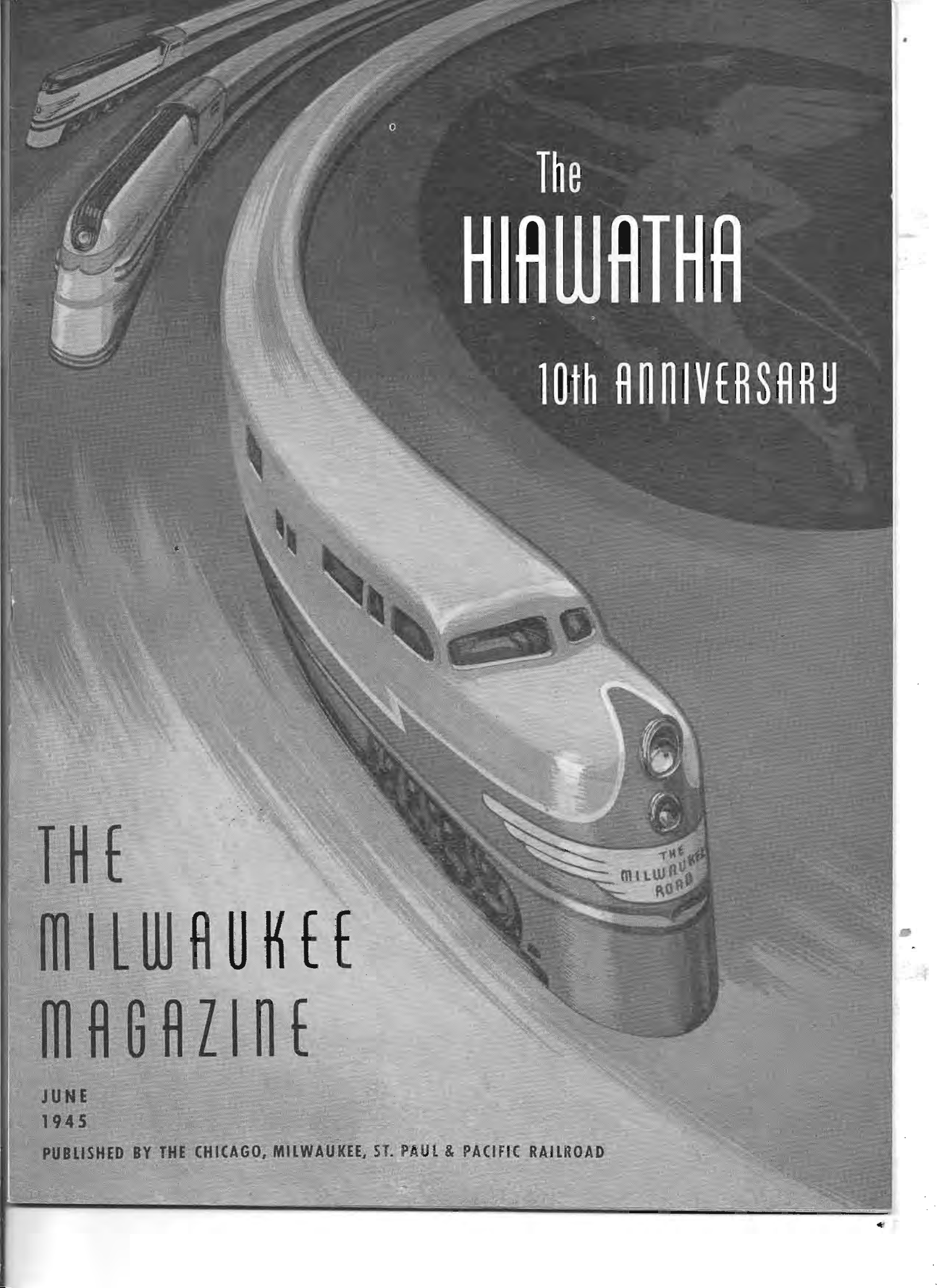


A black and white illustration of the Hiawatha train, a streamlined passenger locomotive, curving along a track. The train is depicted in motion, with motion lines around it. In the background, another train is visible on a parallel track. The overall style is that of a mid-20th-century magazine cover.

The HIAWATHA

10th ANNIVERSARY

THE
MILWAUKEE
MAGAZINE

JUNE
1945

PUBLISHED BY THE CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD

Hiawatha

A name rich in folk lore lives
on in the war record of
a fleet of great trains.

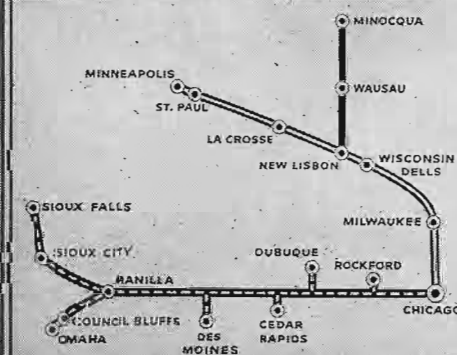
The Milwaukee Road's HIAWATHAS are on the warpath. Every day these Speedliners transport thousands of passengers... speed military and essential travel... contribute substantially to Victory. ★ Only ten years ago on May 29th, 1935, the original HIAWATHA made its initial run between Chicago-Milwaukee-St. Paul-Minneapolis. This Speedliner was the forerunner of a series of trains unique in type. Before the war HIAWATHA service had been steadily improved, amplified and extended by popular demand. ★ With the return of peace The Milwaukee Road's passenger service will be further modernized and augmented to serve you even better than in the past.

★

**THE
MILWAUKEE
ROAD** SERVING THE
SERVICES AND YOU



1935 — 10TH ANNIVERSARY — 1945



Hiawatha Routes

LEGEND

— Route of
the Morning and
Afternoon Twin
Cities HIAWATHAS
— 2 a day each way.

