

The Milwaukee Magazine

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

June 1944



BUY ONE OF THESE BONDS TODAY !



BUY
MORE WAR
BONDS

What's the Olympian "in the hole" for, Bill?

CONDUCTOR BILL can't talk about his railroad orders in wartime—even to such an old friend of the line as Monty Miller, foreman of the Angle D ranch.

It may be the famous, electrified Olympian has gone "in the hole"—which is railroaders' for waiting on a side track—because it's more important for a military train to have right of way.

Station agents, conductors, brakemen,

and other railroad men don't like to appear unobliging—but they've pledged themselves for the duration to give no information to anyone about unusual train movements.

That's in the interest of national security. An idle word dropped about a troop train—or a supply train's schedule and destination—might reach enemy ears and lead to sabotage or an attack on a

convoy days and even weeks afterward.

For the most part, passengers realize this situation. They too, keep mum about war traffic they see on the railroad.

If the Olympian, the Hiawathas, the Pioneer Limited or other heavily traveled trains happen to be delayed, there is little complaining among passengers. For this understanding attitude, we of The Milwaukee Road, are deeply grateful.



THE MILWAUKEE MAGAZINE

This American is not expected to buy an extra War Bond in the 5TH WAR LOAN



But we are.

For each of us here at home, the job now is to buy extra Bonds—100, 200, even 500 dollars worth if possible.

Many of us can do much more than we ever have before.

When the Victory Volunteer comes to you and asks you to buy extra Bonds, think how much you'd give to have this War over and done.

Then remember that you're not *giving* anything. You're simply *lending* money—putting it in the best investment in the world.



Let's Go... for the Knockout Blow!

Fire Prevention Trophy for 1943 Goes to Terre Haute Division

THE Terre Haute Division was accorded official recognition of its having established the road's best fire prevention record for 1943 at a flag raising and luncheon in Terre Haute on Apr. 18. Having presented the trophy to this division on its 1939 record, the first year for which it was awarded, the officers of the road were well pleased at being able to stage a return engagement.

The ceremonies of the day began with a flag raising at the Hulman Street shops and the presentation to

Superintendent A. T. Berg of the Fire Prevention Award pennant, which was run aloft beneath the American flag on a pole erected on the station grounds for the occasion.

Flag Dedication Strikes Solemn Note

The dedication, conducted by Ft. Harrison Post No. 40 of The American Legion, was solemn and impressive. A reverential hush fell over the group of assembled employes when the post chaplain offered the

prayer which is quoted here in part:

"Almighty God, judge over men and over nations, we stand before Thee today as loyal sons of our country, grateful for the splendid heritage. We ask Thy blessing upon our

great republic, and pray that America ever remain free and mighty, true to her best ideals, and that the faith of the founding fathers guide, protect and sustain our people.

"We pray Thy blessing upon our flag, the emblem of our republic, which we dedicate today. May it float forever over a free land, may it never lead an army of conquest, and may it never suffer defeat.

"We ask Thy blessing upon this splendid industry, under whose patriotic auspices this ceremony is being held. As a part of the magnificent transportation system of the nation, it has done its full share in the fight for victory, in the unprecedented response to the overwhelming demands for service made by the war.

"Hundreds of its employes served their country in the World War we represent, while, doubtless, thousands of its pre-Pearl Harbor employes are now serving their country as loyally and as devotedly as they served their employer in other days.

"We pray for them that they may return from the wars unharmed, to resume their places in their peace time avocation, as good citizens, serving as faithfully as they served their country in its uniform in the far places of the earth."

Luncheon Well Attended

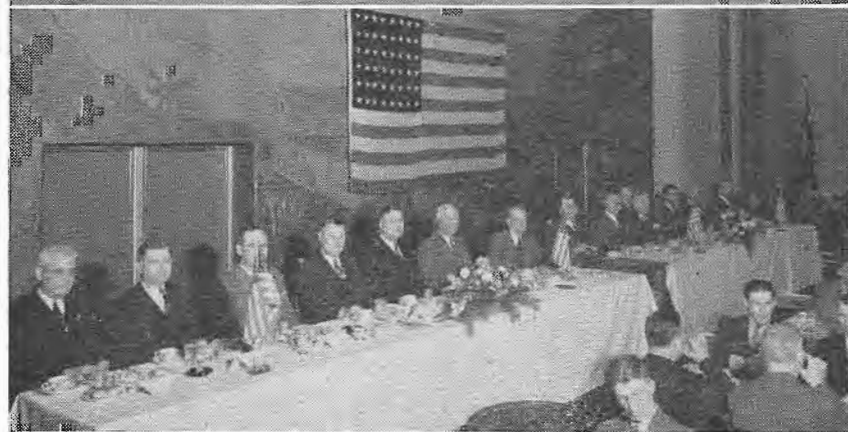
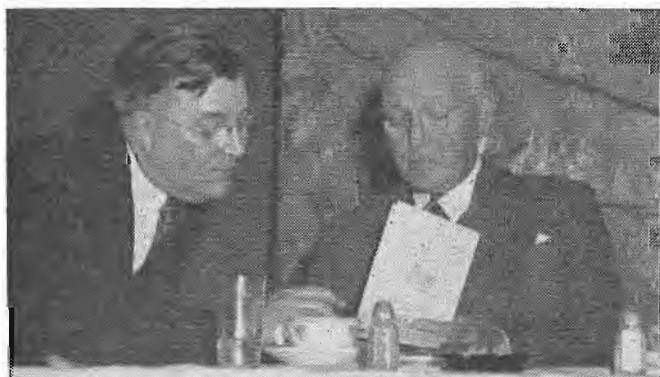
A group of 400 officers, employes and guests attended the luncheon in the Mayflower Room of the Terre Haute House. With Bert Beasley, solicitor for Indiana, acting as toast-

Top: Superintendent A. T. Berg (left), whose division won the Fire Prevention Trophy for 1943, talks with J. T. Gillick at the speaker's table.

Middle: This was the scene at the Hulman Street shops in Terre Haute as the Fire Prevention Award pennant was run aloft following the flag dedication by the Ft. Harrison Post No. 40 of The American Legion. The Legionnaires, having retired to one side, stand at attention. Shown at the flag pole are, l. to r.: Vern McMillan, mayor of Terre Haute, and a member of the Legion post; A. T. Berg, J. T. Gillick, L. J. Benson.

Left: The speaker's table in the Mayflower Room of the Terre Haute House. L. to R.: T. W. Burtiness, secretary of the railroad; Clem Smith, Indiana state fire marshal; J. P. Kiley, assistant general manager; Vern McMillan, mayor of Terre Haute; A. T. Berg, superintendent of the Terre Haute Division; J. T. Gillick, chief operating officer; Hon. Henry F. Schricker, governor of Indiana; Bert Beasley, solicitor for Indiana (toastmaster); L. J. Benson, assistant chief operating officer; O. N. Harstad, assistant chief operating officer and general manager; H. S. Zane, assistant freight traffic manager; Anton Hulman, civic leader of Terre Haute; D. C. Curtis, chief purchasing officer; J. A. Deppe, superintendent, car department.

THE MILWAUKEE MAGAZINE



master, the guests and officers at the speaker's table were introduced, and a number of them addressed the group. Mr. Beasley read a letter from H. A. Scandrett in which he expressed his regret at having to miss the meeting due to the necessity of being in Washington, D. C., that day.

Vern McMillan, mayor of Terre Haute, delivered the address of welcome.

Hon. Henry F. Schricker, governor of Indiana, made the principal address, stressing the fact that we in America are careless; that for the nation as a whole, fire losses in 1943 went up instead of down, despite the fact that the people know the country can ill afford losses at this time. The only remedy, he pointed out, is education and constant awareness of the danger to life and property.

"No industry in America," the governor continued, "has responded to the call so effectively as the railroads. The job done in the last war fades into insignificance by comparison with the things the roads are doing now. A bit of carelessness here and there, however, could disrupt the whole program. What a fine thing it is that you have been mindful of something other than your everyday duties. You are mindful that you must prevent fires.

"There is no room for the shirker on the fighting front. So it must be with us. There must be an understanding that it takes all of us to win. I trust this meeting will be fruitful of a fine relationship between all of you who work for this great company."

Benson Congratulates Men

L. J. Benson, assistant to chief operating officer, in charge of the fire prevention bureau, was open in his praise of the men on the Terre Haute Division for the care they had taken to prevent fires.

Referring to the road as a whole, Mr. Benson reminded his audience that there were 145 fires in 1943, which brought the total loss for the year to \$17,631, according to the contest rules—less by \$7,054 than the loss during 1942, although the number of fires increased by 15. He made the point that, since every fire is a potential *big* fire, the number of fires is the most reliable key to the real progress the fire prevention campaign is making, and in that respect there is room for considerable improvement.

Curtis Talks of "Just One Fire"

D. C. Curtis, chief purchasing officer, was given rapt attention when he described what colossal losses *could* have resulted from a single fire, which was all the Terre Haute Division had during 1943. He



Standing by the trophy around which the Terre Haute party revolved, L. J. Benson (left) talks shop with Clem Smith, Indiana state fire marshal.

brought up for examination certain figures showing the number of cars, locomotives and other pieces of equipment that there were in use on the division during 1943 and what they cost, and then drove home the point that, as long as there was a fire, it might have cost some lives and destroyed millions upon millions of dollars worth of equipment and commodities, instead of being limited to the actual loss of only \$205.

By way of adding force to the point he was making, he described for the luncheon audience the never-



A general view of the Mayflower Room of the Terre Haute House during the luncheon. It was impossible to include the entire group in the picture. The entertainers can be seen in the background.

FIRE LOSSES BY DIVISIONS — 1943

(as rated under contest rules*)

Rank	Division	No. of Fires	Estimated Loss
1.	Terre Haute	1	\$ 205.00
2.	Madison	3	37.00
3.	Superior	3	363.00
4.	Twin City Term.	5	333.00
5.	LAX&R	5	526.00
6.	D&I	7	334.00
7.	Milw. Term	8	246.00
8.	I&SM	6	549.00
9.	Kansas City	2	1,104.00
10.	Idaho	6	711.00
11.	Coast	10	322.00
12.	Milwaukee	8	604.00
13.	Iowa	11	481.00
14.	I&D	8	1,992.00
15.	Chicago Term.	7	2,430.00
16.	Rocky Mt.	20	2,102.00
17.	H&D	13	2,997.00
18.	Trans-Mo.	22	2,295.00

*In estimating rank, one point demerit applies for each fire and 1/100th point demerit for each dollar of loss.

ending nightmare of trying to obtain the materials and equipment necessary to operate a big railroad during a war time period of material shortage and ceaseless operation. Mr. Curtis succeeded so well in making his contention clear and realistic that it was hardly necessary for him to utter the conclusion that one of the best reasons for preventing fires is that equipment, supplies, and freight commodities are very nearly impossible to replace at this time.

Gillick Makes a Promise

J. T. Gillick confined his remarks almost exclusively to a tribute, an expression of appreciation, and a promise. He paid tribute to those shippers and receivers of freight along the Milwaukee Road who have done so much to increase the rail-

road's wartime efficiency by loading and unloading promptly and correctly. He tossed a sincere bouquet to the men and women of the Terre Haute Division whose diligence and care produced an enviable fire prevention record in 1939 and again in 1943. Then he evoked a howl of laughter at his description of the party he and "Larry" Benson would throw in Terre Haute if Superintendent Berg would win both the Safety Award and the Fire Prevention Trophy in 1944.

Whereupon, he congratulated Mr. Berg and presented the trophy.

Mr. Berg, convinced that it was nothing short of bad luck that caused his division to have its fire in the first hour of the first day of 1943, said, "If it had happened about 19 or 20 minutes earlier, we would have

had a clear record." He expressed his determination to bring both trophies to Terre Haute next year so that the boys could attend the party Mr. Gillick had promised.

B. of L. F. & E. Lodge Honors Members in Service

The George Ruble Lodge 431 of the Brotherhood of Locomotive Firemen and Enginemen, in Chicago, held a Victory Dance on the evening of May 20 and dedicated it to its members in the armed forces.

The program issued in connection with the dance included an honor roll page bearing the following dedication:

"The George Ruble Lodge hereby dedicates this Victory Dance to our men and boys who are now serving in the armed forces of the United States.

"These men are all locomotive firemen who were formerly employed on the Chicago, Milwaukee, St. Paul & Pacific Railroad previous to going into the armed services of our country. These men and boys were and always will be bona-fide members of the Brotherhood of Locomotive Firemen and Enginemen.

"Fellows, we miss you, mechanically and fraternally. Your mothers and dads, brothers and sisters, aunts and uncles, cousins and friends miss you. So, fellows, to you and all the rest of Uncle Sam's boys and girls, your buddies and comrades, we salute you!"

The men so honored are John Bolton, Army; Raymond Pulford, Navy; William Cruickshank, Navy; Earl Stuebner, Army; Earl Mann, Navy; Robert Snyder, Marine Corps; John Tobias, Army.



Left: Hon. Henry F. Schricker, governor, addresses the large group of officers and employees. Right: After the meeting, D. C. Curtis (left), pauses for a word with Bert Beasley.

A. H. Barkley

Arthur H. Barkley, office assistant to J. N. Davis, assistant to trustee, Seattle, died on May 13 after a period of service which would have totaled 45 years on June 21.

Mr. Barkley entered the employ of the Milwaukee Road in 1899 as a clerk in the operating department in Chicago, and in 1905 was selected to assist in the pioneering of the extension of the road to the Pacific coast. With H. H. Field, general counsel, and President H. R. Williams, he opened the first Milwaukee office in the Butler Hotel in Seattle. He was instrumental in the filing of the papers of incorporation with the auditor of King County, Wash., on Oct. 13, 1905, for the Chicago, Milwaukee & Puget Sound Railway Company.

Mr. Barkley held the position of chief clerk to President Williams for many years, during which time Lines West was composed of the various corporations of Chicago, Milwaukee & St. Paul Railway Company of South Dakota, Montana, Idaho, and Washington. He served in an executive capacity in the latter two corporations, working day and night to cope with the tremendous amount of detail resulting from legal, construction and operating problems. At the time of his death, Mr. Barkley had the oldest service date of any active employe in the Seattle general offices. During his many years with the road, he not only witnessed but was an active participant in the growth of an institution which has contributed greatly to the expansion and development of his beloved Pacific Northwest.

A. H. Barkley was very active in social affairs which touched upon his railroad, and his influence was felt in civic organizations. He was a member of the board of the Seattle Community Fund, and also a member of Arcana Masonic Lodge and the Scottish Rite Bodies. One of the projects to which he devoted a great deal of attention was the Washington Children's Home, of which he was vice president; for many years he was vitally interested in the care and rehabilitation of unfortunate children.

He is survived by his widow, and daughter, Mrs. Robert D. Colburn of Alameda, Calif.

Arthur H. Barkley was a man of calm and well-considered judgment. His thoughtfulness, courtesy and quick sympathy, particularly for those unfortunate or in trouble, made for him a place in the hearts of his many friends and associates.

June, 1944

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MARC GREEN, *editor*



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Appointments

Operating Department

Effective June 1, 1944:

M. P. Ayars is appointed superintendent of the Trans-Missouri Division, with headquarters at Miles City, Mont., vice A. W. Hervin.

J. W. Wolf is appointed assistant superintendent of the Hastings & Dakota Division, with headquarters at Montevideo, Minn., vice M. P. Ayars, promoted.

J. A. Jakubec is appointed trainmaster of the Terre Haute Division, with headquarters at Chicago Heights, Ill., vice J. W. Wolf, promoted.

B. J. Schilling is appointed special assistant to superintendent sleeping and dining cars, with headquarters in Chicago.

Passenger Traffic Department

Effective June 1, 1944:

V. L. Hitzfeld is appointed general agent, passenger department, Chicago, succeeding B. J. Schilling, promoted.

"Service Outstandingly Satisfactory," Passenger Writes

Letters such as the following from Mrs. Howard M. Starrett of Fairmont, Minn., to A. A. Horton, agent at that point, are particularly prized in these war days when it is difficult to render typical Milwaukee Road service to our patrons. Mrs. Starrett writes:

"I feel I want to tell you that my recent trip to Florida was most pleasant both coming and going, thanks to the Milwaukee Road. I had been warned about how disagreeable it was to travel at this time, but I wanted to see my son who is stationed in Florida, and decided to risk it.

"The trains were crowded, but the service on your train, to and from

Chicago, was outstandingly satisfactory.

"Thank you for your kindness in reserving the berth and checking the bags, and your patience with my many questions."

The Service Strain on Railroads

Statements that the railroads are under the heaviest strain of wear and tear in all experience are made frequently. Such statements stop short of telling the whole story. The strain is not only the heaviest in history because of the large load transported; it also has been of unprecedented duration.

In normal times the freight load on the railroads reached its peak in the late summer and early fall. Equipment usually was conditioned in advance for such peaks. In the late fall traffic fell off and the strain was relaxed. There has been no relaxation of the strain on the railroads now for almost three years. Instead, it has seemed to increase.

The monthly amount of freight service performed by the railroads in pre-war years was at a peak in 1929. It never had been as high in any of the months preceding October 1929 as it was in that month. It was not that high in any subsequent month until in 1941, when the previous peak was passed. The October 1941 peak has been exceeded, though, in 25 subsequent months. Thus, the railroads have been under heavier strain in practically every month since Pearl Harbor than they were in the peak months in any pre-war year. It is now about two years since the freight load in any month has been less than 25 per cent greater than in October 1929, and there have been several months when it has been more than 50 per cent greater.

Life isn't fair to men. When they are born, their mothers get the compliments and flowers; when they get married, their brides get the presents and publicity; when they die, their widows get the insurance and the winners in California.

Gillick Legion Post Installs Officers

By F. P. Rogers

BREATHES there a man with soul so dead who never to himself hath said—"this is my own, my native land." If such there be, he certainly was not among those present at the dinner and installation of officers of the new James T. Gillick Post No. 476 of the American Legion, held in the Fifth District Legion club rooms in Minneapolis on May 4.

Every one of the 60 members of the new Legion post and about 100 of their friends were thrilled to witness the beautiful ceremonial which was conducted by a crack team of "40 and 8," composed of commanders and past commanders of various Legion posts, all of whom were thoroughly trained in the impressive ritual.

The James T. Gillick Post, composed entirely of Milwaukee Road employees, was only recently organized in Minneapolis and we doubt if any other Legion post was ever launched under more favorable auspices.

Of course, it was a most wholesome idea to name the post in honor of a man well-known and beloved by all members of the great Milwaukee family; it was a rather unusual idea, too, as it is customary to name a

Legion post in honor of some war hero, but the men who were responsible for the organization of the Gillick Post had their own ideas about heroes and hero worship. Their friends and well-wishers agree that they made a most happy choice in



Officers of the James T. Gillick Post No. 476 of the American Legion. Front row, l. to r.: E. F. Conway, service officer; M. C. Ahern, finance officer; Wm. R. Manion, commander; A. W. Wareham, adjutant; J. J. Mintz, 1st vice commander. Back row: R. W. Anderson, sergeant-at-arms; R. E. Melquist, 2nd vice commander; H. E. Gee, 3rd vice commander; A. C. Goulet, historian; L. W. Barnes, chaplain.

selecting the name of Mr. Gillick as their patron.

After partaking of a sumptuous turkey dinner, the Legionnaires and their invited guests adjourned to the

hall where the installation of the new officers was conducted in the presence of every member of the post, their friends and other Legionnaires.

Immediately following the dinner, two beautiful silk flags, an American Flag and the post flag, were presented to the post, the gift of L. J. Benson assistant to chief operating officer.

The installation was conducted by

William Lyons and a team of eight Legionnaires who made the ceremony very impressive and dignified as the new officers, headed by their commander, Wm. R. Manion, stood at attention to receive their obligation and instructions relative to the duties of their offices. There was a tenseness as the precepts of

the American Legion were unfolded and we feel sure that the blood of every man present coursed just a little faster and he carried his head a little higher. It was a grand lesson



Group in attendance at the banquet held in connection with the installation of the new Legion officers. At the speakers' table in the background are, l. to r.: Merle Kromer, commander of the Fifth District of the American Legion; Wm. R. Manion, commander of the James T. Gillick Post No. 476; Jay C. Hornel, Austin, Minn., national committeeman of the American Legion; J. P. Kiley, assistant general manager; H. C. Munson, general superintendent; Wm. H. O'Neil, delegate; D. T. Bagnell, superintendent, Twin City Terminals.

Employee Receives Life Saver Medal



On the station steps at Missoula, Mont., R. M. Lloyd (foreground), supervisor of telegraph and signals, St. Maries, Idaho, presents E. R. Spigler with the National Safety Council's citation which accompanied its President's Medal. Bert Olson, whose life Mr. Spigler saved, stands just to his right. On Mr. Spigler's left are Mrs. Olson (light coat) and Mrs. Spigler. The others are members of the station force.

E. R. Spigler, signal maintainer with headquarters at Missoula, Mont., received the President's Medal of the National Safety Council on Apr. 26 in recognition of his meritorious safety service in saving the life of Signal Maintainer Bert Olson, of Alberton, Mont., who would undoubtedly have been electrocuted had it not been for Mr. Spigler's quick thinking. The accident occurred at Primrose, Mont., on Aug. 16, 1943.

Spigler and Olson were renewing lightning arresters and fuse cutouts on a 25-foot pole when the latter re-

moved his rubber gloves to dry the perspiration from his hands, and, in an unthinking moment while the gloves were still off, placed his left hand on the 4400 volt signal feeder line and his right hand on a cross-arm brace. The severe electrical shock which resulted rendered him unconscious, but Mr. Spigler, immediately realizing what had happened, broke the contact and applied what is known as the "pole top method of resuscitation." Mr. Olson, although severely shaken and burned, responded to the emergency treatment and regained consciousness.

Mr. Spigler has been highly commended by his supervisory officers and the instance has been used throughout the railroad as a lesson not only in resuscitation from electrical shock, but in the dangers which await the time when even the most cautious may forget himself for that fatal fraction of a second. Mr. Olson, a veteran of about 27 years of service, has a good safety record, but his one moment of carelessness would have cost him his life had it not been for his companion who knew exactly what to do when the saving of his friend's life rested in his hands.

in Americanism and love of country.

After the new officers had been conducted to their proper stations, the meeting was turned over to Jay C. Hormel, a prominent Legionnaire of Austin, Minn., who acted as master of ceremonies. Mr. Hormel read letters received from President Roosevelt, the Secretary of War, Acting Secretary of the Navy, senators, representatives, judges, Governor Thye of Minnesota, Mayor McDonough of St. Paul, and, last, but certainly not the least, a letter from Mr. Gillick, who was in Seattle and unable to be present.

Mayor Marvin Kline welcomed the out-of-town guests, of whom there were quite a number, and gave the new post his blessing, inviting them to take an interest in civic affairs.

J. P. Kiley, assistant general manager, made a very fine talk, as did Mr. Hormel, who has been a close friend of Mr. Gillick for many years.

Many of the high ranking officers of the Fifth District were present, including Commander Merle Kromer, who acted as godfather for the new post while it was being formed and was made the first past commander of Gillick Post No. 476. Mr. Kromer responded, delivering a stirring talk.

Summing up this gala occasion, we would say that in honoring Mr. Gillick the new post has also honored itself by selecting a patron who is noted far and wide for his high sense of duty, his justice, loyalty and friendliness — in short, a real American.

Knowing the caliber of the officers

and members of the new Legion post, we know they will carry on from their most auspicious beginning and exemplify the fine Americanism for which their exemplar has always stood.

Husband: "I finally got two tickets for the theatre."

Wife: "Then I'll start dressing at once."

Husband: "Good idea. The tickets are for tomorrow night."

Bystander: "I observe that you treat that gentleman respectfully."

Grocer: "Yes, he's one of our early settlers."

Bystander: "Early settler! Why, he can't be more than 30 years old."

Grocer: "That may be true, but he pays his bills on the first of every month."

Railroad and Telegraph Industries Observe Centennial of Morse's Great Invention

ONE HUNDRED years ago on May 24, Samuel F. B. Morse sat down to his telegraph key and tapped out the message, "What Hath God Wrought!" and the world had its first practical telegraph.

The message traveled over the first interurban telegraph line from Washington to Baltimore, which had been erected along the right of way of the Baltimore and Ohio Railroad. The railroad had permitted the use of its right of way because railroad men of that early period in American history foresaw the value of the telegraph to railroad operations. From that day until the present time the telegraph and the railroad industries have marched down the years arm in arm.

As the railroads did much to help develop the telegraph industry, the Association of American Railroads joined with the telegraph family (Western Union Telegraph Company, International Telephone and Telegraph Corporation, RCA Communications, Inc., American Telephone and Telegraph Company, Press Wireless Inc., and Tropical Radio Telegraph Company) in observing the first practical applications of the telegraph.

Railroads and Telegraph Grew Up Together

The railroad business and the telegraph business grew up together and were closely associated. Both industries began in the middle of the 19th century when the vast territory of the Middle West was opened to settlement. Almost as soon as the telegraph became available, it was used for dispatching trains. A railroad superintendent aroused universal attention when he advised his directors that "I would rather have a road of a single track with the electric telegraph to manage the movements of its trains, than a double track without it."

Today, out of 238,699 miles of pole line, about 206,000 are on railroad rights-of-way, and there are 15,283

telegraph offices in railroad stations.

The Telegraph Centennial observance was on a national scale and Morse and the men who helped him make the telegraph a success were honored in newspaper and magazine stories, in radio dramatizations and by speakers at a number of centennial dinners. The foremost observance was at Washington, D. C., where railroad and telegraph industries' executives gathered for a testimonial dinner at

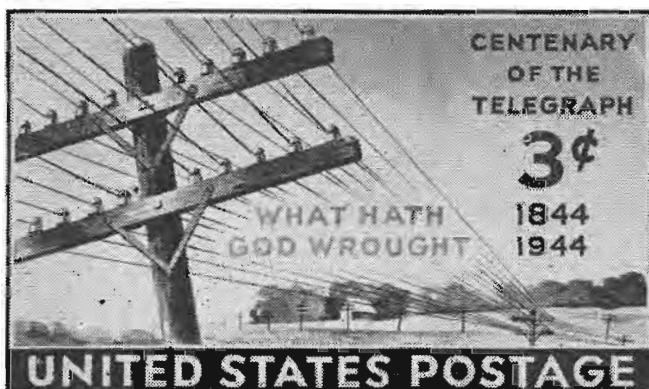
by Ernest E. Norris, president of the Southern Railway, from the exact spot where Morse sat 100 years ago.

The first message was received in the Baltimore and Ohio Railroad station, but this station long ago was torn down and an office building erected in its place. However, the centennial message was received at a nearby railroad station—the B. & O. Mt. Clare Station in Baltimore—and at a spot not far removed from the place where Alfred Vail received the first message. R. B. White, president of the B. & O., was the receiver.

Telegraph Proved Key to Advancement

The telegraph was a revolutionary invention. It not only was a boon to railroad operations, but it started a period of scientific, educational, industrial and social advancement probably unequalled in any period of history. Morse's telegraph was the first great electrical achievement. It pointed the way for the ocean cables, the telephone and the radio. In fact, it was partially responsible for the electrical wonderland in which we live today because it created world interest in the possibilities of that then little known force called electricity.

