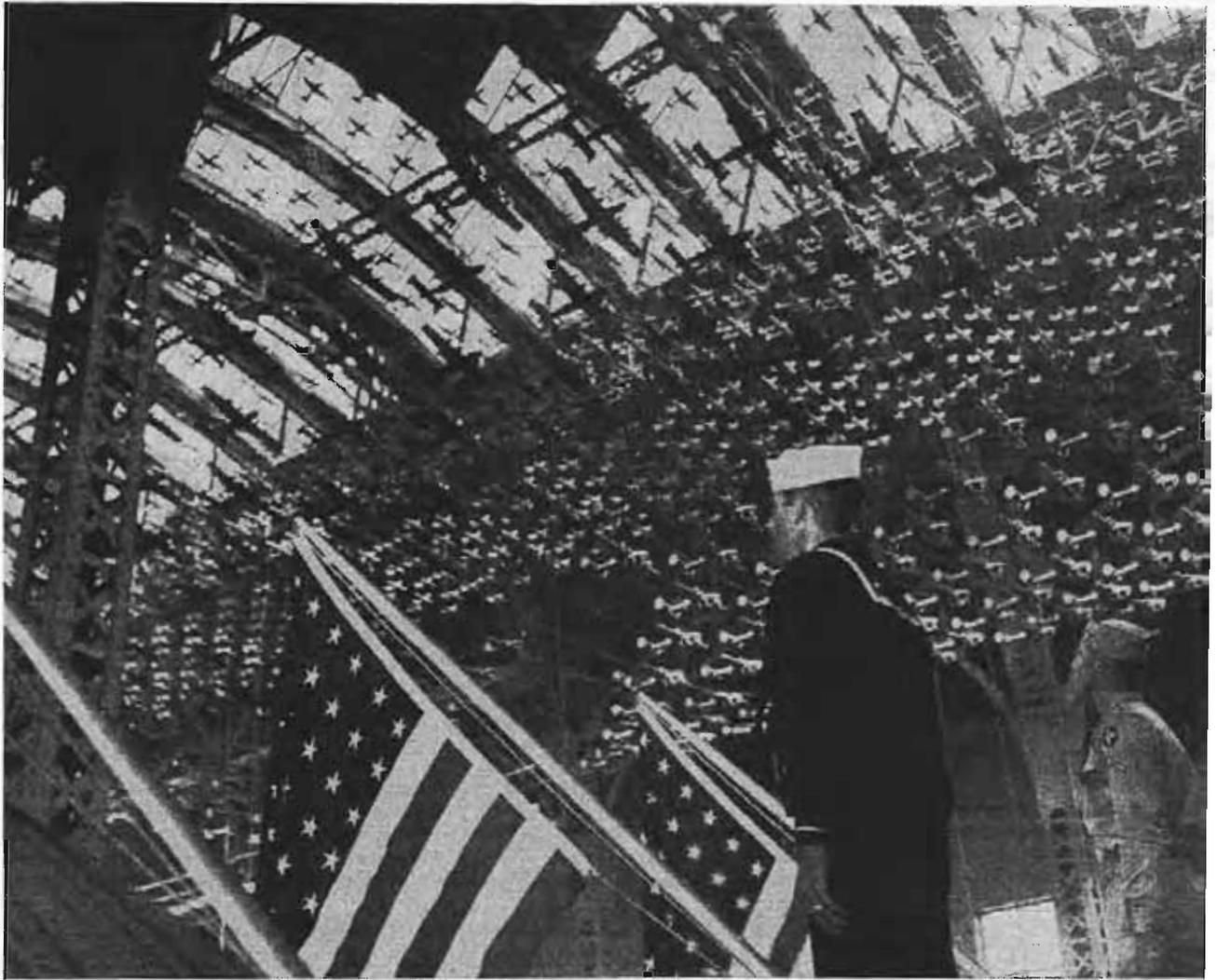
Displayed in a number of cases in the Wisconsin State Historical Museum at Madison is a valuable collection illustrating American railroad history, and particularly that of the railroads of the old Northwest. At the present time this collection consists of specimens, printed matter, maps and photographs contributed by former railroadmen and other generous friends. There also are a number of excellent oil portraits of men prominent in railroad transportation history. Among them are fine portraits of Sherburn S. Merrill and A. J. Earling, former presidents of our road. This railroad is well represented in the railroad history collection.

Charles E. Brown, director of the Wisconsin Historical Museum at Madison, is asking the assistance of present and former Milwaukee road employes and others in collecting the railroad songs and ballads which railroad men formerly sang or still sing. Some of these were composed by railroadmen and in all probability many have never appeared in print. Some date back to railroad construction days. Of these and other songs the state museum would like to have copies.

Mr. Brown wishes to enlist the interest of all friends in the collection of such manuscript material and also original railroad stories and poems, information about railway customs, slang words and expressions, superstitions and other folklore material of a railway character.



Wallace E. Johnson, employed by our Police Department as a special guard, protects one end of the Minneapolis Short Line bridge over the Mississippi River near Minneapolis. Another guard is stationed at the other end.



The model bombers and fighter planes here shown suspended from the high ceiling of the Chicago Union Station concourse in simulated flight are but a part of the armada of 4500 which bridge the distance between the two gigantic murals in the war display. (Photo by courtesy of the Chicago Daily News.)

## Huge War Display In Chicago Union Station

**T**HE ever-increasing multitudes who mill through Chicago's Union Station now pass in wonderment beneath what has justly been called the largest single war project, other than armament, to appear on the American scene.

A swarm of 4500 model planes, four Army and Navy types, ranging in size from a wingspread of one and a half feet for the fighters to four and a half feet for the heavy bombers, in simulated flight wings its way along the ceiling of the station concourse. The planes are 60 feet in the air, on two levels, suspended by heavy cables and cross wires. In mass formation they "fly" from a huge 40 foot colorful mural, labeled "For Us—Bonds!" with a torrent of War Bonds falling on the Capitol in Washington, and head due

### *The Cover*

The picture on the cover was taken at the dedication, on Sunday, Sept. 6, of the huge war display in the Chicago Union Station. Although the mural shown is the focal point of the exhibit, the picture includes only a small portion of the whole display. It is of such vast proportions that the camera cannot convey a complete impression.

east in a swarm 220 feet long where they appear to drop their lethal cargoes, in another 40 foot mural labeled "For Them—Bombs!" directly on the symbols of the Axis countries. A street of huge flags of the 28 United Nations sweep the eye upward from the floor of the concourse. Standing guard over it all, in surrounding panels, each 30 feet high, are 8 immense heads portray-

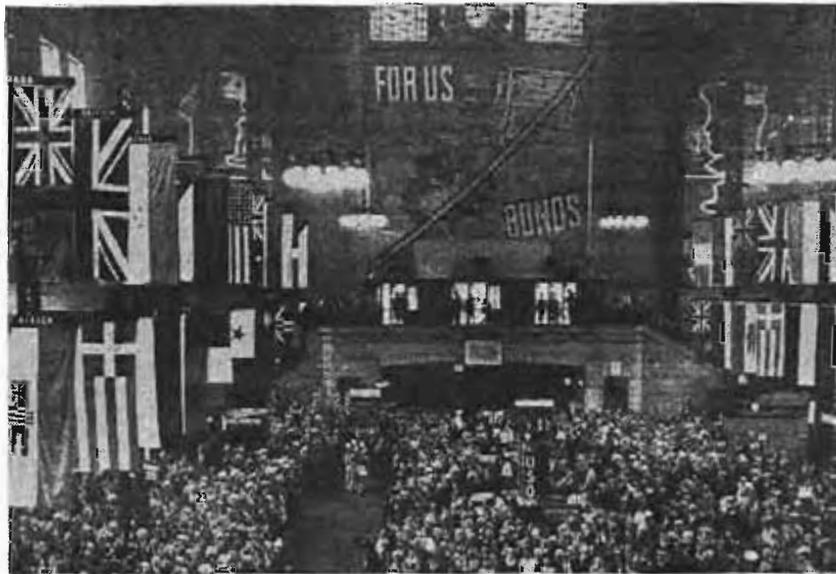
ing the modern sailor, soldier, aviator, marine, Red Cross nurse, and members of the coast guard, merchant marine, and WAAC. A little farther to the west, in the waiting room, are two more murals, each 30 feet high. One proclaims, "Labor—We Produce," and the other, "Railroads—We Deliver;" they are impressive modern interpretations of the intense and indispensable work of each unit in the war.

This display, which, it has been estimated, will be seen by an average of 5,000 servicemen and their families each day, to say nothing of the other railroad patrons, came into being through the cooperation of the Chicago Union Station Company and the Chicago and Cook County Building and Construction Trades Council. The Union Station Company of-

ferred the Treasury Department the use of its premises, and the Trades Council sponsored and donated the project. The entire design, art, architecture, lettering and display work for the project was donated by the Society of Typographic Arts War Committee, a group of 500 volunteer artists and designers.

During the dedication of the display on Sept. 6, O. H. Frick, general manager of the Chicago Union Station Company, purchased \$100,000 worth of War Bonds, and George Meyers, head of the Chicago Glaziers' Union, presented President Roosevelt's representative with \$100,000 for the purchase of an Army or Navy bomber to prove that the 4500-plane armada was not all symbolism.

The display not only puts into concrete form the purpose of War Bonds and the urgent need for subscribing to their purchase, but is a powerful patriotic symbol.



This view, taken at the dedication of the war display, shows the avenue of United Nations flags; some of the heads representative of the various branches of service; and the mural at the opposite end of the concourse from the one shown on the cover. By looking at this picture in connection with the cover and the scene on the preceding page, the general appearance of the display can be visualized.



**I**T WAS an early spring day, and a little girl was playing in the yard in front of her home. For a while she played with her dolls, making believe that she was the mistress of a big house and these were her children. But soon she tired of this and wandered over near the white picket fence to gaze at interesting things down the street. Soon she walked over to the gate and, finding the latch insecurely fastened, pulled the gate open and started down the street.

It was then that her mother missed the little noises that told her the girl was still in the yard, and, looking out the window, she saw her going up the street. She ran from the house and through the gate in pursuit of the little one, but the tot evidently thought there was a game afoot and started to run. Before her mother could reach her, she was on a railroad crossing, an oncoming train was close and couldn't stop.

\* \* \*

**D**O YOU supervisors when you are out among your men, see rule violations and fail to correct them

at the time, merely making a mental note to call the employe into your office or write a letter to him? Do you ever see a man doing a thing that appears to be unsafe, regardless of whether or not it is in the rule book, and because it may not be covered by a specific rule, fail to call his attention to it? How many of you walk up to a man, put your hand on his shoulder and say, "Jim, it's your life, your hands and feet and body that are in danger, not mine. It is you who has to do the suffering if you are hurt. Let's do it the right way," and then proceed to show him or tell him how you think it should be done?

#### **Have you been leaving the gate half latched?**

How many of you foremen on the job take a chance with a piece of work you are doing? The section foreman who operates a motor car with an incomplete line-up or none at all, or tries to go to another point ahead of a train because he thinks he has time; the foreman in a shop who doesn't wear his goggles when he is around work requiring it, or allows one of his men to go with-

out his because of short time and the fact that it is a little job; the foreman who fails to correct an unsafe condition; the foreman whose attitude toward safety is that he has been lucky so far; the foreman who has not sufficiently impressed his men with the safe way of doing things, showing them that it is for their own good—**these men are leaving the gate half latched.**

You men who are carrying the brunt of the work on the railroad, who are active in the operation of trains, who run the machines in our shops, handle rails and ties, repair bridges and buildings, do the office work—are you trying to do your work safely? Are you giving the principle of safety a real try-out? **If you are not, that gate is half latched.**

Incomplete instructions, incomplete orders, incomplete information may bring on a serious accident. Quite a few years ago a case occurred that amply illustrated that fact. A project was being constructed at a point on our railroad, while about a mile from this project a gang of men were working on the same track. It had been taken out of service for a period of hours so as not to interfere with the work. About four o'clock the foreman in charge of the first project called the dispatcher to tell him that they were finished for the day. The man failed to mention the gang about a mile away from him and the dispatcher evidently thought the two units were working together because he O.K.'d the track for service. The second gang was due to quit at five o'clock.

(Continued on page 16)

# The Berrys

A CLOUD of dust hung over the corrals and loading chutes. The shrill cries of the cow hands and the thunder of nervous hoofs mixed with the dust, and the hot day wore on in a whirl of sweat and confusion.

Tom Berry and his sons, Baxter and Paul, who operate jointly a typical western cattle ranch near Belvidere, S. D., were shipping 2,500 head of their finest. It took two or three days of daylight-to-dark whooping and shouting, of rope twirling and hard riding to get the cattle into the 100 cars. The activity was at its dustiest and loudest when Lisle Young, one of our public relations representatives, having smelled a story from afar, pulled up with his camera. Although the cattle, just in from the range, were in no mood to sit for their portraits, the pictures he was able to get give off an unmistakable aroma of saddle leather, horseflesh, and good old western ranch dust; they tell one of our railroad's greatest stories.

"It was the best show I ever saw," Lisle said later. "Better than a rodeo, and I've seen plenty of them. Tom, Baxter and Paul Berry, as well as others who were helping out, knew and used just about all the rope stunts and cattle herding tricks you ever heard of. Tom Jones, who came over from an adjoining ranch to help out in a neighborly way, was the one who really took the prize, though. Being over 80 years old didn't seem to bother him in the least; he stayed in the saddle all day long and wore out two or three horses."

The cattle were bought by Don McMurchie, a livestock dealer and feeder in Centerville, S. D. They moved from Belvidere to Yankton, S. D., via the Milwaukee and were then taken to the McMurchie place on the C.&N.W.



Starting from the top of the fence, at the top of the page, and continuing clockwise around the page, the pictures show:

1. Baxter Berry, one of the sons and a co-owner of the Berry Ranch. Each of the three Berrys (father and two sons) owns a string of

cattle, and they do their shipping jointly.

2. Paul Berry, the other son. In the background are two of the horses used in herding the cattle into the cars. They are highly trained and know the work almost as well as the riders do.

3. Tom Berry, the father. Posing for this picture was probably the only rest he and the horse had all day.

4. Tom Jones, a neighbor more than 80 years old, came over just to lend a hand, but he stayed in the saddle all day long. He is here shown pausing for a minute to have a word with one of the cowboys on the Berry Ranch.

5. Mrs. Baxter Berry (left) and Mrs. Beckwith, look somewhat like spectators, or lady dudes, but the fact is that they, too, stopped

their work only long enough for a picture. They took part in the rounding up and did as much riding, roping, and cow punching as any of the men.

At Haiphong, French Indo-China, when labor recruiting lagged, a Jap band enticed listeners. Jap troops then surrounded the crowd and allowed only those proving regular employment to leave. The rest were marched off under guard.





Maj. William B. Reitmeyer

Maj. William B. Reitmeyer of the Army Air Force, located with the 38th Technical School Squadron at Chanute Field, Ill., left the road to enter active service on Sept. 2.

Having been commissioned a 2nd lieutenant during the first World War, Major Reitmeyer retained that status in the Army Reserve. Graduating from Marquette University in 1924 as an electrical engineer, he worked for the road in Deer Lodge, Mont., from 1925 until 1928 as a special apprentice, and was later employed there and in Tacoma in a supervisory capacity. He later returned to Milwaukee Terminals as an engineman, and from 1937 as an electrical draftsman in the mechanical engineer's office. In 1938 he was given a major's commission in the reserve.



Ensign Arthur J. Behl

Ensign Arthur J. Behl, son of Section Foreman Arthur E. Behl of Monroe Center, Ill., visited his parents a few months ago after piloting a Lexington-based dive bomber in the Coral Sea battle. He came safely out of that fracas with what his squadron's executive officer termed "one of the two most shot up planes."

Ensign Behl, who joined the Navy two years ago, is stationed in Seattle at present, awaiting assignment to further sea duty.



Sgt. Robert Heberlein

Sgt. Robert Heberlein of the Army Air Corps, now training at a field in Texas, is the son of Paul Heberlein, a veteran LaX&R Division conductor whose home is in Portage, Wis.



Sgt. Donald J. Hennes

Sgt. Donald J. Hennes, in the Chemical Warfare Division of the Air Corps, Tampa, Fla., was employed in the road's Signal Department for two years prior to going into the Army. Having been a member of the National guard, he was one of the first ones called. He is a brother-in-law of H. J. Dunn, supervisor of telegraph and signals in Minneapolis.

He: "Honey, I've brought something for the one I love best. Guess what!"

She: "A box of cigars."

Every man likes to see a broad smile, especially if she smiles at him.

Harold L. Kreamer, son of Foreman H. L. Kreamer of the Dubuque shops, is an ensign in the Navy, and is now stationed at Cuddihy Field, Corpus Christi, Tex.



Ensign Harold L. Kreamer

When the soldiers of an infantry company at Fort Devens, Mass., boast that every member of the company is buying War Savings Bonds, they are 101 percent correct. Not satisfied with 100 percent participation in the bond buying campaign the doughboys chipped in and bought a \$25 Bond for their mascot, a tiny black dog named "Blackout." When "Blackout's" bond comes due, the money will go to the A.S.P.C.A.

Former Norwegian floating whale factories are now Allied gasoline tankers.



Air Cadet Paul R. Hallman

Paul Richard Hallman is one of the air cadets in intensive training at Randolph Field, Tex. His father is Claude E. Hallman, conductor on the I&SM.



Seaman F. J. Wurm

F. J. Wurm enlisted in the Navy several months ago and is now stationed at Brooklyn pending transfer to a ship. He entered the road's service in 1939 as a telegrapher-agent. His father, Frank Wurm, a conductor on the LaX&R Division, is a former Navy man, having served during the first World War.



Lieut. Arnold E. Hjelm

Lieut. Arnold E. Hjelm, son of Blacksmith Axel F. Hjelm of Minneapolis, enlisted in the Marine Reserves in 1940. He received his commission on June 11, 1942. At last report he was stationed in San Diego, Calif.



Air Cadet Bob Felber

Bob Felber, son of Agent J. A. Felber of St. Louis Park, Minn., is an aviation cadet now training at Goodfellow Field, Tex. M. D. Rue, the Magazine's division editor in Aberdeen, describes Cadet Felber as his favorite nephew.

October, 1942

Pvt. H. J. Riebe, formerly employed in the Store Department at Miles City, is now in the Army Air Forces.



Pvt. H. J. Riebe

Corp. Frank O. Engebretson, prior to Mar. 19, when he enlisted in the Army Railway Specialists Corps, was a stenographer in the St. Paul Passenger Department. He is now in the Transportation Department of the 703rd Railway Grand Division Headquarters, Ft. Snelling, Minn., with offices in the Commerce Bldg., St. Paul.



Corp. Frank O. Engebretson

He: "May I have the last dance with you?"

She: "Don't be silly. You've just had it."

Donald C. Vonderheide, formerly machinist helper at the Miles City roundhouse, is now a member of the Army Air Force, located at Scott Field, Ill. His father is Machinist Charles Vonderheide of Miles City.



Seaman William H. Wilkerson

William H. Wilkerson, formerly a locomotive fireman on the Trans-Missouri Division at Miles City, enlisted in the Navy recently and is now located in Chicago. His father, Thomas Wilkerson, has been a locomotive fireman on the T. M. Division for many years.



P. F. C. Robert Tipple

P. F. C. Robert Tipple is in the Army Signal Corps, in training at Ellington Field, Houston, Tex. He was formerly employed as telegrapher at "MX" tower, Madison, Wis.



Pvt. Donald C. Vonderheide

# Overseas Christmas Mail Should Be Sent Early

**D**O your Christmas mailing early to soldiers, sailors, and marines. Officers of the Army and Navy Postal Services urge that packages, letters and cards for men abroad or at sea be mailed between Oct. 1 and Nov. 1. Mailings made after Nov. 1 will, in all likelihood, fail to reach their destinations until after Christmas.

All available cargo space is needed for transporting vital military supplies. Christmas packages should be kept within size and weight specifications. Regulations provide that no package over 18 inches long or 42 inches in length and girth combined may be mailed. No package should weigh over 11 pounds. Not more than one package per week may be mailed to one person.

Food should *not* be sent nor should clothing unless specifically requested. Electrical equipment is generally useless. Send toilet kits, wallets, shaving items, fountain pens, pencils and like items.

Mail addressed to Army personnel serving outside the continental limits should clearly show:

1. The grade, first name, middle initial, and the last name of the person addressed, followed by his Army serial number, if known.
2. The letter or number of the company or other similar organization of which the addressee is a member.
3. The designation of the regiment or separate battalion, if any, to which the company belongs.

4. The Army Post Office number in care of the appropriate Postmaster.

For example:

Private John J. Doe, (Army Serial Number)  
Company B  
212th Infantry  
APO 801, % Postmaster  
San Francisco, California

Mail addressed to Navy personnel in the fleet or fleet organization should include:

1. The full name and rating of the recipient.
2. The name of the ship.
3. Address care of Postmaster, San Francisco or New York.

For example:

Michael M. Doyle, MMIC (Machinist Mate, First Class)  
U. S. S. Benham  
% Postmaster  
San Francisco

Navy persons at continental shore stations may be addressed as before the war.

Navy persons at advanced bases have been given instructions for designating the base. Include in the address the full name, rating, base designation and send in care of postmaster, San Francisco or New York.

Mail addressed to Marines should have:

1. Grade, full name and USMC.
2. United States Marine Corps Unit Number.
3. Care of postmaster, San Francisco or New York.

For example:

Private George C. Quinn, USMC  
United States Marine Corps Unit No.  
768  
% Postmaster  
San Francisco

Mailings to Coast Guard personnel are the same as for Navy.

The name and address of the sender should be written in the upper left hand corner of the envelope, and sufficient space should be left to allow for endorsements by forwarding agencies if it is not possible to deliver the mail at the address given. Soldiers, sailors, and marines should be advised to inform relatives and friends of the correct method of addressing their mail.

## Thoughtlessness

*A little bit of hatred can spoil a score of years.  
And blur the eyes that ought to smile,  
with many needless tears;  
A little bit of thoughtlessness, and anger for a day  
Can rob a home of all its joys, and drive delight away.  
A little bit of shouting in a sharp and vicious tone  
Can leave a sting that can be felt when many years have flown;  
And just one hasty moment of ill-temper can offend,  
Leaving there an injury the years may never mend,  
It takes no moral fiber to say harsh and bitter things,  
It doesn't call for courage to employ a lash that stings;  
For cruel words and bitter, any fool can say,  
But the hurt they leave behind them, years and years can't wipe away.  
Just a little bit of hatred robs a home of all delight,  
And leaves a winding trail of wrong that time may never right.*

—AL

## News From Home

We would like to know that every Milwaukee Road man and woman in the armed services is receiving news from home at every mail call. That means letters from you, the relatives and friends; and it means that all of them are going to receive a copy of the Milwaukee Magazine each month, news *about* friends being almost as heartwarming as news *from* them.

The Magazine is taking upon itself the job of putting into its pages a maximum of news, pictures, and features which will be of real interest to those under arms, as well as to those of us who have a job to do here at home. Already the news section of the Magazine is larger; the correspondents are exerting themselves as never before to give their soldier readers all of the news about the folks at home and about others

in the armed forces. And that, of course, is news of interest to all of us.

Many of our men in arms are already receiving the Magazine. In order to make the coverage complete, relatives and friends are requested to send the editor the addresses of those service men who are not on our mailing list. Employees who have been maintaining a little mailing list of their own are asked, for the sake of uniformity, to let the Magazine take over the job.

We want to supplement the letters you write. We want that boy pushing a tank around the Libyan desert to know that his railroad pals on the Milwaukee are putting more stuff over the rails than anyone ever thought was possible, that they're subscribing for War Bonds, and keeping faith. We want our boys all over the world to have news from home.

# SERVICE CLUBS

## Lines East ACTIVITIES IN GENERAL

By J. B. Dede  
Public Relations Representative  
Marion, Ia.

### Mason City Club

The Mason City Club took advantage of the nice weather in the closing days of the picnic season, and held their first annual picnic in East Park on Aug. 30. The weather was perfect and "vittles" were prepared for 200, but over 300 were in attendance; however, as at all picnics, there was plenty for everyone. The usual



While at the Mason City club's picnic on Aug. 30, C. C. Smola, district storekeeper, took time out to enroll in the road's plan for the purchase of War Savings Bonds by payroll deduction. Miss Alemeda Waller helped him do it.

picnic contests were held under the guiding eye of Duke Moore. The selection of Duke as judge was the proper selection, as there is no department in Mason City that he doesn't contact some time during the day. There may be some discussion as to the winner of the match race between Mrs. Marie Dillabaugh, and Oscar Larson. Mr. Larson was well in the lead when an embarrassing incident happened that compelled him to drop out.

A soft ball game between those under 40 and those over 40 was the



Scene at the Mason City picnic on Aug. 30.

### Fall Festival in Milwaukee

The second annual Fall Festival, sponsored by the 14 units of the Milwaukee Hiawatha Service Club, has been arranged for Saturday evening, Oct. 31. Things will get going at 7:30 p.m. SHARP in the Aerie Room of the Eagle's Club, located at 2401 West Wisconsin Ave., Milwaukee, Wis.

The music will be provided by Stephen Swedish and his fine band. The program will also include a concert by the Milwaukee Hiawatha Service Club Band, speakers, 40 minutes of professional acts, and whatnot, including free whist.

Membership cards will serve as admission tickets. Of course, if you aren't a member of the club yet, here is a custom-built opportunity to kill two birds with one dollar.

closing activity, the score for the team under 40 may never be published, as the score keeper wore out chalking up runs. This was the first picnic held by the Mason City Club; however, judging by the many expressions, it will not be the last.

### Victory Week in Perry, Ia.

For the past two years Perry, Ia., has had its Railroad Week, during which time the business and railroad people join to-



Mrs. Ruth Buckley, the Magazine's correspondent in Perry, Ia., and Milwaukee Road booster extraordinary, strikes a fetching pose in the railroad garb she wore during Victory week in Perry. She is employed in the agent's office.

gether for one big whirl of activities, but this year because of the war the railroad week celebration was cancelled in favor of Victory Week. The activities throughout the week were entirely for the war effort. On Sept. 1, the opening night, a War Bond rally for Milwaukee employes was held in the American Legion Hall. V. L. Clark, state War Bond director of Des Moines, and A. G. Dupuis, assistant public relations officer were the speakers. The meeting was attended by more than 200 employes who were given pledge cards to sign for the payroll deduction plan.

At this time last year and the year before the display windows in the stores featured railroad relics and carried the stories of the railroads. This year war relics were displayed, and all store windows were decorated with a large "V," with the words, "On to Victory with the Railroads." During the entire week War Savings Stamps were sold by the women.

Labor Day was the final day, and, as in the past, the parade was the featured attraction. Every flag of the United Nations were carried in one group, and the Scotties from Boone, Ia., again were received with high acclaim. One of the outstanding features of last year was absent—the Hiawatha Band—but playing in their place at the concert in the evening was the Karl King Band from Ft. Dodge, Ia. Mr. King can best be remembered as the band director of the Barnum and Bailey Circus, also as a composer, having composed many of the more popular college songs.

After the concert, the Scotties did their stuff. At 10 p.m. there was to be a street Victory Dance, but it rained and the dance had to be postponed.

## St. Paul Club Gives Prizes to Leading Tipplers

At the suggestion of A. V. Barquist, St. Paul ticket seller, the St. Paul Service Club has adopted the practice of determining who their leading traffic tipper is each month and awarding him a prize. The prize consists of two table d'hote luncheons on the Hiawatha en route from Minneapolis to St. Paul. These may be (1) eaten on any two days desired, (2) by two people on the same day, or (3) by the same person on the same day (if he has an indecent capacity and can eat fast).

The first winner under the new plan was S. N. Adams, window cashier at the St. Paul local freight office, and treasurer of the club. He was high tipper for the month of June.



S. N. Adams



Miss Alice Treherne (left), stenographer at the commercial office in St. Paul, won the two Hiawatha luncheons offered as a prize by the St. Paul Service Club to the tipper submitting the greatest number of quality tips during July. As her guest for the luncheon aboard train, Miss Treherne invited Miss Evelyn Golz, past president of the Twin City Railway Business Women's Association. Both Miss Golz and Miss Treherne are on the Board of Directors of the Twin City Traffic Club. Miss Treherne is also St. Paul correspondent for the Magazine. (Photo by courtesy of the St. Paul Dispatch.)

He and Mrs. Adams enjoyed sharing the prize as they started a trip to Cleveland, Ohio, on Aug. 15 to attend the Spanish War Veterans National Encampment. Mr. Adams had taken personal charge of organizing a party of 28 veterans to travel our line.