- - - Route of
the North Woods
HIAWATHA.

... Route of
the Midwest
HIAWATHA.



TO THE AMERICAN PEOPLE:

Your sons, husbands and brothers who are standing today upon the battlefronts are fighting for more than victory in war. They are fighting for a new world of freedom and peace.

We, upon whom has been placed the responsibility of leading the American forces, appeal to you with all possible earnestness to invest in War Bonds to the fullest extent of your capacity.

Give us not only the needed implements of war, but the assurance and backing of a united people so necessary to hasten the victory and speed the return of your fighting men.

~~Wm. Williams~~ Williams Leahy
 Douglas A. C. King
 Dwight Steinhilber C. W. Nimble
 Arnold

from our
Five-Star Generals
and
Admirals

The Hiawatha Observes Its 10th Birthday

LIKE the busy head of a large family, the Hiawatha observed its birthday on May 29 without a great deal of ceremony. It arrived and departed on time, as did its two nearest of kin, the Morning and the Midwest Hiawathas. It was just another wartime day, marked by the kind of service which has won for it nationwide acclaim.

Drawn by the first built-to-order streamlined steam locomotive ever constructed in the United States, the Hiawatha made history on its initial run 10 years ago. A preview of the superior new train had been held on May 15, 1935, two weeks before the official inauguration of its schedule, when representatives of all departments boarded it in Milwaukee for a trial run to New Lisbon, Wis. Approval and enthusiasm mounted steadily as the dynamometer car's instruments and the officials' own calculations made it apparent that the "new baby" was something to get excited about.

The following, concerning that historic run, is taken from a story in the June 1935 issue of the Milwaukee Magazine:

"... At 91 m.p.h. everyone remarked that it didn't seem as though the Hiawatha was traveling much faster than about 45. At 100 m.p.h. a shout went up. One hundred and one, they calculated; 103.5, then 105, 105.5; faster and faster it went until at 109 miles per hour the Hiawatha decided that that was a very comfortable pace and continued along at that speed for five or six miles without a change, but as interest began to wane in seeing 109 miles per hour marked up as mile after mile went by, Ed Donahue, the man at the throttle, gave it another notch and in very short order there were figures of 110.5, 111.3 and then 112.5 m.p.h.

"That's the speed that the Hiawatha attained, not as a speed test, but just by way of getting from Watertown to New Lisbon at a pace at which it could travel comfortably.

"Anyone who saw Mr. Gillick as the train was performing need never ask him what he thought of it. His beaming countenance was a full and complete answer to the unasked question. It was not necessary for him to tell anyone how happy he was.

"Upon arrival at New Lisbon, Mr. Gillick dispatched a telegram to Mr. Scandrett and Mr. Pierpont [chief traffic officer at that time] as follows:

"Left Milwaukee 9:40 a. m. Stopped at Watertown to look at engine, which was running cool. With this stop passed Portage 11:03 a. m., one minute less than schedule. Maximum speed 97.3 miles per hour. Arrived New Lisbon 11:33 a. m. Schedule calls for 34 minutes. Maximum speed 112.5 m.p.h. Train rode beautifully. Jones [L. M. Jones, at that time superintendent of sleeping and dining cars] has a cup and glass of water on table that has not spilled yet."

"Engineer Donahue epitomized the train's performance, remarking, 'the faster it ran, the better it rode'."



New Speedliner Gives Public a Thrill

Although people still stop to watch when they hear the Hiawatha thundering down the rails, the public has become sufficiently used to the sight of sleek, fast trains that the thrill today is as nothing compared to what it was 10 years ago when the Hiawatha was something new under the sun.

That fact is apparent in the following which appeared in the Chicago Tribune on July 14, 1935:

"About 7:30 o'clock every evening in the neighborhood of the Milwaukee Road tracks and Dempster Street in Morton Grove, automobiles are driven up and parked. Couples and families, for the most part, their occupants sit staring to the northward, climb out and stretch their limbs, or look about for their neighbors or acquaintances and fellow enthusiasts. From that time on until 8:10 o'clock the crowds increase.

"Waiting for the train to come in?' say early arrivals casually, one to another.

"At approximately 8:12 o'clock the Hiawatha careens down the track and flashes past.

"To the faithful who come nightly to watch the Hiawatha's fleet passing, 'approximately 8:12' will not be a satisfactory way of timing it. A reporter who joined the watchers last night found this a touchy subject in the desultory discussions carried on before 8 o'clock.

"She gets in at 8:12 on the dot', Edward Grosnick said contentedly, pushing back his straw hat. 'It will be about 25 minutes yet. I've watched her every night this week.'

"A woman with straw colored hair and a sun tan overheard him.

"Pardon me', she said indignantly. 'I've

been here six times and it's nine minutes after on the dot.'

"By 8 o'clock more than 150 cars and about 400 persons were waiting for the train. They were ranged along Railroad Avenue for a mile from Dempster Street to Oakton Street, as well as along Dempster and Oakton and Lincoln Avenue.