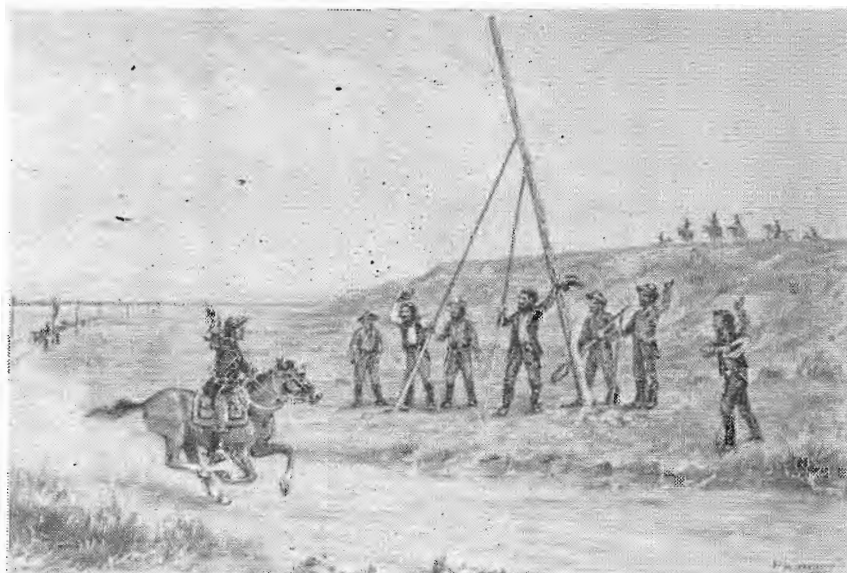
The telegraph also revolutionized world communication, and in this respect proved a great social, economic and educational influence. Here at home it helped bind our young nation of 26 states more closely to-



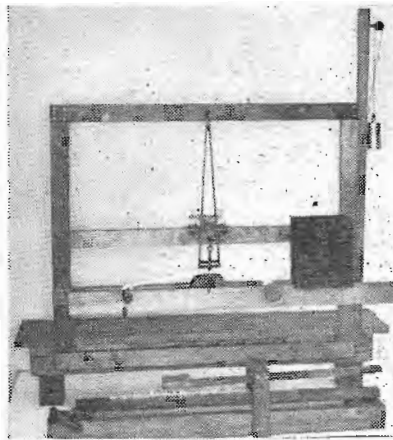
This new postage stamp, issued on May 24, commemorates the 100th anniversary of the telegraph.

the new Statler Hotel. Prior to this, the events when Morse sent his historic first telegram from the chamber of the United States Supreme Court, then in the Capitol, were re-enacted.

The original telegraph instrument used 100 years ago was employed to send the message, and it was sent



The telegraph goes west. This painting by W. H. Jackson shows the construction of the first trans-continental telegraph in 1861 along the Overland Trail, route of the Pony Express. Here a rider waves at a telegraph line crew as Indians watch from the hill beyond. The Indians called the telegraph the "long tongue."



The first telegraph instrument. This is a replica of Morse's earliest apparatus, built in 1835, which used a ribbon of paper to record dots and dashes automatically. It was successful, but was never used commercially.

gether because it made possible the quick exchange of intelligence and gave each state a prompt voice in the affairs of government.

In the hundred years since Morse's first message, the progress of the telegraph industry has been enormous. It has become, like the railroads, a great world industry. The greatest unit of it is in the United States. Prior to the war, two thirds of all the telegraph lines were in this country.

Stranger: "Do you really think you are a hundred years old?"

Aged Negro: "Co'se Ah does. Why, Ah cain't remember when Ah wasn't alive."

War Bonds Grow in the Victory Garden

Griffin Garner, a Union Pacific section foreman at Dent, Colo., recently wrote a letter to Walter Wilson, that railroad's War Bond committee chairman, in which he presented such a convincing argument in favor of War Bond buying and victory gardening, that his letter is reprinted here in connection with the Fifth War Loan. Like the Union Pacific, the Milwaukee Road has encouraged the planting of victory gardens, and the purchase of War Bonds through its payroll deduction plan.

Mr. Garner writes:

"In answer to your letter about my bond pledge and the amount of my monthly payroll deductions, I would like to turn the tables and say thanks to the Union Pacific for the privilege of buying bonds through the company and also say thanks again for their sponsoring employe victory gardening.

"In my estimation the railroad has, in these two things, done more toward helping employes help themselves than anything that I know of. And I am wondering if employes know generally the far reaching effects and how they can individually profit by taking advantage of these things and how it helps the war effort. In my case, not an uncommon one, I buy a hundred dollar bond

every month through payroll deductions and when I accumulate a little surplus cash, say every three or four months, I buy more bonds from our postmaster.

"Some people have asked me how I managed to invest so much of my comparatively small wages in bonds. The answer is simple and does not require any undue sacrifice. The victory garden provides the answer almost entirely. Last summer, for instance, we worked out on the track 10 hours a day and some times longer, after the day's work and after the evening meal my wife and I work in the garden some times until 9 or 10 o'clock if need demands it, as a result we raised enough of various kinds of vegetables to last us almost the entire year. Our garden produce included among other things, honey dew melons, water melons, sweet and Irish potatoes, turnips and other root crops which we used during growing season and stored enough for winter use. Other garden vegetables provided food during the season, in addition Mrs. Garner canned upwards of 500 jars to carry us over until the new garden comes in. Our few hives of honey bees and our chickens rounds out a table of good food the year 'round.

"Mrs. Garner and I like to think our victory garden and our bond buying helps the war effort, but after all we know that we are helping ourselves most of all. We also like to think our victory garden along with thousands of other gardens makes a real contribution toward keeping food prices at lower levels, thus helping those less fortunate.

"To me, there are two other very important benefits which come from gardening: (1.) Fresh vegetables direct from the garden to the table have a greater food value and taste much better than those harvested for days such as are usually found at markets. (2.) The physical exercise necessary to raising a good garden, the sunshine and working in the good earth during the season pays dividends in contentment of mind and improved health, especially for persons confined to offices and other places where the sun never shines. Inasmuch as some of our younger employes may not know of these and other benefits which come from victory gardens, may I suggest you find some way of getting it over to them. Thanks for the garden guide, it's the best I have seen and I am an old gardener, as most section men are."

Milwaukee Employees Pension Association

Pursuant to notice, a general meeting of members of Milwaukee Employees Pension Association was held in the conference room of the Union Station in Chicago on May 10.

The meeting was well attended and appropriate resolutions to carry out the purposes for which the meeting was called, as stated in the Notice of General Meeting of Members, were adopted; namely, to dissolve the corporation, and (1) that all debts, obligations, liabilities and claims against the corporation shall be paid, satisfied or discharged, or adequate provision shall be made therefor; (2) all remaining assets shall be distributed to members, former members, their heirs or assigns or beneficiaries pro rata according to the amount of the respective contributions of such members not heretofore returned, repaid or refunded to them; (3) all such liquidating dividends which the persons entitled thereto shall not claim, shall revert to and become the property of the Association, and shall be distributed among the remaining known members, holders of refund certificates, former members, or their heirs, assigns or beneficiaries.

Before adjournment, a rising vote of thanks was given the officers and board of directors in recognition of services rendered by them in administering the affairs of the Association.

M. F. Kolbe,
Secretary-Treasurer.



FRONT AND CENTER



Stephen Brkljadic, U.S.N.

Stephen Brkljadic, A.O.M. 3/c, son of Don Brkljadic, a carman at Savanna, Ill., is in training at Great Lakes Naval Training Station.



Sgt. E. R. Overman

Sgt. E. R. Overman, son of Section Foreman Lafe Overman of Delhi, Ia., is with a railway operating battalion. Before entering the service, Sgt. Overman worked on the section at Delhi. By mistake this picture was published in the May, 1944 issue over another name.



Corp. M. H. Browning

Corp. M. H. Browning, son of Switchman B. R. Browning, employed in the Chicago Terminals, is a member of the military police and is currently assigned to Milwaukee Road trains.



Pfc. Jack R. Junek

Pfc. Jack R. Junek, formerly employed as a machinist apprentice at the shops in Milwaukee, is now with the 757th Railway Shop Battalion at Camp Robinson, Little Rock, Ark. He is the son of Edward Junek, veteran boilermaker at the Milwaukee shops.



John B. Wyland, U.S.N.

John B. Wyland, a former fireman in the Milwaukee Terminals, and the son of John F. Wyland, a switchman there, is studying to be a gunner's mate at the Great Lakes training base.



Pfc. Roy F. Sharp

Pfc. Roy F. Sharp, a former Iowa Division section man, is stationed at Camp Claiborne, La., with the 718th Railway Operating Battalion. His father is section foreman at South Woodward, Ia.



William Dinoffria, U.S.N.

This picture of William Dinoffria, seaman 2/C, was confused with that of another sailor and published in the May, 1944 issue over another name. He was formerly employed in the car accountant's office, Chicago, and is now in training at the hospital corps school, Great Lakes Naval Training Station.



Sgt. Louis J. Goltz, Jr.

Sgt. Louis J. Goltz, Jr., son of Louis Goltz, a carman at Marquette, Ia., is with an amphibious engineering brigade somewhere in the South Pacific.



Lt. R. E. Steinhauser

1st Lt. R. E. Steinhauser, former bill clerk at Harlowton, Mont., is the son of C. E. Steinhauser, agent at that point. He is now stationed in the South Pacific with an anti-aircraft unit. In the May, 1944, issue this picture was published by mistake over another name.



A/C Paul Larkoski

Aviation Cadet Paul Larkoski, who is training for his Navy wings at Corpus Christi, Tex., is the son of J. A. Larkoski, roadmaster at Austin, Minn. Before entering military service, Paul worked for the B&B and track departments at Austin.



Corp. Alvin B. Zuelke S/Sgt. Earl F. Zuelke Pvt. R. H. Zuelke

Conductor H. E. Zuelke of Miles City has three sons in the Army. S/Sgt. Earl F. Zuelke is with a signal battalion at Drew Field, Fla. Corp. Alvin B. Zuelke, with a railway operating battalion in North Africa, was a brakeman on the Trans-Missouri Division before entering the service. Pvt. Raymond H. Zuelke, with the 735th Railway Operating Battalion at Fort Snelling, Minn., was formerly employed as a locomotive fireman on the Trans-Missouri Division.



William G. Graham, U.S.N.

William G. Graham, seaman 2/C, was pictured in the May, 1944 issue, but the wrong identity was given. He is the son of Yard Conductor B. Graham, who is employed in the St. Paul yards. Seaman Graham is stationed at Bremerton, Wash.



A/C Joseph W. O'Sullivan

Aviation Cadet Joseph W. O'Sullivan, former clerk in the freight traffic department, Chicago, and son of Larry O'Sullivan of the passenger traffic department, is now in training at Independence, Kans., and already has more than 90 hours of flying to his credit.



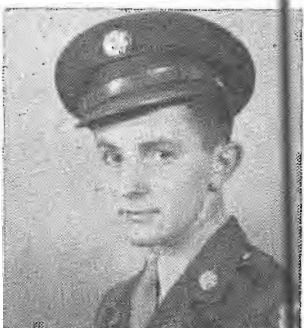
Pvt. Thomas J. Anderson

Pvt. Thomas J. Anderson, son of Locomotive Engineer Ted Anderson of Kansas City, is in the Marine Air Corps, stationed at San Diego, Calif. At one time Pvt. Anderson was employed as a caller and clerk in the Liberty Street freight house in Kansas City.



S/Sgt. Eugene D. Heing

S/Sgt. Eugene D. Heing, formerly employed in the auditor of overcharge claims office in Chicago, is stationed at Hamilton Field, Calif. He is assigned to an Air Force base unit and is working in the troop headquarters classification and assignment section. Before entering the service, Sgt. Heing was Milwaukee Magazine correspondent for the Fullerton Avenue building, Chicago.



Corp. Reinhard Preimesberger

Corp. Reinhard Preimesberger, with a quartermaster training group at Camp Lee, Va., was employed as a stenographer in the traffic department, Minneapolis, before entering military service.



Ens. T. R. Almdale

Ens. T. R. Almdale, formerly an instrumentman with headquarters in Terre Haute, Ind., is now personnel officer with a pontoon assembly detachment when last heard from he was stationed at Port Hueneme, Calif., but is likely overseas now.



Corp. James S. Conn

Corp. James S. Conn, former operator on the I&SM Division, first district, is now with a Marine signal battalion at San Diego, Calif. He is a radio instructor and is shown at the "mike" of his field set.



Pvt. Joseph J. Votapek

Pvt. Joseph J. Votapek, formerly an electrician in our shops in Milwaukee, entered the Army last August and is now on the fighting front in Italy with the Infantry.



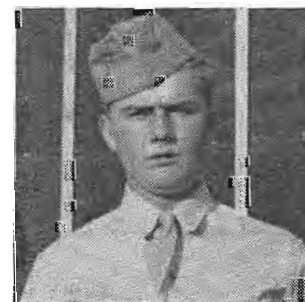
Sgt. Ben L. Sherwood

Sgt. Ben L. Sherwood, before entering the service, was a signal maintainer at Western Avenue, Chicago, and was later employed in the signal department in Milwaukee. At present he is with an engineering regiment stationed at Camp Claiborne, La.



Phyllis Gilmore, U.S.N.

Phyllis Gilmore, S. T. 3/C, daughter of McKinley Gilmore, stockman in the store department at Miles City, is now a Link instrument training instructor at the naval air station in Atlanta, Ga.



Pfc. Herbert G. Wisch

Pfc. Herbert G. Wisch, son of William J. Wisch, section foreman at Glencoe, Minn., is stationed in England.



George Hershaw, Jr., U.S.N.

George Hershaw, Jr., water-tender 3/C, is the son of Engineer George Hershaw of the LaX&R Division. He has participated in four major sea battles, and his ship has sunk or damaged several destroyers and subs and has shot down seven airplanes.

Former Employee's Son Works Jungle Magic

A story appearing in the Chicago Times on Apr. 1 under a Bougainville, Solomon Island, dateline, tells the story of a Seabee group under the command of Commander Charles T. Wende, one-time messenger at the relay office in Tacoma; he is the son of Dick Wende, formerly our general trolley foreman, who is well known throughout the west end of the railroad. We quote:

"The Seabee outfit commanded by Commander Charles T. Wende, 36, one-time Public Service of Northern Illinois engineer, built the Piva fighter strip in three weeks.

"They went into the Bougainville jungle swamp with tree-dozers, draglines, axes, spades, earth movers, dynamite and sweat. They drained the swamp into the sea, smashed down, blew up and hewed the tangled undergrowth and giant yellow balsam, banyan, teak and mahogany trees. They moved 80,000 cubic yards of earth in eight days.

"On Jan. 1 they had completed the strip except for its steel matting surface and the only reason that wasn't laid was that it hadn't arrived yet.

Build a Sawmill

"They built a sawmill, sharpened bayonets for the combat troops, designed and built refrigerators for a Fijian battalion, baked bread for the hungry and virtually forgotten torpedo boat outfit on Puruata Island.

"Also they fashioned their own inner defense line of trenches and pill boxes and, as a matter of individual enterprise, built themselves the deepest, most solidly buttressed bomb shelters on Bougainville.

19 Wounded, None Killed

"At the height of the shelling they lived in their dugouts entirely except when they came out to repair the damage while it was still being inflicted.

"Luckily, no Seabees were killed although 19 were wounded and a score of others were evacuated for shell shock and battle neurosis. Even a Seabee's nerves can be cracked!

"At last the Seabees decided they deserved a little luxury. All Seabees are convinced they deserve luxury, and usually they possess it. When they want electric lights or fans, spring beds or motorboats, banjos or a floor in the mess hall, they build their own.

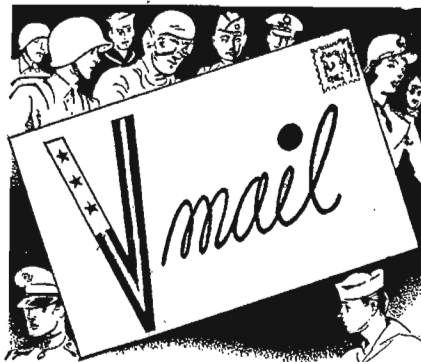
"This time they decided they needed ice cream. Lt. Sidney Maul of New Rochelle, N. Y., and his machine-shop crew took the matter under advisement.

"They coopered a 50-gallon wooden tub from native teak sawed in their own sawmill. They took a 30-gallon stainless steel cooking kettle and welded up a lattice-work paddle arrangement to go inside it. They put the kettle inside the wooden tub and rigged a bearing and shaft to rotate the kettle.

30 Gallons of Ice Cream

"They took the fan belt from a worn-out bulldozer, the one-lung air-cooled engine from a portable generator, the transmission and differential from a bomb-wrecked jeep.

"They connected the engine to the transmission by belt and the transmission to the differential by shaft and the differential to the inner kettle by universal joint. They filled the outer tub with ice from the refrigerator, filled the cooking kettle with 30 gallons of powdered ice cream mix and



LETTERS AND BITS OF NEWS ABOUT OUR MEN IN SERVICE

water, cranked the one-lunger, put the jeep in high and let her whirl. In 30 minutes the mixture was getting stiff and they had to shift into low. In one hour and 10 minutes the pull was so great that it stopped the engine. They took off the lid and dug out 30 gallons of the smoothest, creamiest and coldest ice cream you ever saw. Said S. A. Koepf, carpenter's mate 3/c, who designed it:

"If the Japs shell that, I'll go out there and wring their necks with my bare hands."

"Said Commander Wende:

"I'll go with you."

Agent's Son Turns from Sea to Air

Having already served his country courageously on the sea, Dean B. Tripp, now a naval flight instructor, and son of O. B.



Lt. (j.g.) Dean B. Tripp

Tripp, agent at Hettinger, N. D., has turned to the air for further service.

As a lieutenant (j.g.) in the Navy, he commanded 10 landing craft that went ashore with troops at Casablanca during the invasion of North Africa. His lifelong desire to fly was heightened during that fight as he watched the Navy flyers do their stuff. "Those lads were wonderful," he said. "I could see them zoom off the decks of their carriers as I took my string of barges back and forth across the water from my ship to the shore."

"It was a mess," he continued, speaking

of that sector of the North African invasion front. "The enemy was throwing a withering fire at us. As soon as we hit the beach and unloaded, we'd shove off again. Stukas and fighters raked us with machine gun fire, and we lost a number of men. I can still hear those bullets singing."

Today, as a flight instructor, he is continuing to carry the fight to the enemy, only now it is in the air instead of on the sea.

Maj. Snellgrove Reports on Iran from the Social Side

Maj. Neal F. Snellgrove (the gold leaves are brand new), special accountant in the comptroller's office in Chicago prior to entering the Army transportation corps in October, 1942, recently brought his friends up to date on Iranian social life . . . as follows:

"The Persian New Year arrived with the first day of spring (21 March) and they have a five day holiday from Tuesday through Saturday. That means all the government and railroad offices are closed. This New Year business has almost gotten the best of me. They celebrate until you can't take it any more. Dinner parties Tuesday, Wednesday, Thursday and Friday, dance Saturday and picnic Sunday afternoon and evening.

"Last night was a nice quiet home party, but Wednesday night was a wow. Started out at the home of a former colonel in the Russian Army and then moved over to another home. The Russian colonel could speak no English and I am unable to speak Russian, French or Iranian, so we made motions at each other. Then some reference was made to German and we found both of us knew enough German to get by quite well. From then on we made rapid progress. No doubt some of my ja's should have been nein's, but I was not invited to a duel, so guess it was not too far wrong.

"Eating in Persia is a prolonged affair. There are always cake, cookies, nuts and cups of tea being circulated and along about 9 or 9:30 you get down to real eating. Fried chicken, tongue, sardines, french fries, several salads, Persian rice, pickles, fruit, unleavened bread and on and on. Oh yes, a punch bowl of a strong Persian wine with sliced apples and oranges in it. My stomach never will be the same. Vodka? They would have a continual stream going down your gullet if you did not protest. I'll certainly be glad when the holidays are over.

"Hope I am not giving you the idea I have turned into a playboy. Am plenty busy in the office; seems my force is never large enough to do the work and it is continually being enlarged. We are in the throes of abstracting thousands of waybills. It is not just a routine job of abstracting, as they have to be translated from Persian into English. We are unable to pay the Persians any too much, so take almost anyone who can read and write Persian and English, and as soon as we educate them to where they really are worth something, they go out and get a better job because of that education. Such is life in Persia.

"Jack [his son, Lt. Jack Snellgrove of the marine corps, who was in the Guadalcanal fighting] is now in an engineering company in the Russell Islands and thoroughly disgusted at not being with a front line outfit. Guess he was fortunate in being transferred, as both his old outfit and the one to which he went when commissioned, were in the initial landing at Tarawa, and had many casualties."

Report from Iran

Corp. Edward C. Ellwanger from the D&I Division, now railroading in Iran, recently addressed the following interesting letter to H. A. Scandrett:

"Here are a few lines to let you know I am fine and well. I hope all your co-workers and you are the same in Chicago. I received the Milwaukee Magazine of February on Apr. 14, and was sure glad to get it. I have gotten two magazines so far; I read them over twice and it makes me feel right at home working instead of being in Iran. I am from the Dubuque Division and I want to thank you for sending me them. I can readily see when I read them that you all are doing your part back in the States to get this war over soon so we can all be back home working on our own railroad again.

"Our equipment is not like in the States and you see what we are up against over here. But we sure have improved our area and camp in the short while we are over here. We are getting new equipment to work with also. I sure will appreciate the States when I get back there.

"Things in Iran are the same. We are busy every day here. We have our movies, basketball and horseshoe games, and now the softball season is here. I saw three good U.S.O. shows here last week and the week before. I saw a good Russian road show also.

"The people here are strange and old-fashioned and if you can't speak their language you are lost. I know with so many of us in the service it sure is hard on you back in the States but you are doing a swell job back home. I will be looking for the Magazine regularly now and many thanks for sending me it."

To which Mr. Scandrett replied, in part: "I can imagine how different railroading in Iran is from the Dubuque Division of the Milwaukee Road. You old rails are making a big contribution to the war effort, and we at home are very proud of you. "We will do our best to get the Milwaukee Magazine to you regularly. The most interesting part of the Magazine these days is the news it carries about you men in service.

"Your railroad is busier than ever before and doing a fine job in carrying its share of the war load. We feel that doing our job as it should be done is the best thing we can do to shorten the war and bring you boys back to us, which is our great desire."

Sgt. Rome Reports from Just South Thereof

Sgt. Ed Rome, who left our blacksmith shop in Milwaukee to get into the fight early and scrap all the way across North Africa and up Italy with a group of combat engineers, writes to the Magazine as follows:

"The Milwaukee Magazine has been reaching me quite regularly and it brings much pleasure in reading and finding out what is going on throughout the road.

"Sorry I'm not able to report any heroic deeds or citations that probably would make good reading, but am satisfied with doing my part to the best of my ability. Am content in knowing that perhaps my little contribution in the struggle will do a little toward ending it.

"Might say that the area around Casino was a very hot spot while there and the bombing of the Abbey, though tragic, was a sight to behold.

"Thanks again for the Mag., which is always welcome."



T/Sgt. John A. Malecki, former section man in Green Bay, Wis., and son of Steve Malecki, former maintenance of way employe, has been in England more than 20 months as a Flying Fortress ground mechanic. He is shown getting his ship, "Wild Hare," ready for her 21st daylight bombing attack on the Continent.

Lt. Rank Comes Home

The long months of wondering and waiting came to an end on Apr. 8 when 1st Lt. Carl F. Rank, Jr., son of the road's manager of mail, express, baggage and milk traffic department, in Chicago, came home. The veteran of 53 flying missions (44 of them with bomb loads) in the Southwest Pacific modestly displayed an Air Medal, with seven Oak Leaf Clusters, and the coveted Distinguished Flying Cross, which in themselves bore eloquent testimony to the fact that it was a business trip he had made to that steaming battle area.

During his one-year stay in the Southwest Pacific with the 13th Air Force, he served as bombardier on a B-24 Liberator bomber known as the Hoot Owl Express, a sobriquet which was fondly applied to the four-motored craft after it had sallied forth on a few nocturnal jaunts and obligingly "stayed up all night." From Jan. 1, 1944, until the time he left the battle area for home, Lt. Rank was squadron bombardier. His group bombed a number of enemy installations, including those on the islands of New Britain, Bougainville and New Ireland. He rolled up a total of 440 combat hours and emerged without a scratch.

His squadron participated in one fracas which Lt. Rank believes he will not soon be forgetting. It was a

Prisoner Praises the Red Cross

The following letter was recently received by James W. Turney, machinist at the Western Avenue coach yard, Chicago, from his son, Jack, who is a prisoner of war in Germany:

"I am now a German prisoner of war. Everything is quite all right and I am in good health. The food is good and our quarters are not bad at all. There are many of my friends with me and plenty of ways of utilizing my time.

"We have a library, a sport field and many other types of recreation. I guess I will have plenty of time to read and perhaps pick up a bit of knowledge.

"The Red Cross really does wonders for us in the way of food, clothes, and cigarettes. When given the opportunity, please give them such contributions as you can afford.

"Later I will send you an address where I can receive packages and mail. I will inform you as to size and contents of the packages. Good-bye for the present."

45 minute air battle that took place on a bombing mission to Kahili airfield on Bougainville in August, 1943. The bomber squadron tangled with 50 attacking Jap fighter planes and shot down 41 of them; the Hoot Owl Express accounted for two definitely, and got two "probables." Lt. Rank is now temporarily located at Midland, Tex.

Mr. Rank has another son in service—Allen H. Rank, an aviation cadet in the Navy Air Corps, who is due to be commissioned some time this summer. At present he is in final training at Corpus Christi, Tex.



Lt. Rank tells his father about one of his bombing missions as he shows him his Distinguished Flying Cross. The Air Medal is on the desk.

SERVICE CLUBS

A Letter to the Milwaukee Family

Many requests have come to our attention during the past months from various Milwaukee Road stations, asking that the Milwaukee Hiawatha Service Club Band make appearances in their respective communities to help celebrate various local occasions.

We have been sorry to tell them that for the duration our appearances are necessarily limited to places in and around Milwaukee.

We are, however, still going strong and during the past several months have made numerous appearances at service hospitals. In that way we hope to do our little bit toward bringing some ray of sunshine into the lives of our boys who are giving their all for us.

Soon, we hope, the clouds of war will pass and we shall again have the pleasure of entertaining you and our hundreds of non-railroad friends.

—The boys in the band.



Mr. and Mrs. Morris A. Cross (left) and Mr. and Mrs. Walter W. Usher were the honored guests at the Apr. 12 meeting of the Land O'Lakes Club in Watertown, Wis. Messrs. Cross and Usher recently retired.

election of officers was held with the following results: E. E. Brasure, chairman; W. A. Johnson, vice chairman; W. P. Hyser, secretary-treasurer. A letter of congratulation was drafted to be sent to Mr. Lewis. Following the meeting a pot luck supper was served.

Land O' Lakes Club

The Land O' Lakes Service Club paid tribute Apr. 12 to two of its members who recently retired, the occasion being a banquet in their honor in the Moose Hall in Watertown, Wis. This banquet was attended by 150 employees and their families.

The retired employees honored were Morris A. Cross and Walter W. Usher, both of Watertown. Mr. Cross started his railroad career as a brakeman on the La Crosse Division on Sept. 6, 1900, was promoted to freight conductor on Sept. 16, 1906, and to passenger conductor on May 1, 1922. He retired July 1, 1943. Mr. Usher started Oct. 5, 1899, as fireman on the La Crosse Division, was promoted to engineer on Feb. 29, 1904 and retired Jan. 8, 1944.

Both were presented gifts from the Service Club, while the women of the club presented gifts to Mrs. Cross and Mrs. Usher. Presentation of the gifts to the men was made by M. J. Hokland. Mrs. Ray Schackley made the presentation on behalf of the women.

Walter Schuenke, club chairman, presided and gave way to Wiley R. Moffatt, who acted as toastmaster.

Those of the official family who were unable to attend sent messages commending the records of the two men and the Service Club for tendering them the honor.

Albert Lea Area Club

The Albert Lea Service Club, which has an all-time record of neither cancelling or postponing meetings, held its regular get-together on Apr. 20. However, this was the night of the claim prevention meeting in

Austin, Minn., so those who did not have the gasoline to drive to Austin, carried on for the Service Club, part of the meeting being devoted to the subject of claim prevention. This was also the group's regular election night, and the following were elected to carry on for the coming year: Wm. Poeschel, chairman; A. S. Kelly, vice chairman; A. Hayes, secretary; F. J. Olson, treasurer. Needless to say, the retiring officers did a swell job of carrying on their club throughout the year and not failing to hold a meeting each month, as this is an area club and many must drive a great distance to attend the meetings.