The prize for July went to Miss Alice Treherne of the general agent's office, St. Paul; she is also the St. Paul correspondent for the Magazine. Not only was she high tipper, but when the St. Paul Dispatch took her picture in the Hiawatha diner and made a sizable splash with it in the paper, Miss Treherne squeezed more traffic tips out of people who would recognize her as the girl in the picture and come forth to say so.

The idea is a good one, of value alike to the individual, his railroad and his Service Club.

## Lines West

By E. H. Bowers  
Public Relations Representative  
Seattle, Wash.

### Inland Empire Club

Members of the Inland Empire Service Club at Spokane unanimously voted that the Milwaukee Road has reason to be proud of the two technicolor talkie films, "Gallatin Gateway Honeymoon" and "Westward to the Sea," which they viewed at their opening meeting of the fall season on Sept. 21.

The films depict vacations in the West, and the photographer did full justice to the magnificent mountain scenery in this part of the country. Spokane was featured in one sequence, which caused the Inland Imperials to break out in wild applause.

A dozen soldiers from nearby Geiger Field who were guests of the club expressed their appreciation of the entertainment provided by the movies, but what

really took their fancy was the coffee and the slathers of homemade cake with which a committee of Milwaukee Road women plied them.

"Plied them" is the polite way of putting it. "Stuffed them" would be more accurate.



The Scotties, a smart drum and bugle corps composed of girls from Boone, Ia., gave a touch of color to the parade in connection with the Perry, Ia., Victory Week celebration.

## Puget Sound Club

The Puget Sound Service Club at Seattle launched its fall series of meetings by electing new officers for the forthcoming year. Taking over the direction of the club's affairs are F. W. Rasmussen, chairman; John O'Meara, vice-chairman; Harry Ehmer, secretary; and Louis Wiegand, treasurer.

In recognition of his outstanding services to the club, Roy Jorgensen, retiring chairman, received a rising vote of thanks from the members.

Following the business meeting, the members were entertained by a technicolor talkie featuring the Northwest's great lumber industry, through the courtesy of the Weyerhaeuser Timber Co., and the ladies of the Milwaukee Women's Club served refreshments.

### I'm Going to Get a Pension

I'm going to get pension folks, I'm going to be retired;  
I'm going to quit the railroad; a younger man's being hired.

I'll be lazy in the morning, I'll chuckle and I'll grin,  
And thank God for my pension and the soft spot that I'm in.

I'm going to catch a lot of fish. My wife and I will walk  
And call upon the neighbors and have a friendly talk.

I'm going to play some golf and wear some loud and sporty pants;  
I'll go to church on Sunday and I think I'll learn to dance.

I'm going to buy a trailer, I'm going to ride on trains,  
I'm going to build a sail boat and stay home when it rains.

I'm going to tell the truth now, (I'll be loner than hell);  
I'll want to hear the whistle, smell the smoke and pull the bell.

I'm going to be retired but I'll be just as cross as sin—  
So I'll meet you at the depot and watch the trains come in.

ANON.

# Army Railroad Specialists Tackle Tough Job In Australia

FROM New York to Chicago by rail is a fairly simple matter. One hops aboard or loads the freight and away the train goes, arriving at its destination some hours later without incident.

But from Cairns to Perth—that's different; for Cairns and Perth are in Australia, and railroads and railroading in Australia aren't the same as they are in the United States. A group of American railroad specialists attached to the United States armed forces in Australia to solve problems of transport and supply has found this out and is finding it out more and more every day, the War Department is informed.

Take that Cairns to Perth line, for instance.

The continent of Australia is, roughly, rectangular. The fertile country is along the coast and Australian railroads are coastal lines with feeder lines running in until they disappear into the dry interior country.

Imagine a clock face. The Australian railroad map shows a main line starting at Cairns—about the position of 2:00 o'clock—and running in a clockwise direction through Brisbane at 3:00 o'clock, Sydney at 4:30 o'clock, Melbourne at 6:00 o'clock, Adelaide at 7:00 o'clock and Perth at about 8:30.

These are the principal ports and with some others provide the termini for the feeder lines which lace into the interior.

## Gauges Differ

Australian railways are state railways and have grown up according to the requirements of the individual states without much regard for connection between the systems.

From Cairns to Brisbane, the cars run over a 3 ft. 6 in. gauge; from Brisbane to Sydney, over a 4 ft. 8½ in. gauge; from Albury to Melbourne, and on to Adelaide and Port Pirie Junction on a 5 ft. 3 in. gauge; from Port Pirie Junction to Kalgoorlie over a 4 ft. 8½ in. gauge, and from Kalgoorlie to Perth over a 3 ft. 6 in. gauge. The interior railway lines follow the patterns of the various coastal lines with which they connect.

There's headache No. 1—transferring from gauge to gauge.

The United States had that same problem not so far back. Gauges were not standardized at the 4 ft. 8½ in. width in the North until the emergency of the Civil War and in the South not until 25 years later. Out of this emergency in Australia may arise a similar standardization of railway facilities.

## Distance Presents a Problem

Headache No. 2 is distance. Col. Paul W. Johnston, former assistant vice president of the Erie Railroad, who now is in

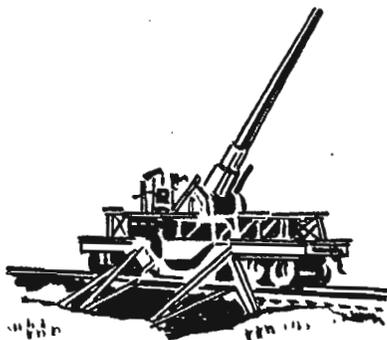
charge of the United States Army railroad operating unit in Australia, tells about this in a recent letter.

Writes Colonel Johnston:

"This letter will be carried for about a week before mailing . . . we started 10 days ago—an overnight trip on a train—an auto ride of 150 miles—a train trip of 54 hours—a motor ride of 2 days—a trip on a railway motor car of 300 miles—an auto trip of 75 miles—an air trip of about 600 miles—leaving tonight on train and will be on railroad about a week until we reach our home base."

## Unfamiliar Equipment

Headache No. 3 is unfamiliar equipment. Colonel Johnston explains it this way:



"The railroads in this section are a new experience—freight cars which hold from 6 to 10 tons—a large percentage without brakes—most equipment at least 40 to 50 years old—some 60-pound rail and much 41-pound—a crew of driver, fireman and guard—trains carry two crews most of the time who work in six-hour relays—trains have no steam heat. Passengers bring light auto robes with them.

"There is considerable variety in the railway practices in the various states. At least one of the states follows American methods and patterns to quite an extent as a result of an American from the M. K. & T. having been here some years ago.

One interesting practice is the obligation placed on the driver of caring for all mechanical defects on the train. If there is a hot-box he must care for it. If there is a break-in-two, this also is his responsibility."

## Different Jargon, Too

Headache No. 4 to the American railroader is the Australian railroad language.

"We have some difficulties on account of the difference in terminology—a safety zone is a 'pedestrian refuge'—railway cars are 'bogies,' 'vans,' 'gonds,' 'wagons.' A caboose is a 'brake-van'; a conductor, a 'guard'; an engineer, a 'driver'; a derail, a 'choke-block'; a wye track, a 'triangle.'

Books of rules, timetables, etc., are voluminous."

Overcoming these difficulties, figuring out ways to transport war supplies to the right place at the right time over the vast territory served by individual networks with a single interconnecting line at the coast, presents a problem seldom matched in railroad history.

With the aid of water, air and highway transport experts, Colonel Johnston must solve problems far more intricate than those presented by the most unusual shipments within American railroad experience.

Nor is the supply and transport of American forces the only factor in the problem. These activities must be coordinated with necessary Australian civilian transport as well as with the heavy burden of war production.

## Australian War Production

Until recent months, at least, Australian war production had undertaken to supply not only continental needs, but substantial parts of the Empire as well. From a total of three government munitions plants in 1938 has come a system covering almost the whole of Australian industry.

In three years the Australian machine tool industry grew manifold. Great aircraft factories sprang up in open country. An optical industry, an instrument industry, an aluminum industry came into being.

Australia now is making ships, stainless steel, abrasives, cotton cord, uniforms, steel helmets, gas masks, motor transports, pontoons, boots, tanks, gun carriers, wheeled work shops, medical supplies, roller mills, steel presses, stamping machines, ammunition, anti-aircraft guns, parachutes, searchlights, howitzers, field guns, naval guns, shells, depth charges, mines, machine guns and rifles.

Production over home needs has gone to the fighting fronts, and equipment for whole armies, from bottled beer to ammunition, from guns to planes, has made its appearance in Great Britain, Africa, India and the Far East, along with Australian soldiers and sailors.

## Major Task in Specialists' Hands

Colonel Johnston and the American specialists who make up the railroad operating unit attached to United States forces in Australia, determine the adequacy of railroad facilities to handle the additional burden placed upon them in a successful prosecution of the war. With the technical advice of his staff, each member of which is a specialist in his own particular branch of railroad service, he studies the present condition of roadbeds, locomotives, car equipment, capacity of yards and conditions and capacity of docks to handle additional tonnage. He recommends to existing rail managements with respect to repairs, improvements and additions to present facilities for the purpose of expediting the movement of such increased traffic.

Colonel Johnston sums up with these words:

"Have lived mostly out of cans—most nights in Army camps in tents; am meet-

ing many fine men, both in our Army and the Australian Army. We have been royally treated and our efforts seem to be welcomed. Much is accomplished through a central railroad organization quite similar to the Office of Defense Transportation—there are many of our people here in many capacities, but we are the only 'rail' men and they lean on us heavily."

### Half Latched Gates

(Continued from page 8)

A passenger train was allowed to operate over the track, but, fortunately, the gang foreman still on the job had placed a flagman far enough back to stop the train. That gate came perilously close to being left half latched.

All of us are pressed for time. Our work has increased enormously but a few minutes spent with a man, explaining how to do a job properly may save hours, lives and property; it may help us end the war a little sooner.

Foremen may talk to men every day about safety, but in order to improve the terrible safety record we have this year, not only must the men believe in safety, but the foreman and supervisors must believe in it, too.

**Let's fasten that gate tight shut—right now!**

### A Little Flag Gets a Big Assignment

A tiny scrap of bunting, measuring six by eight inches, became the first American flag to fly over a conquered Japanese stronghold in this war. It was run to the top of a Japanese flagpole at Kukum on Guadalcanal Island on Aug. 7, eight months to the day after the attack on Pearl Harbor. A group of Marines pushing inland in the first phase of the Solomon Islands offensive stopped long enough to cheer the brave little flag flying so proudly, then pressed on.

The man who raised this miniature Old Glory over Guadalcanal was Lieut. Eward J. Snell, whose wife and two sons live at 1324 South 50th Street, Philadelphia. He bought the flag in Vineland, N. J., on Memorial Day in 1934. Faded and frayed after eight years of travel with the Marines, it has flown from a barracks window in the Philippines in 1936, over a tent in Cuba, and as identification on a ricksha used by Lieutenant Snell during the trouble in Peking and Tientsin in 1937 and 1938.

The story of the little flag's big moment was relayed to Washington by a Marine Corps combat correspondent.

### Engineman Sights Mountain Lion

J. J. Flynn, engineman on No. 8, reports having seen a mountain lion on the track near Clinton, Mont., as he was coming from Missoula. The lion, Flynn said, loped along like a Great Dane, and the train missed him by only about 10 feet.

## Veteran Employes Association

We have, at the close of this year, 7227 active members, a slight gain over the last report when 6845 were shown in November, 1941; that is very encouraging under present conditions. In the same period we have lost by death 264 of our faithful members and gained 398 new ones.

Since our last convention in Chicago two years ago, this Association has been privileged to accomplish two outstanding things. In 1941 we purchased and presented the "iron lung" to the company at a cost of slightly over \$1,500 and within the last month we have invested in \$10,000 worth of War Savings Bonds. A picture of our president, James T. Gillick, accepting these Bonds from the company treasurer, John Dickie, appeared in the September issue of this magazine. The \$7,500 expended for the Bonds does not appear in the Treasurer's report, but will be shown next year.

We were all sorry, perhaps none more so than our president, that it was necessary to abandon our plans for a convention this summer, but, with conditions as they now are, it would at least have been very unbecoming for us to go ahead. When peace is restored to our beloved land we can get together with grateful hearts, knowing that we did our bit to bring it about.

With greetings and best wishes to every one, and our sincere thanks to the Milwaukee Magazine for the privilege of publishing this report for your information.

Respectfully submitted,

Mrs. Grant Williams, Secretary.

### TREASURER'S REPORT

Statement of Receipts and Disbursements—August 1, 1941, to July 31, 1942

BALANCE—Cash on hand and in Banks—July 31, 1941..... \$ 8,100.57

From—

#### RECEIPTS

Initiation Fees .....	\$ 398.00
Dues .....	5,151.00
Overpayments of Dues .....	3.50
Sale of Membership Buttons .....	7.50
Miscellaneous Receipts .....	1.25
Interest on University Court Apartment Bonds.....	80.00
Interest on Savings Account .....	69.81
<b>TOTAL INCOME .....</b>	<b>\$5,711.06</b>

Proceeds from bankruptcy settlement of University Court

Apartment Bonds .....

1,030.00 6,741.06

#### DISBURSEMENTS

Postage .....	\$ 222.08	
Printing and Stationery .....	165.50	
Office Supplies .....	16.42	
Dues Refunded .....	3.00	
Overpayments Refunded .....	3.50	
Collection Expense .....	3.00	
T. Hammersmith—Membership Buttons .....	654.78	
Secretary's Salary .....	1,200.00	
Auditing of Books .....	25.00	
Frieda Denley—Clerical help—addressing envelopes .....	23.50	
Typewriter Repairs .....	1.25	
Shelving for Office Equipment .....	4.80	
Miscellaneous Expense .....	3.00	
Bank Exchange .....	33.55	2,359.38

#### BALANCE

First National Bank—Checking Account .....	\$8,153.32	
First National Bank—Savings Account .....	3,638.76	
Cash on hand .....	690.17	\$12,482.25

#### INCOME ACCOUNT

Total Income—August 1, 1941 to July 31, 1942.....	\$ 5,711.06
Total Disbursements .....	2,359.38
	<b>\$ 3,351.68</b>

Less: Loss on Investments—

University Court Apartment Bonds—Cost .....	\$2,000.00
Received in settlement of Bankruptcy.....	1,030.00
Loss .....	970.00

NET INCOME for year .....

\$ 2,381.68

#### NET WORTH

Cash Balances, as at July 31, 1941—

First National Bank—Checking Account .....	\$1,865.93
First National Bank—Savings Account .....	5,568.95
Cash on hand .....	665.69
	<b>\$8,100.57</b>

Investment in University Court Apartment Bonds .....

2,000.00

NET WORTH—July 31st, 1941 .....

\$10,100.57

ADD: Net Income—August 1, 1941 to July 31, 1942 .....

2,381.68

NET WORTH—July 31st, 1942 .....

**\$12,482.25**

Consisting of—CASH BALANCES in—

First National Bank—Checking Account .....	\$ 8,153.32
First National Bank—Savings Account .....	3,638.76
Cash on hand .....	690.17
	<b>\$12,482.25</b>

# The Milwaukee Railroad WOMEN'S CLUB

## Janesville Chapter

MRS. W. B. WILCOX, *Historian*.

August meeting was conducted by Mrs. Earl Messerschmidt, second vice president, with 20 members present. Welfare reported telephone and personal calls 55, families reached three, welfare without cost to club \$5. Sunshine reported telephone and personal calls 49, spent \$9.85, without cost to club estimated value \$5, good cheer cards sent six, families reached eight. Dinner was served the mourners at a funeral and 40 persons were present. Membership voting 166, contributing 188, total 354. Lunch was served by Mrs. Boucher and her committee.

Our September meeting was held at the clubhouse and opened with the club motto. Mrs. Jackson, president, presided. Mrs. Bennett, Welfare Chairman, reported 45 personal and telephone calls, three families given aid, \$16.59 spent, without cost \$5. Mrs. Boucher, Sunshine Chairman, reported 118 telephone and personal calls, eight messages of cheer, eight families reached, cost \$8.53, without cost to club \$7. One funeral breakfast was served to 32 persons. Three of our oldest members passed away during August, Mr. McDermott, the father of our beloved Mrs. Hunter, who served the club so faithfully and who passed away some time ago; Mr. W. Brennan, one of our veterans, and Mrs. J. J. Kelley. Resolutions were read at the meeting and a copy sent to the families of these three.

Mrs. Ryan, Mrs. Boucher, Mrs. Wiskia and Mrs. Kelleher, who have charge of the Honor Roll, have it completed and erected on the clubhouse lawn. There are names of 35 of our boys on it now. Our American flag flies above it, and it is a lovely thing to see from the train windows as the trains stop at Janesville.

Red Cross work, Mrs. Ryan, Chairman, reported 11 garments completed, 189 hours spent, 36 of which were spent in Madison, where our members are learning to be instructors in the making of bandages. Mrs. Ryan was appointed day chairman of all the Janesville groups and these instructors will soon teach the public in the making of bandages.

## Kansas City Chapter

MRS. H. E. SEVEDGE, *Historian*

After two months' vacation the Kansas City Chapter met Sept. 1 with an attendance of 14. General order of business followed. Sunshine Chairman reported two bouquets sent, three cards, 10 personal calls, 15 telephone calls, also personal calls made by the President, Mrs. W. C. Bennett.

A clever idea of Ways and Means Chairman Mrs. Tarbet of raising money for our club was by adding the telephone number of each member and paying the amount it came to. The result was \$9.91.

Mrs. Price Cary entertained with a card party June 27, which netted \$10. A good time was enjoyed by all.



A home flower garden display was held by the Sparta (Wis.) Unit of the Tomah Chapter on Sept. 10 at the home of Gottlieb Koss. Mr. Koss, shown surrounded by some of the flowers in the display, is 91 years old; he worked for the road for 40 years as section man and crossing watchman. Hostesses at the garden display were Mrs. Anna Dux and Mr. Koss' step-daughter, Miss Emma Draves.

## Sparta Unit—Tomah Chapter

The highlight of our Sept. 10 meeting was a beautiful home flower garden display, which was enjoyed by 15 members at the home of our oldest veteran, Gottlieb Koss, 91 years old, hostesses being his step-daughter, Miss Emma Draves, with Mrs. Anna Dux.

Reports, no sick during the summer. Ways and Means, \$2.40; new members, Mr. and Mrs. Ray Gamble, which gives us 24 voting and 24 contributing. We are hoping to make the 50 mark in 1942. Five dollars worth of war stamps were reported sold, which credits our unit with \$20 sold

to date. Monthly five cent collection box, 65c. The hostesses donated a vegetable box to be sold, which netted 52c, which gives us \$1.17 for the purchase of war stamps to help our bond along.

Prizes were awarded to the ladies who raised the largest variety of flowers in their own gardens. First prize, Mrs. Amelia Duvie, 52 varieties; second prize, Mrs. Geo. Shaw, 42 varieties; third prize, Mrs. Frank Fredrick, 39 varieties.

Two emblems were awarded to Mrs. Anna Dux, Sparta, and Mrs. Mike Weiss, Viroqua, which now brings to seven our Star mothers whose sons are in service.

A very social afternoon was enjoyed by discussing flowers. Seeds and plants were exchanged for the next season. A beautiful basket of flowers containing 23 kinds of flowers was donated by Mrs. Geo. Kiefer as a prize for a guessing contest. A nice plate lunch was enjoyed by all. The flowers on display were distributed among old veterans and sick soldiers at St. Mary's Hospital.

Our family picnic was held on July 16, being preceded by a short meeting. Thirty enjoyed the afternoon with games and a picnic supper.

Reports: Membership over the top; ways and means, \$2; good cheer, four cards sent, three personal calls made. A meal was served and our sympathy was extended to Mrs. Laufenberg at time of death of her mother. It was voted to donate \$1 to the U. S. O. drive. It was also voted that commencing with meeting of Sept. 10 a penny Bingo party be held at each meeting and proceeds used to start a 25c war savings stamp book. Our aim is to have a bond of our own very soon. Our club has to date sold \$15 worth of war stamps.

Ed Rogers, our Express agent, who has been in service more than 30 years and who has also been a contributing member of our club for the past five years, was added to our veterans' list July 1. A small token and card of good wishes were sent to him. Cake and cigars were sent to our other veterans after our picnic.



These members of the Sparta Unit of the Tomah Chapter were among those who took part in the home flower garden display held at the home of Gottlieb Koss in Sparta, Wis., on Sept. 10.

## New Lisbon Chapter

MRS. GEORGE OAKES, *Historian*

On Tuesday, Sept. 8, meeting was held at 2:30 p. m. at the home of Mrs. B. Bowman. We now have 66 voting and 56 contributing members. There were 21 personal and phone calls and eight messages sent by our Good Cheer Chairman. Two men's sweaters, two pairs of wristlets and five skirts were completed for the Red Cross, with a total of 115 working hours. Profit cleared from the sale of vanilla and cleaner by our Ways and Means Chairman was \$2.51.

Because of the nearness of Camp Williams our club has sent fruit, cakes, cookies, cupcakes and flowers to the soldier boys who have been hospitalized there this summer.

After adjournment, luncheon was served to the one guest and 18 members present by Mesdames B. Bowman, F. Southworth, J. McCathy, G. Gray, J. Bogert and J. Cade.

## Mason City Chapter

MRS. JESS MATHEWMAN, *Historian*

Our board met at the home of Mrs. Charles Smola in July for transaction of business. Bills were allowed and it was voted to send cards to all boys in the service from "Milwaukee" families. Mrs. Smola served a 1:30 dessert luncheon preceding the meeting and all enjoyed the hospitality in her lovely new home.

On Aug. 21 Mrs. Jess Mathewman and Mrs. John Balfanz, representing the Women's Club, met with a committee from the Service Club and the Veterans' Assn. to plan for a picnic, which was held Sunday, August 30 in East Park, with a 1 o'clock dinner. One hundred seventy-five persons attended and enjoyed races, horseshoe pitching, croquet, slipper kicking and a ball game played between men and women over 40 years of age. Ice cream and pop were served by the Service Club and coffee by the Women's Club. The picnic was a huge success and was voted an annual affair.

## Spokane Chapter

MRS. R. W. PROSSER, *Historian*

Our first fall meeting was held Sept. 8 with Mrs. M. C. Helmer, president, presiding. As several officers and chairmen who are now employed were absent, it was decided to have October meeting in the evening.

A committee was appointed to arrange a card party following meeting for our husbands and also invite 40 Service men as guests. Red Cross Chairman Mrs. Berkeley reported members now working in surgical dressings, sewing and knitting, also as nurse's aid, in home nursing, motor corps, first aid, and nutrition classes.

Program Chairman Mrs. Nate Jones entertained Mrs. T. E. Wurth in a reading, "Life with Father," and Miss Mildred McCauley in a group of old time songs. Good Cheer Chairman Mrs. Meeks has been kept busy with calls and sending cards to our many sick members. Door prize was awarded.

We were deeply grieved to hear of the death on August 21 of Mrs. Ada Moody, one of our past presidents. Many members attended the services. We shall all miss her.

## To Employes, C. M. St. P. & P. R. R. Co. And Women Members of Their Families:

In behalf of the Women's Club I wish to extend to all of you its thanks and appreciation for the support and cooperation which you have given us that has made possible the splendid membership shown in the accompanying report. Although our club year does not close until Dec. 31 we now have the largest membership that we have ever enjoyed.

Our members have been very busy with Red Cross work, the sale of War Bonds and Stamps, and other war work. Many of our chapters have purchased War Bonds and Stamps.

I deeply appreciate all that is being done, and urge members to continue in this good work, assisting in every way possible.

Isabelle C. Kendall,  
President General.

## Spencer Chapter

MRS. LEO BLANCHARD, *Historian*

A well attended and successful picnic at the Tourist park was held in place of the June meeting. After the full lunch baskets brought by each family were emptied the club treated everyone to ice cream. The afternoon was spent in playing croquet, which proved most exciting.

We met at the Blanchard home the 14th for the regular September meeting. The club was in favor of putting the membership prize money into a war bond. The good cheer chairman reported the following activity of her committee: A small birthday party for an elderly bedridden lady, several plants sent to members undergoing operations during the summer, four bouquets of flowers sent, two tablecloths given as gifts of good cheer, and a lunch served to mourners after Mrs. Gus Hokansen's funeral. The next meeting will be preceded by a pot luck supper.

Friends of the Vince Rose family regret to learn that Donald Rose is in a most serious condition at the hospital in Spencer.

The club wishes to congratulate Howard Taylor, Spencer and Ole Olson, Ruthven, on the completion of their long years of service for the Milwaukee. They both retired recently.

## Minneapolis Chapter

MRS. S. F. PHILPOT, *Historian*

A social mid-summer Luncheon and Card Party, open to all voting members of our Chapter, was held on August 12 at the Curtis Hotel. Forty members were present and all reported a most enjoyable time. Bridge and "500" were played, prizes going to Mesdames Uhl, Webster, Thill, Fredrickson, Melquist and Mintz.

## Sioux City Chapter

MRS. BEN ROSE, *Historian*

The Board honored their co-chairman, an annual event, Aug. 18 at the Green Gables. Bridge was the diversion. War stamps were awarded as prizes.

Red Cross reports 113 hours for surgical dressings. Mrs. Al. Erickson directs the group. Mrs. John Hanson reports the semi-annual auditing has been completed.

As an added attraction to their annual celebration, Perry again invited our ever popular Boosterettes to take part in the program. Also they were assigned a place in the Labor Day parade here in Sioux City.

The inspiration of the Autumnal season bestirs us. We are getting into action for the coming months.



The Boosterettes, composed of girls from Milwaukee Road families in Sioux City, again took part in the Perry, Ia., annual celebration which this year was called Victory Week rather than Railroad Week. The group, under the sponsorship of the Sioux City Chapter of the Women's Club, makes many appearances in the interest of the road.

## Savanna Chapter

MRS. KENNETH J. McCALL, *Historian*

The Milwaukee Women's Club Unit of the County Red Cross met for the first time Wednesday afternoon, Sept. 8, in the Lydia T. Byram community clubhouse. The unit is concentrating on the production of sweaters for the Army, together with helmets and wristlets. For the Navy the women are knitting watch caps and turtle neck sweaters. As time goes on and more women become interested, it is the desire of those in charge to broaden the field of their endeavor and attempt to produce garments in sewing.

The clubhouse is open every Wednesday afternoon from one to five o'clock. Knitters are urged to come and knit at these hours to get any assistance they may need. Mrs. Alta Elder, chairman, reported eleven garments charged out at last meeting. Mrs. Elder is being very capably assisted by the following committee: Mrs. Fred Hornig, Mrs. W. G. Bowen and Mrs. Ivan Shaver. Mrs. J. Foster Whitney is the County Chairman of Red Cross Knitting.



When Marion, Ia., opened its Liberty Chapel for the selling of War Bonds and Stamps, our local Women's Club chapter was chosen to handle the sales for the first week. They did so well (\$7,194.85) that they were asked to operate it again the third week in September. Complete returns from their second stand were not known when this was written, but during the first two days of the week they sold \$8,650 worth. Shown in the picture are the women who did the selling.

### Over the Top in Membership

Membership August 31, 1942.....Voting 6,475    Contributing 10,561    Total 17,036  
 Membership December 31, 1941...Voting 6,535    Contributing 10,457    Total 16,992  
 Total Increase ..... 44

### Membership Honor Roll

The General Governing Board takes pleasure in announcing that the chapters named below had by July 31 shown an increase in their membership over membership of December 31, 1941.

Chapter	—Total Membership—		Increase over Dec. 31, 1941, Membership
	July 31 1942	Dec. 31, 1941	
Aberdeen, S. D.....	1,007	1,001	6
Alberton, Mont.....	70	66	4
Austin, Minn.....	340	339	1
Avery, Idaho.....	164	154	10
Beloit, Wis.....	228	226	2
Bensenville, Ill.....	236	219	17
Black Hills (Rapid City).....	212	210	2
Channing, Mich.....	97	95	2
Chicago—Fullerton Avenue.....	1,197	1,193	4
Chicago—Union Station.....	737	731	6
Davenport, Ia.....	220	217	3
Deer Lodge, Mont.....	205	135	70
Dubuque, Ia.....	228	223	5
Harlowton, Mont.....	76	60	16
Iron Mountain, Mich.....	96	86	10
Janesville, Wis.....	354	331	23
Kansas City, Mo.....	239	165	74
La Crosse, Wis.....	383	352	31
Lewistown, Mont.....	208	172	36
Madison, S. D.....	165	163	2
Marmarth, N. D.....	72	66	6
Marquette, Ia.....	111	80	31
Mason City, Ia.....	518	492	26
Milbank, S. D.....	140	134	6
Miles City, Mont.....	579	540	39
Milwaukee, Wis.....	863	830	33
Minneapolis, Minn.....	964	710	254
Mitchell, S. D.....	318	303	15
Mobridge, S. D.....	203	170	33
Montevideo, Minn.....	265	263	2
New Lisbon, Wis.....	122	114	8
Othello, Wash.....	128	126	2
Ottumwa, Ia.....	548	538	10
Portage, Wis.....	201	194	7
St. Paul, Minn.....	397	395	2
Savanna, Ill.....	594	586	8
Sioux City, Ia.....	548	529	19
Spencer, Ia.....	91	87	4
Spokane, Wash.....	212	206	6
Tacoma, Wash.....	419	368	51
Terre Haute, Ind.....	523	421	102
Three Forks, Mont.....	106	104	2
Tomah, Wis.....	407	400	7
Wausau, Wis.....	135	121	14

### Marion Chapter

MRS. R. F. BRISTOL, *Historian*

The Marion Chapter held its regular monthly meeting Sept. 10. A dessert luncheon was served to 25 members by the committee composed of Mrs. Trask, Mrs. Petrusch and Mrs. Hempy. Four new members were introduced by the president. Members volunteered to take care of the Marion Bond Store for the week following our meeting. A report was given on the bonds and stamps sold by Chapter members at local bond store in August. Following the meeting cards were played and prizes given.