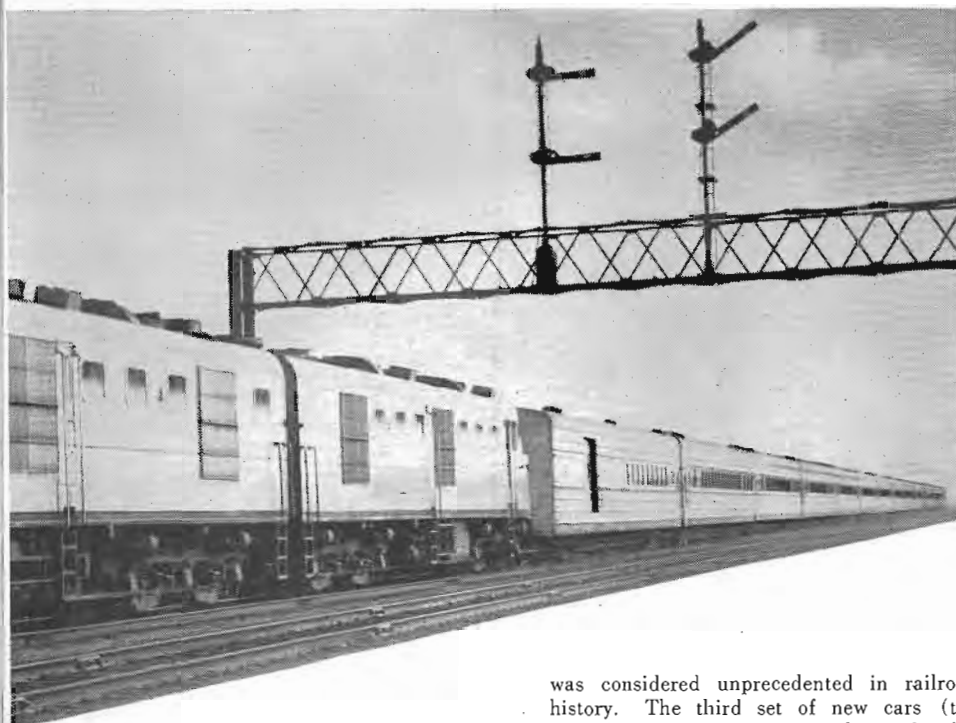
"Fathers boosted little girls and boys onto automobile tops. Others stood in sweet clover near the tracks and held children shoulder high. A few venturesome persons went up to the tracks and bent over, apparently a little self-conscious, and felt the rails. A vibration allows the knowing to tell when the train is approaching.

"Then there were many cries of 'Here it comes!' and the crowd was quiet and still.

"The high, insistent tooting of the train was heard, its one searching light and its single giant figure '2' bore down upon the waiting crowd, and it thundered by. Necks craned, except for those of persons too dazed to think. The alert caught a glimpse of the train's beaver tail vanishing in the distance."

Evolution of Train Has Been Rapid

Since the time of its inception 10 years ago, the Hiawatha has changed considerably, particularly in the matter of motive power, and as its popularity has increased, two other fast trains have borrowed its name. The Morning Hiawatha, also operating on a fast schedule between Chicago and the Twin Cities, was placed in service on Jan. 21, 1939. On Dec. 11, 1940 the Midwest Hiawatha began operations between Chicago and Omaha, Sioux City and Sioux Falls. The tradition of on-time service, courtesy and superior accommodations established by the parent train, has characterized these trains also.



The original Hiawatha locomotive was an oil burning steam engine built for speed, with drive wheels seven feet in diameter. It was designed to pull a train of six cars on the average, and possessed a number of advantages over conventional coal burning types. The supply of fuel taken at the initial terminal was sufficient to operate the locomotive through to destination without stops for refueling; there were no cinders or smoke.

However, as patronage became greater and additional cars had to be added, more powerful motive power was needed and the answer to this need was the now-famous F-7 type engine, a beautifully streamlined coal burning powerhouse designed both to please the eye and offer as little resistance as possible to the flow of air.

In September 1941 the first diesel Hiawatha locomotive went into service, followed in November by a second. Under prevailing conditions of heavy traffic, they have proved very satisfactory and by October or November of this year are expected to be standard equipment on all six Hiawatha trains (Afternoon Hiawatha, Morning Hiawatha and Midwest Hiawatha, operating in both directions daily).

Diesel Power Proves Its Worth

The greatest advantage of diesel power over steam is in the matter of avoiding delay en route and in not having to stop for coal and water. It also permits faster turning in terminals, with consequent increase in utilization. Another advantage is greater flexibility, it being possible to split the 4,000 h.p. motors into two 2,000 h.p. units.

Two completely new and improved sets of passenger equipment have been added to the Hiawatha since its inauguration. The first replacement was made in the fall of 1936 at which time the number of cars on each train was increased from six to nine. A replacement after so short a time in service

was considered unprecedented in railroad history. The third set of new cars (the second replacement) was made in the fall of 1938. Eleven new coaches, embodying improved features, were placed in service in 1942 but this was not a complete replacement. The Afternoon Hiawatha, still regarded as the "original" Hiawatha, although all of its cars and its locomotives have been changed, now consists regularly of 10 or more cars.

All Hiawatha cars are built at our shops in Milwaukee. The original ones were re-

garded as the first all-welded passenger cars placed in service in full trains by any American railroad.