First Tycoon: "Where were you yesterday?"

Second Tycoon: "My office boy tried the old gag about wanting the day off to go to his grandmother's funeral. I thought I'd teach him a lesson so I said I'd go along."

First T.: "Good idea. How was the baseball game?"

Second T.: "It wasn't a baseball game. It was his grandmother's funeral."

Twin Cities Picnic

The fifth annual picnic of Milwaukee employees in the Twin Cities will be held on Sunday, June 18, at Costello's Grove, located at 92nd and Cedar Avenue.

After the picnic lunch has been served, commencing at noon, a full program of games and contests in which youngsters and adults can participate, will be conducted under the direction of Al Kurzejka, chairman of the games committee.

There will also be a ball game between the South Minneapolis shops team and the Minneapolis local freight.

Drawing for grand door prize will be held at 5 p.m. in the dancing pavilion and dance music will be provided. The committee has left nothing undone to make this the biggest and best picnic thus far sponsored by the J. H. Foster Service Club. So bring the entire family out to the Milwaukee picnic on Sunday, June 18. There will be plenty of room—the grounds are in fine condition to accommodate a large crowd, rain or shine.

ACTIVITIES IN GENERAL

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

Old Line Club

The April meeting of the Old Line Service club was held in the American Legion Hall in Horicon, Wis., with Chairman Vernon Harper presiding. Under his leadership this club is becoming an active civic organization in Horicon. During April the following members assisted in the Red Cross drive; Mrs. L. M. Rich, Mrs. Walter Kohl, Mrs. R. H. Porten, and Mrs. M. Schessow. Four members were blood donors: J. Willers, W. Johnson, M. E. Noel and Mrs. M. Schessow. The membership of the club is small, but each month they have something to report about civic affairs in which they have taken part.

Guests at this meeting were two high school pupils—Don Westphal, who gave a humorous selection entitled "Widow Voman," and Ann Hawks gave a selection entitled "Sixteen."

The meeting was followed by refreshments and lunch and a social hour of cards.

Rockford Area Club

The Rockford Area Service Club met in Rockford, Ill., on Apr. 13, the regular meeting which was to have been held on Apr. 6 having been postponed due to Chairman F. R. Lewis having been appointed agent at Chicago Heights, Ill. Miss Clara A. Mahoney, vice chairman, presided at this meeting, during which

The Milwaukee Railroad WOMEN'S CLUB

Portage Chapter

Mrs. J. H. Pike, Historian

Eighty-five members were present at the May morning breakfast given by our chapter in its club rooms May 1. Each woman upon entering the club room was greeted by "Uncle Sam" in the person of Mrs. Meta Ronde. The tables, placed in the form of a "V," were very prettily decorated with red, white and blue candles, crepe paper, nut cups and tiny flags. At each place was a dainty corsage of spring flowers. A delicious breakfast was served by Mrs. Harold Sarbacker and her committee and the table decorations were in charge of Mrs. Myrtle Burns and her committee. Following the breakfast a short program consisting of two Swedish monologues by Mrs. Alvin Smith was greatly enjoyed by all. After the program a short business meeting was held. A total of 218 members "over the top" was reported. New curtains and shades have been purchased for the kitchen. Red Cross chairman reported: Blood bank, 18 hours; surgical dressing, 26 hours; hospital sewing, 7 hours, and 32 hours on bond sales.

At our March meeting Pfc. Charles Huebner, who had spent many months in the South Pacific area, gave an interesting talk on his experiences.

Kansas City Chapter

Mrs. Henry V. Banta, Historian

April meeting was called for 10 a.m. The morning was spent sewing for the Red Cross. Lunch was served at noon by a committee composed of Mmes. Cary, Hilker, Kalen, Watson and Louthan.

Mrs. E. R. Morrison, welfare chairman, reported \$16.50 spent for groceries, drugs and coal, six personal and telephone calls and one family cared for. Mrs. Roy Cawby, Sunshine chairman, reported six cards, one funeral spray, 48 personal and telephone calls. Mrs. W. A. Kinder, Red Cross chairman, reported 138 hours and one blood donor. Mrs. W. A. Kinder was appointed ways and means chairman and reported \$4.50 cleared on aprons made and sent club by Mrs. J. E. Hills. A letter from the General Governing Board was read congratulating our club on its fine membership.

Spokane Chapter

Bertha Bradley, Historian

On April 1 the club held a card party which was well patronized. Bridge and pinocle were played and everyone had a very enjoyable time. Refreshments were served. April 11, regular club meeting opened with a 12:30 pocket lunch which was greatly enjoyed, the club furnishing the hot drink. Business was conducted in regular form. A letter from Major Cummins, received by our president, was read. Committee reports were given.

Open house was held April 18 in the club rooms, 1944 officers acting as hostesses, with Mrs. A. L. Meeks and Mrs. N. B. Jones in charge of the program, which featured vocalist and accordion from North Central High and vocalist and pianist from Holy Name High. This was followed by community singing. Tables were very pretty with jonquil flowers. About 75 were served. On April 29 the last card party of the series was held, with Mrs. H. Fallscheer, Mrs. N. B.

Jones and Mrs. E. Berkey in charge.

May 9 the last meeting of the club until September was held. Treasurer's report showed chapter in financial condition to purchase another \$100 war bond in the forthcoming fifth bond drive. Red Cross report showed 190 hours' work in April. Good Cheer report, given by Mrs. Eva Breeden, was that all sick and ailing members doing nicely. The club lost a long-time hard-working member recently in the death of Agent M. C. Helmer, and extends sincere sympathy to our past president, Mrs. Helmer, and family.

Mobridge Chapter

Myrtle McCoy, Historian

Our April and May meets were held within three weeks of each other, so we are combining the events. Mrs. Cotton presided at both meetings. April meeting was quiet. During the course of the evening Joyce Hamilton gave two delightful piano selections. Cake and coffee were served by Mrs. Roy Herschleb, Mrs. Wm. Morris and Mrs. H. Halverson.

Our May meeting was held the afternoon of May 2, commencing with a delicious luncheon with Mrs. Bert Doud as hostess, in honor of Miss Etta Lindskog, secretary general, and Mrs. Ed Soike of Aberdeen, general director. The tables were centered with apple blossoms. Our country's flag, faced the guests at luncheon.

Business session opened at 2:00. We enjoyed Etta Lindskog's talk. She reminded us that membership was important, but that welfare and good works were more important. Mrs. Ed Soike gave us a good snappy pep talk. Mrs. Geo. Gallagher reported on our canteen. She stated that 15,000 service men have been served here since last August—the opening date. The chapter acknowledges and thanks all the organizations who contribute to the canteen, such as the Order of the Eastern Star, bowling leagues, various churches and private clubs. Neighboring towns have shown their interest by offering various means of assistance. Nancy Gay Clark sang two lovely solos. She was accompanied by Mrs. E. W. Tobin. Lunch was served at close of the meeting by Mrs. Frank Williams, Mrs. H. Benz and Mrs. C. Todd.

Madison, Wis., Chapter

Mrs. Kenneth Kunz, Historian

Madison chapter met April 6 for a 1 o'clock pot-luck luncheon which was served buffet style. The table was decorated with tall white candles and spring flowers. Committee consisted of Mmes. Malec, White, Neu, Leitz, Kline and Johnson. Business meeting was called at 2 o'clock with President Mrs. Kline presiding. Good Cheer chairman reported 15 calls, also sending 10 Good Cheer cards. Welfare chairman reported the buying of oil and groceries. Mrs. L. White was awarded the prize package and Mrs. K. Kunz the bank dollar. Penny march netted 41 cents and the prize package \$1.20. Miss Sadie McNulty gave a very interesting and educational talk on electricity as it is applied to home use.

Dubuque Chapter

Christina Laskey, Historian

Members met for a 12:30 pot-luck luncheon at our April meeting and en-

joyed a friendly visit until 2:30, when our meeting was opened with the salute to the flag and our club motto. Good Cheer chairman reported several cards of cheer and sympathy sent out. Report of Red Cross work was 208 hours on Red Cross and 15 hours for our Gray Ladies. Following adjournment cards and bunco furnished the afternoon's entertainment.

Miles City Chapter

Ruth Rehm, Historian

Miles City club was honored by the presence of Miss Etta Lindskog at our May meeting. The officers greeted her at an informal dinner at the Olive Hotel followed by a board meeting in the clubhouse. A large number of club members were present at the meeting to welcome our guest and hear her inspiring message. After a short business session an interesting program of piano music and a sketch, "Realism in Poetry," were given followed by an original musical skit presented by the Girl Scout troop sponsored by our club.

It was reported that the welfare fund was increased by \$17.65 from the fortunetelling booth at our last meeting. The membership drive is progressing toward our goal. We had 112 paid members on May 1. Miss Lindskog gave an interesting and instructive talk on club work in war times. Light refreshments were served from a daintily appointed table decorated with candles and spring flowers by the hostesses, Mrs. Ira Caine, Mrs. L. P. Nimbar and Mrs. S. E. Moss. A social hour with bingo closed the evening's entertainment.

Perry Chapter

Mrs. Claude Doud, Historian

A 1 o'clock pot-luck luncheon preceded our April meeting. Mrs. Wm. De Laney presided. We heard reports from the chairmen of the various committees. Mrs. Black, Red Cross chairman, reported that another quilt was started and the workers had put in many hours. The board of governors of the club met at the home of Mrs. Oliver Jensen, with Mrs. Frank Millard assisting, matters of business for the club being discussed. Perry Chapter has purchased two \$100 defense bonds.

Our annual May breakfast for members was held May 4 at the Christian Church. A large crowd attended and the ladies of the church served a delicious breakfast. Following the breakfast a short business meeting was held at which time Mrs. De Laney announced that Perry Chapter was the first chapter in its group to exceed last year's membership and was expecting to receive a liberal share of the membership prize money. Mrs. Geo. Franks has been membership chairman and has had some good workers. A program followed the meeting of which Mrs. L. G. Honemichl had charge.

Austin Chapter

Mrs. George L. Wood, Historian

Mrs. E. J. Full presided at our April meeting, which was preceded by a dessert luncheon served by Mmes. Leo McGovern, Geo. Haseltine, John Healy and H. B. Hinkley. Safety Chairman Mrs. Blomiley spoke briefly on accidents occurring in the home. A letter from the General Governing Board was read com-

plimenting our club on the additional \$100 bond purchased. Sunshine chairman reported 30 families reached during March, and, as has been the custom of our club, each member gave the number of sick calls made during the month. Mrs. Ira Syck and Mrs. N. A. Earl, new members, were welcomed.

Janesville Chapter

Mrs. John Higgins, Historian

At our May meeting \$7.59 was reported spent for good cheer and 40 Easter cards sent to veterans and shut-ins. A card party was held on May 1 with Mrs. Henry Shannon as hostess. On May 8 a pot-luck supper was enjoyed with Mrs. George McCue as hostess. This was a stork shower for one of our members.

And how lovely our clubhouse looks with its new paint and linoleum in the kitchen. Many thanks to all who through their untiring efforts have made it so.

Mason City Chapter

Mrs. John Balfanz, Historian

Mason City Chapter met April 4 for a business session and program, with Mrs. W. F. Ingraham and Mrs. L. E. Martin as hostesses. Plans were made for the benefit party held April 18 for the canteen with Mrs. W. Hendrickson and Mrs. O. T. Anderson in charge. Our program included a talk by F. M. Washburn, district safety engineer, who discussed safety in the home and showed sound pictures of safety on the railroad. Mrs. C. S. Pack had charge of the music.

Milbank Chapter

Mrs. Gerald Gardner, Historian

Our clubhouse looked like a new home when we met Mar. 29. It was freshly painted and we have a new floor, all polished and shining. We enjoyed it so much that we want all members to see it, and voted to have a party, when those who like to dance may do so and others may play cards.

Mrs. Olga Cawthorne, membership chairman, reported that she had completed our quota of members and our chapter had gone over the top and qualified for \$30 in prizes. Mr. Whalen, our new roadmaster, has been very helpful in obtaining members on the Fargo line, and we extend our thanks to him. One dollar for every Milbank Chapter boy in service is our pledge to the Red Cross, and as we have more than 30 boys in service our donation will be a considerable sum. Mrs. Hunegar received the \$1 bank night award, and Mrs. Mayer, our president, was presented with two gifts, one in honor of her birthday and the other for the fine way in which she has served us during her term of office. Red Cross report was 69½ hours; donations, \$5.50; good cheer, three calls and five cards. Mrs. George Phelan, Mrs. Ernest Hanson and Mrs. Amos Reeve served a very delicious lunch. Carroll Wellman, Grant County extension agent, gave us a talk on varieties of seed best for planting in our section and the care of our gardens.

Savanna Chapter

Mrs. L. V. Schwartz, Historian

The May meeting was a pot-luck dinner for members and their families, with a very good attendance. A short business meeting followed the dinner. Committee chairmen reported as follows: Good cheer, 21 families reached with calls, cards and bouquets; rental, \$14.50; membership, 137 voting and 226 contributing. Mrs. Hal Shrake, the program chairman, presented a very enjoyable program of musical numbers after which cards were played. Mrs. Don Kelly won the attendance prize. Mrs. C. E. Kinney was kitchen chairman and Mrs. Wm. McGowan dining-room chairman.

Mitchell Chapter

Mrs. O. D. Adams, Historian

At March 13 meeting the chapter voted a donation of \$10 to the Red Cross drive. The program consisted of an address on "Juvenile Delinquency" by J. W. Kaye. Mrs. P. J. Gallagher's committee served lunch. April meeting was not held as the Milwaukee women were to be guests of the men's Service Club at its meeting on April 27. A program of games was planned by the Service Club and prizes were given. Mrs. Theo. Reice's committee served lunch.

Des Moines Chapter

Nina Eggleston, Historian

Des Moines Chapter is up and coming, and owing to the cooperation of the members it is really tops again this year. Our officers for the year: President, Mrs. Esther Moore; vice-president, Mrs. Mary Elliott; secretary, Mrs. Pearl Shannon; treasurer, Mrs. Cora Hamilton; membership chairman, Mrs. Hazel Garland. A volunteer committee served to 24 members a very delectable May luncheon at the club rooms on our usual meeting date, after which business meeting was held.

Madison, S. D., Chapter

Mrs. A. D. Walker, Historian

Members of Madison Chapter met for their meeting April 11. A paid-up membership of 180 was reported, which was over the top in our membership drive and was considerably larger than last year's enrollment. Bills were allowed. Thank-you cards were read from persons who had received good cheer from the club. Plans were made for sending boxes to men in service who had been employed by the Milwaukee Road here. A committee was chosen to report at next meeting so that the boxes would be ready in June. Meeting was concluded with visiting and lunch was served by a committee of members.

With the men as guests, we entertained at a pot-luck supper at the club rooms on April 25. There was a good attendance and a delicious lunch. Following the supper hour tables were set for cards, both whist and bridge being played. Mrs. Guy Winesburg won the award for high score in bridge. Whist prizes went to Mrs. Emil Kuchenbecker (who also won the poor prize) and to Frank Campbell.

Wausau Chapter

Mrs. Al Kasten, Historian

Meeting of Wausau Chapter was held April 11. Reports were read. Cards were played. Hostesses were Mmes. E. Loomis, R. Rawson, G. Reynolds, L. Ziebell, H. Ash and Al Kasten.

At our May 9 meeting we had our annual spring luncheon. Covers were laid for 45. Following the luncheon meeting was called to order and reports were given. Membership: 43 voting and 22 contributing; good cheer: one plant sent to a sick member. Through the cooperation of Mr. Hancer, assistant superintendent, our clubhouse floor has been sanded and varnished, making a very pleasing appearance. Our thanks to Mr. Hancer. Hostesses for the luncheon were Mmes. R. Keesham, W. Essels, H. Parker, J. Sander, S. Schultz and G. Streeter.

Milwaukee Chapter

Mrs. John Ehlert, Historian

Our club held its meeting April 17. Preceding business session a birthday party was held for all members. The ladies who celebrate their birthdays between Jan. 1 and July 1 were honored. A tasty baked ham dinner was served to 125 persons. A birthday song represent-

ing each month of the year rang through the club room from the throats of the No. 2 chapter "opera donnas."

Our card party and lighting demonstration at the electric company on April 19 was a success. There were 13 tables of cards. Lovely prizes were awarded and \$24 was made. Sixty-eight dollars was the profit reported on the luncheon given March 30.

Five dollars and fifty-five cents was collected for the blood plasma for April. Entire total to date, \$42.05. Sunshine report: Four cards sent, two cards of thanks received. Five new members in April. Mrs. Louise Schmitt won the attendance prize. Red Cross report: 326 hours making mufflers, helmets, sweaters, gloves and socks; two club shawls, 100 hours; making 426 hours. Surgical dressings, 1,800; surgical workers, 82; grand total worked by group, 862 hours.

Ottumwa Chapter

K. M. Gohmann, Historian

In observance of Good Friday the April meeting, scheduled for that date, was held a week in advance with a luncheon preceding it consisting of home-cooked food planned, prepared and served by Mrs. Wm. Fry and her committee at a nominal cost to all members. Guests of the club at the luncheon were Mrs. C. W. Becker, chairman of the membership committee, and her assistants. Each one was presented with a gift of appreciation from the president, Mrs. M. L. McNerney. A report given by Mrs. Becker indicated that the membership drive went over the top. An out-of-town guest was Miss Patricia Paladin of Kansas City, Mo., who was visiting in the home of Mr. and Mrs. W. T. Stewart.

The first week of April was "cookie week" for our members. During that week dozens of cookies were furnished daily to the USO which were given gratis to all service men and women.

Sioux Falls Chapter

Mrs. W. E. Adams, Historian

Members met in the club room Tuesday evening, May 9, with Mrs. Albert Spencer presiding. Bond sales for April were reported as \$6,350.00. A large crowd attended the benefit card party given April 29. Mrs. Lloyd Scott and Mrs. Nick Kelley were in charge of the arrangements. Plans were made to hold the annual picnic June 25 at McKennon Park. At the conclusion of the meeting members enjoyed a social hour and the fine refreshments served by Mrs. E. J. Bahr and Mrs. L. Scott.

Minneapolis Chapter

Mrs. J. J. Mintz, Historian

There were 15 members present for the board meeting April 4 at which coming events were discussed.

Our April 20 meeting was in honor of our past presidents and was held jointly with the Service Club. Our president, Mrs. Melquist, introduced them as follows: Mmes. O. H. Berg, D. T. Bagnell, L. A. Hindert, and H. M. Hauser, and also Mrs. C. F. Holbrook, former general director. Unable to attend were Mmes. E. H. Sainsbury, C. S. Christoffer, L. T. Johnston and E. H. Bannon, who sent messages of regret. Other guests present were Miss Etta Lindskog, secretary general; Colonel and Mrs. Hotchkiss and Major and Mrs. James Shea of Fort Snelling. A delicious ham dinner was served to about 250 guests. Miss Lindskog expressed her pleasure at being with us on this happy occasion. Superintendent Bagnell, Colonel Hotchkiss and Major Shea favored us with brief talks.

Reports given at our business session were: Membership, 86 voting and 514 contributing; Red Cross, 83 hours; good cheer, eight cards sent and seven calls made; ways and means, 94 dinner tickets,

profit \$59.15. Miss Lindskog gave a pep talk on membership and stressed war work. She extended greetings from Mrs. Isabelle C. Kendall, president general, and reported several thousand dollars in war bonds having been purchased by chapters. Mrs. Holbrook expressed her appreciation and thanks for the dinner and corsage she had received. Mrs. Melquist thanked all committees who helped make the dinner party a success. Following the meeting we rejoined the Service Club members and were entertained by Mr. and Mrs. Arthur Peterson with a comic skit called "The Music Swap Shop." A war movie was shown and a speech was delivered by Colonel Hotchkiss concerning railroad service during the war.

The benefit card party given April 25, which was in charge of Mrs. E. F. Conway and committee, drew a record crowd. Profit of \$93.76 will be divided between the Red Cross and the veterans in the St. Cloud hospital.

New Lisbon Chapter

Mrs. George Oakes, Historian

On Tuesday, April 11, a meeting was called to order by Vice-President Mrs. J. Bogert at the home of Mrs. E. Gongaware. The secretary and treasurer gave their reports, which were approved. The secretary read letter in regard to the contributions of Mr. Scandrett and Mr. Gillick, again making them contributing members of our club, for which we thank them very much. A letter from Mrs. Kendall, telling us of the twentieth anniversary of the Women's Club and of hoping to reach the 20,000 membership mark, was also read, as was one from the Salvation Army.

Reports were given as follows: Six members worked on the Red Cross drive, giving 72 hours' time; \$7.59 was spent on good cheer; 30 personal and 'phone calls were made, 16 cards sent and 11 families were reached. We now have 59 voting and 52 contributing members. Ways and means profit amounted to \$4.13. A donation of \$10 was made to the Salvation Army. After adjournment bingo was played and luncheon was served to the 22 members present by Mmes. E. Gongaware, D. Wescott, R. Bullis, C. Christensen, R. Alexander and T. Shrake.

Aberdeen Chapter

Mrs. James Hartley, Historian

At meeting April 3 the Men's Service Club members were guests. G. A. Van Dyke, Milwaukee Road agricultural agent, sponsored a program on victory gardens and nutrition, introducing Mrs. Elsie Fessenden, assistant home economics director, who gave a talk on home victory gardens, vegetables to raise to secure the most nutrition, and canning methods. Ben Schaub, county agent, discussed best types of seed, methods of planting, etc.

Good Cheer Chairman Mrs. Mary Karr reported 60 families had been contacted. Mrs. Harold Murphy reported 170 hours of sewing and knitting for the Red Cross. Mrs. Alice Templeton, safety chairman, called attention to the fact that with victory gardening, canning and other activities women should make an extra effort to guard their health. Mrs. Joe Maketzky, war work chairman, reported 962 hours spent on canteen, surgical dressings, nurses' aids and Red Cross. Mrs. LeVerne Frink was a new member present. Lunch was served by Mrs. Maketzky. Mrs. W. J. Kane presided.

Sioux City Chapter

Mrs. Ben Rose, Historian

Mrs. A. M. Nelson entertained the board in March with Mrs. L. E. Cotter assisting. General meeting and pot-luck supper in Scandinavian Hall the fourth Thursday evening; attendance, 100. Mrs. T. G. Snyder, ways and means, reported

\$47.35 made on the ham sale. Mrs. Frank Mansfield held the winning number. Mrs. A. G. Elder, program, presented J. W. Jacobi, released army air corps corporal, who spoke on his experiences in the Asiatic theater.

April board met with Mrs. V. K. McCauley. At the general business meeting for April the club voted an additional \$20 for the Red Cross. A card party followed. There were prizes on every table, door prizes and score. Among the winners were Mr. and Mrs. A. G. Class, Mrs. G. W. Masonholder and Mrs. L. C. Bruckenmiller. Refreshments, sandwiches and coffee.

Mrs. Leo Lamb, Red Cross, lists: Red Cross drive, 221 hours; surgical dressings, 243½ hours; USO, 101 hours; OPA, 9 hours; navy mothers, 59 hours; laprobes (three), 90 hours; Gray Ladies, 113½ hours; knitting (three sweaters, two scarfs, four helmets), 191 hours; canteen, 25 hours; total, 1,053 hours for March and April.

Montevideo Chapter

Mrs. John J. Schmutzler, Historian

Club met May 4 and enjoyed a visit and talk by our general secretary, Miss Etta Lindskog, who reminded us the object of our club was welfare work to those in need of assistance, also, this being the twentieth year of the Women's Club organization, we should all work for a larger membership. We had the pleasure of a talk on the humorous side from Mrs. E. H. Solke of Aberdeen, general director. President Mrs. Mayer read a letter from Mrs. Carpenter Kendall, president general, giving much of the history of our club and trusting we would make every effort to make this a banner year in membership. The usual reports were given. Welfare, one call; good cheer, one plant, one gift, five personal and eight phone calls; Red Cross, 108 hours of work, a quilt being made, proceeds to be donated to blood plasma fund.

A hearty vote of thanks was given to our program director, Mrs. Loftdahl, for her untiring work in directing a Major Bowes amateur hour at our meeting. The following ladies taking part in the different acts were very amusing and highly appreciated, the acts being on the funny side: Barber-shop quartette, Mmes. Dorsey, Faudrey, Walleen and Mayer; Scotch lassies, Mrs. Nemitz and Mrs. Rayman; tap dancers, Mrs. Ashburn and Lois Standall; the Swede gentleman, Mrs. Helgeson; heart's desire, Mrs. May; Kate Smith, Mrs. Abrahamson; Patsy Montana, Mrs. Loftdahl, with Mrs. Natzell; "The Cinder Dick," in two tenor solos, James Maddon; Spanish Fandango, Mrs. Hoen and Mrs. Moe, and Marlene Gilrue, 11 years old; "Stars of Our Own Making." During the intermission Mrs. Ruehmer gave four delightful numbers on the piano. The cast all joined "Kate Smith" in singing "God Bless America." Dainty refreshments were served by Mmes. Larson, Nordquist, Guse and Harstad, bringing to a close a very delightful evening.

Chicago-Fullerton Ave. Chapter

Clara A. Cush, Historian

Our Mother's Day meeting was held on May 9. Supper was served followed by meeting. Reports were most gratifying. The sunshine and sick committees had a very busy month but we hope by the next report our sick folks will have fully recovered. The library report showed an increase in receipts and books given out and membership has now reached 611. The Red Cross committee advises that anyone wishing to increase their hours can do so by reporting downtown for the purpose of stretching gauze for dressing; hours, 6 to 8:30. The afghan project is nearing completion; one will be contested for at our June meeting. The next undertaking will be a chuckle scrapbook. The club will furnish a scrapbook to anyone

desirous of making one, and details will be supplied as to the preparation and object of the book.

Entertainment committee presented each mother present with a potted plant after which a group of dancers from the Eleanor Dancing School gave a performance of tap dancing and acrobatic stunts. The Red Cross report for April: Surgical dressings, 1,191; hours, 185; attendance, 39; sewing 20 army kits, 30 hours; attendance, 7; knitting 10 scarfs, 259 hours; attendance, 10.

Black Hills Chapter

Mrs. Harry Dillabaugh, Historian

Black Hills Chapter met in its club rooms March 8 with a good attendance. The club motto was repeated. Membership chairman reported 67 contributing and 42 voting members. Mrs. Fred Burke was our guest from Presho. Penny march was taken. Door prize went to Mrs. Matt J. Anderson. Refreshments were served by the hostesses, Mrs. C. L. Grube and Mrs. Martin Christensen.

Sparta Unit-Tomah Chapter

Mrs. Wm. Hovey, Chairman

Twenty-eight ladies, Mrs. Slade, our president, and Mrs. Emil Hovey of Tomah enjoyed our April 13 meeting at the home of Mrs. Chas. Shutter, with Mrs. Leo Gruen assisting hostess. Routine business was conducted. We extend sympathy to Frank Fredricks in the loss of his mother. A dinner was served to the bereaved family and relatives from out of town, forty in number. Several of our ladies are taking part in the bond, Red Cross and Salvation Army drives. A nice extension has been added to our depot. Outdoor window boxes were discussed so as to beautify the surroundings. The job was turned over to the flower committee. The highlight of the afternoon was auction sale which netted \$10.15, proceeds to be used to entertain our men in the near future. Lovely refreshments were served.

Wisconsin Rapids Chapter

Mrs. H. Gibbs, Historian

Our chapter at its meeting on March 23 enjoyed a visit from Miss Etta Lindskog, secretary general, at the home of Mrs. Carl Akey, a delightful evening being spent. Miss Lindskog told of the work which is being done by the various chapters of the club and urged members to assist in the war effort. Following a brief business session, members enjoyed a pleasant social hour during the serving of some very nice refreshments. There was a good attendance.