### Milwaukee Chapter

MRS. DONALD McKENNA, *Historian*

Sunshine Chairman Mrs. M. Dineen reports number of messages of good cheer and sympathy sent 10, number of phone good cheer calls made six, also seven personal calls and one spiritual bouquet sent. No welfare reported.

Mrs. Geo. McKenna, Chairman of the Civilian Defense Unit, reports 22 gift packages, 28 birthday cards and 47 letters answered during July and August.

Our membership report is 618 contributing and 245 voting, total 863.

### Wausau Chapter

MRS. J. P. WHALEY, *for Historian*

On account of Labor Day and also being the first day of school, the attendance at our first meeting was not as good as usual. The good cheer work for July and August was the serving of two dinners at the homes of two of our members on the day of funerals in their homes.

We received news of the marriage of our historian, Mrs. Geneva Lathrop, to Mr. Warner of this city. We extend our best wishes.

Plans are being made for a bingo party during October. Bridge and "500" were in play during the afternoon. We have three members attending first aid classes.

(Continued on page 25)

**Number of Traffic Tips Reported by Traffic Tip Supervisors on the Divisions Shown Below  
During the Month of August, 1942**

Division	Pass. Tips	No. of Tips		Division	Pass. Tips	No. of Tips	
		Frgt. Tips	Per 100 Employees			Frgt. Tips	Per 100 Employees
Madison Division	181	2	29.1	Kansas City Div.	21	14	4.7
Hastings and Dakota	303	24	27.2	Chicago Terminals	36	88	4.1
Seattle General	33	5	21.5	Iowa Division	54	4	4.0
Dubuque and Illinois	127	86	15.7	Milwaukee Division	43	11	4.0
Iowa and Dakota	178	18	12.6	La Crosse & River	64	10	3.6
Iowa and S. Minnesota	39	66	11.8	Twin City Terminals	66	14	3.5
Rocky Mountain	95	...	10.0	Coast Division	46	2	2.8
Trans-Missouri Div.	86	9	9.5	Terre Haute Division	1	20	2.2
Superior Division	17	27	7.2	Milwaukee Terminals	71	10	2.1
Chicago General	99	20	5.6	Miscellaneous	8	1	0.6
<b>TOTALS</b>					<b>1568</b>	<b>431</b>	<b>6.8</b>

**TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING THE  
MONTH OF AUGUST, 1942, AS REPORTED BY  
DIVISION OFFICES**

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frft.				Pass.	Frft.

**Chicago General Offices—**

Anderson, O.R.	Depot Pass. Agt.	Chicago, Ill.	1		Loderhose, G.W.	Frft. Claim Agent	Chicago, Ill.	1	
Augard, Leona	Stenographer	Chicago, Ill.	2		Lynch, L.R.	Clerk, Frft. Aud.	Chicago, Ill.	2	
Barnett, H.W.	Head Clk. Frt. Clm.	Chicago, Ill.		3	Lynch, Marion	Clerk, Frft. Aud.	Chicago, Ill.	1	
Bartling, Adele	Clk. Engineering	Chicago, Ill.	2		Marquiss, E.	Asst. Bur. Head	Chicago, Ill.	1	
Beckman, W.W.	Rec. Clerk	Chicago, Ill.	1		McCarthy, Margaret	Clk. Car Acctnt. Off.	Chicago, Ill.	1	
Belter, Charles	Trav. Aud. Clk.	Chicago, Ill.	1		McClintock, F.B.	Clm. Adjuster	Chicago, Ill.	1	
Bowe, C.	Secy. to Asst. to Trustee	Chicago, Ill.	2		Mongelluzzo, Steve	Transportation Dept.	Chicago, Ill.	1	
Brandt, Dorothy	Pass Bureau	Chicago, Ill.	1		Naatz, A.G.	Bureau Head	Chicago, Ill.	3	
Braun, D.C.	Frft. Aud. Office	Chicago, Ill.	1		Nasheim, Anna	Head Clerk, Frt. Clm.	Chicago, Ill.	1	
Brown, James L.	Gen. Supt. Transp.	Chicago, Ill.	4	4	Nehf, W.W.	Clk. Frt. Traffic	Chicago, Ill.	1	
Calvin, A.R.	Trav. Auditor	Minneapolis, Minn.	1		Nelson, Alice	Real Estate Dept.	Chicago, Ill.	1	
Cavallo, Michael	Utility Clk.	Chicago, Ill.	1		Nixon, Marie	Clk. Aud. Expend. Off.	Chicago, Ill.	1	
Cluever, E.	Clk. Frt. Aud.	Chicago, Ill.	1		Parrott, W.O.	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1	
Cornick, F.W.	Trav. Auditor	Minneapolis, Minn.		1	Pattock, Rose	Comp. Opr. - Clerk	Chicago, Ill.	1	
Cusack, Wm.	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	2		Paulson, Betty	Car Acctnt. Off.	Chicago, Ill.	1	
Degner, Helen	Clk. Car Acctnt. Off.	Chicago, Ill.	1		Peterson, A.E.	Frft. Aud. Chief Clk.	Chicago, Ill.	1	
Derr, Donald	Draftsman	Chicago, Ill.	1		Peterson, C.G.	Clk. Frt. Aud. Off.	Chicago, Ill.	1	
Dittmann, Fred	Clerk	Chicago, Ill.	1		Phelan, L.D.	Dist. Adjuster	Aberdeen, S.D.	2	2
Dolan, W.R.	Dist. Adjuster	Chicago, Ill.	1		Rank, C.F.	Mgr. M.E.B. & M. Dept.	Chicago, Ill.		2
Dressel, William	M.E.B. & M. Dept.	Chicago, Ill.	1		Reinert, B.E.	Asst. Bureau Head	Chicago, Ill.	1	
Eichin, Fred	Aud. Expend. Off.	Chicago, Ill.	1		Roth, Alfred	Draftsman	Chicago, Ill.	3	
Eldridge, E.	Freight Clerk	Chicago, Ill.	1	1	Schuler, Mrs. G.	Clk. Frt. Aud.	Chicago, Ill.	1	
Eshelman, W.M.	Clerk	Chicago, Ill.	5		Segerstrom, Sara	Comp. Opr.	Chicago, Ill.	1	
Feller, H.J.	Tax Accountant	Chicago, Ill.	1		Soergel, Mrs. E.W.	Wife of F.T.M.	Chicago, Ill.	2	
Graser, S.V.	Car Distributor	Chicago, Ill.	1		Stainer, O.C.	Frft. Serv. Insp.	Chicago, Ill.	3	
Hallwachs, Dorothy	Stenographer	Chicago, Ill.	2		Stastny, Harry	Clerk, Advertising	Chicago, Ill.	2	
Halsey, G.H.	Trav. Auditor	Marion, Iowa	1		Stellmacher, H.L.	S.C. Conductor	Chicago, Ill.	1	1
Hamm, J.A.	Revisor	Chicago, Ill.	1		Sullivan, Genevieve	Information Clk.	Chicago, Ill.	5	
Hanson, M.H.	Stenographer	Chicago, Ill.		2	Touhey, Agnes	Supvr. P.R. Taxes Off.	Chicago, Ill.	1	
Heffron, Gerald	Clerk	Chicago, Ill.	1		Upham, Ralph	Clk. Car Acctnt. Off.	Chicago, Ill.	1	
Helander, Mabel	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1		Vendegna, C.	Clerk	Chicago, Ill.	2	
Kester, Harry	Head Clk. Car Acctnt.	Chicago, Ill.	1		Vraney, J.E.	Chf. Trav. Auditor	Chicago, Ill.		1
Klotz, E.M.	M.E.B. & M. Dept.	Chicago, Ill.	2		Walker, R.J.	Milk Traffic Agent	Chicago, Ill.		2
Knoll, E.J.	Car Accountant	Chicago, Ill.	1		Wallander, A.J.	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	2	
Kouba, William	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1		Wheeler, R.M.	R.S. & C.P.	Chicago, Ill.		1
Kubicek, E.C.	Chf. Clk. to GAPD	Chicago, Ill.	1		Zickerick, W.G.	Adjuster	Milwaukee, Wis.	1	
LaFontaine, Leo	Chief Clerk	Chicago, Ill.	1						
Larson, L.T.	Adjuster	Chicago, Ill.	1						
LaVelle, G.J.	Clk. Frt. Aud.	Chicago, Ill.	1						
Leen, M.J.	Chf. Clerk	Chicago, Ill.	2					99	20

Our traffic tip cards are material expressions of our sincere loyalty. They are a form of loyalty which produces benefits in which we all share. It should be our purpose, therefore, to seek prospects about whom we can turn in tip cards and encourage our co-workers to do likewise. We are in a highly competitive business, and it is up to us to help all we can to promote the sale and use of our brand of transportation service.

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.

### Chicago Terminals Division

Arenstein, Lillian	Statistician	Chicago, Ill.	1		Kohn, Arthur	Blacksmith	Galewood, Ill.	4	
Bishop, N.	Asst. Agent	Galewood, Ill.		3	Lapinski, Walter	Transit Clerk	Chicago, Ill.		1
Bishop, Raymond	Clerk	Galewood, Ill.		2	Lemire, G.E.	Rate Clerk	Galewood, Ill.		19
Boeck, H.F.	Chief Clk.	Galewood, Ill.	1	3	Maloney, R.W.	Asst. Cashier	Galewood, Ill.		2
Borman, H.	Rate Clerk	Galewood, Ill.		4	McGrath, T.F.	Rate Clerk	Galewood, Ill.		1
Brown, Harry	Rate Clerk	Galewood, Ill.		5	Miller, E.W.	Chf. W.B. Clk.	Chicago, Ill.		1
Cameron, Don V.	Clerk	Galewood, Ill.	2		Morgan, F. Jr.	Clerk	Galewood, Ill.		2
Chalifoux, R.E.	Revising Clk.	Galewood, Ill.		2	Moscinski, J.P.	Car Record Clk.	Galewood, Ill.	1	
Cigrand, M.M.	Stenographer, Car Dept.	Chicago, Ill.	1		Naumeimer, Mathilde	Clerk	Chicago, Ill.	1	
Conway, M.J.	Police Dept.	Chicago, Ill.	1		Oefftering, J.J.	Rate Clerk	Galewood, Ill.		14
Davis, William	Carman Helper	Galewood, Ill.	1		Portschy, J.M.	Asst. Car Frmn.	Bensenville, Ill.	1	
Doyle, William	Operating	Chicago, Ill.		2	Rak, Andrew	Welder	Chicago, Ill.	2	
Dudley, F.R.	Engineering Dept.	Chicago, Ill.	6		Reiman, Bruno	Rate Clerk	Galewood, Ill.		4
Dyba, Thomas	Route Clerk	Galewood, Ill.		3	Rieckhoff, G.M.	B. & B. Clerk	Chicago, Ill.	6	1
Ensor, A.E.	Rate Clerk	Galewood, Ill.		3	Saathoff, Mrs. E.F.	Wife of Elect. Helper	Chicago, Ill.		4
Franz, C.H.	Yard Clerk	Chicago, Ill.	1		Sloncen, E.L.	O.S. & D. Clerk	Chicago, Ill.	1	
Hanson, H.	Bill Clerk	Galewood, Ill.		3	Strotmeyer, A.E.	Cashier	Galewood, Ill.		2
Hora, Mary	Telephone Opr.	Galewood, Ill.		1	Thirsk, Olive	Stenographer	Chicago, Ill.		1
Horn, John	Clerk	Chicago, Ill.		1	Woldt, C.	Foreman	Chicago, Ill.		4
Kaufman, M.B.	Instrumentman	Chicago, Ill.	1		Wolff, E.D.	Lieut. of Police	Chicago, Ill.	1	
Kerwin, John J.	Rate Clerk	Galewood, Ill.		4					
								36	88

### Coast Division

Allen, Blanche M.	Track Dept.	Spokane, Wash.	2		Kipp, Howard	Station Force	Spokane, Wash.	1	
Alleman, K.D.	Bill Clerk	Tacoma, Wash.	1		Malloy, Virginia	Stenographer	Tacoma, Wash.	1	
Anderson, Millie	Clerk	Tacoma, Wash.	2		McGovern, J.E.	Wrecking Engineer	Tacoma, Wash.	1	
Brotchie, F.W.	Capt. of Police	Spokane, Wash.	5		McMahan, W.J.	Agent	Seattle, Wash.	1	
Cobley, W.H.	Freight Agent	Lynden, Wash.	3		O'Dore, Tom	R.H. Clerk	Tacoma, Wash.	1	
Craig, H.B. Jr.	Brakeman	Everett, Wash.	1		Olson, A.W.	Asst. Supt.	Tacoma, Wash.	2	
Davidek, W.A.	Boilermaker	Tacoma, Wash.	1		Parker, C.P.	Conductor	Seattle, Wash.	1	
DeGuire, C.E.	Clerk	Tacoma, Wash.	4		Pentecost, Al	General Frmn.	Tacoma, Wash.	1	
Fearn, Hazel	Stenographer	Tacoma, Wash.	1		Phelps, Ruth	Stenographer	Tacoma, Wash.	1	
Goldie, Mabel	Station Force	Spokane, Wash.	1		Reding, F.J.	Boilermaker Welder	Tacoma, Wash.	1	
Goldsbrough, A.	Station Force	Tacoma, Wash.		1	Remmel, J.W.	Engineer	Tacoma, Wash.	1	
Hays, Don B.	Station Force	Spokane, Wash.	1	1	Roller, Joe	Pump Repairer	Lind, Wash.	2	
Hays, P.L.	Chf. Dispatcher	Spokane, Wash.	2		Schwank, P.J.	Loco. Dept.	Othello, Wash.	1	
Hubbard, W.L.	Gen. Foreman	Tacoma, Wash.	1		Stockton, George	Blacksmith	Tacoma, Wash.	2	
Johnson, G.M.	Conductor	Spokane, Wash.	1		Tarr, Mrs. E.A.	Wife of Machinist	Tacoma, Wash.	1	
Kimose, J.N.	Machinist	Tacoma, Wash.	1		Williams, H.W.	D. M. M.	Tacoma, Wash.		1
King, E.N.	Clerk	Tacoma, Wash.	1						2
								46	2

### Dubuque and Illinois Division

Ames, John	O.S. & D. Clerk	Dubuque, Iowa	12	6	Kolze, A.R.	Car Dept.	Spaulding, Ill.	3	
Berlin, Fred H.	Car Inspector	Spaulding, Ill.	2		Kurt, Francis	Clerk	Waukon, Ia.	31	30
Bowman, D.	Operating	Savanna, Ill.		1	Lincoln, R.	Asst. Cashier	Dubuque, Ia.		2
Braack, Agnes	Clerk	Davenport, Ia.	1	2	Long, W.E.	Ret. Machinist	Savanna, Ill.	1	
Brandt, Elmer	Bill Clerk	Dubuque, Iowa			Martin, W.S.	Operator	Marquette, Ia.	1	
Brennan, George	Sec. Foreman	Waukon, Ia.	1		Maus, T.	Laborer	Dubuque, Ia.	4	
Brennan, Mrs. G.	Wife of Sec. Frmn.	Waukon, Ia.	1		McGowan, W.G.	Chief Clerk	Savanna, Ill.		1
Carden, N.J.	Car Dept.	Marquette, Ia.	1		Millar, Lucille	Clerk	Dubuque, Ia.	3	
Ceurvorst, A.D.	Operating	Davenport, Ia.		3	Mullan, W.H.	Store Dept.	Marquette, Ia.	1	
Crawford, E.J.	Chf. Dispatcher	Dubuque, Ia.	2		Muntz, Albert	Blacksmith	Savanna, Ill.		12
Coorough, James	Loco. Dept.	Marquette, Ia.	4		Ommer, Frank	Station Helper	McGregor, Ia.	2	
Davis, Betty Jane	Dtr. of Rdhs. For	Savanna, Ill.	4		Piltz, J.	Sawyer	Dubuque, Ia.	3	
Davis, D.R.	Rdhs. For.	Savanna, Ill.	1		Pohl, Wm.	Loco. Dept.	Marquette, Ia.	1	
Doran, Ed	Cashier	Dubuque, Ia.		1	Ralston, R.	Rate Clerk	Dubuque, Ia.		1
Dubmeyer, A.	Welder	Dubuque, Ia.		5	Rohner, F.M.	General Clerk	Dubuque, Ia.		2
Dunham, Maynard	Sec. Stockman	Savanna, Ill.	1		Schmidt, O.C.	Machinist	Savanna, Ill.	1	
Eckstein, F.E.	Chief Clerk	Dubuque, Ia.		2	Schwartz, H.L.	Yardmaster	Dubuque, Ia.	1	
Eckstein, Earl	Chief Clerk	Dubuque, Ia.		2	Schwartz, L.V.	Div. Storekeeper	Savanna, Ill.		2
Evans, L.I.	Instrumentman	Savanna, Ill.	1		Shaner, J.A.	Trucker	Lanark, Ill.	1	
Fall, George	Foreman	Dubuque, Ia.		1	Smith, George W.	B. & B. Dept.	Savanna, Ill.	1	
Felder, A.	Operator	Guttenberg, Ia.	6		Smolek, John	Car Dept.	Savanna, Ill.	1	
Gavin, Joe	P. F. I.	Dubuque, Ia.		1	Smolla, A.J.	Extra Trucker	Savanna, Ill.	2	
Hallahan, C.	Delivery Clerk	Dubuque, Ia.		1	Soltow, Lionel	Car Inspector	Savanna, Ill.	1	
Hinsch, L.	Engineering Dept.	Savanna, Ill.	1		Sorenson, Hans	Car Dept.	Savanna, Ill.	1	
Hocking, Walter	Chf. Bill Clerk	Dubuque, Ia.		2	Thurnau, Harvey	Car Helper	Spaulding, Ill.	1	
Hornig, F.F.	Instrumentman	Savanna, Ill.		2	Urmacht, H.A.	Gen. Foreman	Dubuque, Iowa		1
Ickes, J.F.	Chief Clerk	Dubuque, Ia.	6		Urmacht, Mrs. H.A.	Wife of Gen. Frmn.	Dubuque, Ia.	1	
Imhoff, J.	Stower	Dubuque, Ia.		1	Urmacht, Paul	Son of Gen. Frmn.	Dubuque, Ia.	1	
Kaiser, Mrs. Henry	Wife of Bridge Frmn.	Dubuque, Ia.		1	Weltz, Frank J.	Car Dept.	Savanna, Ill.	1	
Keck, W.	Cutter	Dubuque, Ia.		1	Whitney, Walter	Janitor	Savanna, Ill.	1	
Kelsey, I.E.	Conductor	Dubuque, Ia.		1	Wiedner, H.G.	Engineering Dept.	Dubuque, Ia.	4	
Kempter, Lyle	Car Clerk	Dubuque, Ia.		2	Withhart, F.M.	Baggage man	Savanna, Ill.	15	
Kennelly, John	Machinist	Tomah, Wis.	1					127	86

### Hastings and Dakota Division

Anderson, Clarence	Car Dept.	Aberdeen, S.D.	2		Cornell, D.F.	Agent	Bath, S.D.	1	
Atha, A.G.	Tel. Operator	Montevideo, Minn.	2		De Walt, L.J.	Bill Clerk	Aberdeen, S.D.		2
Bjork, A.	Agent	Eureka, S.D.		1	Dietrich, Oscar	Sec. Laborer	Alpena, S.D.	3	
Bjork, S.J.	Trucker	Eureka, S.D.	1		Dreelan, R.	Trucker			1
Blomgren, A.H.	Agent	Appleton, Minn.		1	Dunn, H.J.	Supvr., Tel. & Sig.	Minneapolis, Minn.	1	1
Bodkin, Pat	Sec. Laborer	Wolsey, S.D.	1		Ellsworth, Ray	Stockyard Laborer	Aberdeen, S.D.	2	
Brennan, L.B.	Agent	Westport, S.D.	2		Falkenhagen, W.M.	Bus Driver	Watertown, S.D.	44	
Brennan, Mrs. L.B.	Wife of Agent	Westport, S.D.	2		Feist, Mike Jr.	Sec. Laborer	Aberdeen, S.D.	1	
Brotten, Marius	B. & B. Foreman	Montevideo, Minn.	2		Fosnes, S.E.	Agent	Ortley, S.D.	1	
Bruers, Mrs. A.W.	Wife of Agent	Graceville, Minn.	1		Fuller, T.L.	Solicitor	Aberdeen, S.D.	1	
Buescher, Wm.	Sec. Foreman	Shakopee, Minn.		1					
Buske, R.S.	Operator	Glencoe, Minn.	3						

(Continued on page 22)

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
<b>Hastings and Dakota Division—Continued</b>					Kemerling, Ms.D.A. & Kemp, Colonel	Wife of Fireman Flagman	Rapid City, S.D.	1	
Geiser, Mrs. F.M.	Wife of Agent	Hillsview, S.D.	1		Kinney, Mrs. John	Widow of Pass. Condr.	Sioux Falls, S.D.	1	
Geiser, R.F.	Relief Agent	Wilnot, S.D.	2	1	Kvidahl, Robert	B. & B. Carpenter	Mason City, Ia.	1	
Gross, Andrew	Police Dept.	Aberdeen, S.D.	1		Lambert, K.S.	Agent	Mt. Vernon, S.D.	1	
Hanson, Mrs. P.	Custodian	Marvin, S.D.	1		Larson, J.A.	Tel. & Signals	Mason City, Ia.	1	
Haskin, T.	Blacksmith	Aberdeen, S.D.	2		La Rue, George	Engineering Dept.	Mason City, Ia.	1	
Henderson, Mrs. W.	Wife of D.M.M.	Aberdeen, S.D.	3		LaTurno, J.F.	Pass. Trainman	Sioux City, Ia.	1	
Jones, E.N.	Police Dept.	Aberdeen, S.D.	1	3	Lindloff, Fred	Car Cleaner	Sioux Falls, S.D.	1	
Kane, John V.	Station Helper	Glencoe, Minn.	7		Long, H.J.	Postmaster	Rock Valley, Iowa	1	
Kane, W.J.	Div. Chf. Clk.	Aberdeen, S.D.	2		McGurie, H.	Agent	Dante, S.D.	1	
Licht, M.A.	Sec. Foreman	Virgil, S.D.	1		McMaster, A.P. Jr.	Stenographer	Sioux City, Ia.	1	
Lundberg, A.F.	T.B.M.	Minneapolis, Minn.	4		Medin, M.V.	Conductor	Sioux City, Ia.	2	
Mack, Louis	Agent	Faultkon, S.D.	2	1	Mitchell, B.J.	Chief Clerk	Sioux City, Ia.	1	1
Mayer, W.L.	Operator	Bristol, S.D.	1		Modreger, John	Sec. Laborer	Tabor, S.D.	1	
McCarthy, C. Ruth	Clk. Law Dept.	Aberdeen, S.D.	1		Myers, Fred G.	Chief Clerk	Sioux Falls, S.D.	1	1
McCormick, L.D.	Checker	Aberdeen, S.D.	1		Nelles, J.R.	Station Helper	Parkston, S.D.	1	
Menzia, Anton	Lumberman	Aberdeen, S.D.	4		Newbowers, Max	Ret. Engineer	Rapid City, S.D.	1	
Mertz, Wm.	Air Brakeman	Aberdeen, S.D.	1	1	Nihlen, N.E.	P.F.T.	Sioux City, Ia.	1	1
Moriarty, W.J.	Clk. Store Dept.	Aberdeen, S.D.	5		O'Brien, J.T.	Rate Clerk	Sioux City, Ia.	1	
Mundy, Mrs. Pat	Wife of Police Dept. Employee	Aberdeen, S.D.	1		Oeschger, C.E.	Chf. Clk. to DSK	Mason City, Ia.	2	
Murphy, J.V.	Elect. Helper Appr.	Aberdeen, S.D.	1		Olsen, Mrs. H.E.	Wife of Agent	Lake Andes, S.D.	1	
Murphy, W.H.	Chf. Clk. to DMM	Aberdeen, S.D.	3	2	Pappas, Tony	Mach. Helper	Mason City, Ia.	2	
Ogren, Martin	Operator	Appleton, Minn.	1		Paullin, F.E.	Clerk	Mitchell, S.D.	5	
Ostenso, O.	Sec. Foreman	Lakeville, Minn.	2		Paulson, Bertha	Wife of Agent	Corsica, S.D.	3	
Ostenso, Mrs. O.	Sec. Foreman	Lakeville, Minn.	1		Paulson, T.M.	Agent	Corsica, S.D.	2	
Peterson, Peter	Sec. Foreman	Bristol, S.D.	2		Phillips, J. Harold	Engineering	Mason City, Ia.	1	
Pierson, J.E.	Janitor	Aberdeen, S.D.	2	3	Piatt, E.W.	Carman	Sioux City, Ia.	1	
Radtke, R.	Track Dept.	Aberdeen, S.D.	1		Platt, E.H.	Chief Dispatcher	Mitchell, S.D.	2	
Rawstern, Mrs. B.F.	Widow of Sec. Frmn.	Mellette, S.D.	1		Potter, Ruby	Loco. Dept.	Mason City, Ia.	1	1
Riedl, R.W.	Rodman	Aberdeen, S.D.	4		Randall, Marie	Steno-Clerk	Mason City, Ia.	3	
Ryan, Winifred	Clerk	Aberdeen, S.D.	2	1	Rifenbark, J.	Conductor	Sioux City, Ia.	1	
Sanders, Lester	Mach. Helper	Aberdeen, S.D.	1		Robb, E.R.	Interchange Clk.	Sioux Falls, S.D.	1	3
Seiler, J.J.	Clerk	Aberdeen, S.D.	1	1	Sanborn, A.W.	Agent	Ravinia, S.D.	1	
Spatafore, Joe	Yard Foreman	Aberdeen, S.D.	3	1	Schiltz, Ray	Machinist	Mitchell, S.D.	4	
Springer, F.X.	Machinist	Aberdeen, S.D.	1		Schmidt, F.E.	Stockman	Mason City, Ia.	1	
Twedt, Mrs. E.O.	Wife of Agent	Frederick, S.D.	162		Shirman, H.M.	Signal Maintainer	Mason City, Ia.	2	
Van Kemper, Ted	Sec. Foreman	Mellette, S.D.	1		Sopoci, S.	Sec. Foreman	Tripp, S.D.	3	
Washburn, F.M.	Car Foreman	Aberdeen, S.D.	1		Stedronsky, Raymond	Student Telegrapher	Lake Andes, S.D.	2	1
Whitham, W.C.	Instrumentman	Aberdeen, S.D.	1		Stedronsky, Robert	Student Telegrapher	Lake Andes, S.D.	3	1
Williams, T.K.	Agent	Wahpeton, N.D.	1	2	Stockwell, Gale	Sec. Foreman	Algona, Iowa	1	
Young, J.H.	Loco. Engineer	Aberdeen, S.D.	2		Sueflrow, D.M.	Clerk	Mason City, Iowa	2	1
Zemanek, Robert M.	Air Condition Man	Aberdeen, S.D.	1		Sundquist, J.A.	Loco. Dept.	Mitchell, S.D.	1	
			303	24	Tomic, R.J.	Sec. Foreman	Lake Andes, S.D.	1	
					Vaughn, R.	Boilermaker	Mason City, Ia.	1	
					Wangness, C.D.	Yard Clerk	Mitchell, S.D.	5	
					Watkins, Howard	Storehelper	Mitchell, S.D.	2	
					Wood, C.H.	Sec. Foreman	Lesterville, S.D.	2	
					Woodhouse, W.H.	Baggage man	Mason City, Ia.	29	
					Zacharisen, Z.	Cont. Drayman	Lake Andes, S.D.	1	
								178	18