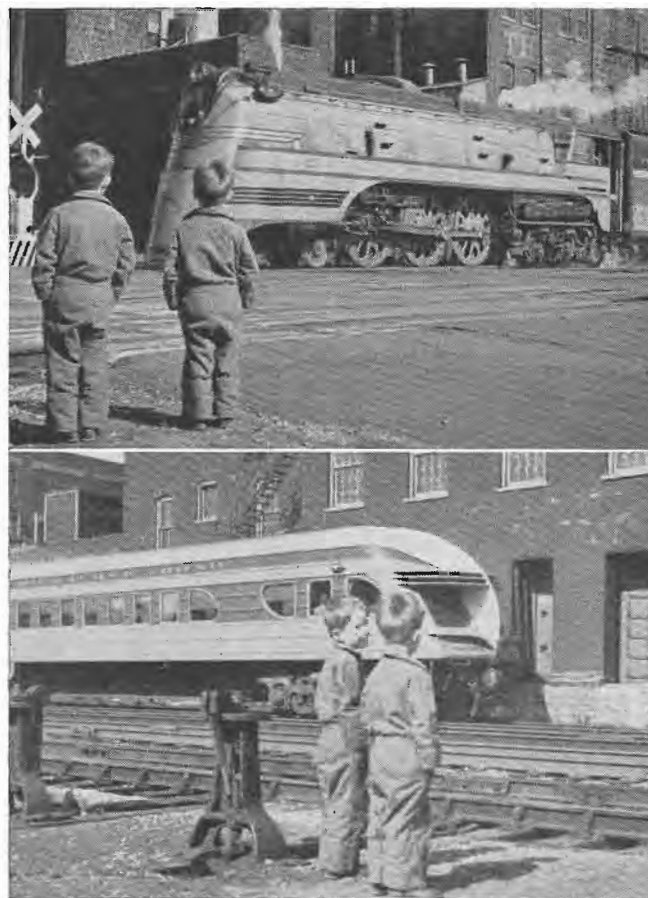
Traffic Figures Reflect Popularity

As might be expected, the proof of the superiority of the Milwaukee Road's Hiawatha service is evinced by more than the smoothness with which it slips along the rails, the excellence of the food served in its diners, and the unsurpassed friendliness of its crews. There is also proof in the traffic figures.

When the original Hiawatha took to the rails, it immediately went into first place among all trains in the volume of traffic carried between Chicago and the Twin Cities. It has never relinquished its leading position. From the time of its inauguration on May 29, 1935, until the end of May, 1945 (April and May, 1945 estimated), the Afternoon Hiawatha has carried 3,951,766 revenue passengers, including those who availed themselves of the Northwoods Section service during the summer months since 1936. Since it went into service on Jan. 21, 1939, the Morning Hiawatha has carried 1,963,095 revenue passengers, and the Midwest Hiawatha has carried 1,200,313 since its inauguration on Dec. 11, 1940. That makes a grand total of 7,115,174 revenue passengers who in the past 10 years have ridden on trains bearing the Hiawatha name.

The history of Hiawatha service is gratifying to Milwaukee Road employees. The last 10 years have been difficult years of depression and war, but Hiawatha trains have grown steadily in popularity and in service despite the times. In that fact there is significance and room for great hope.

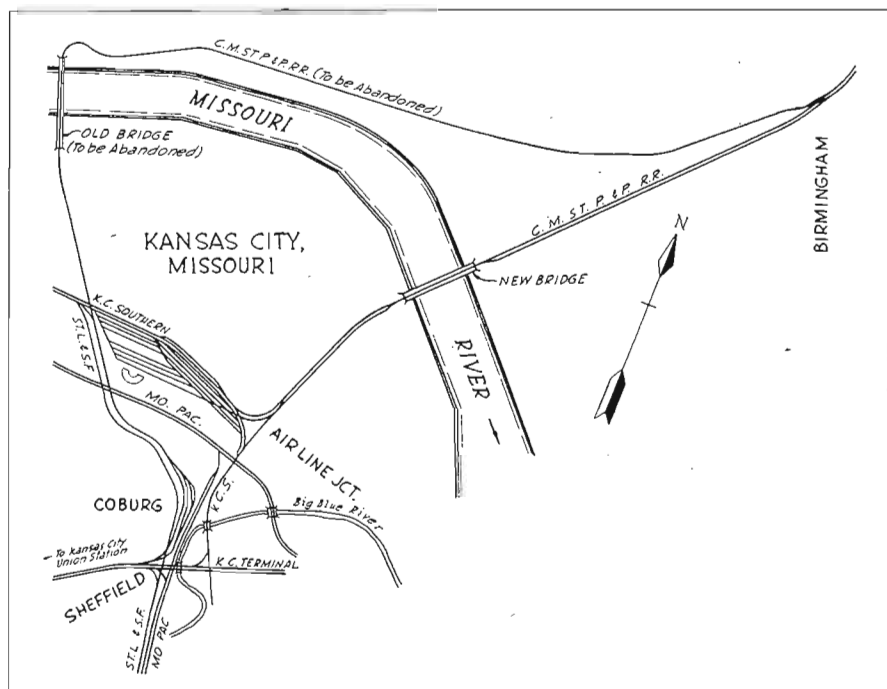
From the day of its first run, the Hiawatha has been standing inspection at every crossing along the 421-mile route between Chicago and Minneapolis. These pictures, taken at an intersection in Milwaukee in the autumn of 1942, tell a story that needs no amplification. The boys are sons of the late Lt. Cmdr. G. W. Fox, who was assistant company surgeon in the office of Dr. O. R. Lillie in Milwaukee before entering the navy in May, 1942. Commander Fox lost his life somewhere in the Pacific area on Apr. 1 of this year.





An aerial view of the new President Harry S. Truman Bridge (looking south).

President Harry S. Truman Bridge Dedicated



Vicinity sketch showing the Milwaukee Road's previous and new approaches into Kansas City, Mo. The new bridge and track from Birmingham to the Kansas City yard area are jointly owned and operated by the Milwaukee Road and the Rock Island Lines.

THE President Harry S. Truman Bridge, built across the Missouri River at Kansas City by the Milwaukee Road and the Rock Island Lines, was dedicated on May 23 and went into operation on June 1. It was deemed fitting that the structure be named in honor of the 32nd President of the United States, Kansas City having been Mr. Truman's place of residence for many years.

H. A. Scandrett, Milwaukee Road trustee, and J. D. Farrington, chief executive officer of the Rock Island Lines, as well as 125 other railroad and civic leaders, were present as Mayor John B. Gage of Kansas City dedicated the bridge by unveiling a plaque mounted on the superstructure. The ceremony was followed by a luncheon at the Muehleback Hotel in Kansas City, given by the Kansas City Chamber of Commerce in honor of a number of leading officials of the two railroads. Among the Milwaukee Road representatives in attendance were: H. A. Scandrett, trustee; J. T. Gillick, chief operating officer; O. N. Harstad, assistant chief operating officer; W. H. Penfield, chief engineer; R. J. Middleton, assistant chief engineer; J. W. Severs, executive assistant and comptroller; E. W. Soergel, freight traffic manager; H. S. Zane, assistant freight traffic manager; F. N. Hicks, passenger traffic manager; P. H. Draver, assistant general freight agent, Milwaukee; E. O. Eckert,

The Milwaukee Magazine

President Truman's Message

A telegram from President Truman to the Kansas City Chamber of Commerce was read by Frank A. Theis, president of the chamber, at the bridge dedication luncheon.