Officers for this year are Mrs. W. J. Sullivan, pres.; Mrs. Ray McCulloch, vice pres.; Mrs. Carl Akey, treas.; Mrs. E. J. Walsh, sec'y.; and Mrs. H. Gibbs, historian. Good Cheer chairman, Mrs. H. Gibbs; Ways and Means and Membership chairman, Mrs. Clarence Brave.

Our May meeting, the last before the summer recess, was held at the home of Mrs. Brace. Meetings will be resumed in September.

Iron Mountain Chapter

Mrs. N. Schumaker, Historian

Husbands of members were guests of our chapter at regular monthly meeting held the evening of March 7 in the American Legion rooms. Prizes for bridge were awarded to Mrs. Otto Grade and Robert Baldrice and for "500" to Mrs. Clara Hinkley and Carl Wallner. A special prize was awarded to Wm. Conery. Refreshments were served by Mrs. Neil Schumaker, chairman and Mmes. Hinkley, Baldrice, Larson, and England. We enjoyed having the men with us. Our membership drive is now on. Your membership will help us go "over the top."

The 744th

T/5 Joe W. Kizzia
 T/5 Herman Levenson

When the May issue of the Milwaukee Magazine arrived at the 744th, and the officers and men of the battalion began to read the article concerning the doings of the outfit, grins of satisfaction spread across many a face. Not least among them was the cheerful look of Lt. Col. Hotchkiss and Major Shea when they saw their picture adorning the front cover along with that of D. T. Bagnell, Twin Cities Terminal superintendent.

Pleased, too, were the enlisted men whose pictures accompanied the informative article. Many of them, as was true of the officers, were formerly with the Milwaukee and knew that their friends and neighbors back home would be reading of their successes in the Army. The publicity was indeed a tonic to the morale of the entire battalion. In every dayroom and office one could find men clustered over a copy of the Magazine, poring over the article and its picture groups.

Promoted To Captain

Lt. John W. McReynolds, company commander of Company "A" of the battalion, has just been promoted to the rank of captain. Mac is well known over the Milwaukee Road, having been an instrumentman at Aberdeen, Miles City, Marion, and had various other assignments. It is with real gusto that everyone extends congratulations to him. The

linemen and the like, under his supervision.

Assisting Captain McReynolds are company officers: Lt. David B. Armstrong from the Nevada Northern as supervisor of track; Lt. Blanchard L. Pritchard from the engineering department of the Santa Fe as supervisor of bridges and buildings and water service; Lt. Ferdinand A. Ziebell, former signal crew foreman with the Milwaukee, as signal maintainer; Lt. Lamber D. Keating from the chief engineer's office of the Milwaukee Road at Chicago; Lt. Donald D. McGeen as company executive officer (maybe you have known of the McGeen's formerly with the Milwaukee Road). With Captain McReynolds at the helm and these helpers of his, as well as the enlisted men in the company, Col. Hotchkiss and Major Shea feel that they have "one of the best damned 'A' companies a railway operating battalion ever had."

Captain McReynolds has had a colorful Army career. Being a graduate civil engineer from the University of Missouri, it was only natural that the Captain was assigned to the Corps of Engineers when he enlisted early in 1942. Subsequently, he attended the Corps of Engineers Officers Candidate School at Fort Belvoir, Va., and when he was commissioned the school retained him as an instructor in the study of water purification and the rail movement class. Among his many students in school, one was Officer Candidate Richardson, now Lt. Claude B. Richardson, adjutant of the 744th. Captain McReynolds was subsequently detailed for duty with the Transportation Corps and joined the 744th at its activation at Fort Sam Houston, Tex. Conscientious hard work and the captain's ability have placed "Mac" where he is.

The Army, like the railroad in civilian life, is always on the lookout for good men — men who are capable, who can be promoted to new and higher jobs and who can learn new skills that will be invaluable when the war's end

sends them home once more. In the 744th we find men learning and doing new jobs all the time. Sgt. William F. Plattenberger and Sgt. Hal J. Smith, both from Savanna, Ill., worked as switchmen on the Milwaukee before entering the service, but have now been promoted to fill positions as conductors since joining the unit.

Also holding jobs as conductors in the Milwaukee Road's "Military Training Division" are Sgts. Richard F. Garvel, of Kensett, Ia., and Herald N. Musgrave of Chicago. Another able GI, T/4 George W. McQueary, Jasonville, Ind., mans the throttle of one of the engines on which the battalion is training. T/4 McQueary was formerly a fireman on the Milwaukee but was recently promoted to engineer in the 744th.

Silence is sometimes golden; and sometimes guilt.

I & S M DIVISION

East End

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



While no Hollywood talent scouts were in the audience, those who saw the performance of "You Can't Take It with You," in which L. L. McGovern starred as Mr. Kirby, agreed that he played the part very well.

"Mac" received word from daughter Jeanne that she is stationed in London and is now working in the finance department and enjoys her work a lot. She has already visited some of the historic spots there.

Lt. Bill Valentine dropped in for a week's visit with the family and advised he had been transferred to Lincoln, Neb.

Three of the local boys donned their Milwaukee bowling shirts and journeyed to Minneapolis to trundle in the Tribune classic Apr. 22, and while we didn't do as well as we might have, we did get the following scores: Guy Williams, 692; George Savidis, 719, and yours truly, 725.

Pfc. Woodrow Chrz, former engine watchman at Albert Lea, visited the office recently. He is stationed at Fort Sam Houston with a railway battalion.

Train Dispatcher Bill Ende is off because of sickness. L. R. Stokes is relieving at Austin.

Recent appointments:

Amy Belle Rowley was appointed station helper at Grand Meadow.

Wesley Aldrich, agent, Good Thunder, has retired, and M. S. Haling, Kenyon, has retired because of ill health. Both jobs are now on bulletin.

P. F. Finnegan was appointed agent at Bixby while regular Agent K. C. Sexter is relieving at Blooming Prairie in place of R. J. Whipple who is in California.

Mark W. Banks, operator-leverman, Mankato, has enlisted in the Navy and Harry E. Borgen received the job on bulletin. Margaret Rafferty is relieving in Harry's place at Oakland.

Two more of our operators who answered the call to the colors the past month are G. W. Clark and H. E. Otterness.

Madison Area

Jim Gregerson
 Correspondent
 Warehouse Foreman
 Madison, S. D.



Pvt. Noel Dingman, former brakeman, has been home on sick leave after having an emergency operation for appendicitis at Fort Snelling. Noel is a member of the 744th Railway Operating Battalion.

Merle Meinicke, son of Engineer Meinicke, has been commissioned an ensign in the Navy and has reported at Tucson, Ariz., for training. Merle has been teaching science in the Watertown, S. D., High School.

A. D. ("Red") Walker, former clerk, has been promoted to first-class petty officer of the Seabees. "Red" is stationed in the Hawaiian Islands.

Pfc. Leonard Tomscha, former employe

THE MILWAUKEE MAGAZINE



These men, comprising the adjutant's staff of the 744th Railway Operating Battalion at Fort Snelling, Minn., are charged with handling the general administrative work of the battalion. L. to R.: Sgt. Maj. W. A. Mayhall, administrative assistant to adjutant; T/5 Joe W. Kizzia, secretary to the adjutant; Lt. C. B. Richardson, adjutant. Lt. Richardson was formerly in the transportation department of the road in Seattle. T/5 Kizzia is one of the two reporters who cover the news of the 744th for the Magazine. (U. S. Army Signal Corps photo.)

744th really feels they have a steady hand for the guidance of Company "A" in Captain McReynolds. What does the Company "A" commander do? His job in a railway operating battalion is comparable to the division engineer on a regular railroad division and he has track men, section foremen, enlisted men as draftsmen and rodmen, bridge carpenters, steel bridge men, signal maintainers,

at the roundhouse, has been home on furlough. He is now at Seymour Johnson Field, N. C., having been recently returned to the States from Iceland.

Employees along the division who have in years past enjoyed fishing at Lake Madison, may like to hear that the lake has again filled up. It is now up to the 1928 level. It has been stocked with bass, pike, perch, crappies and bullheads. In another season it should have the fine fishing of 20 years ago.

Harley Beck, brother of Taylor Beck, roundhouse employe, has been reported killed in action on the Anzio beachhead. Another brother is 1st Sgt. Leslie Beck, former sectionman.

Dan Lawler, retired conductor, passed away during April at the age of 82 years. Dan was born at Mazomanie, Wis., Dec. 17, 1862. He started work for the Milwaukee at the age of 14 and faithfully served this railroad for 63 years, retiring July 30, 1937. Dan is survived by his wife; one son, Joe D. Lawyer, switchman at Madison; two grandchildren and one great-grandchild.

H. G. Gregerson, agent at Madison, has taken two months' leave of absence. H. J. Bennett of Egan bid in the job and is now on duty with us at Madison.

CHICAGO TERMINALS

Western Avenue

T. A. Finan
Correspondent
Care of Yardmaster

We hope for the speedy recovery of Carman W. Swiderski, who recently underwent a serious operation.

Our hats off to the Boosters Club for their gift of horseshoes to the men at Galewood Yard 1. These will help the fellows during their lunch period.

A. Jensen of the store department entered the Army last month.

Whereabouts of some of the boys of the car dept.: N. Bihun is at Norman, Okla.; L. Rummel is in India; J. Wojcieszek is in Italy; and E. Berman is in Iran.

Lauretta Fritz of the store department was a money winner in the recent bowling tournament in Elmwood Park.

Sgt. Barney Dummer was a visitor during the month. Barney, formerly of the commissary, is now an instructor of locomotive engineers at Fort Sam Houston, Tex.

Pvt. A. F. Grobe, former terminal fireman, is now in Italy.

We are sorry to hear of the passing away of the wife of Engineer W. McCormick.

Steward Ream Ritchie, who has been assigned to the Olympian for many years, passed away on Apr. 22.

Steward F. L. Reynolds and Stenographer Ada Lloyd are very seriously ill as a result of strokes.

Inspector F. J. Wozny is back at work after suffering a broken wrist.

Waiter F. D. Clark passed away on May 8 after a short illness.

Galewood Freight Station

Herman F. Boeck, Correspondent
Freight Office

Louis J. Ippolito, your former correspondent, has been inducted into the Navy, and I have been asked to act as correspondent during his absence. Louis reported for duty on May 11 and I understand he is now stationed at Great Lakes for his boot training.

Robert L. Pace, automobile mail clerk, was also inducted into military service on May 11, his choice being Army.

Roland E. Chalifoux, night rate clerk, will receive a blue ribbon from the Red Cross for having donated a gallon of blood, and his wife, Lillian, is not far behind with her standing of seven pints donated.

School is being conducted at Galewood freighthouse for the Mexican Nationals now employed here. These boys are trying very hard to learn our methods and we are sure they will succeed.

Lloyd Decker, check clerk, is seriously ill at the Norwegian American Hospital. Here's hoping for his speedy recovery and early return to work.

The warehouse force handling the loading of the San Francisco cars were pleasantly surprised on a report from that point to the effect that one of their cars was loaded the best of any car received there during the past year. Keep up the good work, boys!

It surely is nice to visit with the boys in service who visit us when on furlough.

Well, folks, let's continue to write to these boys and girls, as they all sure appreciate hearing of the things going on at home.

Bensenville

Howard Lawrence, Correspondent
Assistant Superintendent's Office

E. G. Hale, livestock agent at the U. S. Yards, has retired. He entered the service of this railroad as a night clerk at Galewood on Sept. 12, 1899, serving in various capacities at that point until Feb. 1, 1914, when he was appointed chief clerk to the agent. On Mar. 1, 1930, he was appointed to the position of livestock agent, a post which he very

ably filled until May 1, 1944, when he reached the goal of all good railroaders—a pension while still able to enjoy it. Ed and his wife are going to enjoy life on their farm near Canton, Ill. Long life and good cheer to you, Ed.

Gust Ladass and George Plates, general foremen in the M. of W. department, located at Bensenville, both became members of the A.A.O.N.M.S. (Medinah Temple) recently. The afternoon of the eventful day they looked rugged, but the morning after they looked a little ragged. We are informed that the same camel stepped in both of their faces.

Was the face of the Bensenville district red not so long ago? We'll say it was. Several telephone calls were received from someone to the effect that our flag had been raised in an inverted position. Most of those who read this item will know what the trouble was but to the uninformed we will state that it was a good thing there was no detachment of soldiers or other fighting men crossing Mannheim Bridge because if they had been and had seen the flag in that position they would have come a-runnin' and their guns wouldn't have been on their shoulders, either. An American flag raised in an inverted position is a desperate means of calling for assistance.

(Continued on page 25)

The college graduate is presented with a sheepskin to cover his intellectual nakedness.

Rail oddities

RAILROADS 72%

GREAT LAKES 11%

PIPELINES 10%

TRUCKS 4 1/2%

INLAND WATERWAYS 2 1/2%

OF THE TOTAL OF MORE THAN A TRILLION (1,000,000,000,000) TON-MILES OF INTER-CITY FREIGHT SERVICE PERFORMED IN AMERICA BY ALL FORMS OF TRANSPORTATION IN 1943, RAILROADS MOVED ALMOST THREE-FOURTHS--730 BILLION TON-MILES.

USING PREFABRICATED PARTS PRODUCED OVER HERE, AMERICAN SOLDIER-RAILROADERS AT AN ARMY TRANSPORT CORPS DEPOT IN ENGLAND CONSTRUCT A FREIGHT CAR AND PUT IT ON RAILS IN 45 MINUTES.

SINCE MARCH 1, 1944, THE BENGAL & ASSAM RAILWAY--PRIME OBJECTIVE OF THE JAP INVASION OF INDIA--HAS BEEN OPERATED BY AMERICAN RAILROAD MEN OF THE U. S. ARMY TRANSPORTATION CORPS. THIS RAILWAY CARRIES ALL THE GOODS THAT GET INTO CHINA FROM THE OUTSIDE WORLD.

ASSOCIATION OF AMERICAN RAILROADS (39)

Number of Traffic Tips Reported by Traffic Tip Supervisors During April, 1944

Divisions	Pass. Tips	Frt. Tips	No. of Tips Per 100 Employees	Divisions	Pass. Tips	Frt. Tips	No. of Tips Per 100 Employees
Seattle General	21	7	15.1	Rocky Mountain Division	18	1	1.7
Iowa & S. Minn. Div.	42	47	9.6	Iowa and Dakota Div.	28	—	1.6
Chicago Terminals	2	271	9.2	Chicago General Office	23	12	1.5
Dubuque & Illinois	62	18	5.5	Madison Division	10	—	1.4
Milwaukee Division	35	7	3.2	La Crosse and River	16	6	0.9
Superior Division	16	6	2.5	Trans-Missouri Div.	9	1	0.9
Hastings and Dakota	24	6	2.4	Terre Haute Division	1	5	0.5
Idaho Division	12	—	1.9	Milwaukee Terminals	17	2	0.4
Kansas City Division	12	6	1.9	Twin City Terminals	6	2	0.3
Iowa Division	10	18	1.8	Miscellaneous	1	—	0.07
Coast Division	21	3	1.7				
TOTALS					386	418	2.5

TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING THE MONTH OF APRIL, 1944, AS REPORTED BY DIVISION OFFICES

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Chicago General Offices					MacDonald, J.C.	Asst. Gen. Stkpr.	Tacoma, Wash.	1	
Almen, Florence	Clk., Aud. Expend.	Chicago, Ill.	2		McGovern, Kathleen	Clerk	Seattle, Wash.	1	
Barnett, H.W.	Frt. Clm. Hd. Clk.	Chicago, Ill.	1	7	McNeilly, Margaret	Loc. Frt. Office	Seattle, Wash.	1	
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.	2	1	Niehoff, Dolores	Steno., Loc. Frt. Off.	Seattle, Wash.	1	
Burtness, T.W.	Secretary	Chicago, Ill.	1		Noble, Ellen	Accountant	Seattle, Wash.	1	
Butler, J.S.	Ret. Accountant	Chicago, Ill.	3		Rasmussen, F.W.	Chief Clerk	Seattle, Wash.	2	1
Duffy, Marilyn	Operator	Chicago, Ill.	1		Roberts, W.E.	Clk., Store Dept.	Tacoma, Wash.	1	
Fortier, H.L.	Real Estate Dept.	Chicago, Ill.	2		Rusch, H.	Stenographer	Tacoma, Wash.	1	
Graves, Vila M.	Asst. Secretary	Chicago, Ill.	2	2	Sigurdson, S.	Asst. Foreman	Seattle, Wash.	1	1
Istok, J.A.	Clk. Frt. Traffic	Chicago, Ill.	1		Unnopulos, H.P.	Sec. Foreman	Duvall, Wash.	1	
James, Harry	Clerk	Chicago, Ill.	1		Wakin, M.M.	Clerk	Tacoma, Wash.	1	
Johnston, R.F.	Chf. Clk. to PTM	Chicago, Ill.	1					21	3
Kocher, R.H.	Mail, Expr. Bag., & Milk	Chicago, Ill.	1						
Merrill, Ens. R.K.	On leave from Law Dept.	Chicago, Ill.		1					
Pekham, Ethel	Clerk	Chicago, Ill.	1						
Tate, A.O.	Real Est. Dept.	Chicago, Ill.	1						
Travers, F.T.	Steno-Clerk, Tax Dept.	Chicago, Ill.	1	1					
Vraney, J.E.	Chf. Trav. Aud.	Chicago, Ill.	1						
Wagner, Ted	Aud. Pass. & Stn. Accts. Off.	Chicago, Ill.	1						
			23	12					
Chicago Terminals Division					Dubuque and Illinois Division				
Bishop, N.	Asst. Agent	Galewood, Ill.	4		Betz, Michael	Cutter	Dubuque, Ia.	1	
Roeck, H.F.	Chief Clerk	Galewood, Ill.	9		Blaser, John P.	Crossing Flagman	Dubuque, Ia.	2	
Borman, H.A.	Rate Clerk	Galewood, Ill.	9		Ceurvorst, A.D.	Yard Clerk	Davenport, Ia.		1
Brown, H.	Rate Clerk	Galewood, Ill.	12		Claussen, W.H.	Agent-Operator	Canton, Minn.		1
Dyba, T.	Clerk	Galewood, Ill.	4		Clifford, Marie	Steno-Supt's Office	Savanna, Ill.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.	5		Dahmen, Andrew	Loco. Dept.	Marquette, Ia.	1	
Ewing, John J.	Clerk	Galewood, Ill.	4		Fisher, J.H.	Car Foreman	Savanna, Ill.	1	
Grill, William J.	Clerk	Galewood, Ill.	1		Hall, Gladis M.	Clerk	Savanna, Ill.	1	
Hanson, H.	Rate Clerk	Galewood, Ill.	5		Haugen, M.R.	Chauffeur	Marquette, Ia.	1	
Merwin, John J.	Rate Clerk	Galewood, Ill.	6		Herron, D.J.	Loc. Storekeeper	Marquette, Ia.	2	
Mocera, Miles	Car Order Clerk	Chicago, Ill.	5		Horsfall, C.	Helper	Dubuque, Ia.	1	
LeMire, G.E.	Rate Clerk	Galewood, Ill.	6		Keck, W.	Loco. Cutter	Dubuque, Ia.	1	1
Miller, John H.	C/L Notice Clerk	Chicago, Ill.	92		Kolze, Albert R.	Car Dept.	Spaulding, Ill.	2	
Oettinger, J.J.	Rate Clerk	Galewood, Ill.	2		Kurt, Francis B.	Clerk	Waukon, Ia.	12	13
Pobloske, B.G.	Ass. Agent	Galewood, Ill.	26		Layton, George	Cap. of Police	Savanna, Ill.	3	
Portschy, J.M.	Car Dept.	Bensenville, Ill.	1		Long, William E.	Ret. Mach.	Savanna, Ill.	3	
Reimann, B.	Rate Clerk	Galewood, Ill.	2		McDermott, Anne	R.H. Clerk	Savanna, Ill.	5	
Schumacher, L.D.	Clerk	Galewood, Ill.	1		Meyers, Leonard	Baggage man	Savanna, Ill.	1	
Willison, H.	Asst. Chf. Clerk	Galewood, Ill.	5		Myers, W.B.	Lt. of Police	Savanna, Ill.	1	
			2	271	Nutt, Mildred	Clerk	Savanna, Ill.	2	
					Schreiber, Max	Car Dept.	Spaulding, Ill.	2	
					Davidshofer, John	Laborer	Dubuque, Ia.	1	
					Stafford, Wm. A.	Clerk, DF&PA Off.	Dubuque, Ia.	2	
					Thompson, L.E.	Chauffeur	Dubuque, Ia.	1	
					Unmacht, H.A.	Gen. Foreman	Dubuque, Ia.	2	
					Withhart, F.M.	Baggage man	Savanna, Ill.	11	2
					Youngblood, L.A.	Loco. Dept.	Marquette, Ia.	3	
								63	18
Coast Division					Hastings and Dakota Division				
Carrotte, Mrs. Clara	Stenographer	Tacoma, Wash.	1		Aggen, Marjorie	Clerk-Steno.	Aberdeen, S.D.	2	
Clark, Bernice	PBX Operator	Tacoma, Wash.	1		Bacon, Mrs. R.I.	Wife of Agent	Ashton, S.D.	1	
Coble, W.H.	Freight Agent	Lynden, Wash.	1		Bruers, A.W.	Agent	Graceville, Minn.	2	
De Guire, C.E.	Clerk	Tacoma, Wash.	2	1	Fossum, Louis	Steno-Clerk	Aberdeen, S.D.	1	1
Dutris, E.E.	Car Dept.	Seattle, Wash.	1		Hohensee, W.H.	Clerk	Aberdeen, S.D.	1	
Harris, Diana	Demurrage Clerk	Seattle, Wash.	1		Hopp, Pearl	Secy. to Supt.	Aberdeen, S.D.	2	
Ladwick, J.R.	Freight Agent	Seattle, Wash.	2		Jahner, W.F.	Rodman	Aberdeen, S.D.	2	
					Lieb, George L.	Operator	Ortonville, Minn.		4
					Lundberg, A.F.	Train Baggage man	Minneapolis, Minn.	4	
					Mitchell, J.M.	Asst. Engineer	Aberdeen, S.D.	5	1

(Continued on page 23)

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frts.				Pass.	Frts.
Hastings and Dakota Division—Continued					Kansas City Division				
Moriarty, W.J.	Chief Clk., Store Dept.	Aberdeen, S.D.	1		Atkin, F.W.	Traffic Dept.	Kansas City, Mo.		1
Seller, J.J.	Chief Clerk	Aberdeen, S.D.	1		Baker, C.H.	Time Revisor	Ottumwa, Ia.	1	
Todoroff, Carl	Sec. Laborer	Aberdeen, S.D.	1		Baker, Margery	Stenographer	Ottumwa, Ia.	1	
Weeks, G.D.	Instrumentman	Aberdeen, S.D.	1		Bowen, Nell	Steno-Clerk	Ottumwa, Ia.	1	
			24	6	Chambers, Virginia	Clerk	Ottumwa, Ia.	1	
Idaho Division					Givens, W.C.	Superintendent	Ottumwa, Ia.	1	
Allen, Blanche M.	Wife of Rdmstr.	Spokane, Wash.	2		Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	2	
Allen, C.F.	Roadmaster	Spokane, Wash.	2		Hammond, E.R.	Clerk	Ottumwa, Ia.		1
Beckey, Earl	Loco. Dept.	Spokane, Wash.	1		Hampshire, J.F.	Clerk	Ottumwa, Ia.		1
Brothie, F.W.	Capt. of Police	Spokane, Wash.	1		Henson, H.L.	Stenographer	Ottumwa, Ia.	2	
Brundage, Mrs. W.W.	Clerk	Spokane, Wash.	1		Lindsey, W.E.	Tel. Operator	Kansas City, Mo.	1	
Kipp, Howard B.	Trucker	Spokane, Wash.	1		Mills, J.W.	Cashier	Ottumwa, Ia.		1
Perry, Mrs. Ethel		Spokane, Wash.	1		O'Malley, A.J.	Rate Clerk	Ottumwa, Ia.		1
Peterson, C.E.	Engineering Dept.	Spokane, Wash.	1		Santee, Margaret	Clerk	Ottumwa, Ia.	1	
Stoll, E.J.	Asst. Engineer	Spokane, Wash.	2		Scharr, M.O.	Clerk	Ottumwa, Ia.	1	
			12		Ward, C.L.	Clerk	Ottumwa, Ia.		1
Iowa Division								12	6
Berryhill, Mayme	Stenographer	Marion, Ia.	1		La Crosse and River Division				
Buskness, S.K.	Car Inspector	Council Bluffs, Ia.	1		Berg, C.E.	Instrumentman	La Crosse, Wis.	1	
Curran, Francis	Rate Clerk	Cedar Rapids, Ia.	1		Blanchfield, E.C.	Cashier	Merrill, Wis.	1	
Failor, W.E.	Rdmstr's Clerk	Marion, Iowa	1		Blacksmith				
Lange, L.R.	Div. Storekeeper	Marion, Ia.	1		Helper		Tomah, Wis.	1	
Leen, Ed	Yard Conductor	Council Bluffs, Ia.	1		Dolan, Wilbur	Station	Wis. Rapids, Wis.		1
McCailey, Hazel	Stenographer	Cedar Rapids, Ia.		17	Drum, W.F.	Instrumentman	La Crosse, Wis.	1	
Miller, George E.	Track Dept.	Cedar Rapids, Ia.	1	1	Frazier, I.L.	Rate Clerk	Merrill, Wis.	1	
Murphy, H.J.	Trmstr's Clk.	Marion, Ia.	1		Frye, M.J.	Chief Clerk	Merrill, Wis.	1	
Nelson, M.H.	Crane Operator	Perry, Iowa	2		Fuellemann, B.	Fireman	Watertown, Wis.	1	
Reed, Vernard	Sec. Foreman	Jefferson, Iowa	1		Hills, R.B.	Operator-Agent	Marshall, Wis.	1	
			10	18	Karow, C.A.	Cashier	Winona, Minn.	1	
Iowa and Dakota Division					Karow, Mrs. Daisy	Exp. Clerk & Steno.	Winona, Minn.	1	
Anderson, E.E.	Sec. Foreman	Delmont, S.D.	4		McLaughlin, R.F.	Fireman	Watertown, Wis.	2	
Brann, Mrs. H.E.	Wife of Agent	Avon, S.D.	3		Owecke, Harry	Rate Clerk	Winona, Minn.		1
Flynn, Helen H.	General Clerk	Sioux City, Ia.	1		Ruder, George	Warehouse Formn.	Merrill, Wis.	1	
Fuhr, Walter E.	Instrumentman	Mason City, Ia.	1		Ruder, William	Trucker	Merrill, Wis.	2	
Grupp, H.C.	Instrumentman	Mason City, Ia.	1		Schaad, Gregory	Trucker	Merrill, Wis.		1
Kelly, Harry M.	Conductor	Sioux City, Ia.	1		Tucker, George	Ret. Police			
Kelroy, Matt	Ret. Car Inspector	Mason City, Ia.	1		Warner, A.W.	Officer	Terre Haute, Ind.	1	
Kemp, Colonel S.	Flagman	Sioux Falls, S.D.	3		Wheeler, Morton	Trn. Dispatcher	Wausau, Wis.	1	
Knoernschild, A.E.	Loco. Dept.	Sioux City, Ia.	1			Bill Clerk	Winona, Minn.	2	
Liebold, J.H.	Conductor	Mason City, Ia.	1					16	6
Lingscheit, A.	Station Helper	Parkston, S.D.	2		Madison Division				
Maxwell, Frank	Conductor	Sioux City, Ia.	1		Coleman, James F.	Ret. Clerk	Madison, Wis.	3	
Paulsen, Bertha	Wife of Agent	Corsica, S.D.	1		Conlin, R.A.	Asst. Cashier	Madison, Wis.	1	
Platt, Earl	Car Inspector	Sioux City, Ia.	1		Hansen, E.J.	Trucker	Richland Center, Wis.	1	
Roth, Kenneth	Storehelper	Mason City, Ia.	2				Wis.	1	
Serakos, Chris	Laborer	Mason City, Ia.	1		McNulty, B.	Chief Clerk	Madison, Wis.	1	
Sopoci, S.	Sec. Foreman	Tripp, S.D.	1		Piasecki, A.J.	Clerk	Richland Center, Wis.	2	
Thibodeau, M.A.	Welder	Sioux City, Ia.	1		Siebert, Max	Clerk	Janesville, Wis.	2	
Woodhouse, W.H.	Baggageman	Mason City, Ia.	1					10	0
			28	0	Milwaukee Division				
Iowa and Southern Minnesota Division					Brown, C.	Cashier	Beaver Dam, Wis.	1	
Anderson, H.W.	Agent	Zumbrota, Minn.	2		Drake, Spencer	Warehouseman	Beaver Dam, Wis.	1	1
Bartlet, R.H.	Sec. Laborer	Zumbrota, Minn.	1		Fiebelkorn, W.C.	Chief Clerk	Beaver Dam, Wis.	4	3
Bruha, F.H.	Agent-Operator	Dexter, Minn.	2		Gregg, William	Engineer	Rockford, Ill.	1	
Dosey, E.H.	Cashier	Blooming Prairie, Minn.		33	Haddy, Alfred	Sec. Foreman	South Byron, Wis.	1	1
				7	Kuhn, H.G.	Clerk	Beaver Dam, Wis.	2	2
Evanson, A.M.	Brakeman	Wahlan, Minn.	1		Lentz, Adelbert	Sec. Laborer	Horicon, Wis.	1	
Full, E.J.	Agent	Austin, Minn.	1		Meyer, I.C.	Agent	Beaver Dam, Wis.	3	
Hartwig, Mrs. F.E.	Wife of Agent	Alden, Minn.	1		Moe, Louis	Pump Repairer	Horicon, Wis.	1	
Hayes, Albert	Operator	Albert Lea, Minn.	8		Monogue, Ed	Conductor	Horicon, Wis.	1	
Holms, Wm. S.	Yard Clerk	Austin, Minn.	1		Mueller, A.A.	Operator	Beaver Dam, Wis.	8	
Horton, A.A.	Agent	Fairmont, Minn.	1		Noel, M.E.	Roadmaster	Horicon, Wis.	3	
Johnson, A.	Conductor	Albert Lea, Minn.	1		Olson, A.H.	Roadmaster	Horicon, Wis.	4	
Johnson, Charles	Agent-Operator	Sherburn, Minn.	4		Passage, George	Trainmaster	Milwaukee, Wis.	1	
Johnson, George A.	Conductor	Austin, Minn.	1		Rich, L.M.	Conductor	Horicon, Wis.	1	
Johnson, Roy	Cashier	Fairmont, Minn.		2	Whitty, Hazel	Rdmstr's Clerk	Horicon, Wis.	1	
Kaisersatt, J.T.	Loco. Engineer	Madison, S.D.	3	1	Willars, John	Sec. Foreman	Horicon, Wis.	1	
Kelley, A.S.	Conductor	Albert Lea, Minn.	1					35	7
Kiesow, R.D.	Helper	Fulda, Minn.		1	Milwaukee Terminals and Shops				
King, J.E.	Chauffeur	Austin, Minn.		1	Belond, Harry	AAR Inspector	Milwaukee, Wis.	8	
McKinney, George	Conductor	Madison, S.D.	2		Bilty, G.J.	Foreman	Milwaukee, Wis.	3	
McShane, Mrs. M.	Widow of Rdmstr.	Austin, Minn.	1		Campbell, James R.	Clerk, S.M.P. Off.	Milwaukee, Wis.	1	
Olson, F.J.	Operator	Albert Lea, Minn.	2		Dittmar, I.O.	Tinsmith	Milwaukee, Wis.	1	
Olson, H.L.	Agent	Brownsdale, Minn.	1		Freihoefer, W.J.	Welder	Milwaukee, Wis.	1	
Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	1		Hamrahan, Archie	Welder	Milwaukee, Wis.	1	
Peterson, R.A.	Agent-Operator	Winnebago, Minn.		1	Lahn, F.J.	Yard Clerk	Milwaukee, Wis.		2
Rickard, F.E.	Conductor	Austin, Minn.	1		Schultz, Leona	Hist. Record Clk.	Milwaukee, Wis.	2	
Swan, C.A.	Trn. Dispatcher	Austin, Minn.	1					17	2
Swank, H.J.	File Clerk	Austin, Minn.	2		Off Line Offices and Miscellaneous Group				
Whalan, Mrs. J.C.	Wife of Agent	Fulda, Minn.	1		Berstler, L.S.	Freight Traffic	New York, N.Y.	1	
Williams, F.M.	Conductor	Madison, S.D.	1					1	0
Wood, E.E.	Engineman	Farmington, Minn.	1						
Wopat, E.L.	Agent	Vienna, S.D.	1						
Wopat, Judy Ann	Daughter of Agt.	Vienna, S.D.	1						
			42	47					