**Iowa and Dakota Division**

Abbott, Mrs. G.E.	Wife of Agent	Vivian, S.D.	1	
Aleck, Chas.	Sec. Foreman	Harrisburg, S.D.	1	
Anderson, Chas. T.	Sec. Foreman	Geddes, S.D.	1	
Anderson, E.E.	Sec. Foreman	Delmont, S.D.	4	
Anderson, G.L.	Ret. Clerk	Sioux City, Ia.	2	1
Anderson, J.L.	Sta. Attendant	Parker, S.D.	1	
Bahr, A.W.	Roadmaster	Yankton, S.D.	1	
Bailey, J.W.	Time Reviser	Sioux City, Ia.	2	
Bankson, Mrs. J.R.	Wife of Yardmaster	Sioux Falls, S.D.	5	
Barry, D.R.	Steno-Clerk	Mason City, Iowa	2	
Bennett, Leroy	Carman Helper	Sioux City, Ia.	1	1
Bever, Mrs. W.H.	Wife of Conductor	Yankton, S.D.	2	
Bond, F.L.	Engineer	Sioux City, Ia.	1	
Boulthouse, Mrs. A.	Wife of Sec. Foreman	Parker, S.D.	1	
Brann, Mrs. H.E.	Wife of Agent	Avon, S.D.	2	
Broome, A.G.	Demurrage Clk.	Sioux City, Ia.	1	1
Burnett, M.L.	Trainmaster's Clerk	Mason City, Iowa	1	
Butcher, Alice	Stenographer	Sioux City, Ia.	3	
Calligan, T.H.	Pass. Conductor	Sioux City, Ia.	1	
Carothers, R.W.	Sta. Attendant	Garner, Iowa	11	1
Christ, G.C.	Sec. Foreman	Sioux Falls, S.D.	1	
Clemens, John	Brakeman	Sioux City, Ia.	1	
Coe, L.M.	Engineer	Mason City, Ia.	1	
Collings, L.H.	Lead-Carman	Sioux City, Ia.	2	
Crellin, Mrs. T.E.	Wife of Conductor	Sioux City, Ia.	1	
Crepow, L.C.	Ret. Engineer	Mason City, Ia.	1	
Dimmitt, H.G.	Loco. Dept.	Sioux City, Ia.	1	
Dunham, J.W.	Pass. Conductor	Sioux City, Ia.	1	
English, L.	T.B.M.	Mitchell, S.D.	1	
Faltinsky, L.B.	Car Foreman	Sioux City, Ia.	1	
Fish, M.D.	Sec. Foreman	Elk Point, S.D.	1	
Forrest, C.E.	Loco. Engineer	Rapid City, S.D.	1	
Foster, Mrs. W.S.	Wife of Sec. Frmn.	Avon, S.D.	1	
Green, Warren	Sec. Laborer	Parkston, S.D.	1	
Griffiths, Eleanor	Bill Clerk	Sioux Falls, S.D.	4	
Gustafson, V.E.	Loco. Engineer	Mason City, Iowa	1	
Hansen, J.T.	Asst. Supt.	Sioux City, Ia.	2	
Hladky, Chas.	Sec. Laborer	Lesterville, S.D.	2	
Hudson, Zane	Station Force	Sheldon, Iowa	2	
Hunt, Les	Sec. Foreman	Vivian, S.D.	1	
Isaacson, C.A.	Sec. Foreman	Burbank, S.D.	1	
Jacobson, Ed	Machinist Helper	Mason City, Ia.	1	
Jenkins, Zane	Trainman	Sioux Falls, S.D.	1	
Johnson, A.A.	Retired B. & B. Foreman	Mitchell, S.D.	1	
Johnson, C.A.	Station Force	Dmock, S.D.	1	
Kane, G.F.	Editor	Lake Andes, S.D.	1	
Kasak, J. Glenn	Lead Carman	Sioux Falls, S.D.	1	
Kelly, Harry M.	Trainman	Sioux City, Ia.	1	
Kelly, M.J.	Loco. Engineer	Mason City, Ia.	1	

**Iowa Division**

Barnoske, J.	Yard Foreman	Cedar Rapids, Ia.	1	
Challands, George	Mach. Helper	Perry, Iowa	2	
Cooper, W.E.	R.H. Foreman	Cedar Rapids, Ia.	2	
Council, Clarence	Rate Clerk	Clinton, Iowa	1	
Dillon, Irene	Clerk	Perry, Iowa	3	
Doherty, M.T.	Rodman	Marion, Iowa	2	
Dollison, A.J.	Conductor	Cedar Rapids, Ia.	1	
Dvorak, B.P.	Operator	Cedar Rapids, Ia.	3	
Eckman, Ruby	Operating	Perry, Iowa	1	
Failor, W.E.	Roadmaster's Clk.	Marion, Iowa	1	
Farrington, C.E.	Brakeman	Marion, Iowa	1	
Fiala, Lester	Sec. Foreman	Tama, Iowa	1	
Fisk, C.E.	Loco. Fireman	Cedar Rapids, Ia.	1	
Franklin, R.C.	Stenographer	Omaha, Neb.	1	
Fraser, W.C.	Law Dept.	Omaha, Neb.	2	
Godwin, E.E.	Pass. Brakeman	Marion, Iowa	1	
Griffin, R.R.	Agent	Panama, Ia.	1	1
Haynes, C.A.	Train Baggage man	Marion, Ia.	1	
Hennessey, G.H.	Night RHF	Cedar Rapids, Ia.	1	
Hewitt, L.G.	Clerk, Supt. Off.	Marion, Iowa	1	
Hodoval, J.A.	Engineer		1	
Hoes, Frank R.	Asst. R.H. Foreman	Perry, Iowa	1	
Houston, Mrs. F.W.	Wife of Gen. Agt.	Cedar Rapids, Ia.	1	
Johnson, W.R.	Pass. Brakeman	Marion, Iowa	1	
Kelly, J.L.	Chf. Yd. Clerk	Cedar Rapids, Ia.	1	
Kindig, H.W.	Track Dept.	Louisa, Ia.	1	
Lange, L.R.	Div. Storekeeper	Marion, Iowa	1	
Law, John W.	Roundhouse Clk.	Council Bluffs, Ia.	1	
Lee, E.	Switchman	Council Bluffs, Ia.	2	
Low, Robert M.	Engineering Dept.	Marion, Iowa	1	
Manton, Thomas	Per. Frt. Insp.	Cedar Rapids, Ia.	1	
McGuire, Alice	B. & B. Clerk	Marion, Iowa	2	
McMillin, Vera	Legal Dept.	Omaha, Neb.	1	
Miller, L.J.	Agent	Springville, Ia.	4	
Pauli, A.E.	Sec. Foreman	Olin, Iowa	1	1
Reiley, Joseph	Loco. Fireman	Cedar Rapids, Ia.	1	
Schantz, Fred	Carpenter	Cedar Rapids, Ia.	1	
Schmidt, T.P.	Car Foreman	Council Bluffs, Ia.	1	1
Shaw, Ralph D.	Engineer	Perry, Iowa	1	
Vosburgh, E.D.	Engineer	Cedar Rapids, Ia.	1	
Wales, Jack	Station Helper	Manning, Iowa	1	
Walsh, R.	Sig. Maintainer	Paralta, Ia.	3	
Wohl, Frank	Carman	Council Bluffs, Ia.	1	
			54	4

Watch for opportunities to turn in traffic tips.

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
<b>Iowa and Southern Minnesota Division</b>									
Ames, George	Conductor	Austin, Minn.		2	Johnson, Clifford	Storehelper	La Crosse, Wis.		2
Bainers, Glenn	B. & B. Carpenter	Lanesboro, Minn.	1		Karow, C.A.	Cashier	Winona, Minn.		2
Barnes, L.W.	Trav. Engineer	Austin, Minn.	1		Kohls, Mrs. E.F.	Wife of Sec. Frmn.	Elm Grove, Wis.		1
Beatty, Violet	Stenographer	Austin, Minn.	1		Lemke, W.	Carman	La Crosse, Wis.		1
Brimacomb, L.E.	Engineer	Austin, Minn.	1		Lumley, Earl	R.H. Clerk	La Crosse, Wis.		1
Bruha, F.H.	Agent-Operator	Dexter, Minn.	2		McCullough, L.A.	Draftsman	La Crosse, Wis.		1
Bruha, Mrs. F.H.	Agent-Oper's Wife	Dexter, Minn.	1		Nelson, Arthur	Trucker	Merrill, Wis.		1
Devir, J.P.	Engineer	Austin, Minn.	1		Nowack, L.H.	R.R. Surgeon	Watertown, Wis.		2
Dosey, E.H.	Cashier	Bloomington, Minn.		48	Ott, Cobert	Fireman	La Crosse, Wis.		2
Easton, Mrs. F.B.	Wife of Agent	Bradley, S.D.	1		Owecke, Harry	Rate Clerk	Winona, Minn.		2
Evenson, A.M.	Conductor	Austin, Minn.	1		Rhude, A.G.	Rodman	La Crosse, Wis.		1
Falkingham, F.E.	R.H. Clerk	Austin, Minn.	1		Ruder, George	Warehouse Frmn.	Merrill, Wis.		2
Gebhart, K.W.	Agent	Forstburg, S.D.	1		Ruder, William	Trucker	Merrill, Wis.		1
Gebhart, Mrs. K.W.	Wife of Agent	Forstburg, S.D.	1		Schmidt, Ed	Pickup and Delivery	Merrill, Wis.		1
Harnoss, A.W.	Agent	Mazepa, Minn.	1		Slade, Fred	Warehouseman	Tomah, Wis.		1
Hayes, Albert	Operator	Albert Lea, Minn.	1		Soderholm, C.E.	Clerk	Red Wing, Minn.		1
Hoff, C.W.	Stn. Helper	Lanesboro, Minn.	2		Smith, Emil	Track Dept.	La Crosse, Wis.		5
Hoff, Mrs. H.S.	Wife of Agent	Lanesboro, Minn.	3		Stien, John M.	Ret. Conductor	Watertown, Wis.		1
Janda, J.W.	Sec. Laborer	Kinbrae, Minn.	1		Swales, R.M.	Operator	Tomah, Wis.		1
Jeffers, Edward	Trainman	Austin, Minn.	1		Taylor, Stanley	Clerk	La Crosse, Wis.		1
Ma Jusiak, S.A.	Sec. Foreman	Medford, Minn.	1		Terres, Frank P.	Operating Agent	La Crosse, Wis.		1
Malek, A.F.	Agent	Bryant, S.D.	1		Thouvenell, J.L.	Agent	Tomah, Wis.		1
Malek, Mrs. A.F.	Wife of Agent	Bryant, S.D.	1		Vollmers, H.J.	Chief Clerk	Red Wing, Minn.		2
Malek, C. Cecil	Son of Agent	Bryant, S.D.	1		Wheeler, Morton J.	Bill Clerk	Winona, Minn.		2
Malek, J.J.	Agent	Lonsdale, Minn.		1	Wilhelm, R.L.	Police Dept.	La Crosse, Wis.		2
McCoy, Ralph	Conductor	Austin, Minn.	1		Wolden, Edwin	Car Inspector	La Crosse, Wis.		3
McShane, Mrs. M.	Wife of Deceased Rdmstr.	Austin, Minn.	1					64	10
Olson, Charles	Son of Agent	Brownsdale, Minn.	2		<b>Madison Division</b>				
Olson, H.L.	Agent-Oper.	Brownsdale, Minn.	2		Agner, C.H.	Train Dispatcher	Madison, Wis.		1
Ossanski, Mrs. F.J.	Wife of Carpenter	Austin, Minn.	1		Bender, E.F.	Agent	Blue River, Wis.		1
Peterson, R.A.	Agent & Opr.	Winnebago, Minn.	2		Cameron, H.A.	Chf. Carpenter	Madison, Wis.		133
Peterson, V.A.	Clerk	Pipestone, Minn.	1		Coleman, J.F.	Ret. Clerk	Madison, Wis.		10
Poeschl, W.E.	Clerk	Albert Lea, Minn.	3		Day, Henry	Brakeman	Madison, Wis.		1
Powers, James L.	Fireman	Austin, Minn.	1		Glenn, W.H.	Ret. Crossing Man	Madison, Wis.		1
Ratlidge, O.N.	T.B.M.	Austin, Minn.	1		Haffery, Howard	Car Inspector	Janesville, Wis.		1
Schrader, Geo. G.	Train Baggage Man	Austin, Minn.	3		Hayke, F.J.	Engineer	Janesville, Wis.		1
Scott, H.C.	Asst. Cashier	Austin, Minn.	1		Hessman, A.	Engineer	Madison, Wis.		1
Voelker, C.J.	Machinist	Austin, Minn.	1		Kilian, A.M.	Chf. Dispatcher	Madison, Wis.		2
Wahlin, W.G.	Agent	Matawan, Minn.		3	Kline, O.S.	Train Dispatcher	Madison, Wis.		1
Whipple, Mrs. R.J.	Wife of Agent	Bloomington, Minn.	1		Krenke, E.F.	Store Dept.	Janesville, Wis.		1
White, M.	Engineer	Austin, Minn.	1		Kurtz, I.A.	Train Dispatcher	Madison, Wis.		1
			39	68	Lemanski, Frank	Dispatcher's Clk.	Madison, Wis.		1
					Macdonald, J.A.	Superintendent	Madison, Wis.		4
					Marsh, V.A.	Conductor	Mineral Point, Wis.		2
					McCamant, G.A.	Perish. Frt. Insp.	Madison, Wis.		3
					McDonnell, W.J.	Train Dispatcher	Madison, Wis.		3
					McMillin, H.E.	Trucker	Richland Center, Wis.		3
					Michael, Lewis	Conductor	Janesville, Wis.		1
					Pagel, T.L.	Ret. Agent	Mineral Point, Wis.		3
					Parkin, C.A.	Train Dispatcher	Madison, Wis.		1
					Pfisterer, John	Baggage Man	Janesville, Wis.		1
					Plasecki, A.J.	Clerk	Richland Center, Wis.		4
					Rathbun, R.T.	Conductor	Milwaukee, Wis.		1
					Selchert, Mrs. G.	Store Dept.	Janesville, Wis.		1
					Wiskie, Francis	Carman	Janesville, Wis.		1
			21	14				181	2
<b>Kansas City Division</b>									
Beckert, Lt. L.C. Jr.	Former rodman	Washington, D.C.	1		<b>Milwaukee Division</b>				
Blaylock, Barbara	Daughter of Sec. Labr.	Walford, Ia.	1		Askey, Marvin	Freight Office	Freeport, Ill.		1
Carville, T.J.	Sec. Foreman	Walford, Ia.	1		Benzing, Henry	Equip. Maintainer	Horicon, Wis.		5
Cherwinkler, Fay	Sec. Foreman	Haskins, Ia.	1	1	Blauw, Stuart J.	Son of Agent	Avalon, Wis.		1
Cunningham, M.V.	Sergt. of Police	Kansas City, Mo.	1		Drake, Spencer	Warehouseman	Beaver Dam, Wis.		1
Daacke, A.C.	Clerk	Ottumwa, Ia.	1		Fiebelkorn, W.C.	Chief Clerk	Beaver Dam, Wis.		3
Doud, W.C.	Tapeman	Ottumwa, Ia.	1		Francey, Elzabore	Stenographer	Milwaukee, Wis.		2
Gohmann, K.M.	Steno. & Clerk	Ottumwa, Ia.	2		Fulrath, Z.	Baggage Foreman	Beloit, Wis.		2
Gordon, A.M.	Track Dept.	Ottumwa, Ia.	1		Hall, W.E.	Asst. Agent	Racine, Wis.		4
Hall, Tom	Track Dept.	Ottumwa, Ia.	1		Harper, Mrs. W.J.	Wife of Engr.	Milwaukee, Wis.		1
Halverson, Arnold	Track Dept.	Parnell, Ia.	1		Jager, Ardin	Warehouseman	Berlin, Wis.		1
Hammond, E.R.	Sec. Foreman	Parnell, Ia.	1		Jeske, Harry	Switch Frmn.	Oshkosh, Wis.		1
Hampshire, J.F.	Chief Clerk	Williamsburg, Ia.	2		Kuhn, H.G.	Clerk	Beaver Dam, Wis.		2
Henson, Clyde	Clerk	Ottumwa, Ia.	1		Lawrence, A.	Sec. Foreman	Horicon, Wis.		1
Henson, Clyde	Sec. Foreman	Ottumwa, Ia.	1	3	McDonald, J.C.	Stenographer	Rockford, Ill.		1
Holtzinger, L.	Wife of Sec. Frmn.	North English, Ia.	1		Meigher, G.C.	Agent	Waukau, Wis.		4
Mills, J.W.	B. & B. Dept.	North English, Ia.	1		Meyer, I.C.	Agent	Beaver Dam, Wis.		3
Morris, Jacob	Cashier	Ottumwa, Ia.	1		Mueller, A.A.	Operator	Beaver Dam, Wis.		2
O'Malley, A.J.	Sec. Laborer	Ottumwa, Ia.	1		Olson, A.H.	Roadmaster	Horicon, Wis.		2
Pearson, H.L.	Station Force	Ottumwa, Ia.	2		O'Neil, F.P.	Trucker	Fond du Lac, Wis.		2
Riley, Mrs. C.W.	Stenographer	Ottumwa, Ia.	1		Powell, Don	Trainman	Milwaukee, Wis.		1
Schorr, Max	Wife of Conductor	Ottumwa, Ia.	1		Proeber, A.J.	Conductor	Milwaukee, Wis.		2
Schultz, F.E.	Abstract Clerk	Ottumwa, Ia.	1		Rusch, Otto	Car Dept.	Racine, Wis.		4
Sowder, J.W.	Capt. of Police	Ottumwa, Ia.	1		Staples, F.E.	Equip. Maintainer	Rondout, Ill.		1
Springer, H.A.	Chief Clerk	Kansas City, Mo.	2		Timm, E.O.	Cashier and Clk.	Fond du Lac, Wis.		1
Ward, C.L.	Chief Bill Clk. Bill Clerk	Kansas City, Mo.	1		Vanderkin, A.F.	Engineer	Milwaukee, Wis.		1
		Ottumwa, Ia.	1		Werdin, Gust	Track Laborer	Ripon, Wis.		1
					Whitty, James	Track Laborer	Horicon, Wis.		1
					Willers, J.H.	Track Dept.	Horicon, Wis.		1
			21	14				43	11
<b>La Crosse and River Division</b>									
Beggan, Mrs. F.C.	Wife of Employe	La Crosse, Wis.	1		<b>Taking care of the business we get, will get more business to take care of.</b>				
Blanchfield, E.C.	Rate Clerk	Merrill, Wis.	2						
Buffmire, E.O.	Roadmaster	Watertown, Wis.		1					
Burns, J.T.	Boilermaker	La Crosse, Wis.	2						
Butcher, E.B.	Clerk	Oconomowoc, Wis.	2	3					
Comiskey, Peter	Blacksmith Helper	Tomah, Wis.	1						
Conklin, M.G.	Stenographer	Wausau, Wis.	1						
Douglas, Dr. F.H.	Surgeon	La Crosse, Wis.	1						
Douglas, Willard	Car Dept.	La Crosse, Wis.	1						
Draves, C.F.	Conductor	La Crosse, Wis.	1						
Deibel, Ed		Wausau, Wis.	1	1					
Elliott, J.L.	B. & B. Dept.	La Crosse, Wis.	1						
Frazier, I.L.	Yard Clerk	Merrill, Wis.	1						
Fredrick, Albert	Ret. Sec. Frmn.	Sparta, Wis.	1						
Fries, J.J.	Chf. Clerk	Merrill, Wis.	1						
Frye, M.J.	Cashier	Merrill, Wis.	2						
Genrich, Herman	Frog Shop Frmn.	Tomah, Wis.	2						
Goff, Hiram	Elec. Helper	Tomah, Wis.	2						
Hanson, V.M.	B. & B. Dept.	La Crosse, Wis.	1						
Hay, W.W.	Instrumentman	La Crosse, Wis.	4						
Hazelwood, E.E.	Chief Clerk	Wausau, Wis.	1						

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
<b>Milwaukee Terminals and Shops</b>									
Belond, H.	AAR Inspector	Milwaukee, Wis.	5		Nummerdor, C.A.	Asst. Supt.	Lewistown, Mont.	2	
Blask, Dorothy	Stenographer	Milwaukee, Wis.	1		O'Dell, V.F.	Conductor	Lewistown, Mont.	1	
Braun, Walter	Foreman	Milwaukee, Wis.	1		O'Reilly, W.T.	Chf. Clk. to Supt.	Butte, Mont.	3	
Brown, G.A.	Gen. Car Supvr.	Milwaukee, Wis.	1		Petrino, Vincent	Telegrapher	Milwaukee, Wis.	1	
Cannalia, Frank	Car Dept.	Milwaukee, Wis.	3	1	Politis, M.J.	Car Dept.	Deer Lodge, Mont.	1	
Cary, Ray	Train Clerk	Milwaukee, Wis.	3	3	Powell, J.	Clerk	Deer Lodge, Mont.	1	
Cervero, Thomas	Car Dept.	Milwaukee, Wis.	1		Pugh, W.R.	Hammersmith	Deer Lodge, Mont.	1	
Chambers, John I.	Switchman	Milwaukee, Wis.	1	1	Raney, H.J.	Staty. Engineer	Deer Lodge, Mont.	1	
Crosssett, W.	Loco. Dept.	Milwaukee, Wis.	2		Reuther, Ann	Rate Clerk	Lewistown, Mont.	4	
Delehanty, Edw.	Equip. Dept.	Milwaukee, Wis.	1		Richardson, P.	Sec. Foreman	Deer Lodge, Mont.	1	
Deuster, George	Laborer	Milwaukee, Wis.	2		Rittenhouse, D.	Carpenter	Deer Lodge, Mont.	1	
Donovan, James	Boiler Shop	Milwaukee, Wis.	1		Rives, Tom	Brakeman	Deer Lodge, Mont.	1	
Ellese, J.J.	Tractor Opr.	Milwaukee, Wis.	1	1	Roca, C.E.	Brakeman	Deer Lodge, Mont.	2	
Erdmann, W.	Tin Shop Frmn.	Milwaukee, Wis.	1		Sawelle, J.	Trucker	Lewistown, Mont.	3	
Ermisch, C.	Carman Helper	Milwaukee, Wis.	2		Sears, E.	Div. Mast. Mech.	Deer Lodge, Mont.	1	
Fehring, Henry	Clk. Tel. & Sig.	Milwaukee, Wis.	1		Schurtz, Myron	Clerk	Harlowton, Mont.	1	
Glass, Orville	Ticket Clk.	Milwaukee, Wis.	1		Sikla, Hilda	Steno-Clerk	Deer Lodge, Mont.	1	
Haak, Curt	Rodman	Milwaukee, Wis.	2		Spogen, Roy	Gen. Clerk	Lewistown, Mont.	3	
Hansen, R.O.	Sig. Draftsman	Milwaukee, Wis.	1	1	Strong, J.A.	Carman	Deer Lodge, Mont.	1	
Hanson, Edgar	Asst. Car Frmn.	Milwaukee, Wis.	1		Tackmier, B.	Frt. Checker	Butte, Mont.	2	
Hense, C.A.	Chief Clerk	Milwaukee, Wis.	1		Tavener, F.L.	Foreman, Overhead	Deer Lodge, Mont.	1	
Hoerl, E.J.	Switchman	Milwaukee, Wis.	1		Ugland, George	Chief Clerk	Deer Lodge, Mont.	1	
Hoffman, George	Boiler Shop	Milwaukee, Wis.	1		Vanderwalker, O.G.	Conductor	Deer Lodge, Mont.	2	
Janschitz, Val	Freight Office	Milwaukee, Wis.	2		Vanderwalker, S.C.	Machinist	Deer Lodge, Mont.	2	
Kaun, E.A.	Chief Clerk	Milwaukee, Wis.	1		Vanderwalker, Mrs.	Wife of Machinist	Deer Lodge, Mont.	1	
Keller, E.A.	Pass. Car Shops	Milwaukee, Wis.	1	1	Williams, C.E.	Asst. Trainmaster	Deer Lodge, Mont.	1	
Klubertanz, Louis	Diverson Clk.	Milwaukee, Wis.	1	1	Willoughby, F.E.	Wrecker Foreman	Deer Lodge, Mont.	1	
Koch, Rudolph	Foreman	Milwaukee, Wis.	1		Wilson, L.E.	Conductor	Deer Lodge, Mont.	1	
Kurth, Mike	Boiler Shop	Milwaukee, Wis.	1		Woolman, A.A.	Electrician	Deer Lodge, Mont.	2	
Leach, F.	AAR Clerk	Milwaukee, Wis.	1		Young, T.J.	Conductor	Deer Lodge, Mont.	1	
Liebnow, E.	Widow of Asst. C.L.	Milwaukee, Wis.	1					95	0
Light, Mrs. J.A.	Welder	Milwaukee, Wis.	1		<b>Seattle General Offices</b>				
Marquardt, Elmer	Tinsmith	Milwaukee, Wis.	1		Andrews, J.H.	Chf. Clk. Frt. Clm.	Seattle, Wash.	1	
Marstadt, Fred	Tel. & Signals	Milwaukee, Wis.	2		Bigham, A.W.	Asst. Gen. Adj.	Seattle, Wash.	1	
Mather, P.V. Jr.	Stenographer	Milwaukee, Wis.	2		Bouldin, Charlotte	Traffic Dept.	Seattle, Wash.	1	1
McConville, C.	Scrap Sorter	Milwaukee, Wis.	1		Britzus, A.G.	Clerk	Seattle, Wash.	1	
McLean, Joseph	Clerk	Milwaukee, Wis.	1		Burris, Ethel	Stenographer	Seattle, Wash.	1	
Osberg, F.	Stock Clerk	Milwaukee, Wis.	1		Carlson, Anton	Lumber Inspr.	Tacoma, Wash.	1	
Peck, C.E.	Clerk, Tel. & Sig.	Milwaukee, Wis.	3		Crane, E.B.	Princ. Asst. Engr.	Seattle, Wash.	1	
Pritzlaff, E.M.	Office Boy	Milwaukee, Wis.	2		Cumming, James R.	Asst. Tax Commr.	Seattle, Wash.	1	
Pscheid, R.	Roundhouse	Milwaukee, Wis.	1		Douglas, E.L.	Asst. to Gen. Mgr.	Seattle, Wash.	3	
Robertson, A.	Carman Helper	Milwaukee, Wis.	1		Farrow, Sylvia	Stenographer	Seattle, Wash.	1	
Roessler, Alfred	Asst. Chf. Opr.	Milwaukee, Wis.	1		Hanson, Chas. F.	Attorney	Seattle, Wash.	1	
Ross, Frank T.	Loco. Dept.	Milwaukee, Wis.	2		Holly, W.H.	Tel. Operator	Seattle, Wash.	1	
Schoenberg, Hugo	Fire Patrolman	Milwaukee, Wis.	2		Jones, Ralph	Asst. Engr.	Seattle, Wash.	1	
Sogher, J.	Car Inspector	Milwaukee, Wis.	2		Jorgensen, R.P.	Dist. Adjuster	Seattle, Wash.	1	
Stark, R.W.	Asst. Foreman	Milwaukee, Wis.	2		Kennedy, E.D.	Chf. Clk. to Gen. Mgr.	Seattle, Wash.	1	
Starosta, Joseph	Wife of Tinsmith	Milwaukee, Wis.	1		MacLennan, C.D.	Trav. Adjuster	Seattle, Wash.	1	
Sweitzer, Mrs. A.H.	Store Dept.	Milwaukee, Wis.	1		Mankey, D.F.	Tax Agent	Seattle, Wash.	4	
Thekan, John	Rate Clerk	Milwaukee, Wis.	1		McElwain, W.	Rate Clerk	Seattle, Wash.	1	
Thielke, R.F.	Mail & Baggage Agent	Milwaukee, Wis.	1	1	McGalliard, S.O.	Investigator	Seattle, Wash.	3	
Thompson, G.H.	Freight Car Shops	Milwaukee, Wis.	1		Moody, Mrs. E.L.	Clerk	Seattle, Wash.	1	
Tyler, A.W.	Staty. Storekeeper	Milwaukee, Wis.	2		Nelson, M.	Stenographer	Seattle, Wash.	1	
Waldman, John Sr.	Seamstress	Milwaukee, Wis.	1		Robinson, Louis C.	Telegrapher	Seattle, Wash.	2	
Wolff, Evelyn	Pers. Stenographer	Milwaukee, Wis.	2		Sackerson, R.G.	Land Agt., Milw. Land	Seattle, Wash.	1	
Zunker, Myrtle					Sanderson, C.B.	Milw. Land Co.	Seattle, Wash.	1	
			71	10	Snyder, J.W.	Police Dept.	Seattle, Wash.	1	
					Strassman, J.N.	Auditor	Seattle, Wash.		4
								33	5
<b>Rocky Mountain Division</b>									
Brautigam, W.E.	R.H. Foreman	Deer Lodge, Mont.	2		<b>Superior Division</b>				
Bertram, H.A.	Warehouse Frmn.	Lewistown, Mont.	1		Antilla, Fanny	Station Force	Sagola, Mich.	2	
Byrne, T.P.	Operator	Deer Lodge, Mont.	1		Baldrica, Robert J.	Gen. Clerk	Iron Mountain, Mich.	1	11
Campbell, J.A.	Police Dept.	Deer Lodge, Mont.	1		Bundy, O.	B. & B. Carpenter			
Coffin, W.R.	Conductor	Deer Lodge, Mont.	1		Fleming, John	Conductor	Green Bay, Wis.	1	
Collins, G.F.	Trav. Engineer	Deer Lodge, Mont.	1		Friess, T.A.	Train Dispatcher	Green Bay, Wis.	1	
Davis, Chas.	Engineer	Deer Lodge, Mont.	1		Hansen, M.J.	Store Dept.	Green Bay, Wis.	2	
Dell, H.F.	Chief Clerk	Deer Lodge, Mont.	1		Lande, C.	Switchman	Green Bay, Wis.	1	
Douglass, W.E.	Engineer	Lewistown, Mont.	1		Laveau, F.J.	Agent	Republic, Mich.	8	
Ellingson, John	Elec. Welder	Deer Lodge, Mont.	1		McLean, W.H.	Warehouse Frmn.	Green Bay, Wis.	1	13
Finkbinder, S.W.	Carman	Lewistown, Mont.	2		Nabefeld, P.J.	General Clerk	Appleton, Wis.	1	
Foster, E.H.	Chief Clerk	Deer Lodge, Mont.	2		Neveu, J.J.	Chief Clerk	Neenah, Wis.	1	2
Flynn, J.J.	Engineer	Deer Lodge, Mont.	1		Squires, Mrs. E.B.	Wife of Agent	Pound, Wis.	1	
Garloff, Mrs. Nick	Wife of Sec. Frmn.	Butte, Mont.	1					17	27
Haanes, Ole	Roadmaster	Lewistown, Mont.	1		<b>Terre Haute Division</b>				
Hamilton, Myrtle	Freight Office	Missoula, Mont.	1		Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.	1	20
Hansen, Mabel	Stenographer	Butte, Mont.	1		McCown, Homer	Transpt. Dept.	West Clinton, Ind.	1	20
Helman, W.	Conductor	Butte, Mont.	1						
Hickey, Margaret	Steno-Clerk	Butte, Mont.	2						
Higel, C.C.	Cashier	Avery, Idaho	1						
Holmberg, E.	Clerk	Deer Lodge, Mont.	2						
Hopkins, E.L.	Operator	Deer Lodge, Mont.	4						
Hopkins, Mrs. E.L.	Wife of Opr.	Deer Lodge, Mont.	2						
Jersey, A.	Roadmaster	Butte, Mont.	1						
Jurgensen, George	Foreman	Missoula, Mont.	1						
Kester, Ray	Gen. Clerk	Lewistown, Mont.	1						
Kirwan, Mrs. P.L.	Milw. Road Women's Club	Deer Lodge, Mont.	1						
Kumrow, F.K.	Car Foreman	Deer Lodge, Mont.	1						
Larsen, Herman	Yard Clerk	Deer Lodge, Mont.	1						
Lynch, Martin	Conductor	Deer Lodge, Mont.	2						
Mackadan, J.G.	Engineer	Deer Lodge, Mont.	1						
Marquette, F.	Conductor	Deer Lodge, Mont.	2						
Matthews, S.W.	Car Clerk	Lewistown, Mont.	1						
Meehan, Juanita	Clerk	Deer Lodge, Mont.	1						
Merkel, H.G.	Agent	Butte, Mont.	1						
Metloff, Sam	Sec. Foreman	Lewistown, Mont.	1						
Meyers, H.R.	D.S.K.	Deer Lodge, Mont.	1						
Middleton, R.A.	Trainmaster	Butte, Mont.	1						
Mundt, E.D.	Car Foreman	Lewistown, Mont.	1						