The telegram read:

"It is a fortunate thing for the nation that the great new bridge built through the vision and resources of the Milwaukee and Rock Island Lines is ready for use at this critical time. Having knocked out our European foes, we are now throwing everything we have against the perfidious Jap. The opening of the bridge therefore becomes of transcending importance as it will facilitate the movement of men and materials into the Pacific area. At the same time, it emphasizes the outstanding importance of Kansas City as a railroad center.

"It is especially fitting that the Chamber of Commerce representing the industry, the commerce and the people of our community is giving public demonstration of its appreciation of the railroads. The American railroads, united as they are and working together, have done and are doing a magnificent job.

"We as a nation must continue to depend upon them for transportation that is all-essential to military success and vital to that full life which we as American citizens have a right to desire and achieve.

"(Signed) Harry S. Truman"

acting division superintendent, Ottumwa; W. A. Murphy, general southwestern agent, Kansas City; M. A. Oberg, general agent passenger department, Kansas City; F. J. Newell, assistant public relations officer.

A number of these men were also the guests of the Commerce Trust Co. at a reception in the Kansas City Club later in the day.

In his address before the luncheon group, Mr. Scandrett said:

"It seems to me it is most appropriate that this new entrance of these railroads into Kansas City should be named the President Harry S. Truman Bridge. One of the most heartening things that has happened in many years is the splendid, whole-hearted way in which the entire American people have rallied to the support of this distinguished son of Missouri as he takes over the executive functions of our government at a time when not only the United States but the whole world is in a state of flux which could so easily develop into a state of chaos.

"The pride you of Missouri have in this man because of the forthright business-like way in which he has taken over the job is shared by all of us, and he can look forward with confidence to the sympathetic support of all good citizens everywhere. We of the Milwaukee—and in saying this I know I also express the sentiments of the Rock Island—are greatly honored by his gracious acceptance of our request that the new bridge be permitted to bear his name."

New Bridge of Latest Design

Replacing the Milwaukee Road's exclusively owned old bridge, which was built in

Scene on the bridge as Mayor John B. Gage of Kansas City unveiled the dedicatory plaque. Shown, left to right, are George W. Catls and Frank A. Theis, Chamber of Commerce officials; H. A. Scandrett, Milwaukee Road trustee; J. D. Farrington, chief executive officer of the Rock Island Lines; Roger T. Sermon, mayor of Independence, Mo., and Mayor Gage.



This picture, taken from the east bank of the Missouri River during the construction of the bridge, shows the lift span and the operator's house on the pier in the foreground.

1887, the Truman Bridge embodies the very latest developments in the art of bridge design, including various original features. It is a single track structure with a total length of just 25 feet more than a half mile, and was nearly three years in construction. It is estimated that between 50 and 60 trains a day will pass over it.

The piers and abutments, constituting the substructure, are of reinforced concrete; those in the river were constructed by the compressed air process and are founded on bedrock shale about 80 feet below the level of the river. The other piers have pile foundations. The lift span, 420 feet long, is the dominating feature of the bridge. It is the longest vertical lift span to be found on any railroad bridge in the United States. In this respect the bridge differs greatly from older type structures with a rotating draw span. Massive steel towers are set on the piers at each end of the vertical lift span. On the top of each of the four tower columns there is mounted a cast steel sheave, or grooved pulley, 15 feet in diameter.

On each of these sheaves are laid 16 steel wire ropes which connect on one side of the tower to the lift span and on the other side to a massive steel-encased concrete counterweight. The lift span is thus suspended and fully counterweighted so that the only power required to raise and lower it is that needed to overcome friction and inertia. The machinery for operating the lift span is located in the center of the span itself and is controlled from an operator's house supported on an extension of the pier on the north side of the river. Operation in general is by electric motors, but an auxiliary gasoline engine is provided to be used in case of failure of electric power.

(Continued on page 8)

Jesse M. Allen

Jesse M. Allen, general agent for the Milwaukee Road at Dallas, Tex., died on May 8 at the age of 67.

Mr. Allen entered the employ of the railroad in 1892, serving in our freight claim department, Chicago, until 1908, at which time he was transferred to Butte, Mont. When the line was completed into Seattle in 1909, he was transferred to Seattle and remained in the freight claim department until 1917.

In January 1918 he was appointed general agent at Portland, Ore., and remained until Apr. 30, 1918, when the off-line agencies were abolished due to the war. He then served in the office of H. B. Earling in Seattle and for a short period was traffic manager of C. H. Lilly Co.

He returned to our employ at the termination of the period of government control and was city freight agent in Seattle until Aug. 1, 1920, when we reopened our Dallas, Tex. office, at which time he was appointed general agent at that point and remained

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Marc Green
Editor

A. G. Dupuis
Manager

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until his death.

Mr. Allen was very widely acquainted throughout the entire Southwest, being active in civic, fraternal and railroad circles.

He is survived by his widow and one married daughter.

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

Bridge Dedicated

(Continued from page 7)

The lift span weighs about 1600 tons and can be lifted high enough to provide a vertical clearance of 70 feet above low water.

Automatic Controls Insure Safety

There is complete equipment of automatic safety controls to govern the operation of the span, and these are interlocked with the railroad signal system, thereby making it impossible to open the span when a train is approaching. Before the span can be opened, track signals and controls must be set so as to stop all train movements, and these cannot be changed to permit train movements until the span is again closed and in its proper position.