CHICAGO GENERAL OFFICES

Car Accountant's Office

Harry M. Trickett
Correspondent



Florence Kuhn retired from the Road on Apr. 29 after many years of loyal service, and was married on May 3. Ralph Upham also slipped away and was married on April 26. Both of them were presented with beautiful gifts from office friends.

Margaret Marshall received a unique greeting from her husband, S/Sgt. Leonard Marshall, which appeared in the Chicago Times on Apr. 18 with various G.I. Grams wirelessly by the war correspondent in New Guinea.

Pfc. Warren Gearhart visited us on Apr. 19 and has since been transferred to Ft. George Meade, Md. He has been training in the Glider Infantry and expects to become a paratrooper.

William Dinoffria, S 2/c of the Navy, is now stationed with the U.S. Naval Hospital Staff at St. Albans, Long Island, N. Y.

On Apr. 16 the Pioneer Limited Bowling Team, consisting of Genevieve Lukashek, Angela Nixon, Helen Wickman, Eleanor Keen, and Marcella Pfaff, won first prize in the Herald American Tournament in Class "E" and were awarded medals and \$100.

Recent news from Texas announces the birth of a son at Laredo on Apr. 26 to Lt. and Mrs. Henry Youngquist, the former Jeanne Norstrom. The new son is the first grandchild in both the Norstrom and Youngquist families.

After a short illness, Anderson C. Baker passed away on May 7. He has served us as a janitor and elevator operator for several years. A collection was taken throughout the building and presented to his widow. On May 12 the body was sent to Alabama for burial.

Edgar Dunning, who has been in ill health for the past several months, is now at home and if improvement continues, expects to return to work soon.

Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent



Alice De Rege has taken a six months' leave because of ill health.

Gene Swing is coming along very nicely after a very serious operation.

Jo Baker received a picture of Charlie, which was taken in the prison camp, and he looks swell. Should anyone care to see it, I'm sure Joe would be only too happy to show it.

Myrtle Bedore has resigned to take up duties at home.

Buzz Martin was in to see us after finishing boot training, and, boy, did they give him a spring shearing!

Scotty Milton was also in to see us. He has seen plenty of action in the South Pacific. We sure enjoyed seeing him and, as usual, asked him a lot of questions which could not be answered.

Charlie Preih's son, who was reported missing in action recently, has now been reported a prisoner of war.

We were all saddened by the sudden death of our genial janitor, Henderson Baker, and wish to extend our sympathy to his family in their bereavement.

Bill Rysick writes from England that he wishes they'd hurry D-day so he could come home.

Ray Radway returned from his pre-induction vacation in South Dakota as brown as he'll get in service.



Organized last fall, and without previous practice together, the Milwaukee Road Girls' Basketball team, composed of girls employed in the Fullerton Avenue office building, Chicago, had a good season with the Evening American League, and played three additional games with the Wacs. L to R: William Stegman, coach; Anne Gawin, Louise Leisten, Mary Gluchman, Emilie Dodovich, Elvera Witt, Gladys Isberner, Verne Lange (captain), Madelyn Gear (manager), June Marx. Cora Konig, who played forward throughout the season, was absent when the picture was taken. Madelyn Gear is leaving the road in June to join the Waves.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

We had some welcome visits recently from servicemen. Among those we were glad to see and welcome back—even for just a short while—were Harry Pajak, home on a visit from the southland . . . Clifford Deakin dropped in from the Lakes for a little get-together . . . Johnny Benetti, of the Signal Corps, was home on a furlough and came in one day to see us . . . Bob Vujovich, fresh from a six months tour of the seven seas, dropped in and exchanged greetings . . . if possible, Bob looks bigger than ever.

Margaret Hicks, of the AFE Bureau, can now be formally introduced and addressed as Mrs. Danielson . . . the happy event took place late in April.

Quite a number of Fullerton Avenue noors attended the first mass and reception for Rev. John J. Marquardt at St. William's church, Chicago, May 7. Rev. Marquardt is the son of Henry Marquardt, assistant bureau head, timekeeping bureau. We certainly extend our sincere congratulations to the young priest and his proud parents, and wish for him the best of everything in his chosen field.

A surprise marriage announcement came from Sunny San Diego, Calif., as Fern Sateerlund, of the typing bureau, advised she was now Mrs. Robert Wright, no less . . . right or wrong, Fern, lots of luck and regards to "hubby," who is now busy in Uncle Sam's armed forces.

This is probably something for Ripley . . . believe it or not, Madelon Wallace, of the timekeeping bureau, copped second place in the girls' bowling sweepstakes, held recently to finish the late departed bowling season . . . Madelon replaced Katie, "The Coin Collector" Crowley, as the money bowler this year . . . even so, Miss C still managed to get into the final financial accounting, somewhere down the line . . . Madelon rested all year, just for that one event.

Two people, we all surely remember, are planning on a "two can live as cheap as one" future . . . Catherine Lombardo, formerly of the material bureau, and John Coffield, now with the U. S. Marines, have announced their engagement.

A familiar face is missing around the Fullerton Ave. premises these days . . . everybody's pal—Henderson Baker, or just "Baker" to a lot of us, one of Mr. Salda's boys, who passed away suddenly, early this month . . . always willing to

lend a helping hand, "Bake" also would buy, sell or trade anything at the drop of a syllable . . . we would like to offer sincere condolences . . . he'll really be missed.

Purchasing Department

Josephine O'Hara
Correspondent



The march of time in the purchasing department has literally been "on the double" this month with changing events.

Two of our boys in service have been moved. Pvt. Michael Matara is with the Army Air Forces pilot school at Moody Field, Valdosta, Ga. Mike is being trained in personnel work and is taking 80 hours of psychology in school, as well as classifying Army personnel before recommendation to various positions in the Army Air Forces.

Pfc. Don Russo is now stationed in San Luis Obispo, Calif. He took an active part in spring housecleaning at his new camp. The operation must have been very successful as Don wrote about it with enthusiasm. He might have some helpful hints for housewives.

Letters from Pvt. Bob Reiter are telling us of a new Bob as we read of his appreciation of things historical. His latest venture was attending Easter services in Westminster Abbey, London.

We received our first letter from Pvt. Dorothy Croffoot shortly after her arrival at Fort Oglethorpe, Ga. She expressed her gratitude for our farewell gift to her, a fitted cosmetic case, and has already found use for it.

Two new Chicago girls have been added to the office force. Zoe Kolovat is in the tie and inspection department and Marian Hansen Kubel is in the main office.

Lurena Whidden Polk has been writing us nice letters and we have been very interested in following her through a nurses' aide course and in the housewifely task of making a good pie. Lurena is working three mornings a week at a hospital and her pies are improving with each attempt. She is very fortunate in having such a nice apartment and it has a seasonal appeal, too, being located only two blocks from a bathing beach on Lake Michigan in Milwaukee.

We have among us two nurses' aides, for Dorothy Hess and Ida Tucker are

doing their part to relieve the shortage of trained nurses.

Ed Kirk, our office boy, intends to become an expert package wrapper. Ed claims that after having wrapped everything from expensive tapestries to humble little paint cans, he is beginning to like it.

A novel paperweight may be seen on Mr. Casey's desk. It would be safe to say that a countersunk head bolt with a lock washer attached has not often been used in this capacity. Mr. Casey gave his most valuable paperweight to the scrap drive, so a substitute had to be found.

If you haven't already found what makes a trying day for Silly Sally in her office, you must stop at the bulletin board and read all about it in a poem, "A Day in the Life of a Tokio Clerk."

Another daughter has been added to Jim Maloy's twosome. Jim is now the proud father of three daughters. Our congratulations to you, Jim.

In these days of rationed materials, shipping problems and legal barriers of supply and demand, we have found that a smile to a co-worker, a friendly "hello" and a pleasant attitude toward our work help keep us in pace with our times.

Freight Auditor's Office

J. A. Strohmeier
Correspondent



Arthur Lyman, review bureau, the eldest F. A. office employee in years of service, here 39 years, died in Alexian Brothers' Hospital a few hours after being injured in a street car accident on Halsted street at Fullerton avenue. On his way home from work, about 5:15 p. m. on May 2. We extend sympathy to his bereaved widow, Elizabeth.

Walter Sefton, retired, formerly review clerk, died at Alexian Brothers Hospital May 12. He had never fully recovered from having been hit by an auto during November, 1941, after which he spent about a year in the same hospital.

Henderson Baker, one of Mr. Saida's employees for the past 15 years, died Apr. 8, after a brief illness that started as an ear infection. His pleasant manner in serving others had won him many friends throughout the entire Fullerton Avenue building.

Wanda Wentzel, accounting machine room, started her Army Cadet Nurse training at American Hospital, Chicago, May 26.

Wm. Ganzer, Jr., son of review bureau head clerk, has been promoted to Navy Officers Training course at Northwestern University, starting July 1.

Frank Corcoran, of Morton Grove and Evanston, a newcomer in Jim Harvey's 17,000 adjustment bureau, arrived at work May 15, "in the pink" which he claimed to be sunburn. Fellow employees are skeptical.

Shirley Wells, accounting machine room, is all smiles these days and thanking other employees for their wedding gift of a dinner set. Marge Neu, accounting machine room, returned home from an Eastern vacation trip with a service man husband. Congratulations from all of us.

Katherine Buster Rose, statistical bureau, is vacationing with her husband of the Air Force, Columbia, S. C.

Amelia Kautz celebrated her 25th anniversary as a Milwaukee Road employee on May 29. Hearty congratulations, vet.

Ruth Hoffman has joined the switching bureau, having transferred from W. B. filing.

Henry Spitzer, home town Rolling Prairie, Ind., a claim checker employed in W. P. Heuel's office, who has spent much time in making claim entries in F. A. office records, has finished medical studies and will take the state medical

examination in June and enter the Army Medical Corps in July.

Art Lindmark, who heads our list of Red Cross blood donors, spent his vacation at Seattle, Wash., where he went fishing for oysters.

When calling for Shirley in W. B. filing bureau, call for her number, viz.: No. 1, Shirley Ruslek, No. 2, Shirley Reinberger, No. 3, Shirley Lenz, No. 4, Shirley Zerndel. That's a lot of "Shirley" in one place.

About our boys in service: Letter to C. Carroll, Interline, from the New Guinea jungle fighter, Vern Noetting, sends a "Hello" to all, and this special to Marty in the Atlantic, "Jerk, I miss You." M. P. Mike Deane, Camp Custer, Mich., a visitor May 6; Pfc. E. R. Mueller, Anti-Aircraft Division, Camp Cooke, Calif., Apr. 17; and on Apr. 18, Lt. Jack Conway, Camp Ellis, near Peoria. He is in charge of war prisoners at work near there.

Marine Allen McSween, former assistant head clerk, accounting machine room, stationed at Treasure Isle, Calif., wrote Arthur Gentzcke, head clerk, on Apr. 14, that he was scheduled to leave for the South Pacific soon. Allen, who has not had a furlough since being called to service, expressed deep gratitude to Mr. Gentzcke for having arranged for Mrs. McSween's trip to visit him. He also requested that his regards be given to his many friends in the Fullerton Avenue building.

Bowling finals: The Afternoon Hiawatha team won the Milwaukee Road 1943-44 championship. On this team were Charles Becker, captain; W. F. Miller, freight auditor; E. M. May, assistant freight auditor; A. E. Peterson, chief clerk and John Kreiter, H. C. estimated earnings bureau. Sweepstakes winners: First, A. E. Peterson; second, W. Hauch; third, J. Kopec; and fourth, G. Searles. The league plans to use the Goranson alleys again next season.

HAVE YOU WRITTEN A LETTER TO A SERVICE MAN?

Passenger Traffic Department

E. R. Will, Correspondent



With the advent of June we enter another summer season with a hope, yea a prayer, that it is the last one of the war. We of the rate department knew that the summer time was at hand when Rate Clerk Ray Freitag arrived at work on May 15 with his typical ripe, or broiled complexion. The Bensenville sun is particularly potent at this season. If you, by chance, seem to imagine an apparition of a sainted head before you, have no fear—it is merely Freitag's "bean."

B. J. Schilling, general agent of the passenger department here in Chicago, recently received the road's 35 year service award. He began working for us in 1909 and has served as clerk to the ticket auditor, information and reservation clerk, accountant, cashier, ticket seller, passenger representative, city passenger agent, traveling passenger agent, and assistant general agent. He was appointed general agent in 1927. Mr. Schilling was recently instrumental in placing the "teacher's kit," originated by the Association of American Railroads, in all of the Chicago schools.

The Kentucky Derby Pool annually stirs up more interest than any other sports event and as Pensive came in the stretch, so did the reward for careful choosing come to Eleanor Bloomfield, stenographer in the department. Having been the recipient of two Booster Club war stamp awards in the past few months, your scribe has nick-named the young lady "Lucky E." Charlie Rank, despite claiming a foul, took second with Broadcloth.

Ray Peters, S 2/C, visited the office after boot training at Farragut, Idaho. Three days later we received advice that he was quarantined with scarlet fever at Great Lakes. He sincerely hopes that all of us are enjoying good health.

Sgt. Robert Chermak suffered severe lacerations and free teeth extractions in a recent mishap while riding in a jeep. Some sort of obstruction was in the path of the speeding vehicle and it and two of the boys went one way and the other two, including Bob, went in the other direction. We understand that the medicos, aided by a local seamstress, repaired the young man and he's back on duty.

Bob Johnston, chief clerk to the P.T.M., is the champion morale builder of the department by virtue of his keeping in contact with all the service men by mail. One of his most interesting of recent advices concerns the whereabouts of Capt. Fred Priester. It seems that Fred's company took part in the New Britain operations and the group received six Purple Heart awards and one recommendation for the Silver Star. As company commander, Priester proudly stated that there were no deaths or permanent injuries in his company to mar the success of their part in the campaign. They are anxious to return to combat as they desire to end it once and for all and get back home.

Freight Traffic Department

Wesley S. McKee
Correspondent



Reports anent the propagation of the race:

It's a boy at the Sun-ters. After about 20 years, Wild Willie has an heir to inherit his old "C" melody sax and pitching glove. The nurse says the young Bill already moans in the approved Sunter fashion.

Rose Klosowski presented friend Wladek with another son, James, born May 4, and weighing over nine pounds. All O. K.

A transient artist recently did a lovely sketch of "Smilin'" Charley Prendergast, sans jeans. The study was duly unveiled in the WTL meeting room. "Coos" didn't appreciate the masterful job.

John Sloma has been handling the stone tariffs for so long it was inevitable that he should get one caught in his kidney.

Don Ginter, who had a bad cold, got a lovely coat of tan by following his doctor's order that he take ultra violet ray treatments.

Antoinette Welling of the coal traffic department is convalescing from a recent operation.

Clara Welling recently sprained her ankle while in the line of duty. Gen. Jose Burke of the foreign line regiment has recommended her for the Purple Heart.

On a recent hot and sultry day, with the temperature about 90°, "Lochinvar" O'Malley was seen to remove his coat and as he started to take his vest off he suddenly changed his mind when he saw a most chilling sight. The flag outside the window (unopened, of course) had fluttered, indicating a breeze.

Understand friend Nolan, who travels about with a barber, got clipped recently; not his hair, his wings.

A general, returning to camp one evening, couldn't produce his identification. The rookie on guard duty, unimpressed, refused to let him pass through the gates.

Finally, the exasperated general bent forward, pointed to the stars on his shoulders and bellowed: "Do you know what these mean?"

"Sure," popped the rookie, "you got two sons in the service."

LACROSSE & RIVER DIVISION

Wisconsin Valley

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

The remodeling and re-decorating of the office of the freight department and the office of Mr. Hancer, assistant supt., have been completed. It is a great improvement, and everyone is well pleased. The main floor is carried out in streamlined effect and Agent J. E. Whaley has his much coveted private office in the southeast corner on the same floor. The new arrangement is very attractive and we have favorable comments from the public daily.

John Biringer, retired conductor, and wife have returned to Wausau and will make their home here after spending the winter in Oakland, Calif.

Retired Roundhouse Foreman J. P. Horn and wife have returned from Florida and will spend the summer at their cottage at Arbor Vitae, Wis.

Mrs. Emily McCarthy, wife of deceased Conductor William McCarthy, died at her home May 3, after an illness of about four months. She was an active member of the Milwaukee Railway Club and auxiliary of the Brotherhood of Railway Trainmen.

S. K. 2/C William Voeltzke spent a 15-day furlough with his family in Wausau. He is serving with the Seabees and is stationed at Port Hueneme, Calif.

Word has been received that William Heige, boilermaker, passed away at Brad-dock, Pa., at the home of his sister where he had been making his home. He left here about a year ago and was employed in the Wausau roundhouse prior to that time.

Robert Whaley, son of J. E. Whaley, agent, who is with the Merchant Marine, is now on board ship serving as utility clerk in the officers quarters. He visited with his wife at Green Bay, while on a six-day furlough recently, and Mr. and Mrs. J. E. Whaley and daughter Janet spent a day with him before he left for his new assignment.

First District

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

We extend sympathy to retired Yard-master Thomas Bloomfield of Portage in the loss of his wife, who passed away recently after a lingering illness.

Ralph Jorns, yard clerk, Portage and Ivan Little, Portage roundhouse, wish they were twins these days, "on account," as Ralph says, "of so much tonnage and a lot of knee action checking the yard and calling crews."

Rumor has it that our 1860 vintage depot at Portage is about to undergo renovating, which reminds me that recently a tall gray-haired gentleman passing through here said that he used to work here during the early days in the old Fox House which was the depot hotel then. A Mr. Fox owned and operated the depot lunchroom and hotel. The gentleman explained that he recognized several landmarks among which was the round window in the attic of the depot which used to be the window of his bedroom. He named the rooms as he remembered them above stairs speaking affectionately of the "parlor." He spoke of the good meals served patrons and how trains in the early days of the gold rush used to wait here 45 minutes until everyone was fed. Imagine our Hiawathas waiting that long! The dispatcher's phone would have a hot box trying to find out what the delay was! Oldtimers will remember the above gentleman as Harry Fox, son of the owner of the Fox House.

Many a checkered career ends up in a striped suit.

MEET THE AXEES The Gremlins of Accidents



Axees aren't at all angelic,
And that includes this smarty, Elec.
He plays tricks with loose connections,
Frayed lamp cords and your
neglections.
Watch him; you can't hear him
knocking;
Keep him out—his conduct's shocking!
NATIONAL SAFETY COUNCIL

Second District

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

The 744th Railway Operating Battalion has been on our division, in part, for the past month or so, training and, at the same time, helping to relieve the manpower shortage.

Of late they have been on the Menom-onee line helping Earl Long and his gang raise track and bridges. Conductor Finney has been so busy counting gravel cars over there that he hasn't been able to send one of those lone messages for some time.

Phil Johnson, agent at Wabasha, is taking a protracted rest because of ill health, and Jack McDonald is relieving him.

Welcome to Mrs. A. M. Johnson of Wisconsin Rapids, who has joined the ranks of the telegraphers and is starting her career at Red Wing on third trick in place of F. G. Kriesel, who is off sick.



NATIONAL SAFETY COUNCIL

About a year after her husband died, the widow herself died. When she arrived at the pearly gates she asked if she might see her former husband.

"What's his name?"

"Joe Smith."

"You'll have to give us a better identification. How about his last words? We classify new arrivals that way."

"Well," she replied, "just before he died Joe said, 'Katie, if you ever waste any of my hard earned dollars, I'll turn over in my grave.'"

"Oh, sure we know him. We call him Whirling Joe."

Salmon, as he took the hook: "I'll likely get canned for this."

MILWAUKEE SHOPS

Davies Yard

J. J. Steele, Correspondent

Elizabeth Fredricks has vowed that this is her last year for planting a victory garden. It seems that each time she attempts to sow some seed she has an unwelcome visitor, and she has never been overjoyed at entertaining a grass snake.

Anyone desiring to know the hour of the day may contact Charlie Michalski, who is proudly displaying a new railroad watch. Was it poker or dice, Charlie?

Congratulations to Mr. and Mrs. Stanley Stawicki on becoming the proud parents of a baby girl on Apr. 22.

Good luck to Robert Gerhart Yonda, who enlisted in the Marines on May 15 and is now stationed at San Diego, Calif., receiving his basic training.

Don Ritzke, the fashion plate of Davies Yard, recently visited his father at Detroit. Incidentally, Don purchased two season tickets to the Brewer's Ball Park for himself and a certain "Miss."

Fred (Crooked Foot Lake) Ramer spent one day at his newly acquired resort, and his current topic of conversation is about the schools of big fish he saw that day. Why there isn't a lake in this state that has as many fish—sez Fred!

Store Department

Earl L. Solverson
Correspondent

John (Jack) Waldman, Sr., became a grandpa again for the seventh time. He'll soon be sponsoring the Waldman baseball team.

Adam Olkiewicz called at the shops on Apr. 28. He is doing duty in Washington, D. C., for Uncle Sam and looks as rotund as ever. Not enough boot training, we think.

Jerry Johannes also called at the shops on Apr. 25 and looks swell with his southern tan. He was transferred from the M.P.'s to the Signal Corps and likes this very much.

Harold Stremlau visited the shops May 12 and looks ship shape. He is with a medical unit in Texas.

Doris Klein, we learn, is engaged to Corp. Kenneth Feustel, somewhere in the South Pacific. Congratulations.

Tony Gagliano is the proud father of a baby boy. Congratulations.

Richard Muth and his brother Robert recently saved a family of five in an upper flat fire. Robert and Richard dashed upstairs and brought the children down a rear exit. They were highly commended by the chief of the fire department.

Sgt. Wm. Fuss, son of Machinist Fuss,

is over in Italy and writes that they recently acquired some beer, the first in a very long time, and could no longer tell if it was good or bad as compared with Milwaukee beer.

Marge Ternes, A.S., of the Waves, recently paid a visit to the shops and everyone was glad to see her.

Mrs. Dorothy Weston is visiting her husband in St. Augustine. Miss Elaine Weston, sister-in-law to Dorothy, is also visiting with her brother and boy friend.

Ray Peters, Roy Putnam, and Emil Bruder have been writing regularly to Jack Waldman Sr. Ray and Roy are in the Pacific area.

Corp. John Ewald writes from Italy that he witnessed the eruption of Mount Vesuvius and thought all hell had broken loose. He does not care for the Italian red wine nor their spaghetti.

Corp. Robert Metzfeldt writes from England that his tongue is hanging out for a bottle of Schlitz as he states that water is stronger than the English brew. He is getting a kick out of the small-sized English railroad equipment. He says the country side is a good deal like that of good ol' Wisconsin.

Gordon Petermann, who had been hospitalized for some time, made a couple of visits to the shops. He is stationed at Scott Field, Ill.

Sgt. Hubert (Casey) Gorman received the Milwaukee Magazine in England and wrote to the store department correspondent . . . the first news we have had of Casey for a long time. He is former member of the Hiawatha Band.

Norbert Kubiak writes from Fort McClellan, Ala., that it's hot there and says that it's a large and beautiful camp.

June wedding bells will ring for Clarence (Slim) Matuka, signal storekeeper, and Mary Karioris. "Slim" is more flustered than the bride . . . at present he's picking out patterns for his "going-away suit!"