**Business is good—what there is of it—traffic tips help to make more of it.**

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
<b>Trans-Missouri Division</b>					<b>Twin City Terminals Division</b>				
Aalfs, Wayne	Store Dept.	Miles City, Mont.		1	Adams, S.N.	Window Cashier	St. Paul, Minn.	22	
Adams, W.M.	Sec. Laborer	Timber Lake, S.D.	2		Anderson, G.B.	Car Dept.	Minneapolis, Minn.	1	
Annalora, Sam	Police Dept.	Miles City, Mont.	2		Anderson, W.T.	Chf. Clk. Engineering	Minneapolis, Minn.	2	
Arnoldt, Fred	Carman	Miles City, Mont.	2		Blake, H.C.	Asst. Engineer	Minneapolis, Minn.	3	
Braut, John A.	Car Dept.	Miles City, Mont.	1		Bloominger, F.H.	M. & B. Trucker	Minneapolis, Minn.	1	
Burns, P.D.	B. & B. Clerk	Miles City, Mont.	2		Bowler, Thomas	Boiler Frmn.	Minneapolis, Minn.	1	
Bywater, B.B.	Cashier	Hettinger, N.D.	1		Brown, J.W.	U.R.T.Co.	Minneapolis, Minn.	1	
Campbell, T.D.	Agent	Trail City, S.D.	1		Burud, Hjalmar	Lumberman	Minneapolis, Minn.	1	
Carlson, E.C.	Cashier	Miles City, Mont.	1		Conway, E.F.	Capt. of Police	Minneapolis, Minn.	1	
Carr, G.A., J.	Dist. Storekeeper	Miles City, Mont.	1		Davison, W.F.	Yard Conductor	St. Paul, Minn.		1
Childers, T.A.	Operator	Marmarth, N.D.	1		Denner, John	Chief Clerk	St. Paul, Minn.		2
Croake, J.L.	Boilermaker	Miles City, Mont.	1		Denmers, A.J.	Asst. Car Frmn.	St. Paul, Minn.	1	
Cullen, W.	Chf. Carpenter	Miles City, Mont.	1		Donehower, R.C.	Agent	St. Paul, Minn.		1
Dimick, G.F.	Agent	Miles City, Mont.	1	1	Forslund, Melvin	M. & B. Trucker	Minneapolis, Minn.		1
Eygen, Carl	Pipefitter	Miles City, Mont.	1		Gallagan, John	Police Dept.	Minneapolis, Minn.		2
Greer, Custer	Capt. of Police	Miles City, Mont.	2		Gee, H.E.	Baggage Agent	Minneapolis, Minn.	3	
Griggs, F.M.	Boilermaker	Miles City, Mont.	1		Geelhart, P.H.	Engineering Dept.	Minneapolis, Minn.	1	
Hilderman, Jacob	Carman	Miles City, Mont.	1		Grun, J.S.	Telegrapher	Minneapolis, Minn.	1	
Hilleman, Robert	Brakeman	Miles City, Mont.	1		Hagen, Walter	Clerk	Minneapolis, Minn.	1	
Isaacs, William	Material Man	Miles City, Mont.	1		Hughes, T.B.	Minneapolis, Minn.	1		
Johnson, M.L.	Car Dept.	Miles City, Mont.	3		Jiran, Kay	Minneapolis, Minn.	1		
Johnson, Theodore	Car & Tkt. Clk.	Mobridge, S.D.	2		Keller, Wm.	Check Clerk	St. Paul, Minn.		3
Kreager, L.	Sec. Foreman	Miles City, Mont.	1		Knoke, Edward	Operating	Minneapolis, Minn.		1
Leifert, W.R.	Ret. Conductor	Miles City, Mont.	9		Laird, Chas	Chief Clerk	Minneapolis, Minn.	1	
Leo, Pete	Storehelper	Miles City, Mont.	3		Mason, Robert	Instrumentman	Minneapolis, Minn.	1	
Lindsay, Ed	Brakeman	Miles City, Mont.	2		McBride, K.A.	Pers. Stenographer	Minneapolis, Minn.	1	
Lyons, Jean	Daughter of				McLaren, K.H.	Lieut. of Police	St. Paul, Minn.	1	
Lyons, Mrs. L.D.	Police Employee	Mobridge, S.D.	2		McLuist, R.E.	Carman	Minneapolis, Minn.	1	
	Employe	Mobridge, S.D.	3		Meier, L.	Sec. Stockman	Minneapolis, Minn.	1	
McCaughey, F.C.	Lieut. of Police	Miles City, Mont.	1		Onsrud, Carl	Carman	Minneapolis, Minn.	1	
Mitchellhill, J.M.	Instrumentman	Miles City, Mont.	1		Prescott, C.F.	Instrumentman	Minneapolis, Minn.		1
Neiffer, Gus	Track Laborer	Miles City, Mont.	1		Radde, Linnea	P. B. X. Opr.	St. Paul, Minn.	4	
Thos. F. Nugent	Trucker	Miles City, Mont.		3	Ratwik, Bernhard	Carman	St. Paul, Minn.	2	
Olson, A.M.	Roadmaster	Mobridge, S.D.	3		Ray, Mrs. Chas	Freight Off.	Minneapolis, Minn.	1	
Paddock, J.L.	Police Dept.	Calypso, Mont.	1		Ray, Wilmont	Loc. Frt. Office	Minneapolis, Minn.	1	
Peterson, F.	Police Dept.	Miles City, Mont.	1		Rotmund, Allen	Cashier	St. Paul, Minn.		1
Peterson, O.	B. & B. Foreman	Miles City, Mont.	1		Taylor, James	Secy. to Supt.	Minneapolis, Minn.	1	
Pohl, L.F.	Asst. Engr.	Miles City, Mont.	1		Thyssel, Einar	Mach. Helper	St. Paul, Minn.	1	
Ray, D.O.	Conductor	Harlowton, Mont.	1		Treherne, Alice	Stenographer	St. Paul, Minn.	1	
Rehn, A.B.	Conductor	Miles City, Mont.	1		Tunell, Charles L.	Loco. Dept.	Minneapolis, Minn.	1	
Rehn, E.S.	Conductor	Miles City, Mont.	1		Wear, Lawrence	Instrumentman	Minneapolis, Minn.	3	
Richmond, John	Mach. Helper	Marmarth, N.D.	6		Webster, B.B.	Baggage Clk.	Minneapolis, Minn.		1
Rittierodt, O.L.	Operator	Ryegate, Mont.		2	Whalen, F.K.	Fireman	Minneapolis, Minn.	1	
Rodgers, I.H.	Ticket Clerk	Miles City, Mont.	1		Williams, D.B.	P.F.I.	Minneapolis, Minn.	1	
Ross, Mrs. W.N.	Wife of Deceased								
	Agent	Miles City, Mont.	1					66	14
Running, Mrs. Arnold	Wife of Chf. Clk.	Miles City, Mont.	1						
Sanderson, W.W.	Pump Repairer	Miles City, Mont.	2						
Schneider, Jacob	Section Laborer	Keldron, S.D.	1						
Schultz, W.C.	Hostler Loco. Dept.	Miles City, Mont.	1						
Sloan, C.E.	Conductor	Mobridge, S.D.	1						
Smith, John	Boilermaker	Miles City, Mont.	1						
Snow, Oliver	Sec. Foreman	Timber Lake, S.D.	3						
Tripp, Mrs. O.B.	Wife of Agent	Hettinger, N.D.	2						
Tripp, Warren	Trucker and Caller	Marmarth, N.D.		1					
Wilson, R.T.	1st Asst. Chf. Opr.	Miles City, Mont.	1	1					
Zibell, Wm.	Sec. Laborer	Miles City, Mont.	1						
			86	9					

### Off Line Offices and Miscellaneous Group

Douglas, O.	Chef	Chicago, Ill.	1	
Hill, James R.	Waiter	Chicago, Ill.	1	
Hoffman, Elizabeth	Freight Traffic	New York, New York		1
Marony, R.J.	N.Y. Fiscal Rep.	New York, N.Y.	1	
Smith, H.	Waiter in charge	Minneapolis, Minn.	1	
Welch, J.	N.Y. Fiscal Rep. Office	New York, N.Y.	4	
			8	1

## WOMEN'S CLUB

(Continued from page 19)

### Bensenville Chapter

ALICE HARNEY, *Historian*

The first fall meeting was held Sept. 2, with President Mrs. James Calligan presiding. There were 21 members present.

Treasurer reported a balance for Aug. 31 of \$174.46. There were 14 phone calls and eight personal calls made and 18 good cheer and sympathy cards sent in August. We were very sorry to hear of the death of Mr. Geo. Tompkins and extend sympathy to his family. Librarian reported 1,629 books on hand, 172 books given out in August, \$10.83 earned. Membership Chairman reported we have gone "over the top" in membership. Chairman of Surgical Dressings reported 7,918 dressings made since starting on March 17.

Our president donated \$1 in war stamps, which were awarded to Mrs. Leo Kock. Cleared \$2.55. Next month our Membership Chairman, Mrs. Fred Reniking, will donate two aprons.

### Austin Chapter

Mrs. H. J. KECK, *Historian*

Mrs. F. F. Luskow and Mrs. John McCarthy served a dessert luncheon to the board members at their first fall meeting, Sept. 10. Since our last report, \$5 was given the U. S. O., \$3.71 spent for food, three bouquets, three messages of good cheer sent, four personal and eight telephone calls made, reaching 13 families.

Mrs. J. E. Dodds was appointed Constitution and By-Laws chairman, Miss Inez McCarthy resigning that office. We are glad to know Miss McCarthy is much improved and hopes to return soon from St. Mary's Hospital, Minneapolis, where she has been for some months.

Because of lack of material, we were unable to do much Red Cross work, but Miss Margaret Cooper and Mrs. F. F. Luskow made another wool afghan, Mrs. E. J. Blomily two bed sacques, and Geo. Haseltine twelve wooden splints.

The sons of many of our club members are in service, and the daughters of two of our board members are W. A. A. C.'s, Miss Jeane McGovern and Miss Harriet Hinkley.



KID SALVAGE

INFORMATION TALES TIDINGS BULLETINS CHATTER VERSE NEWS HUMOR  
 EXPERIENCES READINGS HAPPENINGS NEWS ANECDOTES GREETINGS BROADCASTS CH. STORIES

# About People of the Railroad

## Coast Division

### Spokane and Inland Empire

F. J. Kratschmer, Correspondent  
 Store Dept., Spokane, Wash.

Condr. J. P. Downey is now in passenger service between Spokane and Butte. He was formerly on the Warden line.

Section Foreman E. W. Stratton of Worley informs us that his wife and daughter Della Jean have returned from a trip to Washington, D. C., where they were called because of the illness of his daughter, Viola.

G. P. Slagle, chief carpenter, has purchased a home on East Nora street, Spokane, and has moved his family here from Tacoma. His children spent the summer with relatives at Emmetsburg, Ia.

P. G. Hollgren of the Division Engineer's staff on the Coast Division, has been appointed assistant division engineer with headquarters at Spokane. Mr. Hollgren recently purchased a home in Spokane, and will move his family here from Tacoma at once.

Chief Dispatcher P. L. Hays, Spokane, spent two weeks visiting around on the West Coast, and is back on the job again. Fred Beal took over the duties during Mr. Hays' absence.

The system bolt-tightening crew under Foreman Theder has finished its work on the main line of the Coast Division, and is now working on the P.O.R. line. After finishing up there, they will work on through to Mobridge, S. D.

K. Dale Oellien, steno in the assistant superintendent's office in Spokane, has accepted a position with the Aluminum Corp., which is just completing its plant at Spokane. His old position is being temporarily filled by Mrs. U. J. (Toots) Falk, who formerly held it down.

Red, white and blue scrap buckets were recently hung onto the Spokane yard switch engines, and on the first two round trips made to East Spokane, the switch



Findley S. Craig, a passenger conductor on the Midwest Hiawatha, retired a few months ago after more than 53 years of service. He was the conductor from Chicago to Marion, Ia., on the first run of the Midwest Hiawatha. He resides at his home in Chicago.

and engine crews delivered to the scrap bins nearly 500 pounds of miscellaneous scrap. P. S.: We don't think it would go so far that the boys would break into homes and take bedsteads just to help the scrap effort.

### Tacoma

R. R. Thiele  
 Correspondent  
 Agent's Office  
 Tacoma, Wash.



George Nick, one of the old-timers, died recently after a retirement of four years. He was a veteran of the construction staff, having served with the Burlington, then with the Rock Island and from 1907 with the Milwaukee, as district engineer and later as

roadmaster. He was genial and kindly and will be remembered by many Milwaukee men.

Frank Lesnick, retired blacksmith helper at Tacoma shops, died Aug. 28, survived by his wife and a daughter. Our sympathy goes out to them.

Mrs. Clara Carrotte, clerk at Supt. Hill's office, has been ill for some time.

Emil G. Pravitza, agent at Eatonville, has undergone a major operation at a local hospital, but is now recovering, we are pleased to note. His son, Earl, is relieving him.

E. P. King, operator at Chehalis Jct., is recovering from a major operation at St. Joseph's Hospital, Tacoma. E. B. Conkling is relieving him in the meanwhile.

Switchman Dan Martin and H. A. Allen (who was off on account of an injury to his foot) are both recovering nicely and expect to be back at work again very shortly.

The Milwaukee Bowling League at Tacoma is again under way with 10 teams, all husky bowlers who will make their mark. We hope to be able to report their standing regularly.

At this writing Conductor Harry Hotchkess is taking a layoff to enjoy a visit with his son who is in the Marines.

Al Fulkerson has now been assigned the job of operator at the Tacoma yard office.

Tom Dolle, chief claim clerk at the local office, Tacoma, recently brought in several boxes of peaches from his own trees on his suburban farm, just to treat the office force. It is not exactly peach country on this side of the mountains, but Tom knows how to grow them. Not that there is any connection between them, but Tom's famous three-tailed pig is growing beautifully and wiggles all three tails with delight when Tom comes in to admire him.

Clinton Montague gave up the second trick chief clerk's job at the yard to go on the first trick as yard clerk. Tom Norwood is taking his place as chief clerk on the second trick.

Carl Tveter, formerly on the swing job for the local office jobs, was taken over by the City office as ticket clerk on Sept. 1.

Loren Cowling has gone to work on the third shift at the yard office.

Brakeman Leonard Ramey injured his hand the other day and has to lay off to give it an opportunity to heal up. Best wishes for an early recovery.

Ivan Berven, assistant cashier at the local office, spent his vacation very pleasantly at his beach cottage at Sunrise Beach.

Ray Powels, cashier at the local office, is entertaining his sister, Mrs. Lois Snelson; her son Clifton is in training at Sand Point, Seattle. By the way, Ray's youngest son, Vernon, 15 years of age, raised three tons of excellent potatoes in his Victory Garden this year; that means something out here and is causing both him and his daddy to swell up with legitimate pride.

Brakeman Bob Howard has joined the Navy.

The following new brakemen have joined the crews in the last few days:



"By their acts ye shall know them." These representatives of the Tacoma Car Department are justifiably proud of their showing in the matter of War Bond purchases by payroll deduction. Of 134 employees in the department, 130 have subscribed. That's 97 percent.

Ambrose Potts, M. T. Woodward, C. F. Tompkin, W. J. Turner.

Harry Strong of the Store Dept. recently purchased a summer cottage at Hollywood-on-the-Beach, Tacoma's popular beach colony, and floated it over to Rosedale, the beautiful beach resort on the Sound, near Horsehead Bay. The voyage was accomplished all right, though slowly, but the landing of the cottage from the big logs on which it was floated over was troublesome; at latest account the cottage was still afloat, waiting a fresh start.

Dick Wende, Lineman Foreman, recently introduced his charming bride to the Shop Force; her name was Mrs. Edna Erickson of Easton, Wash., where she owns a restaurant. Congratulations!

Engineman John C. Ashford, aged 65, died at his home at Raymond, Wash., on Aug. 27. He suffered a stroke in April of this year and had been bed-ridden since then.

### Seattle General Offices

E. H. Bowers, Correspondent  
Public Relations Representative

From the reports we receive of enlistments and inductions of Milwaukee Road men in the armed services, we can't help wondering who's fighting this war—besides the Milwaukee Road. Our latest contributions to the fighting fronts include: Clyde Fellows, diversion clerk in the traffic department, who has enlisted in the Navy as an ensign; George Baker, adjutor in the freight claim department, in the Army's ordnance section; Bernard

Schultz, clerk in freight claim, who enlisted in the Navy as a radio man second class; and Ernest Green, assistant engineer in the electrical department, who has enlisted in the Army signal corps reserve, but will return to his classes at the University of Washington until called.

Vacationers continue to straggle in in with their tales of wonderful days at the beaches, the mountains or whatever. Fellow members of the Ancient and Honorable Order of the Peeling Nose are: Max Boydston, tax representative, who got sucked in by an invitation to spend an inexpensive vacation at his uncle's home at Birch Bay, up Bellingham way, only to discover too late that said uncle was one of the best three handed pinochle players in them parts, and he plays for keeps; Sid Harvey, cashier in the assistant treasurer's office, spent his time off trying to get caught up with the voluminous correspondence which he receives from his soldier son in Australia; A. H. Barkley, assistant to the western representative, visited his daughter and her



*Give that old skate to the salvage drive!*

family at Alameda, Calif.; E. M. Stablein, chief clerk to N.A.M. shingled the barn on his victory farm; and your correspondent realized a lifelong ambition by playing cowboy for two weeks on a cattle ranch in Montana.

Al Britzius, chief clerk to assistant to general manager, has been discharged from the hospital after a serious illness, and is reported to be recovering in fine shape, but had not returned to work at this writing.

Attending a bomb reconnaissance school for railroad supervisors, held in Seattle on Sept. 11-12 were: Al Pentecost and M. J.

# RETIREMENTS

The Following Employees' Applications for Retirement Were Recorded in August, 1942

## CHICAGO GENERAL OFFICES

Selk, W. H. . . . . Elevator Operator,  
Acctg. Dept. . . . . Chicago, Ill.

## CHICAGO TERMINALS

Goldstandt, O. A. . . . Foreman-Frt. House . . . . Chicago, Ill.  
Higson, J. A. . . . . Machinist . . . . . Bensenville, Ill.  
Jorns, W. . . . . Laborer & Helper . . . . Bensenville, Ill.  
Schmidt, C. J. . . . . Car Cleaner . . . . . Chicago, Ill.  
Siegler, F. C. . . . . Laborer, Loco. Dept. . . . . Chicago, Ill.  
Warren, P. B. . . . . Asst. Supvr. Mntce . . . . Chicago, Ill.  
Wiltse, M. J. . . . . Switchman . . . . . Bensenville, Ill.

## COAST DIVISION

Lowe, H. J. . . . . Section Laborer . . . . Marcellus, Wash.  
Wagner, A. H. . . . . Car Repairer . . . . . Tacoma, Wash.

## DUBUQUE & ILLINOIS DIVISION

Elkins, R. B. . . . . Foreman . . . . . Aurora, Ill.  
Heim, F. G. . . . . Locomotive Engineer . . . . Davenport, Iowa  
Oslund, W. P. . . . . Foreman . . . . . Davis Jct., Ill.  
Ross, C. A. . . . . Brakeman . . . . . Marquette, Iowa

## HASTINGS & DAKOTA DIVISION

Eddington, W. A. . . . Brakeman &  
Baggageman . . . . Minneapolis, Minn.  
Hickenbotham, W. J. . . Switchman &  
Conductor . . . . . Aberdeen, S. D.  
Van Kempen, A. R. . . . Station Helper . . . . Andover, S. D.

## IOWA & DAKOTA DIVISION

Haaf, G. . . . . Section Laborer . . . . Emery, S. D.  
Pfeiffer, P. H. . . . . Roundhouse Foreman . . . . Sioux City, Iowa

## KANSAS CITY DIVISION

Hayden, F. V. . . . . Machinist . . . . . Kansas City, Mo.  
Jones, R. E. . . . . Car Repairer . . . . . Kansas City, Mo.  
Momonigle, J. J. . . . Machinist . . . . . Ottumwa, Iowa  
Morrison, W. . . . . Dispatcher & Tel. Oper. . . . Ottumwa, Iowa  
Steuernagle, A. J. . . . Locomotive Engineer . . . . Nahant, Iowa  
Wiser, W. W. . . . . Frt. Caller & Clerk . . . . Kansas City, Mo.

## LA CROSSE & RIVER DIVISION

Bernhardt, P. A. . . . Delivery Clerk . . . . . Wausau, Wis.  
Carey, O. J. . . . . Conductor . . . . . Milwaukee, Wis.  
Hafner, J. W. . . . . Locomotive  
Engineer . . . . . Minneapolis, Minn.

## MADISON DIVISION

Gorman, J. T. . . . . Boilermaker Helper . . . . Madison, Wis.  
Jarvis, J. B. . . . . Conductor . . . . . Janesville, Wis.

## MILWAUKEE DIVISION

Fairchild, H. D. . . . . Baggage man . . . . . Chicago, Ill.  
Peterson, F. O. . . . . Brakeman . . . . . Chicago, Ill.

## MILWAUKEE TERMINALS

Braun, P. E. . . . . Molder . . . . . Milwaukee, Wis.  
Buckholz, R. E. . . . . Sheet Metal Worker . . . . Milwaukee, Wis.  
Dunn, E. . . . . Blacksmith Helper . . . . Milwaukee, Wis.  
Prybylski, L. . . . . Machinist Helper . . . . Milwaukee, Wis.  
Tiefensee, C. F. . . . . Switchman . . . . . Milwaukee, Wis.  
Zeidler, J. J. . . . . Machinist . . . . . Milwaukee, Wis.

## ROCKY MOUNTAIN DIVISION

Young, M. L. . . . . Section Laborer . . . . Two Dot, Mont.

## TERRE HAUTE DIVISION

Brazzel, E. . . . . Switchman . . . . . Bedford, Ind.  
Lewis, C. J. . . . . Hostler . . . . . West Clinton, Ind.

## TRANS-MISSOURI DIVISION

Breitenbauh, A. F. . . . Section Laborer . . . . Haynes, N. D.

## TWIN CITY TERMINALS

Doberstein, H. G. . . . Steam Fitter . . . . . Minneapolis, Minn.  
Nee, J. H. . . . . Clerk . . . . . Minneapolis, Minn.

Cline from the locomotive department; J. G. Ells, and J. Johnson, store department; R. H. Jones, engineer's office; R. Washburn and C. Tonscott, police department; W. G. Densmore and P. Herrin, car department; M. Severs, J. McMahan, G. Disch, and A. E. Moxness, operating department; E. P. Allen, signal department; W. L. Hubbard and C. G. Lovell, electrical department.

Two full days of instruction were given the railroad men by Army officers on the technique of handling unexploded bombs falling on or near railroad property, including locating and identifying the bombs, and reporting them to the Army through the designated civilian defense centers.

Let 'er buck, Togo. We'll be ready.

### Seattle Terminals

*F. W. Rasmussen, Correspondent*

Bruce Kibble who for the past six or seven years has been employed in the local freight and yard offices has taken a position as stenographer and clerk in the office of superintendent of transportation in the White Bldg., relieving Jim Wilhelm who takes the position as chief clerk in the office of personal injury claim department, Roy Jorgenson of that department having been appointed to the position as district adjuster, replacing J. T. Sleavin of Spokane who is retiring on account of ill health. Mr. Jorgenson will continue to make his headquarters in his old office in the White Bldg., but will also have an office in Spokane.

The local freight office recently enjoyed a pleasant visit from our former cashier, Geo. Jones, now retired. It is some five years since George retired and we are glad to see that he does not forget his old friends.

Clyde Fellows, who has been diversion clerk in the Traffic Manager's office for some time, has joined the Navy as an ensign, his place being taken by Bob Biglow from the general freight agent's office.

Marguerite Shaw of Spokane and Montana has bid in the position as P.U.D. clerk in Seattle and is now well settled in her new position. Miss Mary De Mers is now stenographer clerk under Chief Claim Clerk Stanley Holtum.

A baby girl was born Aug. 24 to the wife of Guy Trescott of our police department. Wife and baby are doing fine, and does Guy's chest stick out!

Helen Lenore Manley, daughter of Roadmaster Art Manley of Moberge, S.D., and Miss Marie Cummings are new additions to the force at the yard office and they, like the other lady clerks they have there, are doing a splendid job of it.

Other new employes in the local freight office are Gladys Littlefield, Marion Troutman, Lucile Oldenberg, Elba Muncer, Virginia Tuson and Lois Moseley. More recent employes in the yard office are Harry Harllon, Ray Trimble, Clarence Nelson, Robert Hyatt and Nels Goldecker.

William E. Cummins, former trainmaster of the Coast Division, and more recently conductor, is now stationed in Seattle as a captain in the Army and is a frequent visitor at the local freight office. We are always glad to have Bill call on us even though it is a business call.