The structure is designed for the heaviest type of engine loading, technically known as Cooper's E-72. While most of the superstructure is of carbon steel, the lift span contains large amounts of alloy steels. The character and design of the machinery for this operation is not to be found in any other structure of the kind.

The bridge, not including the earth approaches, cost \$2,250,000 and includes the following materials: 4,300 tons of structural steel; 275 tons of machinery and equipment; 15,300 cubic yards of concrete; 400 tons of reinforcing steel; and 66,000 lineal feet of timber piling.

The new bridge and the new track laid in connection with it will shorten somewhat the distance between Birmingham, Mo. and the Kansas City Union Station; the new bridge is downstream approximately 2¾ miles from the old one and affords a more direct approach. The old bridge and the track leading to it are to be abandoned.

The bridge building was carried out under the direction of the Milwaukee Road and Rock Island engineering departments. Howard, Needles, Tammen & Bergendoff, consulting engineers for both railroads, designed the structure and supervised its construction. The substructure was built by the Massman Construction Company, Kansas City, Mo., and the superstructure was fabricated and erected by the American Bridge Company, Chicago, Ill.



View looking north showing the "mattress" of willow strips laid along the flood area to minimize erosion around the piers. The mattress was later filled with gravel and a topping of clay was placed over that.

Milwaukee Magazine Story Reunites Friends

Do you remember the story entitled "Callboy," which appeared in the November, 1944, issue? It was written by Tal Morehead of Tuscon, Ariz., one-time switchman in the Milwaukee Road yard at Savanna, Ill., and told the story of how he caused a smash-up in the Savanna yard while practicing lantern signaling at night in the hope of being graduated from callboy to switchman. At the end of the story he said that he didn't know where Art Sazma, one of the switchmen in Savanna at that time, had gone.

In a recent letter to the editor of the Magazine, Mr. Morehead said:

"You no doubt will remember my mentioning Art Sazma as one of the switchmen in the smashup in my story, 'Callboy.'"

"I received a letter from Art shortly after the appearance of the story in the MILWAUKEE MAGAZINE. It was the first I had heard of him in 35 years. He quit railroading in 1916 and is managing a large farm at Mt. Carroll, Ill. He said he remembered the wreck well and has had many laughs over it since."



Traffic Department

Effective June 1, 1945:

After 52 years of service with the company, Joseph Caldwell, general passenger agent, is retiring from service at his own request.

Robert F. Johnston is appointed general passenger agent, Chicago, Ill.

J. G. Hatcher is appointed general agent, Dallas, Tex., succeeding J. M. Allen, deceased.

E. M. Smith is appointed traveling freight and passenger agent at Dallas, Tex., succeeding J. G. Hatcher, promoted.

Operating Department

Effective June 1, 1945:

A. C. Morrissey is appointed trainmaster of the Milwaukee Division with headquarters at Beloit, Wis.

A specialist is one who has his patients trained to become ill only during his office hours. A general practitioner is likely to be called off the golf course at any time.

Notice

In submitting dues, members of the Milwaukee Road Veteran Employees' Association are asked to use either a money order or check. Do not send cash. The dues should be sent to the secretary-treasurer of the Association, Mrs. Grant Williams, 6167 North McClellan Avenue, Chicago, Ill., or to L. J. Benson, Room 828 Union Station, Chicago 6, Ill.

Communication Test Broadcast from Moving Train

A RADIO broadcast from the cab and caboose of a Milwaukee Road freight train en route from Hyak to Cedar Falls, Wash., was made on Apr. 23 during the actual testing of the I.T.C. (inductive train communication) system. The test was one of a series which have been made on the railroad during the past several months. The engineer, the conductor, and the mayors of



Lloyd F. Donald, general manager, Lines West, takes part in the broadcast, speaking from the station at Hyak, Wash. (Tacoma Tribune photo.)

Seattle and Tacoma played leading parts in the program aired over Station KIRO in Seattle as the train, drawn by powerful electric motors, slipped through tunnels, over high trestles and around tortuous curves in the Cascade Mountains.

The telephone-like device employed was of the same type as that used in the Milwaukee-Kansas City test reported in the January issue of the MILWAUKEE MAGAZINE.

[The test on Apr. 23 was the first full scale try-out of I.T.C. in Milwaukee Road electrified territory. Operating officials reported that it worked quite satisfactorily but have deferred final acceptance of the system pending tests of other communication devices, including radio.]

A number of newspaper reporters, magazine writers and photographers were the guests of the railroad at a diner luncheon on the train which took them to Hyak for the demonstration.

The radio program, originating on board the train on Apr. 23, was recorded and re-broadcast from 12:00 to 12:15 p.m., Pacific time, Apr. 24.

Following are excerpts from the broadcast:

Conductor (R. F. Benjamin)

Conductor in caboose 263, calling engineer in E-28.

Engineer (F. J. Linville)

This is engineer of electric motor E-28. Go ahead, conductor.

Announcer (Bob Spence)

Ladies and gentlemen. The voices you hear and the broadcast to follow are coming to you from a moving train. We are traveling from Hyak to Cedar Falls, at the summit of the Cascade Mountains, 2,564 feet above sea level in the State of Washington. This, the first demonstration performance on an electric locomotive, is a most notable incident in the history of a scientific world. Ever since Ben Franklin made his initial kite experiments with the magic of electricity, science has taken seven league boot strides forward.

Today marks a triumph in electronic achievement in the development of a two-way system of communication between the cab of a railroad engine and its caboose and its surrounding way stations.

The Milwaukee Road train from which you hear us speaking is nearly a mile in length. My voice is coming to you from the cab of the engine. You will hear voices from the caboose and from a wayside station at Hyak, Wash. We are all in constant touch with each other.