Al Sampson, former storekeeper now a chauffeur, is sorely missed in the section. . . . We miss his booming voice telling stories about his victory garden and the fibs about the size of his tomatoes

. . . Herb (Deacon)

Meyers has been troubled with bronchitis . . . doesn't affect his preaching, though! The pulchritude of the laborettes has been enhanced by the addition of two new girls . . . blonde Eleanor Hetcher, and brunette Ruth Koester. Vivian Amick and Anna Cloud, complete the laborette quartet. Don (Curfew Kid) Oremus is a motor bike enthusiast . . . he's giving free rides on Sundays.

Everett Bentley, newest arrival to the office force, has taken up photography as a hobby; he's progressed so well that he can snap anyone's pan in a flash! Joe (Limpy) Sazama, stockman, should be a salesman for a "safety shoe" concern . . . fact is, he talks safety shoes 'til his feet hurt!

The "soft-speaking" Howard H. Lyons, "big boss" of the section, has been corresponding quite regularly with former signal store employees, who are now in service. H. H. L. proudly displays an honor roll containing 15 names . . . the fellows and recent news from several of them are:

Anthony Babich . . . Frederick Braun—who dropped in to chat while home on furlough the first part of April . . . Floyd Bushie . . . Ellsworth Faltz—enjoying the scenery and British belles in England . . . Lea Flayter—with the Sea Bees, somewhere in the Pacific, sends "V" Mail sketches to build up the morale back home . . . Vernon Forbes—newly married, we hear . . . Edward Gongaware . . . William Hetzel—home on furlough some time ago . . . Arthur Lang . . . Wally Neulreich—now deep in the heart of Texas . . . Robert Teschen-dorff—paid the section a visit when in town several weeks ago; he's also in the Lone Star State . . . John Thekan—at Camp Stewart, Ga.; his wife reports, after returning from the deep south, that John is "in the pink" and says hello to all of his railroad friends.

Office of
Mechanical
Engineer and
Supt. of Car Dept.
Harold Montgomery
Correspondent

Unit No. 1 (Office) of Hiawatha Service Club held its first meeting in April in conjunction with Coach Yard Unit No. 6. A large turnout made the dancing quarters a little cramped. The music downstairs was very good and a very good time was had by all.

Harold W. Chandler, having been connected with the M. E. Office for the past 16 years as a draftsman (boiler specialist) finally hit the jackpot when he was appointed assistant chief boiler inspector of the Milwaukee Road. "Halsy" now is located with the American Locomotive Company at Schenectady, N. Y. While there, Harold writes he stopped in to see an old M. E. employe of 16 years ago, John M. Wylie, who sends his regards to all his friends back here. Harold still owes us a party which he says will take place when he returns. Robert W. Engelke (our butler squire) and commuter now has that flat top desk he always wanted and takes over Chandler's duties. 'Twas nice having you around, Harold, and we are sorry to see you leave. The 33 name appreciation scroll is our good luck to you on your new venture.

"A leader of men is now among us." Eugene Weber, bandmaster of Milwaukee



Fred A. Scheibel, stockman in the store department, Milwaukee, was recently elected alderman of the 23rd ward of the city. He is shown here, third from left, in the common council chambers with three other new aldermen, taking a course in the use of gas masks as a prerequisite to qualifying as a civilian defense warden. (Milwaukee Sentinel photo.)

Hiawatha Service Club Band, now bends over a drafting board as special draftsman doing locomotive detail work. Welcome to our little circle, Gene. Gene formerly worked out in the good old fresh air as a switchman in the terminals.

The Milwaukee Road bowlers tangled with the Chicago Northwestern R.R. Bowlers at Milwaukee in a home and home series. George Murphy accompanied the Chicago boys here and again was lavish with his big heart. He treated the Milwaukee Road boys so well it would have been a shame to send the Chicago team back a loser (fact is they really mowed 'em down with 2247 and 245 games, etc., while our boys couldn't hit the broad side of a barn with a spade). We lost, but Ralph Hempstead evened matters slightly by defeating George Murphy in a special match of 3 games. Interested spectators were Charles and George Bilty and Gus Reichert; many of our bowlers might just as well have been spectators. In the return match at Chicago, our teams consisted of Tarantino, Skrbac, Strauss, Art Schultz, and Jack Armstrong, also George Fiebrink, Willie Kilimann, Rischman, Comdohr, and Al Beier. Our big sockers were Fiebrink 588, (he brought alleys along to use next year), Kilimann 572, Armstrong 547 and Rischman 533. Milwaukee Road won this match when N. W. bowlers failed to hit their stride. (George Murphy was out of town so the Milwaukee Road boys bowled instead of bowling 'em over.)

Milwaukee Road bowling season came to an end with a small party at North Avenue freight depot club rooms. Trophy was awarded to foundry for winning the title from the coach yard gang. Herman Mau accepted for the winners. The president of the year just passed turned over the league to the newly elected president for next year. George Fiebrink, foreman at mill. His secretary-treasurer will be Art Schultz, who was reelected, while Johnny Morrissey is the new vice-president. Best wishes for a banner year, fellows.

Milwaukee Road bowlers stood at attention while the foul judge tolled off 10 in memory of Alex Damske, member of the Blacksmith Sioux. Alex will be missed by his many, many friends.

Now that the bowling season is over, Bill Schroeder has hit his stride, getting close to 1800 in the all events in State Tourney. He's in the money in the singles and doubles. Another "boy" who couldn't bowl in our league mowed 'em down in a church league. Imagine Odegaard holding 170 or better in another league and on top of that he gets second place in a sweeper with 548. Now that H.W.C. has been promoted, Ode is also promoted from co-captain to full captain of Tomahawks.

Lyle D. Horton has his three boys fight-

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

Present Day
SAFETY Requirements
DEMAND the Best
Equipment

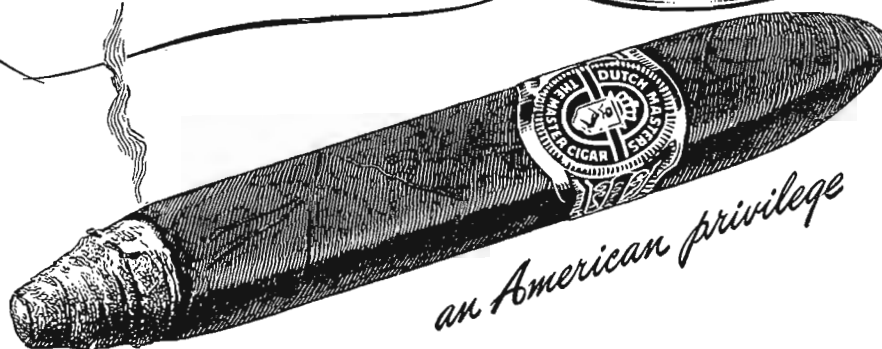
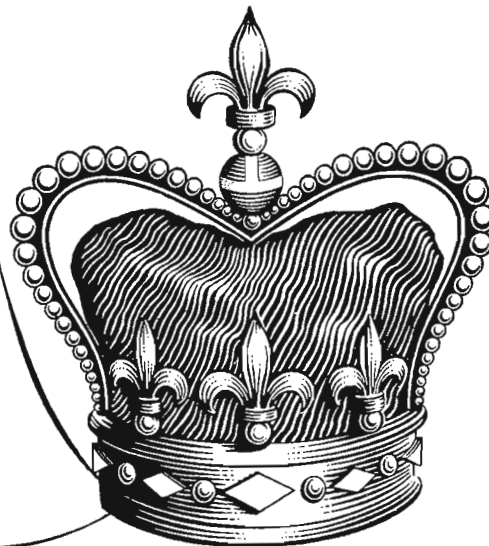
LAKESIDE
FUSEES

Fill the Bill
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DUTCH MASTERS CIGARS

ing for him and the U.S.A. Lyle, Jr., is a second lieutenant in the Coast Artillery in California; Donald is a lieutenant (j.g.) somewhere in the Pacific; while James is located at the pilot school at Stockton, Cal. Proud? I'll say he is, but still he doesn't part his hair.

Oscar Peterson's two sons are far apart, and some day they hope to meet in Tokyo. Elmer is located in the Aleutians while Melvin is in the Southern Pacific theatre.

John Schnell had to "mach Schnell" to Minneapolis when he heard his brother Jimmie (a sergeant in Anti-Aircraft down South) came home on a week's furlough. It's been quite some time since the boys were together, and John being rested up from his staying in nights in Milwaukee is really rearin' to cut loose. Henry Kundert, formerly John's partner in nocturnal circles, is a down-in-the-mouth lad ever since the day that Johnny went another way. By the way, John, when does the event take place?

George Rodenbeck has coupled up his drafting with firing on the LaCrosse Division. George just turned 18 Apr. 30, and is going through a toughening process—if and when—

Eugene (Pee-Wee) Krueger leaves for Cornell University in Ithica, N. Y. He enrolls at the Navy Midshipmen's School for four months, and if all is well at that time, it will be Ensign Eugene Krueger to you fellows. Good luck, "Butchie Boy."

Art Schultz, Herb Matje and Fritz Wiegatz, the latter two Waukesha County farmers after work, are always complaining about their names not being mentioned. I haven't got room to put in any more news this month, but will try to remember them next month.

Locomotive Department

Louis E. Bednar

Earl Austin, now with a railroad battalion, paid the shops a brief visit recently. Earl says "hello" to all the fellows.

Former foundry employe Chester Betowski, now in the Army, surprised the fellows by dropping in for a chat.

Carlo Tarantino, employed in the foundry, entered Uncle Sam's Navy.

Ray Majewski, formerly of the foundry, says in his letter that he is enjoying the Hawaiian Islands and feels fine. Ray is in the Army.

A real dedication service was held by the foundry employes when a flagpole was erected and flag purchased in honor of the employes in the service. All joined in patriotic songs.

During the last month the roundhouse lost two employes who will be missed by their many friends—Machinist Charles Ballard and Chief Dispatcher Wallace Clark. We extend sympathy to their bereaved ones.

The fellows all wish a speedy recovery to Machinist John Warzala, who is now confined to the hospital.

Machinist Charles Manzur had the pleasure of a visit from his son, now in the States after many missions over Germany.

Head Fire Lighter Andy Anderson has been promoted to turntable operator.

The Roundhouse Sunshine Club had a party on May 4. Retired Machinist Bill Remmy was the honored guest.

Machinists of the roundhouse beat the car department blacksmiths at a bowling party headed by Gust Reichart. The fellows at the roundhouse are hoping for a return match.

John Duckhorn received a letter from his son, Richard, now in England with a railway battalion, and he says that Dick is getting a lot of experience as a machinist and boilermaker.

None other than our Jimmy (Frank Sinatra) Campbell has joined Uncle Sam in the fight for victory. Best of luck to you, Jim.

Car Department

Myrtle Zunker, Correspondent

With the passing of another month, we have turned over to Uncle Sam three more of our boys: Emil Orlick, O&W plant; Wayne Marek, machine shop; and Elmer Luessow, freight car shop.

Upholsterer Fred Jakobek has moved from the naval training station at Faragut, Ida., to Lakehurst, N. J., and is using his upholstering experience to good advantage at parachute school. Roland Roenspies, another former upholsterer, is somewhere in the South Pacific, also with the Navy. Lawrence Kulczynski, son of Upholsterer Lawrence Sr., is also with the Navy in the South Pacific. Eugene Comdohr, son of Upholsterer Alfred, is with the Army at Camp Cook, Calif. Upholsterer Edwin Mueller has had word from his son Edwin with the Army in New Guinea. This breaks a silence of considerable length during which time Corp. Mueller was enroute from the States. His brother, Lt. William, was home recently and is awaiting his orders for further service.

A couple of us have had word once again from Marshall Johnson, our boy who is piloting the big ones over Hitler's realm. Marshall says there's never a dull

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John F. Gruetzmacher, carpenter in the passenger car department at the Milwaukee shops, retired on May 6 after serving the road for 43 years.

moment for them and while the censor won't permit to tell just what he is doing, the newspapers can and do. It's a big job and is being done well.

We had a couple of visitors from Alaska—Bob Hoferer has been with the Army up there since 1941; and Al Roesler has been up in that country with the Seabees over a year. Both of them were thrilled to be home. The boys all feel the same—they're having wonderful experiences—but there's no place like Milwaukee.

John Foren, former wood mill helper, now in the Navy at Farragut, Ida., was home and visited the shops. It was nice to see him.

We've received APO numbers from Siggie Gralewicz and Ralph Midgley and their boys so I presume one of these days we'll hear that they're running a railroad somewhere. Siggie had better write to his brother Stanley in India, as Stan has a head start on this business of operating foreign railroads. Not much comparison between them and our Hiawatha, according to Stan. Ted Tanin has also sent us that little number and we're wondering what part of the world he will call home for a while.

Congratulations to Tractor Driver Roy Roeglin. He became the proud father of a baby girl early in May.

Oscar Kramer is still at Langley Field in Florida. Former Tractor Driver Ted Mahnke is with an Ordnance Company at Camp McCain, Miss., and says "hello" to everyone. He'd like to hear from you fellows. How about coming up for his address. That holds true about all the boys—they all like to receive mail.

Carmen Stanley Denske and Paul Drinka, Carpenter Fred Gruetzmacher, and Cabinet Maker Paul Austen took their pensions in May and we wish them all long and happy lives of ease.

Crane Operator Gus Hilt from the freight shop decided to give up railroad-ing and become a tiller of the soil. Gus took over a farm in Minnesota and we wish him the best of crops and lots of success.

Five Milwaukee bowlers, headed by Wood Mill Foreman George Fiebrink, and including Bill Killiman, Al Beier, Clarence Rischman, and Al Comdohr, invaded Chicago recently and showed five Northwestern Railroad Bowlers how it's done in Milwaukee, beating them by 371 pins. Fiebrink was high with 588. Not bad at all. This was a return match, the first one having been bowled in Milwaukee. No one told me what the scores were in the first match, but the boys did say they went to Chicago to get their money back and were successful. Mrs. Fiebrink and Mrs. Rishman provided the rooting section, assisted by Ralph Haslam of Mr. Deppe's office.

There's a new blood donor drive on. How about signing up? It is badly needed.

H & D DIVISION

Operating Department

R. F. Huger, Correspondent
Bristol, S. Dak.

The Army has called and I am entering the armed forces, so I want to take this opportunity of thanking every one of you who has contributed to this column. Without your help we wouldn't have been in print as much as we were. I expect to be called early in June.

Floyd Gustafson, relief operator at Bristol, recently was given a free trip by the government to determine his fitness for Uncle Sam. He passed and will be leaving within a short time.

Duane Rockwell has bid in 3rd trick at Webster, S. D., temporarily.

Herb Fear, crane operator at Miles City, and formerly with the B&B department on the H&D, is expecting to be called in for induction early in June.

Norman Moen, rodman at Aberdeen, is awaiting his call after the required 21 days.

Gustav Carlson, brakeman on the West H&D, is another one who passed his examination and is expecting his call within a short time.

Bert Disbrow, fireman, west H&D, also is awaiting call.

Donald J. Keenan, operator on the H&D, is awaiting call for the Navy.

I received a note several weeks ago from Col. E. Weatherly, agent at Mina, with regard to two of our former operators meeting "out there," S/Sgt. Herb Walth and M/Sgt. E. J. Albrecht, met in the Southwest Pacific someplace and, knowing the boys as we do, we can surmise that it was a grand celebration.

Jacob Teske, foreman of the Java, S. D., section, was in dire need a few weeks past for men to fill an extra crew for maintenance work between Aberdeen and Mobridge. He recruited the crew of 17 men from Java, a village of 400. Many of the men are elderly, but nevertheless physically able to fill the jobs assigned them. To date he has not lost a man and expects to hire some high school boys at the expiration of the local school year.

MILWAUKEE DIVISION

"C & M"

Wiley Moffatt
Correspondent
Superintendent's Office
Milwaukee, Wis.



On the honor roll for this month: Keith Huff, extra section foreman, Rondout, who noticed broken wheel on a car in No. 83's train at Rondout; and Carl Matthes, section foreman at Oakwood, who discovered brake beam down on No. 2/65 passed Apr. 22 and got the train stopped in time to avoid an accident.

John Gieske, former track laborer at Deerfield, whose father is our engine watchman there, recently came in on furlough after two years of service with the Army in Alaska.

The big grin on Frank Kobs' face was put there by his granddaughter, Suzanne, whose father is somewhere in England.

Best of luck to G. M. Mitchell, who has left Bardwell for the position of livestock agent at U. S. Yards, and to R. E. McAnaney, the new agent at Mont Clare. E. J. Semper has taken the third trick job at Tower A-20 vacated by McAnaney, and T. C. Owen has been appointed to the agency at Fox Lake.

At this writing Conductor Fred Tew is critically ill in St. Joseph's Hospital, Milwaukee, from the effects of a carbuncle.

New members of the armed forces include Pvt. J. E. Tobias, formerly a fireman, now with the 741st Railway Operating Battalion, Jefferson Barracks, Mo., and Pvt. Sherman Hirschman, who expects assignment to a railway operating battalion at Camp Claiborne, La.

Depot Dabs

News from and about employes in the armed forces:

The public relations office of the AAF TTC at Yale University advises that J. R. Schudrowitz, formerly employed in the engineering department, has entered the school as an aviation cadet in engineering.

S 2/c Betty Ross, who left the signal department to join the Waves, is now at Atlanta, Ga., operating a link trainer at a flying school.

S 1/c E. W. Barlett is now "somewhere in Ireland" and says he wishes he had his drawing tools with him so he could turn out some wood-engravings of the wonderful scenery there.

Pvt. Al Unruh, formerly in the baggage and mail room, was recently home on furlough. He is now stationed at Camp Pickett, Va.

Naval Air Cadet Don Heinrich, formerly employed in the telegraph department, stopped in to say "hello" while home on leave, as did Pvt. Harvey Zunker, who is in the Army Medical Corps. Harvey is now at Camp Reynolds, Pa., awaiting further assignment.

That loud crying you heard coming from the girls in the signal department office was caused by Karl Steiner's departure to accept a position in another industry. Best of luck, Karl, from all of us.

Greetings to Jack Peckham, newly arrived in the signal department from the Terre Haute Division. Congratulations to H. M. Shipman on his appointment as estimating and signal valuation engineer.

Chief Clerk J. H. Chambers received a short visit from his son, 1st Lt. James Chambers, Army Medical Corps, who is expecting to be shipped out soon.

"Old Line"

Hazel Whitty,
Correspondent
Ticket Clerk
Horicon, Wis.



On Apr. 24 Messrs. Newell of the public relations department and M. E. Passage, trainmaster, were speakers at the noon meeting of the Rotary Club at Berlin.

Something has been added at the Barstow Street crossing, Horicon . . . a lady flagman. Mrs. August Kolllel donned overalls and cap and stop signal and went to bat for her husband, August, who is serving as relief foreman for the summer vacations. To date she has done a very good job of flagging.

At the O R T memorial service at Milwaukee May 14, the following conductors were among those honored: James Watson, John Rochford, A. J. Siegman, Fred Francis, and Thomas Monogue.

On Apr. 20 Conductor Al Gates—on extra at Horicon—discovered a badly broken rail on Dolly track. His promptness in reporting it prevented a derailment.

Engineer W. A. Clark, a hostler in the terminals, died suddenly at Milwaukee on Apr. 22. His service date was Mar. 18, 1910, as a fireman and Nov. 14, 1920, as engineer.

Agent Thiel at Hartford says that his son, Karl, formerly of the freight house there, is now located at Camp Maxey, Tex.

Suggested Blood Bank slogan: "If you can't be a private, be a corpse."

Second District

F. J. Love, Correspondent
Beloit, Wis.

Congratulations to Special Officer and Mrs. Frank C. Wagner of Beloit. They are the proud parents of a daughter, Barbara Jeanne, born Apr. 1.

Mr. Oren Underwood, former roundhouse foreman at Rockford, paid the office a visit recently. He retired in 1942 and is now living in Colorado and is looking fine and enjoying good health.

Conductor Charles Conway and Brake-man E. P. Smith on No. 368, while switching at Mendota, discovered a broken flange on a carload of cement. Their discovery undoubtedly prevented a bad accident.

Fred Lewis, former assistant agent at Rockford, is now agent at Chicago Heights.

Section foreman Tom Munoz has left Beloit for the summer and is now out in Montana with the extra gangs.

Any one wanting any fresh vegetables just call on Roadmaster Jim Thompson, as he says he will be glad and able to supply anything you can think of. I think that I can get the same offer from W. J. Hughes a little later on. Get your requests in early.

SUPERIOR DIVISION

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



Matt Kennedy, former night roundhouse foreman at Green Bay who has been on pension for some time, passed away Mar. 19. Net Petersen, retired B. & B. department foreman, also passed away at Green Bay on May 12. The sympathy of the Milwaukee Road employes goes to the families of these two men.

Larry Danielsen, the local perishable freight inspector, has been called to the colors. The vacancy has been filled by James V. Squires, who is the son of Agent E. B. Squires of Pound, Wis.

Mrs. Oren Constance, wife of machinist at Green Bay, passed away at her home May 14.

Sam Amour from F. H. Allard's office, formerly superintendent's chief clerk at Green Bay, paid us a visit early in May, and took a trip to Pembine, Wis., and Menominee, Mich., on business.

A new industry has developed at Menominee, Mich.—dehydrating potatoes. To date, about 50 carloads of potatoes have been shipped there in gondolas. These potatoes are dehydrated and then shipped out for the manufacture of alcohol. They are also used as a feed mix.

Roadmaster McNamara is again getting set to employ a boys' gang starting about June 1. One gang will be employed on the Menominee Line, and the other out of Green Bay working as far south as Forest Jct.

A new passenger service is going to be inaugurated effective June 1 on the Copper Range Railroad connecting with the Chippewa at McKeever Jct., and operating through to Houghton, Mich., from which point bus service will be available to Calumet, Mich. This will be an excellent new service for the copper country.

S/Sgt. Clarence S. Kessey, second son of Henry Kessy, who is employed as a carman at Menasha, has been reported as missing in action. He had been serving in a bomber crew. Mr. Kessey's other son, Kenneth, who was wounded in action, has since been transferred from Africa to a hospital in the United States.

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ROCKY MOUNTAIN DIVISION

Main Line

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

When the American Army forces made the great sea, air, and land operation in the South Pacific in the invasion of Dutch New Guinea, Major Paul G. Hollister of Harlowton, Mont., led the first assault at Humbolt Bay. Major Hollister was, before he left for the service, in the clerical department of our railroad at Harlowton, Mont. His picture was in the May issue of the Magazine. . . . He won the silver star at Buna for clearing a trail under Japanese fire.

A letter from some far away South Pacific island came the other day from W. I. McKenzie, C. E. M. . . . who was formerly third trick sub-station operator at Francis, Mont. . . . he is well and sends his regards to all who knew him, has been in the service about 16 months, and would trade any place he has been for a day of fishing on Sixteen Mile.

Corp. L. H. Stewart, son of Roundhouse Foreman H. H. Stewart at Bozeman, who is stationed somewhere in the Aleutians, writes he is well and happy, has received the Milwaukee Magazine and sends his best to every one. . . . instead of what he has now, however, he would like a trip up the Gallatin, a picnic dinner in Bridger canyon, and since that cannot be right now, would people please write him and say hello. . . . this is hello from us and we might add that everything on the old GV is running along as usual, and mother and dad are fine. . . . saw them a short time ago.

In a recent issue of Collier's Magazine Amy Porter relates in an article entitled, "Casey Jones Goes to War," that among those decorated for bravery under extreme danger were three men who removed ammunition from a burning car. One of these men was Homer Arden Jenkins, eldest son of Conductor Homer Jenkins of Three Forks.

Supt. Kohlhase had a cable from his son, Dean, saying that he is well and happy and has landed safely in England. . . .

Agent Mellon, Deer Lodge, has enlisted in the Navy. . . . Joe Jost is working as agent there for the present.

Mrs. Mabel Hansen, who for the last 23 years has been stenographer in the office of the division freight and passenger agent at Butte, has gone to Vancouver, Wash., to make her home. She was very popular and will be greatly missed by everyone who knew her.

Conductor Carlson on 15 and 16 received a letter from the Governor of Minnesota, who rode from the coast over our line with his wife. It was very nice and thanked Mr. Carlson for his courtesy as well as that of his crew. . . .

Lt. Dean Pogreba and Miss Maxine Albro were married on Apr. 15 at Douglas, Ariz. Mrs. Pogreba was born and raised at Willow Creek, and Dean at Three Forks. He is the son of the late Conductor Peter Pogreba of the division where Dean also worked in train service until he enlisted in the air service last fall.

Operator Bob Bennett, son of Engineer Bennett, has enlisted in the Navy and will soon leave for training.

Mrs. Evelyn Jennings, a most charming person, is now working third trick here. Engineer O'Donnell and Mrs. O'Donnell are spending a few weeks in Lewistown while their son is here on furlough.

Conductors Kirwan and Arnold Wade are both proud fathers of sons. This is the first child in the Wade family and the second in the Kirwan family. . . .

Operator Hanson, Piedmont, has enlisted in the Army. . . . Operator Woodward from the Miles City telegraph school is now on second at Piedmont.

I & D DIVISION

Marquette-Sanborn

*Marie Randall, Division Editor
Superintendent's Office
Mason City, Ia.*

James Rockwell, formerly employed in the B&B department at Mason City, and now at the U. S. Naval Training Station at Farragut, Ida., had leave the latter part of April and spent it at Mason City.

The Milwaukee force at Mason City will remember Milton Olson, formerly of the engineering department here, and before that a traveling car secretary for Superintendent Ingraham, and will be interested to know that Milton and his wife are the parents of Diana Susan, born Apr. 17 at Des Moines.

John P. Nelson of the car department at Mason City, received word that his daughter, Lt. Anastasia Nelson of the Army Air Force Nurses Corps, has landed safely in England. Lt. Nelson entered the service in January, 1943, and was one of the first nurses assigned to the new army air force station at Waycross, Ga.

Mrs. A. M. Choate, wife of Agent Choate of Nora Springs, returned from Clinton May 13, where she visited her nephew, Edwin Callanan. Corp. Callanan is at the Schick General Hospital, where he has been treated for wounds received in Italy last February.

Sanborn-Rapid City

*C. D. Wangness
Correspondent
Mitchell, S. D.*



Operators William Mange and Kenneth Spears of the Canton office have been inducted into the armed forces and their places are being filled by Mrs. Burke and M. Shanahan.

Relief Operator William Evers of Presno received his call from the Army and has left for Ft. Crook, Neb.

Ticket Clerk Robert Quandahl and wife have left for Milwaukee, Wis., where the former has been appointed ticket seller.

Mrs. Laura Vessel, who formerly was ticket clerk at Mitchell, has again taken up the ticket work at the local office, after an extended leave of absence.

Miss Florence Paullin, roundhouse clerk, sprained her ankle while bowling at a Sioux Falls tournament and we hope to soon see her back on duty again.

Engineer Charles Griffen has been off duty for some time due to illness.

Word from Sgt. Rudolph Galster, who was formerly employed in the B&B department, finds him somewhere in the Pacific and states that he would enjoy hearing from his many railroad friends.

The service men's canteen, sponsored by the various civic clubs of the city, have served a good many service men lately, and many nice comments were heard about the good food served them.

Sioux Falls Line

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



Chief Petty Officer Reinert Kvidahl, son of B&B Foreman Chris Kvidahl, Elk Point, was married to Betty Bjork, also of Elk Point, on

Apr. 9. Officer Kvidahl has been in the service since 1940 and is stationed at Boston.

A daughter, Mary Jane, was born to Mr. and Mrs. Colonel Kemp, Sioux Falls, May 7.

John Howard Bell, son of Ticket Clerk

THE MILWAUKEE MAGAZINE

John L. Bell, Sioux Falls, who has been a cadet in the Navy V-5 program, received his wings Apr. 22 at Corpus Christi, Tex., was commissioned an ensign, and is now located at Melbourne, Fla.