A farmer was trying to sell his horse. After exercising it, he exclaimed to the prospective buyer:

"Don't you admire his coat?"

"Coat's all right," said the prospect, "but I don't care for the pants."



C. O. Heckert, retired H&D engineman, spent some time recently at his summer home at Lake Vermillion, near Tower, Minn., and while there caught the mighty musky he is shown holding.

### H & D Division

*M. D. Rue, Division Editor  
Traveling Freight Inspector  
Aberdeen, S. D.*

The Milwaukee Women's Club of Aberdeen displayed their talents as saleswomen, much to Uncle Sam's gratification, during the week of Aug. 17. The girls conducted sales booths during that week in each of Aberdeen's theaters, offering for sale the best investment on the market, War Stamps and Bonds. Last reports indicated that Aberdeen theatergoers knew a bargain when they saw one and our saleswomen knew how to put it across.

W. F. Kramer, stenographer in the superintendent's office at Aberdeen, has left the H&D to accept a position as chief clerk in the superintendent's office at Green Bay, Wis. Bill's many friends on the H&D regret seeing him leave but rejoice in his well-deserved promotion and wish him the best of luck. Tell Jack Reeves and his family hello for us, Bill. Bill's position as lead-off man on the Pioneer's bowling team is open for bids.

P. F. I. Alfred Larson of Minneapolis is relieving P. F. I. Stoia and P. F. I. Westover during their vacations.

With the coming of autumn come thoughts of bowling, and, of course, the Milwaukee Bowling League. Arrangements are being made for another big season. Many of last year's most rabid keggers are missing, but others are ready to replace them. The teams will remain the same as last year, with new members replacing those who have left Aberdeen. There are rumors that prizes will be offered in the form of war Bonds and Stamps thus combining healthful recreation with financial assistance for Uncle Sam.

### Operating Dept.

*R. F. Huger, Correspondent  
Bristol, S. D.*

Hunting season has opened in South Dakota, with birds plentiful but manpower scarce. Let's be a little more careful this year than last.

Barney Churchill, agent at Holmquist, S. D., is at the Rochester Clinic at this writing, having a general check-up.

An experience recently befell the operator at tower E122, Granite Falls, Minn., but he is hoping it will not happen again. Wayne Dunlap, operator, was working his second trick job at the tower when a cyclone struck Granite Falls and vicinity

extending to Minneapolis. It hit the tower proper; he was downstairs handing up a train order to freight train and the wind and rain came, blew down the pole used in handing up orders. He grabbed hold of a semaphore signal pole with both arms and his glasses blew off from his head and about the same time he saw the entire tower go over the top of his head. At this time the wind and rain were so terrific that the engine of the train tipped over and several cars were derailed without his bearing it. He was uninjured. The engineer and fireman of freight train escaped serious injury.

Two sets of dispatchers are now working in the Montevideo office. I can always use more news, boys.

### Aberdeen Roundhouse

*Harold Murphy, Correspondent*

Jas. P. Palmer, west H&D Division locomotive fireman, enlisted in the Navy and left Aberdeen Sept. 22 for Great Lakes Training Station as 2nd class fireman.

Mervin Bolan, Aberdeen roundhouse laborer, has also enlisted in the Navy and will soon report at Great Lakes Training Station.

Business on the H&D has picked up considerable and all men in engine service on the west H&D are working.

Congratulations are in order to the following west H&D Div. enginemen who have recently been married: A. H. Lyon, G. W. Foster and John Brewer.

### Milwaukee Terminals

#### Passenger Station

*George A. Steuer, Division Editor  
Superintendent's Office  
Milwaukee, Wis.*

For the past several months everyone on the railroad has heard a great deal about the purchase of War Bonds through the payroll savings plan, and while the results have been very gratifying in some of the departments, it is not going over as well as it should in others. Many of the departments have 100 per cent of their employes buying bonds on the payroll plan; some of the departments are better than 90 per cent, but others only have a percentage of 70. This, I am sure, will be improved as soon as the benefits of the plan are fully understood. Let's get behind it.

#### Coach Yard

*L. J. Cooke, Correspondent*

The coach yard softball team, tied with the foundry for first place, went into the play-off game with more confidence than ability and lost by an unmentionable score. What was supposed to have been a victory celebration was changed into a "going into the army" farewell party, two members of the ball team being due to leave in a week; it was really two parties

in one—at least it took the boys twice as long to get over it.

First Baseman Dick Casey, who worked at the downtown ticket office and was the spark plug of the team, and Eddie Kozera, who made a friend of everyone he met both in and out of the coach yard, leave the team with two mighty big gaps to fill next year.

Other men going into the armed forces from the coach yard are:

Elmer Olinski, electrical helper, to the Army; Le Roy Zunker, car cleaner, who enlisted in the Navy; and Willard Schroeder, to the Army. About a week after Willard replaced Ralph Haslam as coach yard timekeeper his draft board notified him that he was needed in the Army. His place at the coach yard is being filled by Fred Osborn.

When Fred Seiden left the employ of the company recently, Ed Berndt, bowling team captain, who is also assistant foreman at the coach yard, started worrying about losing his key man, but his worries are over now: Dick Seiden, Fred's brother, and a by-no-means-bad-bowler himself, returned to the coach yard as an electrician's helper. Looks like we'll have a bowling team next year, anyway.

Question: Is John O'Neill breaking in as a supervisor at the coach yard so as to be all set in case Night Foreman James E. Palmer gets the nod from his draft board?

After too many farewell parties for Don Ritzke (he finally wound up in 4-F) the boys in the coach yard office instead of the to the Davies yard office instead of the army. His best friends always know they can find him wherever the best dance band happens to be. He doesn't let the music go to waste, either.

Famous sayings: Let's have one more—War Bond.

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

Richard J. Steuer, Correspondent

Well, boys and girls, this column has weathered the storm for one year, and since there have been no litigious glances in this correspondent's direction, will continue to put down the news which pops up on and along the beer line.

The boys got wind of Yard Clerk Frank Wallace's famous recreation room, equipped with everything from ash trays to modernistic furniture and bar. Frank may be due for a surprise one of these nights. Two of the most interested in the projected surprise visit are Bill Clerk Ed Kurtz and General Clerk Jim Waterman.

Vacations are almost over. One of the last to take his was Agent Leahey of Chestnut Street: he was reported seen at Menominee, Mich., his home town, the second week. A card received during the first week informed the force he had been at Saginaw. Another vacationist, Ernie Reinhardt, returned after three months in the north country. Ernie was in perfect form after the conditioning he received up there. When Jim Waterman took his week's vacation, he motored up-state, and would have sent his folks a card but for the fact that he had forgotten his home address!

Pvt. Norman Thielke's new address is Headquarters Battery, A. A. T. C., Ft. Sheridan, Ill. Norm would certainly like to hear from a few of the folks back home, so if you're not doing anything tonight, drop him a line. We haven't heard where our newest army man has gone, namely Bob Fechner, but when we do will publish his address.

And now for a few odds and ends. . . .

Although La Crosse, Wis., is just a short ride on the Hiawatha, Charlie Barth said it seemed like at least a thousand miles to him on a recent trip. The reason, he was visiting a very dear friend of his. . . . It's another boy for the Ed McGraths. Thomas, if you please, is their third son; the other two being Mike and Denny. . . . Chestnut Street's billing force missed the services of Betty Metschl for a few weeks, when she was laid up with a fractured finger. Mrs. Rose Liebhauser capably filled Miss Metschl's job in that time. . . . Former Agent E. E. Ross is a regular visitor at his old stamping grounds, and takes an active interest in what is going on. He is glad to hear that Chestnut Street is doing such a business, each month surpassing the last record month. . . . We plan to have news from North Avenue and West Allis in the next issue provided we get a little help from the chief clerks at those stations.

## Milwaukee Shops

### Davies Yard

J. J. Steele  
Correspondent

Emmett Cluberton, an inspector at the air line, became a father on Aug. 22. His new daughter made her entrance into the world tipping the scales at six pounds.

Bill ("I want wings") Reilly has been promoted to an oiler and now is stationed at the Muskego yards.

Fred Osberg succeeds Willard Schroeder as timekeeper at the coach yard. Our old friend Bill was inducted into the Army on Sept. 8.

George Mertz left for the Army the latter part of August and is now stationed in Alabama.

Catherine McConville and a friend spent their vacation fishing at Lost Lake, Wis. Upon being questioned about her catch, Catherine reported that the lake was very well named for the fish in this lake were also lost.

Congratulations to C. A. Kennedy, foreman at the Davies yard, on his recent appointment as industrial air raid warden.



A few weeks ago Section Foreman John Moran's little dog treed this 50 pound bobcat at Sherwin, Idaho, and Mr. Moran was lucky enough to get a picture before having to shoot the animal. Shortly before finding the bobcat, the dog cornered a black bear close to the section foreman's dwelling, and Mr. Moran killed it also. Apparently it is still a good idea to tote a gun in those parts.

The name of Schilhansl will become very famous in archery circles. Like father, Evelyn Schilhansl, daughter of Andy, is skilled in archery. Evelyn took first place in the junior class of the County Archery Tournament, while Andy placed third in the senior class.

The mention of the word *landlord* causes Fred Ramer, Davies yard fire chief, to swell his chest. Fred recently purchased a beautiful house in Wauwatosa.

### Locomotive Department

John A. Macht  
Correspondent

#### Office

R. W. Anderson, retired superintendent motive power, who went to work for the Baldwin Locomotive Works after leaving the railroad, has again retired and is now back on the farm in Maryland.

Gordon Parks, shop schedule engineer, has left the main office and set up headquarters in the shop office.

Congratulations are in order for Louis Bednar on the birth of a baby girl; also to Norbert Kieman on the birth of a baby boy. Norbert has been receiving a lot of good advice from Louie who has had slightly more experience with babies.

We welcome another ray of sunshine in our office, there now being three; Margaret Zinns joined the S.M.P. family in place of Reuben Sjoquist who entered the Army. Rube says he does not feel quite so bad about leaving as long as such a charming young lady was taking his place while he was gone.

Frank Benes, Jr., has also been inducted in the Army and has left the roundhouse office. Lots of luck, Frank.

Johnny Ryan, our star crooner, left the roundhouse office to go back to school. Be sure and remember us, Johnny.

Charley Erdman, who has been in the roundhouse for the past 20 years, has retired as of Aug. 31. So long, Charley; come down and see us some time.

### Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery  
Correspondent

October brings anticipation for a couple of young bachelors. LaVerne P. Tarrance took Miss Mildred Neitzel to be his lawful wedded wife on Sept. 19, while "Catcher" Ray Baum, apprentice from the blacksmith shop, will start catching from Miss Ethel Rodenback. May we offer our sincere blessings and good luck wishes.

Jack W. Mulhollon went out and got himself married Aug. 3. The lucky young miss (now Mrs.) was Delores Schneider of Milwaukee. Heartiest congratulations are in order and thanks for the *ceegars*.

The Minneapolis twins (?) Henry and Johnny, made a special trip home over Labor Day. Hank Gundert to tie up ends prior to his entrance into the Navy, while Johnny went along to keep Hank company and out of mischief and at the same time to see his fiancée, Miss Ethel (Snookie to John) Hendricks of Minneapolis. Hank untied his ends when he got back to Milwaukee, as he found he was again deferred for six months.

Wm. Reitmeyer was called to active duty on Sept. 2 as a major in the Air Force. A picture of Major Reitmeyer can be



found on the "Front & Center" page of this or a subsequent issue.

Speaking of major, another of our men, Harold T. Odegaard, underwent a major operation lately and came through with colors flying (after all was cut and dried). Ode thanks the Sunshine Club for remembering him during his convalescence.

Willard E. Schroeder was inducted into the Army early in September. Bill worked as a clerk in the Billing Dept. under supervision of J. M. Bremser. It was rumored that a certain B.G.K. was the last to say good-bye.

Mr. Bremser loses another clerk shortly, this time to "little Cupid with the big bow." Miss Florence Kuhl, stenographer, will be married to a Chicagoan. The happy couple will live in Chicago. Congratulations!

Corporal Clayton Minkley, on furlough, stopped in to say hello to all his friends; he looks fit as a fiddle. Corporal Minkley now is at Aberdeen Proving Grounds, Maryland. We all enjoyed the visit.

Joseph Klewein, former ambulance driver-clerk, now in the armed forces at Stockton, Calif., as a mechanic in the Air Corps, stopped in to say howdy.

Rudolf Brocksma came in feeling pretty chipper the other day. With thumbs in his vest, he proudly announced he was a grandfather. His son John, former apprentice in drafting room, is the prouder father. "So's your old man," was the boss's reply to John's excited statement that he was a father. Note: The Navy loses out—the new born was a baby girl.

Red Skola went to a wedding celebration the other day. How do we know? He had a very close and high hair cut, and he only has them that way for special occasions—weddings.

The bowling shirts, acquired through donations from the Milwaukee Road, Ryan of B.A.R.E., Maurice Chier of Continental Insurance, Fred Bush of Provident Casualty, and the Service Club (?) are neat and comfortable. However, a large amount is still due on these shirts. Monogram of Hiawatha Engine and lettering reads "Milwaukee Hiawatha Service Club."

"Tonny" Milazzo, the Milwaukee Road Caruso, has served his time in the drafting room and is back in the freight shop. The noise makes him feel at home again.

Herman W. Klatte's taxi service was held up a week to allow the driver a short vacation. We noted the pedaling demon, Torchy Enzelke, made several trips all the way from Butler on his bicycle.

Jack Armstrong's team in West Allis tourney came through with flying colors. They didn't lose a game. The league authorities did take one away from them because their 10th man was three minutes late. Several Hiawatha players of 1939 were on the winning team in Class "B"—Roman Rozek, Al Roesler, Ray Baum, Orville Fox and Ted Tanin. Jack showed good managerial judgment. Oh, yes, 540 first night out in bowling for Jackie, too.

## Chicago General Offices

### Freight Traffic Dept.

Wesley S. McKee  
Correspondent

Terribly sorry, dear readers! Was unable to have anything for the last issue as I was initiated into the Supreme Order of Tour Masters and was somewhere on the Coast at deadline time. I had a very



enjoyable vacation, and numerous side trips kept things interesting. The trains we traveled on were the best, but the most famous ride of all was at Minneapolis (on the Hiawatha, of course).

When I left Chicago I weighed in the neighborhood of 225 pounds, but the hard knocks on the trip brought me down to a mere 200, which is still a lot of pounds for a two-week trip.

The stork made a visit to the home of Carl Peterson on Sept. 14, presenting him with a lovely daughter, Marilyn. Margaret and the baby are doing fine. Pete now knows how it feels to sit in a duck blind all day without seeing a bird—he waited for three days for the old stork to get into range.

Mr. and Mrs. "Bud" Grote are also proud of their darling daughter, Joan Mary, born Aug. 21. Mrs. Grote is the former Genevieve Neville, our friend and co-worker for many years.

Werner (Pluto) Fisher, evacuation warden of the south side of the seventh floor, evidently tried to perform a Superman feat on a recent Saturday afternoon. It seems that Irene, while cleaning the kitchen floor, removed the register grill, and Pluto, wife's little helper, bringing in the clothes basket from the yard, stepped where the grill would have been. Unfortunately, the hot air pipes were never constructed to hold two hundred-odd pounds even though he managed to get one leg into the pipe up to the hip, and the other up to the knee, before the pipe gave way and crashed to the basement floor.

Each year, many people go to the Mayo Clinic at Rochester, Minn., for a checkup and treatment; and come back feeling "fit as a fiddle." Well, the clinic has come to the rate desk in the form of Miss Mayo Malum, and already the boys have shown signs of better health: "Tom Cat" Wille has a new mirror; "Lochinvar" Hedin works his comb overtime and shaves more than once a week now; and even "Pops" Maday has been sprucin' up as of old.

Wesley (Two Ton) Nehf is now a member of the Ancient Order of Gentlemen Farmers. The niffer has retired to his new estate in Roselle, Ill., where he can be viewed each weekend kneeling down trying to hurry Mother Nature along. He uses a remodeled pup tent for overalls.

Those four mighty hunters of ferocious denizens of the deep forest, Ed Hora, Bill Sunter, Red Wixted and Phil Cullen, waited one evening recently for the office to be cleared and then unhesitatingly stalked forth and bravely surrounded a wild canary that had glided into the office during the day. The Audubon Society has been informed of their noble deed, and, no doubt, suitable medals will be awarded.

Uncle Sam is rapidly calling more of our boys—Johnny Niedzlek, Eddie Matushak, H. A. Hizer and Jim Winke. He also inquired about the general health of Red Wixted and "Ropes" O'Brien. Red felt A-1 so he is in reverse. Jim hasn't heard yet.

Sgt. Frank Trom was in the office recently looking fine. He is now a tank jockey.

Sgt. Ray Tansey expects a furlough soon and we hope to see him.

Our new mail clerk, Adolph Zittsman, recently had difficulty locating a rate analyzer. He failed to look behind the hand-car reports.

If Jim Landrigan is called for the army again, he'll never be rejected for having poor eyesight.

Tina Langdon and Anita Herbert have recently been hospitalized and we are hoping for a speedy recovery.

Doesn't Frank Basil look cute with the

cookie-duster he grew to cover what he calls a "cold sore." Dame Rumor says he scratched his lip drinking hot coffee from a broken saucer.

## Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent

Last month we added the name of Kenneth Rutherford to our honor roll. He joined the Marines. Now we have members of our office force in the Army, Navy, and Marines. By the way, 20 percent of the fellows in service from the Chicago offices are from the auditor of passenger and station accounts office.

Jayn Smyser, on returning from a trip to New York, says Central Park is a swell place to spend a blackout. Jack Stowell spent his vacation at Lake Geneva. He played 54 holes of golf the first day and spent the rest of his vacation getting the kinks out of his back.

Bob "Pop" Zahnen is the proud father of a bouncing baby girl. Fred Dittmann left the ranks of the bacheors on Sept. 26 when he married Veryl Erickson.

Carl and Virginia Jensen are the proud parents of a son. Carl, as you know, is in the Army stationed in New Caledonia.

Flo Hurlless and Myrt Freitag spend their recesses cutting recipes from the daily paper, and are always promising to bring down a sample of the finished product. To date they haven't fulfilled their promise.

Elsie Gretler spent a few days in Freeport getting a line on the local eligibles.

Rose Finnell is back again after an illness of several weeks.

## Car Accountant's Office

Harry M. Trickett  
Correspondent



In the past month our sorting bureau personnel has changed considerably, with Esther Dommanico resigning to enter nurse's training, and Lorraine Mieschke and Laverne Bergman entering the University of Illinois. To fill these vacancies Ruth Schultz, Bernice Schendag, and Katharine Boyk have been assigned to the bureau, and our new office boy is Irvine Eickelman.

It has just been revealed that Verna Sheerin has changed her name to Mrs. Gallagher, having been married while on vacation in June.

Mrs. Alvira (Masters) Tallackson, formerly of our office, gave birth to a baby girl on Aug. 27, and both are in good condition.

Ruth Keen gave birth to a baby girl Sept. 1.

Sgt. Wm. Olsen, formerly stationed at Camp Forrest, Tenn., was transferred to Camp Crowder, Mo., then to Camp Carson, Colo., Co. "D," 49th Engineers, and is now staff sergeant.

Frances Swanson received a very unique surprise gift on her birthday, Aug. 19, in the form of a check from P.F.C. Reinhart, wired from across the ocean where he is serving with the Army.

Margaret Hengels is at home convalescing from an operation.

Jean Nelson is now wearing a diamond ring, placed on the appropriate finger by Jack Kincaid.

Esa Melin was married on Sept. 12, and is now Mrs. Dornquest. Her desk was

decorated in the Swedish colors and she was presented with a Steam-O-Matic iron, by her office friends.

Marian Lynch shuffled off to Buffalo via the lake route for a week's vacation.

Laura Thoene celebrated her birthday on Aug. 19 in the Swedish Covenant Hospital, having enjoyed a very exciting day with flowers and many cards from her office friends.

Joseph Crowley gave another son to the armed forces when son Jack joined the Navy. The other son is serving with the Army in Hawaii.

Elaine Lennox and Lorraine Schroeder have just returned from inspecting the Army camps in California. Shirley Hegsted also sojourned in California.

If you can't go across, then come across for more War Bonds.

### Auditor of Overcharge Claims Office

Marie Hotton, Correspondent

With Clark Gable in the Air Corps, sans mustache, our boys are carrying on nobly for the cause of hirsute adornment. Claim Checkers Merrill Lundgren and Les Skelton have ceded first place to Billy Slodowy, who has resumed his old lip doily.

"In case you'd care to know," says Willy, I've always favored a mustache. It's cozy when the weather's chilly And adds a certain touch of dash."

### News of the Service Men

It's now *Private First Class* Eugene E. Heing and when you write to Don Ostien, the gentleman who prefers blondes, don't forget the Corporal. Down at Camp Swift near Dallas, Tex., "Gee Gee" Smith has been looking around to see if the state that produced Ann Sheridan can duplicate that triumph, and "Scotty" Milton, a shallow water boy, is also very busy. Week-ends find "Scotty" touring New York from the Battery to Grant's Tomb, and evenings, after washing the dishes, he may frequently be seen in the first row at the "Roxy," or graving a conga line at the Stage Door Canteen.

On Sept. 8, Randall C. Anderson, son of Carl Anderson, veteran of the Motor Power Engineers in World War No. 1, joined the Naval Aviation Corps. Another naval recruit, Ensign William A. Lutsch, son of Bill Lutsch of the relief bureau, has been stationed at Battle Creek, Mich. One look at his photograph is enough to convince anyone that although the United States is (or was) only the third naval power, it still produces the best looking sailors in the world.

Replacements in the office force include H. E. Maier, claim checker for the suspense bureau, and versatile Jimmy Stamm, altar boy, athlete and musician (you've heard of "Jive and Jam with Jimmy Stamm") in the unpaid bureau. Upon Jimmy's promotion to claim checker he was succeeded by Warren Yonker as office boy.

Not to be outdone by the boys in uniform many of our employees have been devoting their time and efforts to the civilian defense program. Among these indefatigable workers you will find Art La Rue, Adolph Frandsen, George Weseman, Carl Anderson, Andy Gallagher, Pete Walton and Howard Atherton, ranging in rank from zone captain to humble fire warden. We are just proud of these men.

Old timers will be glad to know that Stephen A. Fries, former claim investigator in this office, and now retired to Mult-

nomah, Ore., paid us a visit on his recent trip to Chicago. This visit is an annual vent for us as well as for Mr. Fries and we hope to enjoy many more of them.

### Library Notes

The Milwaukee Road Woman's Club library is fully prepared to take care of your autumn reading preferences. After a busy evening at committee meeting or the Red Cross, why not relax from your war efforts with that popular nonsense book, "See Here, Private Hargrove," or with a story of old Mexico, "The Days of Ofelia" by Gertrude Diamant. A far cry from a war-torn world is this tale of life in Mexico City as seen through the eyes of Ofelia, Miss Diamant's young servant girl, and Ofelia's poor but charming family and friends.

### Freight Auditor's Office

J. A. Strohmeier  
Correspondent



A few days after Andy Duffey, interline bureau, received a letter from President Roosevelt which began with "Greetings," he was a soldier. Office employees gave him a number of appropriate presents and a cash donation. Early Sept. 3, Art Stevens, Lee Lynch, Walt Hammel and Wm. Lewis saw him off on a train before coming to work. Post cards from Ft. McClelland, Ala., indicate he is receiving intensive training in kitchen police duties.

Marie Freeberg, accounting machine room, vacationed aboard the S. S. North America, round trip Chicago to Buffalo, N. Y. seeing Cleveland, Midland, and Niagara Falls.

Flo. Kaszmarek vacationed at El Paso, Tex., and Juarez, Mex.

On Aug. 29, Ina Lea Sandler arrived at Wesley Memorial Hospital. Min. Bloom Sandler, former employee here, and her new daughter are fine.

Ann Anderson, Caroline Hartel, and Sherman Arp, during the 100 degree sweltering weather in Chicago, were sitting on icebergs and floating about in Glacier National Park.

Wedding bells rang on Sept. 19 when Geo. Schmalbeck, accounting machine room, and Betty Stecker will be married at Galilean Baptist Church. They leave at once on a honeymoon trip to Seattle.

Arthur Lyman, review bureau, an employee in the freight auditor's office since July, 1905, and who heads the office seniority list, is back to work after six weeks illness due to spinal ailment. We hope he will continue to have good health.

Corp. John Sebastian, former employee, now located at Camp Shelby, Miss., paid us a brief visit while on furlough recently. Sgt. Warren Berg, is with the A.E.F. in England. Pvt. Otto Hartung writes he will soon pay us a visit.

Matt. Sweeny, review bureau, ill and at home for nearly a year, would like a visitor, or a telephone call, 217 W. Eastwood Ave., Keystone 4241.

Walter Sefton, in hospital many months after being struck by a hit-run driver, both ankles and an arm broken, and other injuries, paid the office a brief visit on Sept. 4.

Giving the hay fever the buzz around are Frank Lonegran at Petosky, Mich., Pete Liencioni, Great Falls, Mont., and Geo. Markell, somewhere in America. May all their sneezes be easy ones.

### Auditor of Expenditure's Office

Bernie Williams, Correspondent

Among our latest railroaders to don the uniform of Uncle Sam's fighting forces were Bob Vujovich, who escaped from the vault to the Glenview Air Base, and John Benetti of the B&V bureau, who is a Signal Corps aspirant. . . . Best wishes go out to F. L. Alexander and Dorothy Sodman . . . Dorothy, one of the Elgin commuters, is joining the treasurer's office staff, and Alex has shifted to a position in the St. Paul station at St. Paul . . . Florence Beck has been farmed out to Western Ave. . . . Laverne Jacobson is carting around a little ice these days, along with her regular duties; these sailors are fast guys, all right. . . . A. B. Montgomery was one of our vacationists recently . . . Ione DeCamp and Minnie Helgerson were two more who enjoyed a respite from the "rigors" of the office routine.

The week of Sept. 14-19 will see the opening of the women's and men's bowling leagues in their new location at the Fire-side alleys . . . there'll be many new faces, and the absence of many familiar ones, but we hope the scores stay up there on top.

Mr. Engstrom is taking some well-earned rest after a short illness. . . . Carol Carlson, typing bureau, is now getting along without her tonsils, and Chester Geerdts is still getting along without those shorts he so strongly advocated.

### Chief Disbursement Accountant's Office

Congratulations are in order for our sick friends who all seem to be about caught up with their sick spells . . . John Mooney, Gene Forster, Bernard Greenberg are all back on the job . . . Bob Gorski of the material bureau is the latest of our friends to leave for the Navy. . . . George Searle, formerly of the labor bureau, has won his wings with the Air Corps. . . . Emmett Moran reports the Mrs. and the new little Moran are doing fine. . . . We bid farewell recently to Marie O'Connor of the material bureau and Claude Peterson, AFE clerk, who took up other occupations.

We are glad to report finally that Gus Dahlke is now firmly established up front in the office at his new contact job on the War Bond program . . . he really should turn that spitoon in for scrap, but they have to give a war veteran some kind of a break.

### I&SM Division

#### East End

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



Congratulations to the proud parents who received bundles from the long legged birds as follows:

W. E. Campbell and wife, a baby girl born on Labor Day at the hospital at Albert Lea. Mr. Campbell is agent at Wells, Minn.

Mr. and Mrs. R. P. Wencil, who also received a bundle in September; Mr. Wencil is section foreman at Rose Creek.

The following appointments have been made since last issue of the magazine:

Arthur Peterson of Egan, S. D., appointed section foreman at Winnebago.

Clair McMichael was the successful bid-

## FISH and OYSTERS

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W. M. Walker

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## To Milwaukee Patrons

While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co.  
THREE FORKS, MONT.

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Wehr Every  
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WEHR STEEL CO.  
MILWAUKEE, WIS.

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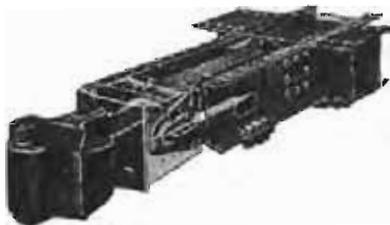
# 'M-F'

## Lock Nuts and Water-Tight Bolts

Used on Rolling Stock of  
Leading Railways

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Chicago, Ill.

## "BUCKEYE" YOKE and Draft Attachments



The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

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der for the haggage clerk's job at Austin, vacated by V. R. Blanchfield.

Best wishée for a speedy recovery are extended to Section Foreman Herb Smith of Adams who is in the hospital at Rochester; also to A. G. Lehmann, agent at Welcome, who is off duty for a couple of months because of ill health.