As this broadcast begins, the train is deep in the bowels of the earth in the Snoqualmie Tunnel, 11,890 feet long and 1,500 feet below the ground at its deepest point. We are traveling beneath Crane Lake and over the 170-foot high trestle over Hansen Creek, and yet you will hear



Engineer F. J. Linville answers the conductor's call at the beginning of the broadcast while the train twists its way through the Cascade Mountains. (Seattle Post-Intelligencer photo.)

us perfectly.

Never before in communications history has a system of inter-communication like this been possible under these conditions without electric interference and complete ground-out.

Traveling on the train with us on this occasion are two men prominent in civic leadership in the Pacific Northwest—Mayor William Devin of Seattle, and Mayor C. V. Fawcett of Tacoma. Mayor Devin is in the cab of the engine and will talk with Mayor Fawcett in the caboose. Go ahead, Mayor Devin.

Mayor Devin

Thank you, Mr. Spence. It is certainly a great pleasure to participate in this in-
(Continued on page 18)



Mayor William Devin of Seattle (left) and Mayor C. V. Fawcett of Tacoma, test the equipment in the caboose before the start of the broadcast. (Seattle Post-Intelligencer photo.)



FRONT AND CENTER



John V. Kane



Stephen G. Kane



William J. Kane

W. J. Kane, chief clerk in the office of superintendent, Aberdeen, S. D., has three sons in the armed forces: Sgt. John V. Kane is with the Signal Corps and at present is chief radio operator on an army transport somewhere in the Pacific. Stephen G. Kane, signalman 2/c, is with naval amphibious forces in the Southwest Pacific. 1st Lt. William J. Kane, Jr., is a fighter plane pilot in the Marine Corps; for the past two years he has been an instructor in naval aviation at Pensacola, Fla., but at present is believed to be in the Southwest Pacific.



Pfc. Drury G. Phebus, son of F. S. Phebus, warehouse foreman at Baker, Mont., and a nephew of D. H. Phebus, assistant general storekeeper at Milwaukee shops, is an engineer with the Army Transport Command in India. He recently purchased a monkey and thinks he can teach him to shine his shoes and answer his correspondence.



Sgt. Dick Steck, son of Sectionman H. B. Steck of Lennox, S. D., was with the 7th Army somewhere in Germany. His present location is not known.



T/Sgt. Raymond J. Weiland, son of Section Foreman A. B. Weiland of Mitchell, S. D., and himself a former employe, was stationed in Italy with the 5th Army at last report. One of his exploits was the leading of a squad to the rescue of a trapped platoon on the 5th Army front. He wears the Purple Heart and the Combat Infantryman Badge.



Walter R. Farrand, R. M. 3/c, now serving in New Guinea, was formerly employed as a fireman at Kansas City, Mo. Engineer H. J. Alexander of Kansas City is an uncle.



Milton L. Ostrom, firecontrol man 2/c in the coast guard, is at present serving aboard a transport that took part in the landing operations on Okinawa Island about 350 miles from the Nipponese homeland. He was a brakeman on the LaCrosse Division before entering service, his home being in Wabasha, Minn.



LeRoy F. Williams, SKT 3/c, roadmaster's clerk at Austin, Minn., prior to entering the navy, is now located in the Mariana Islands.



Pfc. Raymond Diezing, employed in the Western Avenue coach yard, Chicago, before entering military service, is stationed in Burma with a medical detachment of a cavalry unit. He has been overseas since last July.



Flight Officer Clark F. Craig, son of F. S. Craig, retired passenger conductor of Perry, Ia., received his wings Mar. 11 and is now stationed at Turner Field, Albany, Ga.



Francis L. Brady, F 1/c, formerly a machinist apprentice at Minneapolis shops, has completed his training in submarine diesel hydraulics and is now assigned to sea duty.



Cpl. Mike Martin, formerly employed in the Minneapolis local freight office, is in Europe with the Milwaukee Road's 744th Railway Operating Battalion.



James P. Shand



Thomas A. Shand

Sgt. Thomas A. Shand and his brother, James P. Shand, are former employes now seeing active duty with the army. Thomas, formerly a pipefitter helper at the Minneapolis roundhouse, is in Belgium with the 763rd Railway Shop Battalion. James, who previously was a store department helper in Minneapolis, is now somewhere in the Pacific area. The boys are nephews of Clarence Knoblauch, a pipefitter at the Minneapolis roundhouse.

The Milwaukee Magazine



Paul Steuer



George Steuer

George Steuer, chief clerk to the general superintendent, Milwaukee, has two sons in military service: Pvt. Paul Steuer, formerly employed at the Milwaukee shops during a summer vacation, was wounded while serving with an infantry outfit in Belgium and is now at Percy Jones Hospital, Battle Creek, Mich. Cpl. George Steuer, who worked as a messenger in the Fowler Street freight office before entering the army, is now with a signal service battalion at Manila in the Philippines.



Ens. Elton J. Patchell, son of Engineer Robert J. "Smokey" Patchell who has a service record of 40 years in the Chicago Terminals, is serving in the Pacific with amphibious landing forces. He took part in the invasion of Iwo Jima.



Richard Demmers



Leonard Demmers

Sgt. Richard Demmers and Leonard Demmers, A.M.M. 2/c, are sons of Car Foreman A. J. Demmers, employed at the Minneapolis shops. Before entering the armed forces, both boys were employed by the railroad during summer vacations. Richard has been in the army for four and a half years, 34 months of which time was spent in the Pacific area with the Field Artillery. He is now stationed at Camp Shelby, Miss. Leonard has been in the navy for three years. He spent 19 months in the South Pacific and is now stationed in Seattle.