Sgt. Robert Griffiths was transferred from Jefferson Barracks to his home town. He is the son of retired General Agent W. D. Griffiths and brother to Eleanor Griffiths of the Sioux Falls ticket office.

Retired Conductor Dan Lawler, 82, Madison, died Apr. 20. Dan had completed 63 years of service with the Milwaukee and not so many years ago operated the passenger train between Sioux Falls and Bristol.

Bud Foster, switchman in the Sioux Falls yards, enlisted in the Navy May 1.

Time marches on! Last issue announced marriage of Engineman Marion Woods, Sioux Falls, but since then he has received his "greetings" and is now in the Army.

Conductor L. L. Galland and family made a 10-day trip to Kentucky to visit their daughter and her husband who is in the service there. Incidentally, they attended the Kentucky Derby while in those parts.

Operator and Mrs. George Raines, Sioux Falls, have returned from Memphis where they visited their son, Seaman 2/c Curtis Raines, a radio student there.

TERRE HAUTE DIVISION

Terre Haute District

William Nadzeika, Correspondent

W. F. Utesch was recently assigned as water inspector on the Terra Haute Division.

F. O. McGrew has been assigned temporarily as assistant chief carpenter to F. E. Galvin, chief carpenter, to assist with B&B inspections. He was formerly B&B foreman on the I&D Division.

Mrs. Frances Pettus enjoyed a visit with her son Edward, who was home recently on furlough from the Navy.

Mrs. Kathryn Caldwell is the new stenographer-clerk in the engineering department.

West Clinton

Mrs. Imogene Bain has taken a position as typist at the storeroom.

We wish to report the efficiency of our force of car inspectors. On first trick there is Kyle, Holloway, Lentz, Hale and Clerk, Oilers Wallace and Chambers. On second trick Mullen, Dorfmeier, Stewart and Mindeman, Oilers Pearman and Bond. On third, Myers, Foncannon, Prickett and Weyroucht, Oilers Hunnicutt and Elkins. These men work seven days a week, doing much to get the trains in and out on time. Lehman says, "They called them men of steel in those days."

Sympathy is extended to Engineer Edward Acton in the death of his father, May 8. He was retired and had been car inspector at Latta for many years.

A party was held on May 4 in honor of some of the employees soon to be inducted into the armed forces, with the following present: Brakemen M. W. Brown, Robert Vestad, Charles Corado, Elwood Endicott. Firemen Warren Gibbons, Leonard Steffy, and Ted DeBolt. Our best wishes go with these boys.

Frank Bodle, roundhouse employe, was killed May 6, while on his way to work. The accident occurred near his home in Paris, Ill. We extend sympathy to the survivors.

Ted Hehman Jr., operator, son of Engineer Hehman, was home on a short furlough recently.

Vim and vigor in the victory garden will bring V-Day nearer.

June, 1944

Faithorn District

*Bernice Sparks, Correspondent
Faithorn, Ill.*

On Apr. 17, Bernard J. McCanna, son of Clerk B. A. McCanna of Chicago Heights, began a new career as Pvt. McCanna of the U. S. Army. At present, he is stationed at Fort Sheridan, awaiting his transfer to a railway battalion. Previous to his induction, Pvt. McCanna was an extra gang foreman at Bensenville.

Sorry to report that Switchman Curtis L. Karn has been ill for quite some time. Also, Conductor Sam Freeman is still on the sick list.

Section Foreman John Hardesty of Joliet received word on Apr. 20 that his son, William Hardesty of the Army Air Corps, was missing in action. We join Foreman Hardesty in the hope that the report is erroneous, as is the case in many instances.

Jean Minnick, daughter of Trainmaster J. W. Wolf, is now teaching medical shorthand to a class of WACs at Camp Crowder, Mo., in addition to her regular duties as civilian secretary to the major at the Base Hospital. Jean's husband is teaching field telephone installation in the Signal Corps at the same camp.

TRANS-MISSOURI DIVISION

West End

*Pearl Huff, Correspondent
Miles City, Mont.*

Mr. and Mrs. Joe Feeley of Miles City have received word direct from their son, Lt. Gordon Feeley, who was reported missing in action over Germany Feb. 4. He wrote them the following card: "Am a prisoner of war in Germany. Am well, and not injured. Contact Red Cross for further instructions. This is not my permanent address. Will write later. Do not worry. Everything OK. Love—Gordon."

Keith Trout, formerly employed at Miles City roundhouse, has recently been promoted to the rank of yeoman 3/c in the Navy. He has been in service a little over a year in the South Pacific, and was in action during the battle of Tarawa.

We extend sincere sympathy to Mrs. H. R. Winship and family in the death of H. R. Winship, chief dispatcher at Mo-bridge.

Report has been received by Mr. and Mrs. Hugh Grainger of Miles City, that their son Donald was seriously injured in action in England recently. We hope when the final information is received from the War Department that his condition will be much improved.

Aviation Cadet Keith M. Johnson, son of Car Foreman and Mrs. M. L. Johnson of Miles City, has reported to Newport Army Field for ground school, physical, and flight line training.

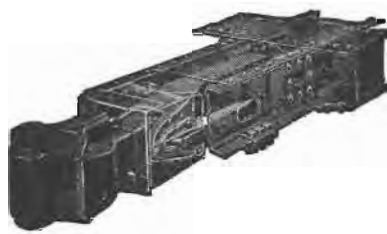
Frank Holter, son of Roundhouse Foreman and Mrs. Everett Holter, Miles City, recently was graduated from the aviation ordnance school at naval technical training center in Norman, Okla. He is now rated as seaman 1/c.

T/Sgt. Bernard Vonderheide, top turret gunner of the Eighth AAF B-17 Flying Fortress "Hot Rock," recently added the Distinguished Flying Cross to his previous decorations of the Air Medal with the three oak leaf clusters. He is son of Mr. and Mrs. C. F. Vonderheide of Miles City, his father having been a machinist at Miles City shops for many years. Bernard joined the Army in August, 1942, and completed the air mechanics course at Sheppard Field, Tex., B-25 school of Englewood, Calif., and Gunnery School at Tyndall Field, Fla.

Franklin Wolfe, son of Mr. and Mrs. F. M. Wolfe of Miles City is now pharmacist's mate 2/C. He has been on duty with the Navy in the South Pacific.

Erwin H. Halvorsen, pilot, son of Mr.

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and Mrs. Edward O. Halvorsen, will soon complete an intensive course in combat flying at the Alexandria Army Air Field at Alexandria, La. His father is coal dock operator at Miles City roundhouse.

Corp. Alvin B. Zuelke, formerly a brakeman on the Trans-Missouri, and son of Conductor H. E. Zuelke, is among the Milwaukee Road boys with a North African unit of the Military Railway Service, which operates one of the toughest stretches in the world. This unit operates trains over 300 miles of rugged mountain terrain, and the job is done in big-time style. During the Tunisian campaign trains were run in blackout conditions as war supplies and troops were rushed to the front, with train crews never certain that enemy paratroopers had not blown up the next bridge or tunnel.

Arnold L. Running, formerly employed as machinist apprentice, Miles City, is now with the tank corps at Fort Knox, Ky.

Joan Margaret LaRue arrived at the home of Mr. and Mrs. George LaRue on Apr. 29. Mother and daughter are getting along fine.

East End

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



Chief Dispatcher Harold R. Winship passed away on Apr. 23 of a heart ailment, from which he had suffered for many years. Although in poor health, he continued to work up to the last. He entered the service of the Milwaukee Road as a telegrapher in 1909 and was advanced to dispatcher in 1914, continuing in that capacity for 30 years. His kindness and pleasing personality won for him a host of friends up and down the line, who deeply regret his passing. He is survived by his wife, a son Wayne, who is a petty officer in the Navy and stationed at Klamath Falls, Ore., a daughter Frances, one sister and two brothers, one of whom, Charles, is our division freight and passenger agent at Miles City.

Agent W. P. O'Hern of Wakpala spent several weeks at Shakopee, Minn., taking the mud baths for his rheumatism and is now much improved and back on the job again. During his absence his wife filled his position as agent.

Yard Conductor Emil B. Johnson and wife left here May 2 for Columbus, Miss., for a visit with their son, Major Richard Johnson, and to get acquainted with the new grandson.

Two of our popular engineers, Charles W. Nath and William J. Morris, are retiring from active service. Mr. Nath, who has worked for the Milwaukee for 43 years, is leaving because of ill health, and he and Mrs. Nath are moving to California to be near their children who live there. Mr. Morris has served the company for 45 years and is hale and hearty.

Civilian Flight Instructor, John W. Klein of Ryan Field, Hemet, Calif., spent a few days here visiting at the home of his parents, Engineer and Mrs. J. J. Klein.

Congratulations to Carman Jake Keller on his election as mayor of Mobridge for a two-year term. Mr. Keller, formerly city alderman, served as acting mayor since last July.

S. W. Childers is filling Mr. Winship's place as chief dispatcher and Operator C. K. Todd is breaking in as dispatcher in that office.

Operators D. E. Goodspeed and E. J. Lyman were called in for their preinduction examinations, Mr. Goodspeed going to Fort Snelling and Mr. Lyman to Butte. Miss B. Schmittou of Hettinger, N. D., is a new operator in the relay office.

Wallace Arvidson, youngest son of Car Foreman A. W. Arvidson and wife, has been named valedictorian, and Harold Lowe, son of Dr. and Mrs. C. E. Lowe, salutatorian of the 1944 graduating class of the Mobridge High School. Congratulations, boys!

T/Sgt. Robert Byington of Fort Leonard Wood, Mo., is spending his furlough here with his parents, Engineer and Mrs. Walter Byington. The Byingtons were notified some time ago that their other son, Lt. Keith Byington, who was reported missing in action, is now a prisoner of Germany.

Pumper Joe Hohl of Bowman, N. D., has displaced William F. Lueder as pumper at Pontis, moving his family here this week. The Lueder family has moved into the De Sart home in Mobridge.

Agents A. S. Hatch of New England, N. D., F. L. Hunkler of Mott, N. D., and Mrs. C. A. Allgaier of Bentley, N. D., took their physical examinations at Mobridge on May 7.

KANSAS CITY DIVISION

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

The enjoyment of retirement from active duty was of short duration for Conductor John B. Koehly, whose death occurred on Apr. 16 in the Chillicothe Hospital. He had retired on Nov. 20, 1943, after 45 years' service with our company. He is survived by one sister and four brothers, among them Louis Koehly, retired chief carpenter, now residing in Chillicothe, Mo.

Our good wishes went with Traveling Engineer Charles D. Smith, who left on Apr. 15 to assume a similar position on the L & R Division, with headquarters at LaCrosse, Wis. His wife and daughter will join him as soon as a house is available.

V. E. German has been assigned to the position of agent at Linby, Ia. Operator C. L. Carey, Coburg, has been off duty for several weeks account illness. Doris Herring, who was working second trick job at Newton, was called to her home in Alabama because of the illness of her father.

In the recent music meet held in Sigourney, Ia., class B-C-D piano, second placement to Ellen Martin, student in high school at North English. Ellen was graduated on May 11 and came to Ottumwa to join her family. Glen Martin, her father, is night ticket agent at Sherman street, Ottumwa.

In May issue reported Shirle L. Ayers promoted to rank of seaman 2/C, now notified that he has been transferred from Wright Junior college in Chicago to Texas A. & M. college, where he is taking a course in radio mechanics and has again been promoted—to seaman 1/C.

Corp. Michael Carroll and wife were in Ottumwa for a brief stay while he was on furlough in April. Mike was transferred to Camp San Luis Obispo, Calif., upon his return to Medford, Ore., following his furlough.

Pvt. Harold H. Harvey has been graduated from the tank school training center at Camp Elliott, San Diego. He enlisted in the Marine Corps in May, 1943. His father is Lt. H. H. Harvey of our police department, headquarters in Ottumwa.

Ensign Robert Upp, U.S.N.R., who was home on furlough for a few days in April, is now attending Harvard University.

Mrs. J. L. Frost has returned from a visit with her son, Pvt. Jack C. Frost. Lowry Field, Denver, Colo., where Jack is recuperating from injuries recently sustained when his foot was badly scalded.

Former Brakeman Francis E. Hatchitt, now a private in the Marine Corps, is located at San Diego, Calif.; also, former switchman at Coburg, Alfred C. Baker, has the same address.

F 1/C Dale B. Jensen writes that he is now on duty at sea and really enjoying it. He says he keeps himself informed as to the whereabouts of the boys he formerly worked with through reading the K C Division column in the Milwaukee Magazine.

Gordon Christisen, fireman, Coburg, now apprentice seaman, U. S. N. T. S., is at Camp Scott, Farragut, Ida.

Richard H. Coulter, now R. T. 3/C, who was home on furlough during April, is in Washington, D. C., at the Naval Research Laboratory.

Section Laborer Howard K. Bailey, Washington, Ia., who enlisted in the Navy in March, is now at Camp Waldron, Farragut, Ida., while former Section Laborer Clifford Pfannebecker, Moravia, is now in the anti-aircraft division, Camp Stewart, Ga.

Lt. John D. Reed, Sr., has been transferred to Camp Claiborne, La., and is now instructor in replacement camp for railway training corps.

Richard W. Eckroat, F 1/C, participated in a boxing smoker held recently in Richmond, Va., in which 18 states were represented. He was one of the winners, his prize consisting of a combination shaving and sewing kit.

Brakeman William J. McCartney, who enlisted in the Merchant Marine, is now chief cook and baker, War Shipping Administration, Washington, D. C.

Machinist D. H. Roarty, roundhouse, Ottumwa, received information that his son, Robert C., has been promoted to the rank of staff sergeant at Ft. Benning, Ga.

Aviation Cadet James F. Bottenfield, son of Locomotive Engineer W. F. Bottenfield, Ottumwa, has completed the army basic training course at the army air field, Tucson, Ariz., and has been transferred to an advanced flying school.

Word has been received by Agent C. L. Post, Blakesburg, that his son Charles, Jr., a private in the Army Engineers Corps, is in England. He was a camouflage engineer at Fort Story, Va., before he enlisted in the Army. His wife and daughter are living in Brooklyn, N. Y.

S/Sgt. John C. Davis, Jr., radioman-gunner on a Flying Fortress, reported missing in action since Mar. 4, is now known to be a prisoner of war of the German government. His brother, Robert E., is a sergeant in the Army Air Corps.

The office force received a general letter from Lt. (j.g.) Walter Zlogar of the Seabees, now in Hawaii, from the tone of which we might be seeing Wallie in the not too distant future.

MILWAUKEE TERMINALS

George A. Steuer, Division Editor
Superintendent's Office

Muskego Yard

Grace Johnson,
Correspondent



Beginning with this issue we intend to incorporate an added attraction for this column, to be called "Roundhouse Rumbings." The "rumbings" began today with an announcement from the roundhouse that they have received a 1000 horsepower Diesel, Baldwin locomotive assigned to Milwaukee Terminals work. So real power and real rumbling can be expected now, aside from that which comes from "Blondy" Beckendorf, the power man. We heard today that "Blondy" went to Dubuque to visit his son who is in the Navy. This is supposedly the first time "Blondy" has been on a train in 10 years.

Foreman Charley Davidson, gang fore-

man of Gang No. 1, has been transferred to Othello, Wash. All the fellows will miss Charley as he was very well liked.

There is some question as to the source of Ed Ryan's striped overalls. They look good enough to grace any milk route in Milwaukee. The above items are just a start for "Roundhouse Rumbings." It is rumored that they have intentions of starting their own column and if they do, good luck; if they don't get it going due to the paper conservation, we are glad to have them share this column with us. They say they have a real duchess over there whom we may introduce in the next issue. Watch for it!

An interesting letter was received from Ray Wall, former switchman in Milwaukee Terminals. He is in India and is working 12 hours a day on a railroad there. He says the work is much the same as at home except for the couplings. When a car is to be cut off the switchman runs along between the cars and holds the pin up. On the road their greatest problem is the clearance system, it being a token system. He says either you have it or you don't. The token is a small round steel ball which when you have it you have sole clearance over a certain length of rail; if you don't have it, you just sit in a siding until you get it and that may be all the way up to 10 hours. When it rains, the crews go up and down the lead under an umbrella; says it's funny the fellows never thought of using one at home. An engineer is called a driver, a conductor is a guard, a boxcar is called a wagon and a switch is a point, hence the switchmen are "pointsmen." The timetable they use is about the size of a Milwaukee telephone directory and makes about as much sense. Of course Ray is not permitted to say much, but his messages to the fellows at home regarding power is "be thankful for little things, like sanders."

Bill Cary's son was at home for a few days on unexpected furlough. Bill received word that he was being shipped out but, of course, does not know where he will be sent. Bill Stark's boy, Ray, sends best regards to all his friends here. He is still in England.

John Sweeney, one of our newer switchmen around Milwaukee Terminals, has transferred to Madison. Good luck, John.

Stanley Jakubowski is still in Iran. He has been there 17 months. He had a 10-day leave which was spent in the capital city there. It was the first time he had the privilege of sleeping in a real bed with sheets on it since he left the States.

"Red" Haslam is back at work after a sojourn at the hospital. After getting the lowdown on those nurses from Mr. Bunce, "Red" figured the hospital would be as good a place as any to spend his vacation.

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

Richard J. Steuer, Correspondent

Cashier Max Woelf has good reason to feel proud these days. His daughter, Dorothy Ann, who graduates from Washington High School this June, has been elected to two honor societies—the National Honor Society and the Quill and Scroll. Her high scholastic average and participation in numerous school activities coupled with her work on the school's year book earned these honors. Dorothy Ann will continue her studies at the University of Wisconsin, where she won a scholarship. She will major in chemistry.

Noon hours, with the weather the way it is, is spent out in the open by most of the boys. The office gang managed to get the horseshoes, stakes and ruler together and are now fighting it out to determine who is boss tosser. At this writing, Chief Clerk Eddie Hoerl holds a decided edge.

Ted Wojtasiak manages to journey to

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more. If any of you have an extra pint, it would be appreciated. Mr. Steizel, the chief clerk, will make the necessary arrangements.

COAST DIVISION

Seattle Terminals

Lois C. Meyers
Correspondent
Stacey Street Yard Office



We have a brand new freight house under construction just down the yard a short distance. Word has it that the building will be nearing completion in mid-June.

After a 22-month sojourn in the South Pacific, S. M. Smith, machinist mate 1/C and former Seattle yard brakeman returned to the yard recently to relate many interesting experiences and to catch up on all the latest news. He looked as if he had not missed any meals since his departure from the States. He was as glad to be home as everyone was to see him.

A few days ago the ole stork brought a protegee yardmaster to the home of Yard Brakeman H. P. Woodhead. Mother and son doing nicely.

"Dick" Peterson, yard clerk, borrowed by the Navy, visited the Seattle yard recently after completing his six weeks' training course at Farragut. He states that he really didn't lose a minute during any day of his training period.

Milwaukee friends were saddened to learn of the death of Mrs. O. B. Smith, wife of Car Inspector Oley B. Smith. Mrs. Smith's death came after a long period of illness.

New names appearing on the Seattle yard brakemen's seniority list are: R. H. Campbell, R. J. Hewitt, Ellis Hunt, Clyde Bradford, N. S. Rusnov, Dale Cannedy, Edward J. Singer, and R. L. Cole. We are glad to welcome you fellows into the Milwaukee family and we hope you will enjoy a long stay here.

A farmer is a man who makes money on his farm and spends it in town. An agriculturist is one who makes money in town and spends it on his farm.

Seattle General Offices

J. M. Wilhelm
Correspondent, General
Claim Department



Rails in the Armed Forces

Sgt. H. W. Sievers in the South Pacific writes his folks of playing softball in the rain. The players wear only shorts, and the rains, which are frequent in that area, are merely regarded as a necessary evil. As the canvas coverings for the trucks would only deteriorate under such circumstances, they ride to and from their ball field in uncovered trucks. However, you should see some of their famous base-stealing slides. Howard tells of his after-game showers, consisting of a bar of Ivory, or what have you, and the great outdoors. In a previous letter he mentioned one of their conveniences—a Chic Sale special—not too modern but handy. For some reason or another, a Jap war-

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CHICAGO • NEW YORK

his Antigo, Wis., farm every now and then. When he returns from these week-end sorties, his 1940 Ford coupe is laden with spuds and eggs. Ted claims the hens are so educated up that way, that they lay their eggs right in the carton. So there!

Newest member of the belt-suspender fraternity is Car Clerk Frank Vail. He joins Bill McGrath, Max Woelfl, and Jim Matushka. Don't get the impression the boys are confirmed pessimists; they just sport these "holder-uppers" because of their slim (?) waistlines.

Irv Will, P.F.I. for the beer line, has left the district temporarily, and is filling in as vacation relief on various points of this railroad. He should be back about October. Meantime, "Red" Wokszynski is handling the chores in this neck of the woods.

Which reminds us that Eddie Hoerl and Helen Catlin spent part of their vacations spring house-cleanin'. Strange to say, neither one complained of strained backs or other like aches.

North Milwaukee dropped this correspondent a line calling attention to the fact that the little dog's name was incorrectly stated last month. The pooch in question is named Blackie, and not Brownie.

Fowler St. Station

Dorothy Bertha, Correspondent

Congratulations to Fred Robbins, biller at Muskego Yards, on the recent arrival of a baby boy.

A visit from Pfc. Vincent Piraino, former biller at Fowler St., told of his transfer to the signal corps at Camp Crowder, Mo.

Former Yard Clerk Russell Kickbush was in the other day, looking mighty handsome in his uniform. He is a lieutenant in the Air Corps, returning to Douglas, Ariz., to take up his duties as an instructor.

The Hlawatha party given recently at

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MATERIALS**
and
COAL TAR

...as checker and her place has been taken by Christine Guthrie. Others who have been added to the yardmaster's staff are...

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin

Christmas from the Milwaukee Service Club, and couldn't put into words his appreciation for this gift.

Lt. Donald L. Kidd celebrated his leave resulting from graduation to the Army Air Corps from Williams Field, Ariz., Mar. 12, 1944, with his dad, L. J. Kidd, export and import agent. Don worked for the Milwaukee as yard clerk in the summer of 1942 in Tacoma, and we know when he returns will give Dad quite some competition.



2nd Lt. Donald L. Kidd.

Greetings

To Robert M. Conrad, architectural draftsman, engineering department.
To Miss Mildred Brown, file clerk in the freight claims department.

On the Home Front

His complacent composure has always been quite noticeable during my acquaintanceship with Willard E. Blake, assistant superintendent of work equipment; however, he had rather a restless look about him the first couple weeks of April, and sure enough, he came in smiling with cigars, etc., to announce that on Apr. 18 at 4 p.m., Gary Orrin Blake weighed in at 8 lbs. 14 oz. Willard says he can't say "Daddy" as yet, but surely let's them know when it's dinner time.

We know Mr. McEwen was glad to see Mrs. Elois Herron report back on duty in the general freight department after being absent for the past five months.

Well, as mentioned in the last edition, we can now give a few details on the bowling banquet. There were 19 in attendance, and yours truly had the pleasure of meeting Lee Ward, assistant portmaster, who only through doctor's orders gave up this fascinating pleasure a while back. A fine meal was served at the Hungerford Hotel spiced with choice musical, literary and other tidbits, after which the gang repaired to the bowling alley for one last fling. We were very glad to see Louie Wiegand in attendance after his prolonged confinement with a fractured hip, and he was given due accord for his efforts in our behalf.

Tacoma

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



J. A. Dolle, father of Tom Dolle, the chief claim clerk at the local office, Tacoma, is not given to nervous fits but the other day he had an experience which would give most of us a shock. He had retired early and was sleeping soundly when suddenly his peaceful rest was disturbed by a thunderous shock. A truck had been parked a short distance up the hill from his house, but the brakes had not been set properly and after a while the truck was jarred loose and careened downhill, striking Mr. Dolle's home full force, knocking the wall in, upsetting the furniture, scattering some thousands of postage stamps on the floor (Mr. Dolle is a philatelist of note) and bringing him out of bed with a jump.

William Huntsman left May 7 to go into the Army. We wish him a safe return. His place on the call board has been taken temporarily by Glen Graham, who has been excused from active duty.

Lucille Thornburg has gone to the yard office as checker and her place has been taken by Christine Guthrie. Others who have been added to the yard forces are Anne Beaumont, B. R. McWhirter and C. R. Henderson.

Mrs. Clara Carrotte, the superinten-

dent's personal stenographer, has left for California on several months' leave of absence. Her place has been taken by Miss Ruth Phelps.

Sam Whittemore, the agent at Raymond, who will be remembered by many as our former chief train dispatcher, is now recovering from an operation at his home.

Fay Clover, the chief clerk at the local office, and Mrs. Clover are enjoying a visit from their son, Kingsley, and their new daughter-in-law, Celestine. They left on May 12 for Camp Shelby, Miss., where Kingsley is putting his knowledge of railroading to good use in running an engine on the Southern Railroad between Meridian and New Orleans.

Agnes Cromwell is the new relief operator on our PBX.

The office at Eatonville Junction has been closed. Operator Grace Culverston went to second trick at Chehalis.

Conductor Alex Gair retired May 1. We wish him a long and peaceful retirement.

Brakeman A. H. Potts passed his physical examination for the Army and Brakeman William Turner went into the Navy Apr. 28; Johnnie Marchesi of the yard force was turned down by the board; Brakeman William Veal passed the physical examination for the Marines.

Loren Cowling of the yard is in England.

Captain Paul James of the Army was home from Texas on a furlough.

Pvt. L. A. Ellis, son of General Foreman George Ellis, was home for five days and then returned to his camp in Mississippi.

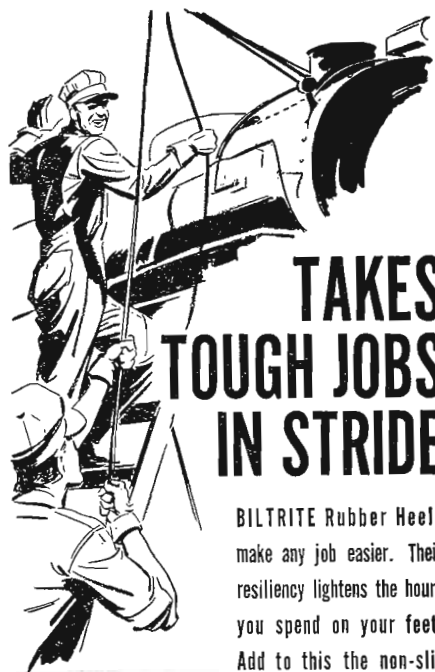
Nick Tarailozich, janitor at the shops, has been sick with arthritis but is now in a convalescent home and will be back on the job very soon.

Machinist Harry Strong went out to the beach recently to jack up his summer home and put it into shape, but the jack slipped and the house settled down on his right leg, crushing it so badly that he will be laid up several weeks.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen
Correspondent
Local Freight Office

Practices prescribed by the Milwaukee Railroad in a "Perfect Shipping" campaign, were discussed at a yard office meeting held under the supervision of W. J. McMahan, assistant division superintendent during April. Many interesting points were brought out by J. R. Ludwick, agent, A. DeGarmo, freight claim supervisor, and others.



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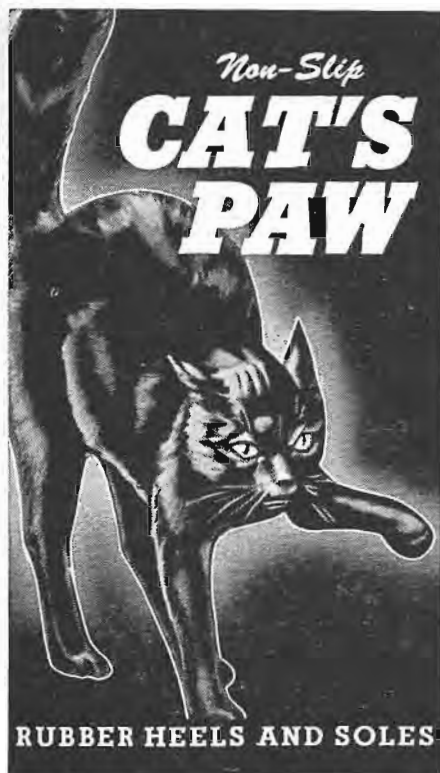
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OUR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin



F. W. McDougall, station master at the Union Station, retired from active duty at midnight, Apr. 30, after 45 years of a railroad career. Mack says that gardening and fishing from his summer home at Vashon Heights will claim a lot of his time this summer. Good luck to you, Mack.