One of the largest and most orderly crowds that I have seen in a long while gathered at the depot the night of Sept. 8 to say farewell to over a hundred local boys departing for Camp Dodge on No. 22 that night. While mingling with the crowd, I overheard quite a number of compliments on "the nice new passenger station" the Milwaukee built last spring.

The I&SM Divn. is proud to learn that our former superintendent, W. J. Hotchkiss, received the appointment of Lt. Colonel in the 744 Engineers Battalion. If W.J.H. is given an opportunity to knock over Japs like he did the clay birds here, the war will be short-lived.

Chief Dispatcher F. M. Valentine and family left Austin on Sept. 25 for Roswell, New Mexico, to attend the graduation exercises in which their son Bill will receive his wings and become a full-fledged member of a Flying Fortress crew.

### Madison Area

Jim Gregerson, Correspondent  
Warehouse Foreman, Madison, S. D.

The west end of the I&SM had its usual spot of rain. On Sept. 1 the track at Fulda washed out again.

Harry Green, roundhouse foreman, spent his vacation at Indianapolis, Ind., visiting Harry Green, the Third.

The local hunters were looking forward to the pheasant season which opened in most counties on Sept. 26. With several counties having a ninety-day season and a limit of seven birds, we should have meat on the table some of the time.

### Superior Division

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



We have a new chief clerk in the superintendent's office at Green Bay; he is William F. Kramer, from Aberdeen, S. D. Hope he likes us and the surroundings. We also have a new assistant engineer by the name of Robert Hall; he is filling the vacancy created by Russell Cheney, who is now in the Army. We have had a large ballast gang employed on the

division, and the tracks have now been ballasted between Random Lake and Milwaukee.

H. Marquardt, T.F.P.A., has started to grow what he calls a mustache. Of course, there is no hair on top of the head, so presume it is hard to grow anything on the upper lip.

Harold Johnson, day ticket clerk, has been called to the colors, and at the present time is in a camp in the East.

George Verwey has now been appointed to the relief job at Green Bay.

Robert Center, a former clerk in the superintendent's office, was home recently on a furlough. He has been promoted to the rank of corporal and is stationed at Fort Knox.

## Iowa Division

### East End and Branches

W. E. Failor  
Division Editor  
Superintendent's Office  
Marion, Ia.



Retired Engineman Bert Stafford recently paid us his annual summer visit. Since retiring, Bert has moved to California and is enjoying all the pleasures of a warm climate.

As a good newspaper reporter would say, we have a scoop:

The Middle Iowa Division track force War Savings Bond Committee has 90 per cent of their forces signed up for the 10 per cent payroll reduction plan for the purchase of War Savings Bonds. The campaign closed Sept. 19 and, judging by the way things looked when this was written, it certainly appeared as though they would attain their 100 per cent goal. Following is the motto they have adopted for this drive and the goal they are working for:

WE MUST (subscribe 10 per cent or more of our earnings to the purchase of War Savings Bonds).

WE WILL (subscribe 10 per cent or more of our earnings to the purchase of War Savings Bonds).

WE HAVE (subscribed 10 per cent or more of our earnings to the purchase of War Savings Bonds).

It is grandpa now for Division Storekeeper L. R. Lange. The little fellow, John Brooks Lange, was born the first part of September to Mr. and Mrs. "Bill" Lange, formerly of the Milwaukee forces and now of the armed forces.

### Middle and West

Ruth H. Buckley, Correspondent

Two sports events have taken place at the Perry Golf and Country club during the last few weeks, in which Milwaukee folks figured prominently. Mrs. A. A. Brown, whose husband is on the night force at Perry roundhouse, won the city championship in the ladies' tournament for the third time. Engineman W. D. Chase of the Des Moines division attained the goal of all golfers when he made a *hole in one*, with a pitch shot for a distance of 162 yards from the tee to the cup.

John C. Detman, a retired trainman and father of Machinists Irvin and Clarence Detmann of the Perry shops, passed away recently at his home in Dubuque as the result of a broken hip.

H. E. Blank, retired Iowa Division engineman, died at his home in Perry on Aug. 21. Mr. Blank was 62 years of age, and had retired because of ill health.

William Algier, who worked for many years as a dining car waiter, died at his home in Manilla in August. Mr. Algier was on a run on the Sioux City Division and had lived in Manilla a long time. He is survived by his wife, a son who is an attorney in California, a daughter who is an instructor in one of the colleges for colored students in the East, and another daughter who is a nurse.

J. O. De Groate, former Milwaukee employe and a brother of Switchman George Franks' wife, was killed in an auto accident in August. Older members of the Milwaukee family will remember the young man's father who was Engineman Harry De Groate, one of the first engineers on the Iowa Division.

Mrs. W. O. Orvis, who will be remembered by many of the old-time Iowa Division employes died at the home of her son William in Wichita, Kan., on July 26. She was 93 years of age. The son, William, a former Iowa Division engineman has retired.

There have been several weddings among members of the Milwaukee families in Perry recently. Miss Margaretta Heinzleman, daughter of Engineman John Heinzleman, was married to Alonzo Colton, who is now in the Army.

Arlene Reel, daughter of Conductor and Mrs. P. J. Reel, was married to James Graney.

Audrey Wagner, daughter of Conductor Frank Wagner was married to Lieutenant Richard J. Tutt at Phoenix, Ariz.

Lieut. James C. Kuhl, grandson of Conductor M. F. Burnham, was married in Savannah, Ga., to Miss Elanor Paul of Fort Lauderdale, Fla.

A wedding of double interest was that of Miss Virginia Johnson, daughter of Conductor and Mrs. Ray Johnson to Fred Marshall, whose father is the tinsmith at Perry roundhouse.

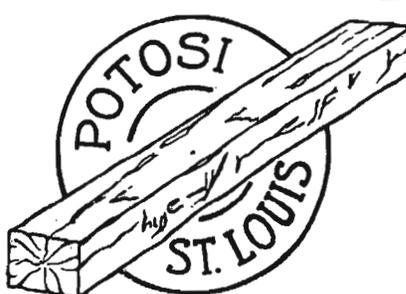
F. L. Hedrick, a former Perry clam shell operator, was married to Mrs. Blanche Jacobson of Sioux City.

The birth of a daughter, Judith Marie, to Mr. and Mrs. Paul Shearer of Long Beach, Calif., makes a new granddaughter in the family of Engineman John Shearer.

A son born to Mr. and Mrs. Kenneth La Borde of Perry is the first grandchild in the family of Engineman Harry La Borde.

Switchman George Rawlins and wife celebrated their 45th wedding anniversary in Aug. A family dinner was arranged in honor of the occasion.

Mrs. Amanda Little, 94 years of age, mother of Joe Little of the Perry shops force, and widow of Henry Little who worked for many years for the Milwaukee, died at the family home in Perry on Sept. 1.



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**ST. LOUIS**

TREATED AND UNTREATED  
CROSS TIES  
SWITCH TIES  
PINE POLES

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

Conductor C. F. Wightman was off duty in August on account of the death of Virgil Breed, a brother of Mrs. Wightman. Mr. Breed was at one time in the train service on the Iowa Division.

### Council Bluffs Terminal

Vernon C. Williams, Correspondent  
Care of Yardmaster  
Council Bluffs, Ia.

### The Observation Car

Standing on the rear platform we find T. P. Schmidt, car foreman, heading a list of veterans. He was elected president at the annual meeting, held in his home Sept. 10; H. E. Rooney is vice-president; E. M. Lee, secretary and Frank Colburn, treasurer. A picnic supper was served by the ladies, and motion pictures were taken of the guests. Last year's movies of the same party were shown, so all in all a grand old get-together was enjoyed. I will personally head a group to weld this man Schmidt an "all-around-good-fellow" medal. Keep it up, Ted, and we'll nominate you for mayor yet.

Well, it seems the vacation period is about past for all of us around here. Those of us who took advantage of the "with" clause, appreciated it to the full, and hope next year for a little of the same dose. This correspondent journeyed to the Pacific Northwest, and if anyone can show me a cleaner, pleasanter and more thoroughly enjoyable trip, I want to try it.

Looks as if we are going to lose our little Napoleon, none other than Frankie Adrian, who has accepted a position at Cedar Rapids. First Corkie Williams, Herbie Childs, and now the "wonder-boy." Good luck, and come back and see us, Frank.

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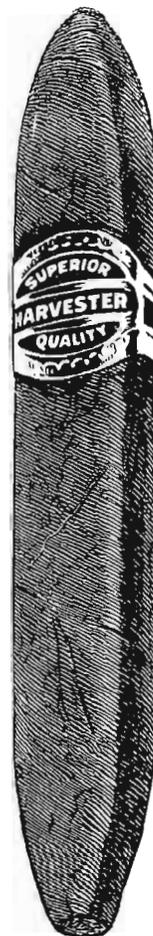
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improvement in the make-up of our Mag, and the compliments heard all around, I wish to predict Esquire will have to look to its laurels in the future. How do you folks like the improvement? Haven't the pictures and the carefully edited reading matter taken on a more interesting tone?

Why not drop a note to Mr. Green, the editor, letting him know what you think of the Magazine? He'll appreciate it.

## LaCrosse & River Division

### First District

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

Roundhouse Foreman A. Yates of Portage has two sons in the Army, Major Paul Yates and Capt. Thomas Yates, who recently enjoyed a furlough at the family home here.

We are glad to get pictures of service men and send them in each month. However, they sometimes have to be held until space is available in the Magazine. Sgt. Robert Heberlein, stationed in Texas and P.F.C. Herman Lenz, stationed in Washington, both are due to appear in the Magazine. Private Lenz is one of our Portage roundhouse employes who entered the service as a draftee. His father, Frank Lenz, is a veteran Milwaukee Road employe who is coalshed foreman at Portage yards. Sergeant Heberlein is the son of Conductor Paul Heberlein and is rapidly making his way up in the Air Corps.

We are sorry to record the passing of brakeman James Monks, a veteran employe who for many year held a run between Madison and Portage. He will be greatly missed by his friends, particularly on the M&P line. He died at Madison following a heart attack.

Now that vacations are over it is kind of hard to take up where we left off. It surely is nice to get away from the routine, though. I found out that there are other states than Wisconsin, but it sure is good to get back here after seeing the West.

### LaCrosse-River Division Second District

F. O. Anderson, Correspondent  
Red Wing, Minn.

W. G. Hanson, agent at Lake City, says that station is out of the small class, as flour business is excellent.

Leonard "Skinny" Akeson is now working as clerk at Lake City, replacing Carlson who has joined the Navy.

Ole (Pete) Benson had to change the Service Club meeting to Sept. 18 to avoid the Red Wing blackout. This change in dates was necessary to help "Red" avoid holding Vollmer's hand or at least part of it during the 30 minutes of darkness. If you don't get what we mean, skip it.

Harry Tebbe, freight house foreman at Red Wing, is quite proud of his showings at the recent Red Wing Floral Show. Seems Harry threw a few handful of seed out in the back yard and allowed nature to do the real work and produce a number of prize winning blossoms. The flowers were nice but we fail to comprehend why such a man should regard himself as a second Luther Burbank on account of something produced by rain and sunshine.

Eddie Erickson, clerk at Hastings, is now in the Marines. Goodbye and good luck to you, Ed.

The air is full of splits, strikes, bowling pins and balls these days whenever these

River Division artists of the polished alleys assemble. Some of the outstanding performers are Anderson, Hermie Vollmers, Waterbury and Carl Workman.

## Wisconsin Valley

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

On Labor Day there were 624 passengers on the train leaving Star Lake, indicating the attractions of our northern lake region.

A "cut widener" has been operating on the division between Rudolph and Dancy which will eliminate some of the difficulties caused by snow during the winter.

One of our Class C engines has been equipped with a stoker and work on another is nearing completion. It is expected to have stokers on all engines in this class as soon as the work can be accomplished.

Roland Haff has been doing relief work in the dispatcher's office during vacations. Dispatcher Henry Vachreau has returned to work after a month's vacation, part of which was spent fishing at a lake resort; he reports some excellent catches.

The summer agency at Hazelhurst closed Sept. 14. W. O. Kuehnel has resigned to accept employment elsewhere. Station at Sayner closed Sept. 21; Agent C. T. Flanagan will return to Rudolph after a vacation.

## Rocky Mountain Division

### Main Line

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

Well, who should step in one evening recently from No. 16 but Dana Matthews, en route home to Lewistown from some place or other, we thought, but no—he has been promoted to traveling car checker, and works Moberg west, or Seattle east, or both. He stopped off and told us (right here where he was trained, too), that every single thing we did here was NOT correct; can you beat that? We wish Dan the very best of luck in his new position.

Engineman and Mrs. Leib recently had a short visit with their son at Vancouver. Charles has been promoted to major. Congratulations!

We learn that Miss Marcell Kilpatrick (one of those good-looking Kilpatrick girls) is in San Francisco and has a nice position at the St. Francis Hotel there. Henry has been stationed there also but expects to sail soon for somewhere. His wife is also residing in that city.

Mrs. Fink and children have returned from a few weeks spent with her mother and father in Ironwood, Mich. Fireman Fink is engineman Fink now, working on the Northern Montana, as is Engineman McGrath. Mr. Wade and Mr. Gosnell have returned to the extra board at Three Forks, as has Mr. Haffner.

Julian (Cody) Bell, agent at Lennep these many years, has enlisted in the Navy, and Mr. Boyd, son of Agent Boyd at Lewistown, is working the agency pending bulletin. Good luck, Cody!

Due to the rush of business, an operator was put on at Lennep and another at Ringling, as well as a third trick at Piedmont; Mrs. Gephart from the west end is at Lennep; Operator Cruze is second at Ringling and Mrs. Stevens, wife of Sub-Station Operator Stevens, late of Eustis, is at Piedmont. Operator W. E. Beaulieu has been assigned third trick at Butte yard, and

Agent Pitman, for many years agent at Ringling, has bid in second trick at Piedmont.

Miss Marie Jenkins, who is employed in Cleveland, has returned there after a short visit home; her brother Tommy of the Marines was home during her visit.

Lineman F. J. Plachta, who was stationed at this point for several months, has been moved to Miles City.

Mrs. C. A. Borgh from Aberdeen has returned home after a short visit here with Mr. Borgh, who is the traveling electrician here in charge of air conditioning on Nos. 15 and 16 during the summer season.

Dan Young closed the doors of the Galatin Gateway Inn, put up the bars across all five gateways, and the Kennedy family departed for Chicago and all points east the last week in August. A number of circumstances resulting from the war occasioned the early closing.

## Twin City Terminals

### Minneapolis General Offices

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

Again, while browsing among the book stalls in Powers store, found a rather small volume almost hidden away among the larger books, the title of which, "The Bohemian Flats," attracted my attention, and sure enough, upon examining the book, I found that it was a story about the Bohemian Flats located under the Washington Avenue bridge that we knew so well "way back when."

The Flats, consisting of about 10 acres between the Mississippi River and the bluffs, was originally settled about 1869 by a few Danes and Bohemians; later these were joined by Slovaks, Polish, French, and even a few families of Irish and German immigrants, so that the little community was a definitely cosmopolitan place where the young immigrants carved out a new world for themselves and their children, finding peace and freedom that was unknown to them in their native lands.

The Bohemian Flats was a very familiar sight to Minneapolitans, particularly those whose lived in the south or southeast section of the city or had occasion to cross the Washington Avenue bridge, from which you could get a bird's eye view of the 10 acre-patch. The little one-story cottages, very few of which were painted, presented a rather drab appearance, but it was a haven of peace and a paradise to the inhabitants, all of whom were good, thrifty citizens of their adopted country.

The march of time and progress finally decreed in 1929 that the Flats were needed for use as a barge terminal and one by one the flat dwellers reluctantly moved up on the bluffs and were swallowed up in the ever-increasing population of our city.

If you remember the Bohemian Flats, you will enjoy reading the new book published by the University of Minnesota Press.

Due to increased ticket sales at Minneapolis Depot Ticket Office, it has been necessary to add four new ticket sellers to the staff—Harold Flannigan, formerly of Austin, Minn.; Wm. Woodhouse from Mason City; Francis Schoneour from Mitchell and Dick Pettijohn, who came to us from St. Paul, are the new faces appearing in the ticket windows. Welcome to the big league, fellows.

Congratulations to J. M. Keenan, chief yard clerk at South Minneapolis, for being awarded the Superior Service Award for maintaining a perfect safety record among the men under his supervision for the past 12 years; also to Section Foreman Alex Messicci and General Foreman J. C. Cunningham, both of whom had a perfect safety record for an 11 year period, and to General Foremen Thomas Richmond and Axel Larson for an 8 year period; General Foreman Andrew Silseth for a 7 year period; B&B Foreman G. A. Johnson for a 6 year period; and Chief Yard Clerk G. O. Mueller at St. Paul for a 5 year period.

A salute to Frank Webster. One of the most active committeemen in the campaign for the purchase of War Bonds in the Twin Cities is H & D Division Locomotive Engineman Frank H. Webster.

Mr. Webster works regularly and is home only a few hours at a time, but he always finds time to locate a new prospect and has submitted one or more applications every week since the campaign was started; in addition to the giving of his time, he has been a heavy purchaser of Bonds himself. Frank Webster, we salute you!

Charlie Gee, who will be remembered by the older employes as a fresh, young messenger and mail boy around the depot about 25 years ago, recently spent his vacation visiting his brother, Harry Gee, mail and baggage agent, and renewing old acquaintances around the depot. As a messenger boy, Charlie knew all the wise cracks and answers and evidently he still knows the answers, as his calling cards proclaim to all and sundry that Charlie is now assistant terminal trainmaster for the B & O R. R. at Newcastle, Pa.

We wish to introduce Mrs. Katherine Wright Carll as a new correspondent to the Magazine. Kitty Carll, as she is best known, hardly needs an introduction to local readers for she has been employed at Minneapolis for quite some time. Kitty has not always been Carll, but she has always been (W)right. Welcome to the fold, Kitty!

M. T. Skewes, train rules examiner, who has been a patient at Northwestern Hospital, is now home and improving rapidly.

Our new tall, good-looking messenger is Bob Barrie, who succeeds Frank Corcoran (Corky to us). Frank is now in the commercial office, Minneapolis.

Owen Dunn, retired signal foreman,

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had a slight stroke and is in the Bethesda Hospital, St. Paul. His condition at this writing has improved slightly, but is still serious.

Automatic signals are being removed from four bridges at South Minneapolis and St. Paul and bridges retired, resulting in about 30 tons of steel for the "scrap."

### South Minneapolis Locomotive and Store Depts.

Katherine McBride  
Correspondent

Distinguished visitor for September was Kwang Yuen Chen, one-time special apprentice at Minneapolis (1924-25), now railway mechanical engineer of the Chinese Government in this country, with the China Defense Supplies, Inc. He remembered friend Emily Hiddleston with a package of Chinese tea—a welcome gift in this day of limited supplies.

Never thought we'd be celebrating another's misfortunes—but Storehelper Clarence Maybee can thank his pesky ulcers for draft deferment. Though he now enjoys rare good health, indications of this disorder in the past have returned him to our ranks.

Minneapolis' test blackout on Sept. 10 called into action Stockman Otto Neuwirth and Foreman Paul Anderson, air raid wardens. They report "all dark" on the home front, but warden Einer Hauger, Car Dept. clerk, relates a choice anecdote—seems The Law closed in on a car blazing with lights, to find a newborn babe and it's frantic mother and father. "Begorra," shouted an excited copper, "an' the law of the Lord comes first, ma'am"—wherewith a police escort hurried the family to nearest hospital in a blaze of lights and sirens. There were three babies born in the half-hour blackout period. A pretty ornery start in life!

Mothers of our fair city, by the way, brought 1,000 babies into the world in August—a record-breaker.

Those red, white and blue buckets hitched on switch engines for scrap accumulation serve the secondary purpose of keeping the yards cleaned up. Nice news, with inventory in the offing! Crews

of Engineman H. C. Higgins and Foreman John Dragseth have brought in the most scrap to date. Why not make it a contest, fellows? There's never been a worthier cause!

Messenger Chester Cotton went on as special machinist apprentice in August, replaced by shop messenger Delbert Murphy, son of Clarence Murphy, roundhouse machinist helper.

Can't figure out the source of supply since cigarettes have gone off the lead-foil standard, but Roundhouse Electrician Carl Frank, and Storehelpers Leever and St. John continue to swell our foil salvage collection. Ours not to question "how"—we're might glad to get it.

Sept. 28 was a red-letter day for retired Engineman Joe Harrington. Forty-seven years ago that date our retired-rehired Chief Clerk Ben Benson (then call boy in the roundhouse) gave Joe his first call to report for service. Ben and Joe celebrated the anniversary by posing for pictures. Though Joe looks young enough for the draft, he has two sons now in the service—Joe, Jr., somewhere in North Ireland, and Bill at Navy Pier, Chicago.

Store Clerk Lee Borner deserted the ship in August for the Rosemount Defense plant, railway division, where he now commutes from his home in Hastings.

With only five women clerks in the storehouse building, it's very coincidental that Neva Ross and Bertha Burge share the same birthday—Sept. 12. The occasion called for cake, coffee and salutations. Hapily we report Neva is again on the job, ready to turn out the best inventory pricing on record, after which she will start practicing for accompanist job with the Service Club's proposed glee club.

From Santa Ana, Calif., comes word that Storekeeper Stan Blackburn, trainee for the Army Air Force, passed his code exam with a 96 average, and now faces primary flight training.

Boilermaker Apprentice John Armstrong and Machinist Apprentice George Magnuson got swept away in the final blaze of the Navy enlistment drive. Despite his 3rd class petty officer rating, Armstrong will have to suffer through a moderate "boot training" at Great Lakes. Wonder how he's enjoying marching around hat in mouth—the Navy cure for talking in ranks?

Humorous everyday sight—Clerk Emma Zinn trotting around the office with a slip of paper pinned to her dress front, her reminder to stop at the butchers, the bakers, etc.

Storehelper Gary Theis was to report Sept. 28 at Fort Snelling for pre-induction examination, unless the Navy made him an interesting offer before that date. Laborer Lowell Gibson left the store forces in August for the Naval Reserve.

The Operating Dept. lost three switchmen to the service—C. W. Higgins, W. J. Murphy, and W. C. Cavannaugh—the latter two being naval enlistees. The Army nicked the Locomotive Dept. for one man—John J. Minetor, carpenter apprentice.

Former River Division Engineman A. H. Chadwick, who has made his home in Georgia for the past 25 years, passed away recently at the age of 89.

We close with a reminder—Nov. 1 is the final mailing date for Christmas packages to men in the armed forces in this country—and is it asking too much for each department to remember ITS men with a holiday box? For many of the boys, it will be their first Christmas away from home—which is a lonesome deal, war or no war. They perhaps won't be looking for a box from fellow-workers—and the surprise will certainly brighten



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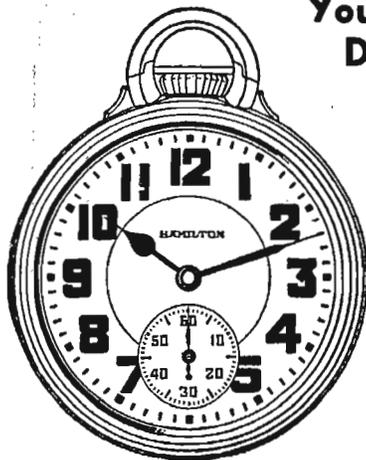
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**South Minneapolis Shops  
and Coach Yard**

*Oriole M. Smythe, Correspondent  
Car Dept.*

Melvin C. Fontaine, our most recent endstee to the naval service left the shops Aug. 29. J. C. Schurstein, apprentice seaman, home from Great Lakes Naval Training Station, visited our office, detailing the fun of learning to sleep in a hammock. Former Helper R. C. Ingvaldsen was promoted to corporal with the 29th Engineers, Portland, Ore. Robert manages the post exchange at the camp and is sort of all around storekeeper.

Heiler Arthur L. Myren is now an apprentice aviation mechanic at Northwest Air Lines, having resigned from railroad service on Sept. 4.

Carman Joe Turansky, now confined to a hospital, is improving slowly. Son Joe, who was recently employed as a laborer, is assisting with the family grocery bill. Report from Helper Stanley Swan indicates he hopes to return to work in a month, following two months absence due to illness.

Miss Evelyn James, Car Dept. stenographer, was bridesmaid at her sister's wedding at the parental home, Sencer, Ia., on Aug. 15. The bride wed Bob Kohner, flying cadet of the Air Corp., and the newlyweds will reside in Tama, Fla.

In answering your draft questionnaire, boys, be sure to state whether you are married or not . . . A return inquiry from the draft board elicited the reply "very much married" from one individual . . . He had merely overlooked the question on his first reply.

**St. Paul**

*Alice Treherne  
Correspondent  
General Agent's Office*



**Through the  
Looking Glass**

Yard Conductor "Big" Bill Davison, as he is commonly known, conceived the idea of raffling off War Bonds on regular football jack pot boards. Together with "Little" Joe Sullivan, yard office, who handled most of the money and details involved, they were successful in selling ten \$25 Bonds to our employees in this way. Where Bill and Joe are concerned, you can bet no project is "too big" or "too little" for them to tackle, and we are mighty proud of them for their fine piece of work. . . . Likewise, we are very proud of Al Briggs, roundhouse, who in the past few weeks got the ball rollin' in our drive for members in the Service Club, by securing 26 new members, single handed, up to this writing. Step right this way folks, with your half-a-dollah! You're going to be persuaded to join eventually—why not join now!—'cause we've got advance, inside dope that our attractive telephone operator, Marion Cashill, and one of her cohorts are going to make the rounds 'n' run every one of you down, and what chance have you got against these women folks, now I ask you?—unless you are SURE you can out-talk and out-smart them!

Our ol' pal Harry Lutz, former telegraph operator in this office, never had the reputation of being a nosey guy, but recently led with his nose in an encounter with a bathroom door, and came out second best.

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That's his story, at least, and who are we to dispute it? Anyway, he appeared at the office recently with a broken nose, but with the Doc's help Harry is once again going to be able to smell his well-known posies.

Frank Pooler, captain of police, La Crosse, and wife, accompanied by their son, Larry, celebrated their 20th wedding anniversary on the weekend of Aug. 22-23 at the home of Mr. and Mrs. Matt Medinger, foreman, roundhouse. These two gentlemen have been pals for years.

Ted Nelson, telegraph operator, returned from his vacation Sept. 9, which he spent fishing near St. Cloud, Minn. Past experience has proven that there's a lot of guys around that the company could spare for a few weeks' vacation, but evidently this isn't true where Ted is concerned, as he was called back for "emergency work" at the new yard before his vacation was over. So-o-o, it's a good thing that big one he told about got away before it pulled Ted into the lake. He was relieved during his absence by Tom Keegan, 2nd Trick Operator, St. Paul yard,—which reminds us . . . What a time those three former La Crosse boys (Ollie Anderson, Bill Wais, Passenger Dept., and Tom Keegan) had swapping yarns about their old home town.

Most of you fellas on the west end and in the Transportation Dept., probably know Jock McRae, superintendent of the McGregor Land & Livestock Co., Bovill, Ida., who makes his home in Spokane, and spends his summers riding sheep trains, convoying the McGregor lambs, which are, as you probably know, quite numerous. It is said that recently a Salvation Army girl accosted Jock on the street in Spokane, asked him for "some money for the Lord." Jock smiled at her, and with his heavy Scotch *burr-r-r*, inquired, "How old be ye, Lassie?" "I'm 19, sir," she replied. "My dear girl," explained Jock, "I'm 87—I'll be seein' the Lord afore ye do, and I'll gi'e it to him m'self."

R. A. Burns, GA. and A. H. Wilkins, LSA, and wives, drove to Webster, Wis., on a recent Sunday, and called on Mr. and Mrs. Walter J. Jarvis, one time chief yard clerk, South Minneapolis, general handy man of the Minneapolis local office, and a loyal friend of everyone who knows him, at their farm retreat there. Many of his old friends in Minneapolis and at Minn. Transfer, will be glad to learn that Walter is looking fit as a fiddle, and insists that



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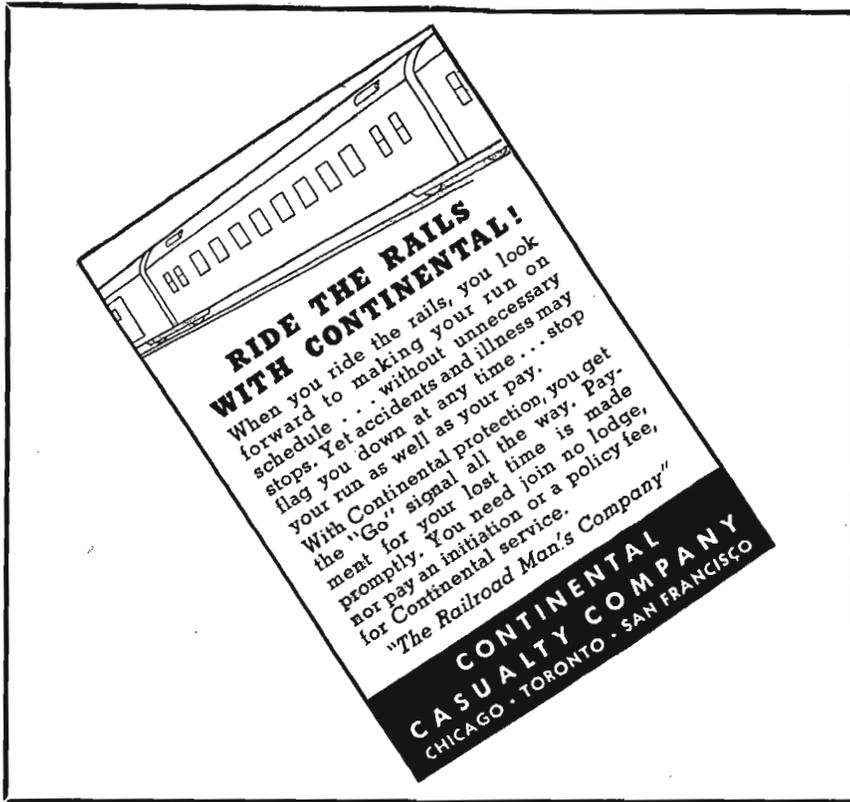
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**RUBBER HEELS & SOLES**

he is living the "life of Riley," with no fear that "Riley will come home." They have a lovely place just out of Webster, with several hundred chickens, and seem very happy and contented in their new endeavors.

Geo. Quinlan, former CFA here, was in St. Paul Aug. 20-22, to move his menage to Grand Rapids, Mich., where he is now making his home, since his transfer to Detroit, as TFA. Our passenger boys considered convoying the Quinlan mob (or brood,—or just how would you describe five kids and two adults), but decided that George and Mary could get along in a drawing room without their assistance. Subsequent reports indicate that the kids were the only ones that got any sleep.

On a recent expedition to Operator Marion Cashill's home, I was amazed to find her an excellent nursemaid, a splendid seamstress, a divine cook, a talented cartoonist, and a very charming hostess to a delegation of friends that flocked in and out of her home as they would the Grand Central Station.

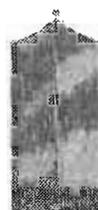
FLASH! Lee Rutter, machinist, round-

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house, was taken to Miller Hospital, Aug. 14, where he remained a week, but has now resumed his duties, after an absence of three weeks. . . . Mrs. Oscar O'Callaghan, wife of our Acme Fast Freight house foreman, is at present in Mounds Park Sanitarium, recuperating from a recent operation . . . and Joe Collins, demurrage clerk, was taken to the Bethesda Hospital, Sept. 10, with a stomach ailment. Joe is reported much improved at this writing.

One of our CFA's, when calling on a customer recently, introduced himself to a party, who remarked about the similarity of their names. His was "Cohen,"—Bert's is "Hoen."

R. C. Hemsted, assistant superintendent, of motive power, Milwaukee, dropped around and paid his respects to the boys in the yards Aug. 25, and again Sept. 8.

**ALL YOU SKEPTICS!!** who thought it was silly to start a scrap collection in the cashier's office, please take note: When these two boxes were placed there, one for scrap iron and metal, and the other for scrap rubber, Cashier Allen Rothmund admits he was a little dubious himself as to just how much scrap could be accumulated in a spot like that, but he now reports the response has been overwhelming, and the boxes are almost full! "Any old coins deposited in the box?" I queried. Allen replied, "There must be a shortage of old coins, or they're remaining in the owners' pockets." Everybody please remember—there is no longer such a thing as *junk!* If you have any metal or rubber lying around dormant somewhere, Uncle Sam will take it off your hands and put it to use in winning the war!

Geo. Hensel, owner of the Hensel Transfer Co., and one of our contract draymen, retired from business Sept. 1, and Mr. Hensel's many friends on our railroad wish to extend him their very best wishes for a happy future, and a good rest on his well-deserved vacation.

Matt Medinger, R. H. foreman, wants to report that he recently visited Jim Crane, former engineer on the I&SM, and he would like to be remembered to all of his old time friends on the railroad. Jim is living with his son-in-law and daughter, at 1719 Portland Ave., St. Paul. He looks fine, and says he is going to outlive everybody.

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NEWS FROM THE FRONT: Jack Maher, former rate clerk, is now at Shepard Field, Wichita Falls, Tex., training for the Air Corps. He has been succeeded by Bill Murley of Duluth, whose position there as steno-clerk was filled by Harry General. . . . Boys in the *Yard Office* have received word from three of their former side-kicks—Jack Keppel, from Camp Barclay, Tex., who reports he is fine, but would relish a little shade beside one of our 10,000 lakes. . . . R. W. Leko, former switchman, who reveals in a letter that he has been transferred from Camp Cooke, Calif., to the 711th Engineers Railway Operating Battalion, Co. C, Camp Claiborne, La. . . . Bob Medinger, whose picture appeared in the August issue of the *Mag*, writes he is very happy over his recent transfer from Death Valley, Calif., to Ft. Knox, Ky., where he is stationed with the Radio Signals Corps. Bob was formerly at Camp Cooke, Calif., with the 36th Armored Infantry Regiment. . . . Doug Tybering, Frank Engbretson, and Leon Stelling, who were all in our *Passenger Dept.*, until they joined up with Uncle Sam, are now back together again, this time, with the Military Railway Service Headquarters, Ft. Snelling, Minn. Don't suppose these boys will remain together long, but, like the Three Musketeers, they're "All for one, and one for all." Carl Sorlein, former ticket clerk, is also at Ft. Snelling, with the Western Military Bureau. Ed Wilbur, former ticket clerk, St. Paul Union Depot, has succeeded Carl in this office. . . . The following is a list of former Milwaukee Road employes now connected with the Military Railway Service, with headquarters here:

## Headquarters, 703rd. Railway Grand Div.

Tech. 3rd Gr., Kenneth F. Dennis, formerly secy. to supt., Butte, now chf. clk., Administration Section.

Tech. 3rd Gr., F. O. Engbretson, formerly secy. to AGPA, St. Paul, now transportation field man.

Tech. 4th Gr., Claude B. Richardson, formerly steno-clk. in Engr. Dept., Miles City, now stenographer in engr. section.

## Engineer Headquarters

Col. Norman A. Ryan, formerly genl. mgr., Lines West, Seattle, now in foreign service.

Capt. E. P. Sime, formerly supervisor of equipt., Lines West, Seattle, now supt. of work equipt.

1st Lt. J. T. Hayes, formerly inspector for genl. mgr., Lines West, Seattle, now aide to Brig. Gen. Gray.

Tech. 3rd Gr., Herbert V. Allen, formerly shop employee, Mpls., now asst. chf. clk., Equipt. Dept.

Staff Sgt., James F. Bryan, formerly clerk, at Tacoma, now statistical clerk.

Pvt. Raymond T. Duffy, formerly locomotive fireman, LaCrosse, now taking basic training.

Pvt. Clifford R. Johnson, formerly brake-man, Mpls., now taking basic training.

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Camel Roller Lift Fixtures

## Youngstown Steel Door Co. & Camel Sales Co.

322 S. Michigan Ave. Chicago  
—OFFICES—  
The Arcade Cleveland  
—PLANTS—  
Hammond, Indiana • Youngstown, Ohio  
500 Fifth Ave. New York

Pvt. Kenneth L. Klovstad, formerly telegrapher, McIntosh, S. D., now taking basic training.

Tech. 4th Gr., Floyd E. Powell, formerly station agent, Austin, Minn., now chf. operator.

Pvt. Harry M. Simmers, formerly dispatcher, Chicago, now taking basic training.

Pvt. Leon F. Stelling, formerly stenographer, AGPA's office, St. Paul, now taking basic training.

Pvt. Douglas T. Tybering, formerly ticket clk., AGPA's office, St. Paul, now taking basic training.

They'd like to hear from some of their old gang, so get busy, boys, and drop these lads a line!

## Minneapolis Local Freight and Traffic Dept.

Florence McCauley, Correspondent  
Freight Office

Chief Clerk A. W. Wareham, local freight office, is the proud father of a son who arrived Aug. 21. Congratulations, Al.

Kay Jiran, Helen Flesland and Gladys Mirocha are on the entertainment committee in the USO rooms at the Great Northern to serve the service men with cookies, cakes, cigarettes and reading material.

Bill McCormick, formerly employed at the local freight office, is in the office of finance, of aviation ground maintenance school at San Antonio, Tex. Bill says army life has been very good to him, although he has gained only one pound. Uncle Sam has not learned that Bill can run a typewriter and he is in hopes that he doesn't.

Kay Jiran spent her vacation at Fayetteville, N. C., and Washington, D. C.; however, most of her time was spent around Fayetteville, N. C.; we understand there's a boy friend in those parts.

Mr. and Mrs. Frank Corcoran, Sr., visited their daughter and son-in-law at Rio Linde, Calif.

P. F. Gehrig, special coal agent, returned from his vacation with the announcement that baby boy Lou had arrived at the Gehrig home on Aug. 26. Congratulations to Lou on his selection of parents.

Congratulations are extended to Stuart Wamsley on his promotion to tracing clerk, succeeding Jim Salscheider (inducted), and to Frank Corcoran, Jr., the new office boy, formerly employed as messenger.

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The Traffic Dept. wishes to welcome F. F. Arendt, the new city freight agent at St. Paul. Mr. Arendt was formerly agent at Stillwater. Bill Murley, the new rate clerk at St. Paul, was formerly stenographer at Duluth, and is being succeeded by Harry Genereau.

The latest report from Jim Salscheiber is that he is now taking his basic training at Camp Woelters, Tex.

For a number of years the eager participation by the employees at the Minneapolis freight house in the monthly claim prevention and safety first meetings and the frankness with which these employees have offered suggestions for improvement and betterment of the service, has been the subject of considerable favorable comment. Several months ago, in addition to the meetings held in the freight house, Agent Fahey suggested to the office force the advantage which might be gained by holding similar meetings in the office with the further suggestion that each meeting be presided over by one of their own group and that a member of this group be selected at each meeting to prepare and present at the next meeting a paper covering a subject which would be educational and of mutual interest to all those in attendance. The keen interest taken by the employees in this plan is manifested by their 100 per cent par-

ticipation and the papers which have been presented thus far have been of outstanding merit. The agent and the chief clerk have been invited to attend each of the meetings and take part in the discussions. Altogether, the plan has worked out so successfully that it is recommended to the agents at other large stations.

### Kansas City Division

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

With the establishment of a naval aviation base north of Ottumwa, in the vicinity of Rutledge, it becomes one of the busiest spots on the division. Six additional tracks have been put in to take care of the business and we expect to handle 100 to 150 cars every day at Rutledge during the construction period, of several months.

A "flying" trip was made by Ensign Walter Zlogar to Ottumwa on Aug. 20; although his stay was short, he accomplished much, and when leaving for Chicago the next day for a brief visit at his home before returning to Norfolk, Va., he was accompanied by his wife. He was married the afternoon of Aug. 21 at Baring, Mo., in St. Alphonsus Catholic Church to Mary Ryan, daughter of Conductor J. H. Ryan in passenger service on the Marion line. "Wallie" is in service with the engineers of the Sea Bees Battalion, recently transferred to the southwest coast, so Mrs. Zlogar left for California on Sept. 4 to join him and will remain until his battalion goes abroad.

A surprise wedding to most of us was that of Brakeman Michael Carroll and Helen Louise Lindekin of Cedar Rapids on Aug. 22. They spent their honeymoon in Chicago, where Mrs. Carroll attended the Dancing Masters Convention. Since 1933 she has been conducting a dancing studio in Cedar Rapids; previously she was connected with the RKO and Loew's Circuit in New York City.

Another wedding was that of Lois Ferrell, daughter of Section Foreman Ferrell, Ottumwa, and Glenn D. Pratt on Aug. 22 at Lancaster, Mo. Mr. Pratt is assistant manager of Kresge Dollar Store in Ottumwa.

Our Engineering Dept. has been depleted during the past few weeks with the returning to school of some of the younger members. H. B. Christianson, Jr., to the University of Illinois as a senior; Wallace Doud, son of our superintendent, entering Ames; Harvey Byrum to University of Iowa as a freshman; also, Ed McGuire, Jr., has matriculated at University of Iowa. Eddie has ambitions to some day be an M.D. He is the son of Dispatcher Edw. McGuire, Ottumwa. Charles Vos-

burg, son of W. H. Vosburg, assistant division engineer, returned to Ames for his senior year. During his vacation period he has been employed by the contracting company constructing the naval air base north of Ottumwa.

On July 29 Engineer Charles Ostert, Kansas City, was stricken with acute appendicitis while having his lay-over at Laredo. He underwent an operation on the following day; returned to the service in the early part of September.

Death came to Switchman Earl V. Smart on Aug. 31 while in Deer River, Minn.; the body was taken to Kansas City, his home, for burial. Mrs. Smart and a son, Robert, survive him.

Word was received of the death of Charles H. Holtzinger at his home in Long Beach, Calif., on Sept. 11. He is the brother of Loyal Holtzinger, pump repairer, Ottumwa, and has been manager of Hotel Greenleaf in Long Beach.

We are informed by Brakeman W. F. Jasper, Davenport, that since July 21 it is Grandfather Jasper; on that date arrived James Franklin Jasper at his home in LaGrange Park, Ill. In August Mr. and Mrs. Jasper made a visit to LaGrange to become acquainted with the little fellow.

With the immediate members of his family, William Shea, retired engineer, maintenance of way, celebrated his 75th birthday on Aug. 13 at his home in Blakesburg, Ia. Mr. Shea has a hobby of raising cattle and he and his son have a large herd of some of the best in the state of Iowa. He keeps himself busy looking after his vast interests and watching the crops on his farms grow to maturity.

This year, as for the past 18 years, the family of retired Section Foreman C. B. McLallen have met with him in Laredo, Mo., to celebrate his birthday, this being his 85th one. He is the father of Mrs. Bert Hart, wife of conductor, Ottumwa, and Mrs. Henry Gebhart, wife of fireman, Kansas City; also, has two sons living in Laredo.

#### In Our Country's Service

Dave Latcham, section laborer, Rutledge, left on Aug. 23 for Ft. Leavenworth, Kan., having been recently inducted into the Army.

Emery L. John, 20, son of Engineman J. L. Jobe, entered the Great Lakes Naval Training School on Aug. 23.

A promotion from staff sergeant to technical sergeant has come to John T. Pumroy of Ottumwa, son of Engineman T. C. Pumroy. He is established at the army air forces technical school, Madison, Wis.

Thomas J. Lancy, private, formerly employed on the Jordan ditcher, has been transferred from Camp Wolters, Tex., to Ft. Jackson, S. C.

Charles Richard Frost, private first class in the Army, stationed in Ireland, and the son of Engineman J. L. Frost, Ottumwa, has made the acquaintance of Robert Brodie, brother of James Brodie, well-known Ottumwa jeweler. He has been entertained in the home of Robert Brodie in Glasgow, Scotland; also, Mr. Brodie has taken him to a number of other cities in Scotland which he describes as beautiful and interesting.

Engineer E. F. Peters, Ottumwa, has received word that his son Harold was graduated from the Lubbock School of Flight in Texas and received his wings recently, being graduated as a staff sergeant in the ferry command after seven and a half months of army pilot training. His other son, Max L., an aviation cadet in the Air Corps, has been assigned to the Lemoore, Calif., base for his basic pilot course.

A recent promotion was given to Forrest McGraw, son of Conductor T. P. McGraw, Ottumwa, to yeoman second class

in the Coast Guard. Mr. McGraw, Sr., was a navy fireman first class in World War I, and spent nine months along a 2,000 mile route on different fronts, operating with all allied armies—the U. S., French, British and Italian, assisting in operating heavy artillery.

Copr. Eugene Campbell, who is attached to the Marine Air Corps at San Diego as an air craft mechanic at the naval air base, had the pleasure of a visit with his parents, Mr. and Mrs. V. H. Campbell of Laredo, who left on Aug. 26 for San Diego. Mr. V. H. Campbell is in the telegraph service at Laredo.

Coal Chute Foreman L. B. Trask, Washington, accompanied by his wife and Miss Evelyn Eyestone, made a recent visit to Colorado Springs to see their son, who is in the Army at Camp Carson.

Harold Harvey, who graduated from Ottumwa High School last spring, left for Dutch Harbor, Alaska, on Sept. 18, where he will be assigned in civil defense work. He is the son of Lt. H. H. Harvey.

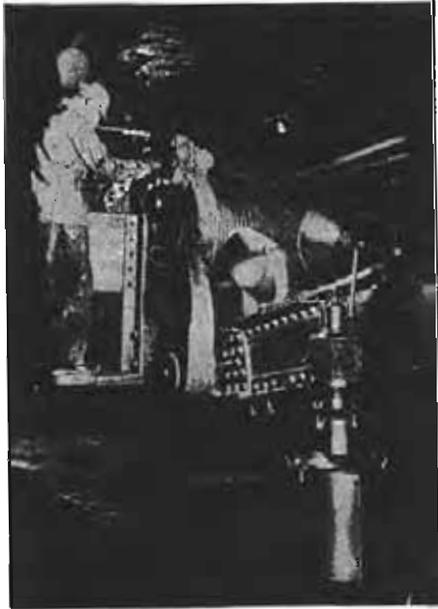
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## Trans-Missouri Division

### West End

*Pearl Huff, Correspondent  
Miles City, Mont.*

Sgt. Carl S. Dinius, brakeman on west TM Division, and son of Mr. and Mrs. Carl S. Dinius, of Miles City, is now located at an army air base in South Carolina, and writes that he is getting along fine and enjoying his training.

Lieut. Walter H. Martin, son of Mr. and Mrs. Walter Martin of Miles City, is a bomber pilot, now overseas. He has written home that he is getting along fine.

Corp. John P. Donnelly, laborer at Miles City roundhouse, who entered the Army in February, was home recently on a 10 day furlough with his parents. He is stationed at an army base somewhere in the south.

Oscar Elstad, and Edmund Kenney, both machinst helpers at Miles City, entered the forces in August, Mr. Elstad going into the Navy and Mr. Kenney the Army; Kenneth L. Teeters, boilermaker helper, also joined the armed forces in September.

Thos. T. Haroldson, B&B carpenter on the Trans-Missouri, who is a reservist in the Army, is no stranger to warfare, having served for a period of 20 months in France in World War I as a member of the famous Rainbow Division, and of the 42d Division. Mr. Haroldson has many recollections of this service, for he served under a man by the name of Douglas MacArthur.

The Milwaukee family extends their sincerest sympathy to the relatives of Ira M. Yothers, who passed away at Providence Hospital in Seattle, on Aug. 16 following a brief illness. Mr. Yothers had been a car inspector at Miles City for many years.

We also tender our sympathy to the families of Conductor C. R. Vandevort and Brakeman J. M. O'Neill, who were fatally injured in an accident on Sept. 1. These men also had served the company many years.

Retired Conductor Chas. Hicks was drowned Sept. 5, while fishing on the sound near Tacoma. Mr. Hicks had been living in Tacoma since retiring. We wish to convey our sympathy to Mrs. Wm. Free-land of Miles City, who is a daughter of Mr. Hicks, and also to other surviving relatives.

Mrs. Frank Spear of Miles City made a trip to Los Angeles, Calif., in September to visit her son Gordon Spear who is a navy fier.

## D & I Division

### First District

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

Donald E. Casselberry, son of Engineer and Mrs. Harry Casselberry, Savanna, received his wings at the graduation exercises held at Spence Field, Moultrie, Ga., on Sept. 6, and has been made a staff sergeant pilot in the Army Air Force.

Alvin E. Hodoval of Oxford Junction, brother of Iowa Division Engineer Joe Hodoval, of Savanna, has joined the Army for the second time, but as a private. Mr. Hodoval has held the rank of major in the Army Reserve for 20 years, having seen action in the First World War in Belleau Woods, Chateau Thierry, St. Mihiel, Argonne and Soissons.

Sympathy is extended to the several D&I Division families to whom sorrow has come within the past month:

Grant W. Dahl, who was general yardmaster at Savanna from 1936 until 1941, resigning that position because of poor health and continuing as a switchman in Savanna yard, became suddenly ill on Aug. 18 and was rushed to Wesley Memorial Hospital in Chicago, where he passed away on the 20th. Mr. Dahl began service with the Milwaukee in 1918 and had many friends on the D&I Division. He is survived by his widow, son, Lieut. K. W. Dahl, and sister, Mrs. Altha Elder, of Savanna.

S. R. Baker, agent at Spaulding since 1910, died on Sept. 1 following fatal injuries suffered on that date. Mr. Baker started railroading with the Milwaukee in 1894 and after a brief period away from the D&I division, returned in 1903 and worked continuously on this division. He is survived by his widow and other relatives.

Harry G. Smith, conductor on the D&I, passed away in St. Anthony's Hospital in Rockford, on Sept. 4, following a lingering illness. Mr. Smith entered the employ of the Milwaukee in 1909, was appointed conductor in 1918, and in 1928 was made safety inspector on the first district of the D&I, continuing in that capacity until 1931, when he returned to service as a conductor and has been in charge of the switch engine at Davis Junction for the past few years. He is survived by his widow and one son, Merling.

And now we have another champion to boast about—Arthur Ferguson, chief clerk to the rail mill superintendent at Savanna, won the tennis championship in the Carroll County tournament held in Savanna; it was sponsored by the Savanna Tennis Association.

W. A. Adams, agent at Byron, Ill., who began service on the D&I in 1903, has retired after 40 years of continuous service. Mr. Adams has many friends among the employes, all of whom wish him much happiness and contentment throughout his years of retirement.

### Second District

*Lucille Millar  
Correspondent  
Dubuque Shops*

Our sympathy to Fred and Karl Hacker of the dismantling and reclamation plant in the loss of their mother, Mrs. Hannah Hacker, who passed away after celebrating her 92nd birthday.

On Sept. 16, in the Veterans Hospital at Des Moines, Engineman John F. Nutz died after a brief illness. John, a veteran of the other World War, will be missed by his co-workers on this division where he was mighty popular.

Dan Cupid, whose smiling countenance has seemingly been missing from this division for some time, finally woke up and did his stuff—yessir, we have a wedding to report this month, namely that of Crane Operator F. L. Hedrick to Mrs. Blanche M. Jacobsen on Aug. 22 at Sioux City, Ia. Best wishes to the happy pair.

The crane operators seem to make the "front page" this month, for Harvey Johnson at Dubuque shops not only tells us but expects people to believe that the fish he caught while in Minnesota on vacation with his Mrs. actually measured the identical number of feet as the boom on his crane.

Engineman John Benzer wasn't wearing that broad smile for nothing the other day—nosirree; he was just trying to figure out how soon he'd be able to take a few days off to go see his brandnew (very first) grandson whose name also happens to be John, and also to congratulate the baby's father on now being known as Captain Merle L. Benzer. Before joining Uncle Sam's forces Captain Merle was a member of our Milwaukee Railroad family in Chicago.

Pipefitter Oscar Ohde, better known as Dubuque's good will ambassador, is temporarily employed at Austin, Minn., where we trust he will continue to sell Dubuque to the natives there as he has done in the past when "on the line."

## Madison Division

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

Train Dispatcher C. H. Agner and wife of Madison went to Detroit recently to attend the wedding of their son Charles. Charlie at last has a daughter. Congratulations.

Freight Brakeman Elmer Christansen has enlisted in the Army Air Corps and has gone to California for training.

James Monks, retired brakeman, passed away at a Madison hospital on Sept. 5. While Jim was a LaX&R employe, he spent practically his entire life in Madison and everyone here knew him well. He ran for years on Nos. 797 and 798 between Portage and Madison, and on No. 470 between Madison and Watertown. After his retirement two years ago he made frequent calls on his many railroad friends, who will miss his genial smile. We extend our sympathy to the bereaved family.

The long-legged bird again swept over this territory last month, leaving daughters at the homes of Operator C. W. Ebert of Boscobel, and Conductor Norman Seilehr of Madison. Congratulations!

Mrs. J. A. Macdonald, wife of Superintendent Macdonald, is seriously ill at her home.

Agent E. N. Brown of Wauzeka recently sponsored a benefit dance to finance the erection of an honor roll board to display the names of the boys serving the colors from that village and township. Good work, E. N.

If you have been wondering why Conductor Joe Blazek is wearing a big smile, it is because of the fine new passing track just completed at Boscobel. Joe says he will not have to worry any more about getting into the clear.

He was at the fountain pen counter making a purchase. "You see," he said, "I'm buying this for my wife."

"A surprise, eh?"  
"I'll say so. She's expecting a mink coat."

A farmer was losing his temper trying to drive two mules into a field, when the parson came by.

"You are just the man I want to see," said the farmer. "Tell me, how did Noah get these into the Ark?"

A thought is an idea in transit.  
—Pythagoras.

"Well, back from visiting the great musician? How did you find him?"  
"Brushed the hair aside and there he was."



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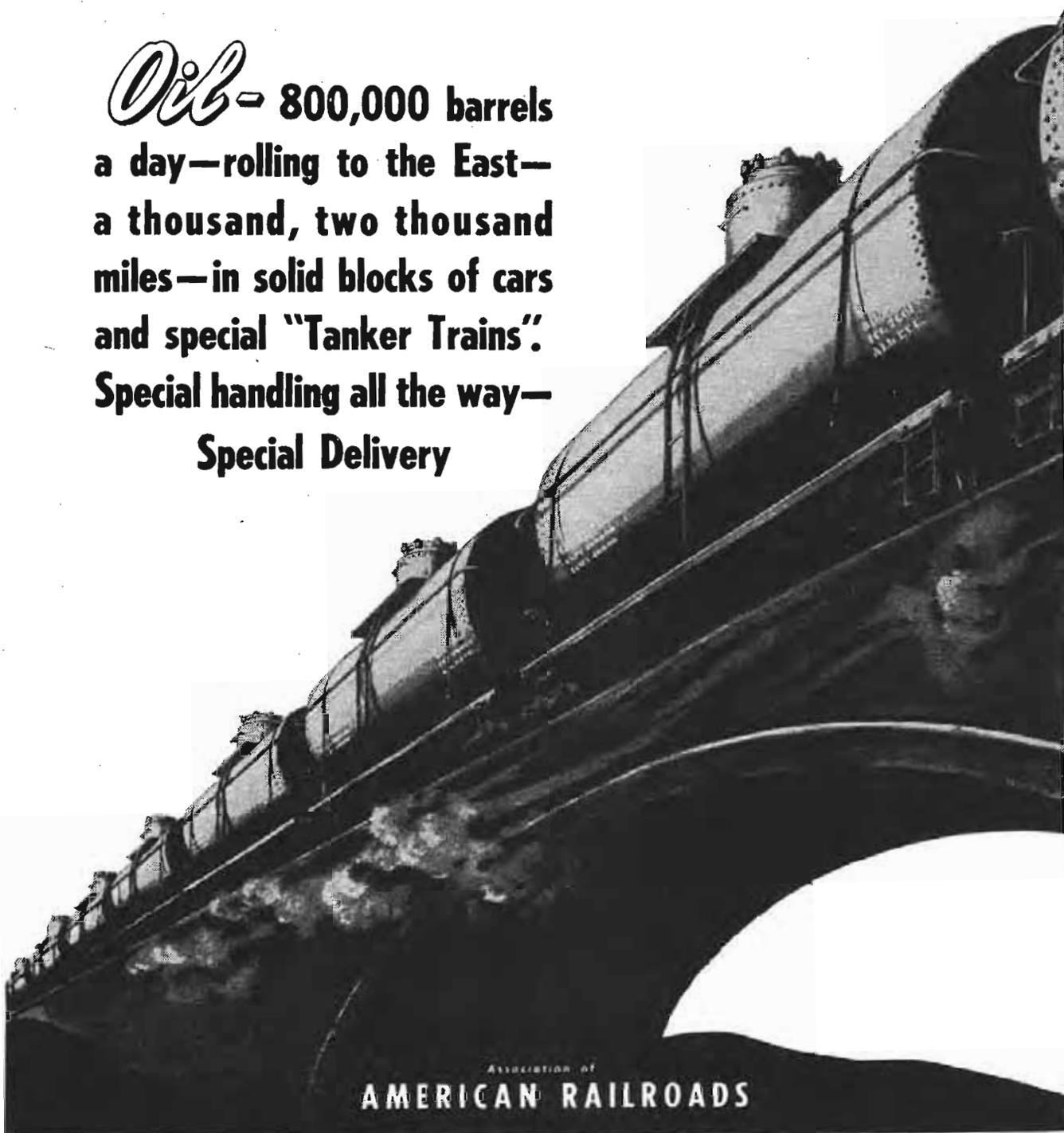
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