Miss Martha J. Prentice, chief expense clerk at the local freight office, was married at the St. James Cathedral to Hugh Dougal of the City Light Department on May 6. They spent part of their honeymoon in Vancouver, B. C., and are now home at 220 Broadway.

Word was just received from Sgt. Emmett Springer, "ye old bond salesman," from the cashier's office, now stationed in Sunny (when it isn't raining) Italy. He was then enjoying a furlough and was really seeing Italy.

Chas. Randall is our new team track checker vice E. L. Conklin, resigned. Charlie formerly worked in the warehouse.

Dorthee Malm, transit clerk in the local freight office, received a long distance call from her SeaBee husband in Providence, R. I., that he was moving into his embarkation camp and would soon be sent overseas. The next train carried Dorthee eastward. We have since heard from her that all is well so far and that they are enjoying their visit together.

Linwood R. Bartholomre, track watchman at Easton, is in the Providence Hospital where he underwent an operation. He is improving nicely and will be out in a few weeks.

H. J. Creviston, waterfront yard check-

er, who has been in the Providence Hospital for the past month with a bad jaw, left May 4 for Celina, O., where he will spend a few weeks with his sister recuperating, after which he will return to his old job in Seattle.

Herb D. Carpenter, former cashier at Seattle local freight and now retired, has taken up his new residence at Beverly, Wash., and will be a part of that office force for the duration.

Charles G. Ganty, Jr., instructor radio technician 1/C, and son of our ODT clerk, Charles Ganty, is now stationed at Treasure Island, California.

We are glad to announce to our readers the promotion of Major Harold D. Collingwood to the rank of lieutenant colonel, Rail Branch, Port Transportation Division of Seattle Port of Embarkation. Lt. Col. Collingwood was formerly in our traffic department in Missoula, Mont.

Ensign John Holtum, son of Stanley Holtum, chief claim clerk, now has an overseas address at New York. He visited his parents in Seattle recently.

Richard E. Peterson, now stationed at Farragut, Ida., was a Seattle visitor recently. He says Navy life is fine.

Greetings to our new employee, Mrs. Myra L. Rupp, stenographer in the cashier's office, who takes the place of Miss Martha Pearson, resigned.

IOWA DIVISION

Iowa Middle and West

New members of the Milwaukee family at Perry include Willard Lee, a son born to Fireman and Mrs. Charles Stout; a daughter, Carol Ann, born to Sgt. and Mrs. Frank Peterson of La Junta, Colo.; and a daughter born to Mr. and Mrs. Raymond Overholser.

Weddings in which members of the Milwaukee family were participants recently included the marriage of Mrs. Henry Welch and Mrs. Clyde Anderson. Mr. Welch was a conductor on the Des Moines Division and Clyde is an engineer.

Mary Annette Stoner was married to Lt. Wayne S. Winslow of Spencer, Ia., at the brides' home in Perry.

Miss Betty Stockton and Lt. J. W. Leslie were married at Dearborn, Mich., Apr. 22. They will make their home in Pensacola, Florida.

Maxine Blaisdell and Robert Dennison were married Apr. 19. They will live in Hot Springs, Ark.

Promotions and other honors for the boys of the Milwaukee family at Perry during the last month included the presentation of an Air Medal to Lt. James Cline, navigator with a bombardment division in England; advancement from the rank of second lieutenant to first lieutenant for Orval Byrd of the infantry at Camp Maxey, Tex.; Captain Vaughn Shaw, who is with the Army Engineers in England, has been advanced to the rank of major, the second promotion he has received since going overseas.

Brakeman Ray Walrath graduated with an Army Air Corps class at San Marcus, Tex., Apr. 22, with a commission as second lieutenant. After a leave spent in Perry he continued on to Nebraska to

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take further training. He is a navigator.

Members of the Milwaukee family to join the service during the last month were Katherine Cline, who signed up as a cadet nurse; Ival Howarth of the roundhouse force; Harold Peterson, cashier at the Perry depot; Mildred Olson, who is a Navy nurse with a rating of ensign, and Leonard Smithson, who is in the Army.

Engineer B. H. Moore was guest of honor at a party given by the Brotherhood of Locomotive Engineers in May and was presented with a pin indicating 60 years of continuous membership in the organization.

J. J. Murphy, a freight brakeman, passed away after a couple weeks of illness.

Mrs. John Narver, wife of a West Division conductor, died following a long period of ill health.

Judith Ann, a daughter born to Conductor and Mrs. Clifford Todd, passed away shortly after birth.

Fred Ling, known to all the railroad men who ever worked into Perry, died at the home of his daughter, Mrs. F. R. Hoes, where he had made his home since the death of his wife three years ago. Mr. Ling was for years in the restaurant business and had a large railroad trade.

Mrs. Elvira Folsom, daughter of Roundhouse Foreman A. H. Farley of Manilla, died at her home in Norfolk, Va., in April.

Joseph Little, a Milwaukee shop employee, died suddenly at his home in Perry. Joe had not been in good health for some time but had worked as a caller the day he passed away.

Soldiers, sailors and other enlisted personnel home for visits during April included Corp. Stanley Smith and wife from Gardner Field at Taft, Calif.; Seaman John Boyens from Great Lakes; Seaman Harry Vodenik from Farragut, Ida.; Jack Vodenik from the west coast Navy; Machinist Mate Fred Upton came home from New York to attend the funeral services of his grandfather, Fred Ling. Pvt. LeRoy Koch reported at Camp Stewart, Ga., after a furlough spent in Perry. Seaman Keith Fish came from San Francisco for his first visit home.

Sgt. Gene Kindig spent a few days with his parents, Mr. and Mrs. J. J. Kindig. Pvt. Dean Woodford of a Texas air base and his wife, Cadet Nurse Merle Callahan Woodford, were in Des Moines and Perry to spend some time with relatives.

Elmer Conner came home from Fort McClellan, Ala., for a visit with his parents, Conductor and Mrs. I. E. Conner, and his homecoming was celebrated by a family gathering with all the Conner children present.

Roy Sharp was home on a furlough from a southern camp to visit his parents in Woodward.

Cadet Harold Little of Des Moines and Pvt. Duane Little from an air base in Colorado were called home to attend the funeral services for their father, Joe Little.

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T/Sgt. Darrell Walters of Amarillo Field was home for a visit in Perry.

Sgt. Jack Collins of the De Sharon Hospital staff in Butler, Pa., and Pvt. Edward Collins of Camp Dodge visited their parents, Engineer and Mrs. Emmett Collins.

Pfc. Lloyd Yanders had a furlough in April from his duties at Camp Gruber, Okla.

Donald Gardner of the Coast Guard came from San Francisco to visit his parents, Mr. and Mrs. E. C. Gardner, in May. Clarence Nicholson visited in Perry after completing a radio communication course at Madison, Wis., and continued on to Pleasanton, Calif., for further training. Nick wears a Navy uniform.

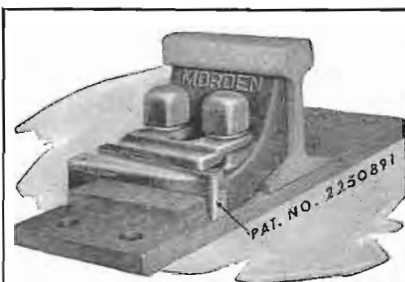
Sgt. Leonard Bisanti and wife visited at the home of Mrs. Bisanti's parents, Mr. and Mrs. Louis Brown. Leonard continued on to Camp Lee, Va. Pvt. Frank Hoes was at Walnut Ridge, Ark., when granted a furlough to visit home in April. He was transferred to Jonesboro, N. C., soon after his return to camp.

D & I DIVISION

First District

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

From the Army and Navy we learn that: S 2/C Jack Haberbush, son of Engineer Albert Haberbush, Savanna,



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received an advancement while in port at
Cuba to radio man 3/C.

Pvt. John W. Bowman, son of car
department employe, J. W. Bowman,
Davenport, and grandson of Switchman
Dorm Bowman, has arrived safely in
England.

S/Sgt. Milo Lauterborn (employed in
B&B department prior to his army serv-
ice) arrived home from 27 months' serv-
ice in the South Pacific area. On his
Asiatic ribbon he carries three stars for
combat duties in the East Indies, Pa-
pua, and the New Guinea campaigns.
Sgt. Lauterborn's home is in Bellevue,
Iowa.

Pvt. Claude E. Bashaw, son of Clerk
S. E. Bashaw of DeKalb, Ill., is stationed
at Camp Wolters, Tex.

Deaths occurring in our Milwaukee
families during May are: William Hum-
mel, father of Clerk LeRoy Hummel and
maintenance employe, Orville Hummel,
also Conductor and Mrs. Paul Turner, at
his home in Savanna on May 3.

Mrs. Wilbur McCormick, wife of Engi-

neer McCormick, passed away at their
home in Chicago on May 3. Surviving
are the husband, daughter and a son in
the army, to whom we extend sympathy.

Mrs. John Bere is the latest addition
to the force at Savanna, being employed
as clerk-stenographer in the division en-
gineer's office.

Miss Grace Mulder, of the store de-
partment, Savanna, and Junior Hostess
at the U. S. O., was chosen as one of
the three attendants for the May Queen
at the formal dancing party given in the
Savanna U. S. O. club the night of
May 2.

LeRoy Abts, electrician's mate 3/C, re-
turned to the home of his parents in
Elgin, Ill., on May 6 for a 29 day leave
after spending 17 months in the South
Pacific in submarine duty. His father is
William Abts, a passenger brakeman on
the suburban run between Chicago and
Elgin. LeRoy said that the submarine to
which he has been assigned bagged a
number of Jap merchant vessels and some
warships. He is to be reassigned soon,
but does not know to what area.

TWIN CITY TERMINAL

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

Minneapolis General Offices

Kitty Carll, Correspondent

C. F. Prescott and wife visited their
son, Warren, at Brownsville, Tex., but
the main attraction was their new grand-
daughter, Rose Mary Katherine. Warren
is with the Pan-American Airways, but
Clarence reports he was not able to get
a plane ride even as a stowaway. The
Prescotts made two trips across the
border into Mexico.

We welcome Miss Myrtle Larson who
has been added to the staff of the law
department.

This correspondent was on the welcom-
ing committee for the vanguard of the
Milwaukee Women's Club of Milwaukee.
Twelve members of that club, including
Mrs. McConahay, president, and Mrs.
Steed, treasurer, selected Minneapolis for
their annual outing.

May 15 there was a temporary black-
out in Minneapolis when an outage oc-
curred in the Northern States Power
plant. Frantic calls came over the tele-
phone that signals protecting railroad
crossings were at stop, tying up traffic.
The telegraph office practiced the fine
art of still life and cash registers in the
ticket office were silent as the night.

St. Paul Traffic Department

Brooksie Luth, Correspondent

Not long ago I sug-
gested that someone do
something—anything, in
fact—to give me some
news. Immediately City
Freight Agent Frank
Arndt—obliging soul
that he is—went right
out and arranged to
break a leg. Never
again will Frank be
willing to be "mamma's
little helper" around the
house. He has found that ladders are
dangerous critters. He is now recuperat-
ing nicely at the hospital and will soon
be at home, where he will spend several
weeks hobbling about on crutches. We
miss him and certainly hope he can be
back with us soon.



Our most recent uniformed visitor was
our former rate clerk, Lt. Jack Maher,
who has been stationed in Panama and
South America. Jack had many inter-
esting things to say about his experiences,
but seemed glad to be back to our brand
of civilization. There was little enter-
tainment in the places where Jack was
stationed except for the nightly movies,
but, fortunately, he had his radio with
him. One of the best things he heard was
a familiar announcement, "This is Sta-
tion WCCO" (one of our Twin City radio
stations). Jack expects to be stationed
in the States for a while before being
sent on overseas duty again.

While we're on the subject of service-
men, I wish that the former St. Paulites

THE MILWAUKEE MAGAZINE

now in service would write and let us know what they are doing and where they are. We all would like to know what you boys are up to, and you might even get a letter or two in return.

City Freight Agent Bert Hoen recently received some good news about his brother, Lt. Arthur Hoen, a bombardier, who was stationed in England. Lt. Hoen who had been listed as missing in action over France, sent a card saying he is now a prisoner in Germany and is well. That isn't exactly "good" news, but it's a relief to Bert and his family to know approximately where he is. Bert has two other brothers in the service—Sgt. Edward Hoen, in the Medical Corps in Australia, and Sgt. Leo Hoen, at Fort Knox, Ky.

St. Paul Freight House

Allen R. Rothmund, Correspondent

Do you know that Ben Lampert, Duluth Line engineer, owns one of the best U. S. coin collections in this country? With two exceptions, he owns a complete set of all coins coined by this government.

Down here on the river bank you see strange sights every spring during the high water period. I saw the owner of one home fishing every day from the roof of his house. He really was pulling them in, too, and this is not a "fish story."

Occasionally we receive "conscience money" in the mail. We received five dollars this week from a party now living in California to cover balance of a freight charge assessed against him by our railroad back in March, 1910. Some time ago, we received 50 dollars in cash to clear the sender's conscience . . . five ten-dollar bills in a plain envelope.

Georgine Sweet is the new girl helping us during vacations.

Ralph Wetschke is a busy man these days working in his victory garden. I understand his garden produced enough last year to fill 400 preserve jars.

Minneapolis Local Freight and Traffic Dept.

Kay Jiran, Correspondent



Spring and young people's fancies turn—you know where. Helen Lindquist did such a good job of helping Jack Melchert recuperate and forget about Italy that he decided he wanted her around for the rest of his life. They have just announced their engagement and are busy receiving the congratulations of many friends. At the present time Jack is at Fort Sill, Okla., awaiting additional orders from Uncle Sam.

Best wishes are also in order for Florence Lelwica who became Mrs. Willard Mullen on Apr. 29.

Want to say "hello" and "hope you'll like us" to Bernadette Langlais, new clerk in the local freight office.

Our Servicemen

We were saddened to learn that Lt. Ben Toteshek, former bill clerk in the local freight, has been reported missing in action over Europe since Apr. 12, when he made his second mission over Germany. The American Red Cross is on the job in this case as it has been, and is, in so many others, and we hope and pray that Ben's family will soon be receiving word that he is well—the same happy word that the Red Cross has been able to bring to so many other families.

Latest word from Johnny Seland tells us that he has been transferred to Camp Ellis, Ill.

We think Larry Johnson well deserved his promotion to yeoman 1/c. He writes that he has to transcribe 40 pages of shorthand (court reporting) perfectly, among other things, to get it. *Congratulations.* Larry has been out to sea for some time and it is rumored he was well initiated when he crossed the equator for the first time.

Lt. Donald Rudd has received a letter

of commendation from high Army officials for his discoveries in research meteorology. Don has made quite a name for himself. His parents, Mr. and Mrs. Henry Rudd, can be justly proud of him.

With Fathers' Day so near at hand, we thought it would be appropriate to honor the dads. These dads in the traffic department have loaned their sons to Uncle Sam's various services for the "duration and six months thereafter":

Paul Gehrig, special coal agent, is our three-star dad. The eldest of his boys, 2nd Lt. L. J. Gehrig, is in the Medical Administrative Reserve Corps, and is attending the School of Medicine at the University of Minnesota, from which he will be graduated in August, this year. During the past year, Lt. Gehrig won two scholarships at the University, and recently was elected a member of the Honorary Medical Society, Alpha Omega Alpha.

Pfc. Paul M. Gehrig is with the Headquarters Company, Military Railway Service, and has been on duty overseas for the past 14 months, seeing service in Africa and Italy.

Pfc. Jack D. Gehrig is in the Army Specialized Training Program. He is attending the School of Dentistry at the University of Minnesota.

Dr. Byron H. McLaughlin, son of General Northwestern Freight Agent H. L. McLaughlin, holds a commission of 1st lieutenant in the Medical Corps of the U. S. Army. At present Dr. McLaughlin is resident physician at Northwestern Hospital, Minneapolis, awaiting call to active duty, having completed his basic training at Camp Carlisle, Pa.

Pvt. William Cottrell, eldest son of Chief Clerk Glen Cottrell, recently completed the Army Specialist Training course at Texas A&M, College Station, Tex. Bill is now stationed at Camp Howze, Tex., in the Field Artillery.

City Freight Agent Gus Reuland's young Jim is petty officer 3/c in the Signal Corps of the Navy. He is on Armed Guard Center convoy duty, and has been

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in every theatre of operation. Jim spent a short leave with his parents recently, and had some very exciting and interesting experiences to relate.

And now an extra cheer for all our grand American dads and let's whisper a special prayer for each and every one of them. May God grant that before another Father's Day rolls around, their sons and daughters will be back in the family circle and those temporarily vacant chairs around the dinner table will be occupied again.

South Minneapolis Shops and Coach Yard

Oriole M. Smythe, Correspondent
Car Department

Service men home on furloughs: Roy Billmark (former carman helper at shops) now with U. S. Maritime Service, had two successful trips overseas in South Pacific Area. Roy arrived home just in time to receive his back pay and vacation check. He hardly knew what to do with all the "dough." Pvt. Herb. M. Kassins, with Headquarters of Air Bomber Squadron, Liberal, Kans., also enjoyed a 15-day visit at home. Pvt. Edward G. Ryberg, furloughed from Quartermaster's Corps, Camp Pickett, Va., and Pentagon Building, Washington, D. C., handles prime mover trucks and equipment and claims he is a first class mechanic and handyman.

Lead Carman John Jurdyga is spending a month at Hot Springs due to ill health. Car Cleaner John Androff is also trying Hot Springs as a health restorer.

Steamfitter Elmer Lewis reports arrival of baby boy at his home. Mother and son are doing nicely and daddy is very proud.

Minneapolis Coach Yard reports possession of a brand new flag pole. All that is needed now is a new flag to top it off.

Graduations: At University of Iowa, Iowa City, Ia., on Apr. 23, Clarence F. Barrett, D.D.S. On the same date, Dr. Barrett was commissioned lieutenant (j.g.) in the Navy, with assignment to service at the Naval Training Station, Farragut, Ida. (Lt. Barrett is the son of General Car Foreman C. E. Barrett, Minneapolis shops).

Robert Hughes, age 82 years, died at his home in Minneapolis on Apr. 18, following a heart attack. Mr. Hughes started to work for the Milwaukee as coach carpenter in Minneapolis shops on Feb. 2, 1900. He merited promotion as mill foreman and general freight car foreman, retiring Jan. 20, 1937, as mill foreman, covering a period of 37 years of continuous service. Our sympathy is offered to the survivors.

South Minneapolis Locomotive and Store Depts.

Thelma Huff, Correspondent
Office of Shop Superintendent
South Minneapolis

About 10 a. m. on Apr. 29, Shop Superintendent G. Blyberg answered his phone and heard the sweet voice of Bertha Burge singing "Happy Birthday," which put him in the proper mood to celebrate his 65th birthday at Freddie's Cafe with some 36 of the boys, where they lent their ears to the oratory of Division Master Mechanics Wayne Henderson, Aberdeen, and Harold Niksch, LaCrosse, as well as Assistant Master Mechanic Ellis Schmitz and General Foreman Bill Fawcett of the Twin City Terminal. Lawrence Hindert acted as master of ceremonies and the principal speaker of the evening was the "Mighty Smithy," Jim Ross, who adhered strictly to the subject of his relatives in Indiana.

Something new has been added: From the Kansas City Division, where he has been helping Eddie Kerwin, comes one of Ottumwa's native sons, Charles D. Smith to the LaX&R Division as traveling

engineer. We are told his particular territory is to be LaCrosse to New Lisbon and New Lisbon up the valley.

If you would like one less card in your billfold and still want some means of identification (just in case), here's how: A transient walked unsteadily into the shop superintendent's office recently and asked for his back pay check. On being requested to present his Social Security card, he rolled up his sleeve and proudly displayed his Social Security number tattooed on his left arm.

Out of shop Apr. 5 after receiving Class 2 repairs and back in service on May 1 was Steve DeField, assistant roundhouse foreman, Minneapolis roundhouse—that's right, still smiling!

Yard Conductor Merrill Tyner found a "little used" corsage on the dining car of the Pioneer while being turned at Southtown recently. It was inevitable, of course, that Bertha Burge should be the recipient and that Super Janitor Gus Kukosis (of buzzer fame) should make the presentation, with a background of



WAITING! HELP BRING HIM HOME SOONER WITH WAR BONDS. (Photo by Edward De Luga, Chicago Daily News.)

barber shop harmony by none other than the armed guard at the yard office.

There was a picture in the Minneapolis paper recently of Marine Col. W. Fiske Marshall, formerly operations manager for Northwest Airlines in Minneapolis. Col. Marshall has been in the South Pacific for 18 months as leader of the famous combat air transport (SCAT) which flies about 900,000 nautical miles per month without armor. The Colonel, you know, is a brother of assistant to Walter Marshall, superintendent motive power, Milwaukee—"boss of our fleet of diesels."

Accompanied by his little daughter, Bonnie, Crew Dispatcher Emil Jelinek of the 741st Railway Shop Battalion, Jefferson Barracks, Mo., paid us a visit while furloughing at St. Paul last month. Emil has one more reason for wanting said furlough than when he began army life, namely: Another daughter, Mary Lou! Mrs. Jelinek's cooking can't be equalled in Emil's estimation but he did admit the modern kitchens and excellent food at Jefferson Barracks merited favorable comment.

Woo! Woo! How these chaps do get around. When former Machinist Apprentice Paul Ericson stopped in last month and casually mentioned having been in the Aleutians, the Mediterranean and the Caribbean, it was strangely reminiscent of the days when he used to drive into a gas station and say: "fill 'er up" and make Hastings, Buzzard's Roost, and Hicksville all in one afternoon. Paul has been 2nd class water tender on a destroyer since the fall of 1942. However, on leaving here was bound for Asbury Park, N. J., for officers' training at Pre-Midshipman School. But, please get a load of this: After all his globe trotting, he still thinks Minneapolis is the best city in the world.

Joe Turansky, former machinist apprentice, was in our office recently on leave from Camp Bragg, N. C. He said also that he was maintaining his normal weight but army training has grouped him differently.

Having finished at Athens Pre-Flight School, Athens, Ga., Naval Aviation Cadet Jack Hallberg, spent a few days in Minneapolis last month. The former Minneapolis shop welder stated he now has in 55 flying hours.

'Ere the presses roll for this issue of the magazine, understand Johnny Naughton, M.M. 2/c, former machinist, Minneapolis shop, and Herbert Dreitzler, A.S., alias machinist helper, Minneapolis roundhouse, expect to be lapping up the scenery between Farragut, Ida., and Minneapolis—homeward bound on a furlough.

The "Guzzintas" for May were: Russell Obernolte, store helper, Navy; Otto P. Madson, machinist, Army; Francis L. Brady, machinist apprentice, Navy, and Manuel Ruiz, counterman in the store room, Army.

Now for the South Pacificers: Robert C. Ingold, son of Machinist Charles Ingold, now has his corporal rating after 18 months with the Marines; R. W. Coyne, Minneapolis roundhouse man is out there with the Navy—so says H&D Engineer S. A. Brophy; store department's Reynold L. Nordstrom, now M. 3/c, for a while in the thick of it in the Marshall Islands writes Lorraine Kline his translation of "A.W.O.L.", which is: "A Wolf on the Loose"; Pfc. George R. Madson (in real life, machinist helper, Minneapolis roundhouse) overseas since June, 1943, was in the initial landing at Cape Gloucester, N. B., as well as his brother Harold A. Madison, S1/c Naval Construction Battalion since March, 1943—normally sheet metal worker apprentice, Minneapolis shop; and H. G. Becker, B.M. 2/c (carpenter apprentice, Minneapolis shop) who stated in his letter to Shop Superintendent B. Blyberg that he still can't believe there's so much to learn about sewing.

Shame on you, Bill Creighton! Sgt. Sheldon Stafford writes assistant general storekeeper from England that he hasn't had a letter from you in three months and wants to know what became of you.

The current assignment of Commander Katherine McBride of the Women's Reserve Guard at Cherry Point is "indocinating boots." No use, boys, she writes: "Any ideas I ever had about matrimony are definitely abandoned unless the guy sets up a reserve fund for sending his shirts out." And adds: "I never listen to the news or read a newspaper. It's quite true—people in service have almost no interest in the progress of the war. You realize your little part is to work like the devil daily and let the final results show somewhere out of sight. I've been honestly astounded at the high caliber of the girls attracted to the corps. Have met very few I wouldn't want to know a great deal better."

"I haven't forgotten any of you and the time you fellows put in trying to drum something into my head," says Bill Zimmerman, Mo. M.M. 2/c to Charles Ingold, machinist. And also stated: "It sure will be good to get back and start working along that line again."

Whatever his new job is, 1st Lt. H. V. Allen V-mails Louie Hindert that it is farther away from his regular one of chief clerk than the blacksmith foreman assignment he had with the Railway Operating Battalion in the States. He can now wax eloquent on the merits of the good old Milwaukee with its smooth road bed after touring the English countryside in a jeep.

Cpl. James H. Mueller, store department employe and son of B&B Foreman James Mueller, is now with the Amphibian Engineers in England. Says Jim to Bill Leevers: "Haven't quite figured out this English money yet."

Machinist Andrew Nelson tells us that his grandson, Anton Vernon Baxter, has been inducted into the Navy as a first class seaman and is taking up radio.



GANGWAY FOR A GOOD SOLDIER!

Mama has decided that her two young men should meet each other.

And he's off to see his daddy—for the first time!

We may not be able to give them the kind of ride we'd like to. Trains will be crowded. Some coaches may not be as comfortable and convenient as our best equipment. They may have to wait on sidings as troop and munitions trains get the right of way.

But service men and their rela-

tives are good soldiers. They take inconveniences in their stride, understanding that the railroads are doing the best they can to bring them together.

With traffic so heavy, the railroads cannot always maintain all their prewar standards. But they

are keeping their dates with convoys, and fighting all the emergencies that go with the world's biggest transportation job. They're working as they have never worked before and are determined to do their level best to help get the job done, and done as speedily as possible.



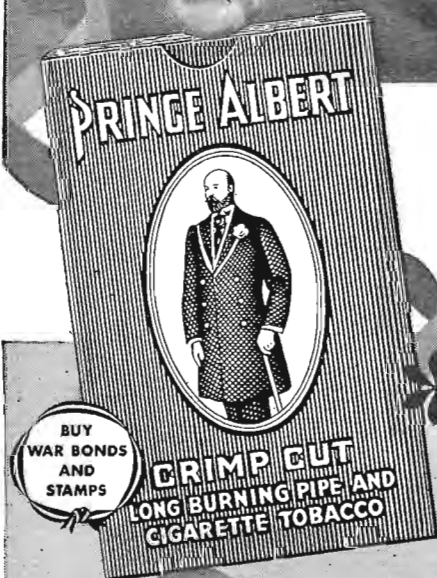
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3 ON A MATCH

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**SHE-YOU-AND
 PIPE APPEAL***

• Sure a man with a pipe "takes" a woman's eye. But follow through, friend... add true Pipe Appeal. Rise and shine with the personal pipe-joy of choice, bite-proofed Prince Albert. Mellow MILDNESS for your tongue... a revel of RICHNESS to your taste. Cool? It's cooler! Crimp cut, too... easy packing, easier drawing.



***PRINCE 50** pipefuls of fragrant tobacco in every handy pocket package of Prince Albert
ALBERT 70 fine roll-your-own cigarettes in every handy pocket package of Prince Albert

THE NATIONAL JOY SMOKE

R. J. Reynolds Tobacco Co.
 Winston-Salem, N. C.