T/5 Kenneth J. Cafisch, former stationary boiler fireman at Portage, (Wis.) roundhouse, and brother of Floyd Cafisch, a roundhouse employe at Portage, was in France with the 9th Air Force at last report.



Earl E. Blue



Mary Louise Blue

Earl Blue, a car checker at Terre Haute, Ind., has a son and daughter in military service: Flight Officer Earl E. Blue is stationed at Del Rio, Tex., where he is in transition school; he was commissioned Mar. 11 at La Junta, Colo. Mary Louise Blue, SKD 3/c, has been in the Waves a little more than a year and is stationed at the naval air station, Miami, Fla. Another son, Pfc. James R. Blue, was killed in action in France on Feb. 7.



Pvt. Floyd J. Kriesel, former signalman at LaCrosse, Wis., and son of Fred G. Kriesel, operator at Red Wing, Minn., is stationed somewhere in the Pacific area with the marine corps. He was in the Iwo Jima fighting.



Ens. Ferdinand C. Schetz, formerly employed in the station accounts and overcharge claims office, Chicago, was recently graduated from the naval air training course at Corpus Christi, Tex.



Sgt. Henry T. Ognenoff, son of George Ognenoff, a switchtender in the Milwaukee Terminals, recently returned from the Pacific on furlough and is now stationed with the headquarters squadron of a marine air wing.



William A. Zimmerman, Mo.M.M. 1/c, formerly a machinist apprentice in the Minneapolis shops, is now at sea on active duty with the navy.



George D. Kaus



Marion Jane Kaus



Ronald Kaus

Pvt. George D. Kaus, Marion Jane Kaus, and Pfc. Ronald Kaus are the children of the late George Kaus, I&SM Division conductor. Marion has completed her course of training as a nurse cadet at the Los Angeles County Hospital School of Nursing and is working at the hospital. Ronald was injured in action in Belgium and is in a hospital in England. George contracted malaria in the South Pacific and is now in a hospital at Topeka, Kan.

Marquette Club Sees "Prelude to War"

With a representative group present, members of the Marquette Club viewed a film depicting the incidents leading to, and responsible for, World War II. A War Department film communique, the picture carried the group back to 1931 when Japan began her infamous conquest of Manchuria, and traced the growth of war.

The business session found chairman Stan Hunter appointing committees to help stoke the fire of activity. W. Trenkler, A. David, and J. Bell were placed on the membership committee; A. Rouselle, D. Heron, and G. Connell on the entertainment committee.

W. M. Thurber, assistant superintendent; R. E. Beauvais, DF&PA; and E. W. Olson, chief dispatcher, drove from Dubuque to attend the affair. Jack Degman, agent at Guttenberg, Ia., was another welcome visitor.

"The Service Club has always been close to me," Mr. Beauvais said. "It is the best medium for the employees to get together, to know one another better, and to get gripes off their chest. It promotes a better understanding and combines railroad and social activity. We will have a tight period to combat sometime after the war. The railroads will continue to run—but on-time service now and in the future means much to our success or failure. On-time schedules will keep our customers happy," he concluded.

In his usual genial manner, Mr. Thurber spoke briefly on the public relations program. "Our customers observe those little acts performed for their benefit," he said. "Good railroading means doing something for someone who has the choice of doing his business somewhere else. In this highly competitive age all of us have a selfish motive in helping to keep our customers contented. With all employees having contacts of some kind or other, we should and can keep in mind the opportunity to make friends." Mr. Thurber finished by saying that in spite of strict ICC regulations, the railroad employees have done a splendid job, one they can be justly proud of.

R. M. Williams, Clayton County extension director, again drove from Elkader, Ia., to show the films.

Don Heron, storekeeper, did not make the doughnuts, but was responsible for every-one drinking several cups of his delicious coffee.

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Service Clubs

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George E. Hogan Heads Bower City Club

It didn't take long for George Hogan, roundhouse foreman, to warm up to Service Club activity at Janesville, Wis. Recently transferred from Ottumwa, Ia., he accepted the chairmanship of the Bower City Club at a reorganization meeting held May 8, official V-E Day. Ray Dowd was elected vice chairman; Gil Selchert, secretary-treasurer. Headed by these men, the club won't lack for leadership.

Thirty members turned out to ignite the spark of Service Club activity. Superintendent R. A. Woodworth, Trainmaster R. A. Middleton, and Chief Clerk Wes Cameron came from Madison, Wis., to fan the flames. "I'm happy to be here and hope to attend more of your meetings," Mr. Woodworth said. "The Service Club is open to all employees. Club activity helps insure both railroad and employee prosperity. Holding old friends and winning new ones will depend much on employee salesmanship in days to come. The more trains run, the more employees needed. Let's try to keep as many boys as possible on the payroll," he concluded.

Mr. Middleton pointed out that the requisites of a successful meeting are business and pleasure. "We are united as an organization no different than any other club," he said. "Getting together, discussing problems, keeping railroad-minded, and enjoying the social carries out the purposes of a Service Club. As railroad men we are united in a common cause. By unity of action the Service Clubs can be the medium for reaching our objectives."

Other speakers included Bill Wilcox, car foreman; Joe Boland, roadmaster; Jack

Brown, agent; Dave Shank, roundhouse clerk; and the newly-elected officers.

A lively 10-minute community singing session opened the meeting and a livelier two-hour session of the same self-entertainment followed the meeting. Mr. Gramke and his accordion provided the entertainment.

Chippewa Club Enjoys an Appreciation Party

Ham like mother used to bake, together with all the side dishes, was truly enjoyed by the Chippewa Club members at their Appreciation Party held in the K. C. Hall at Iron Mountain, Mich., on Apr. 30. The dinner was lightened with accordion music and digested with song. Working under handicaps, this area club was most deserving of the road's "appreciation."

Superintendent F. T. Buechler, attending business in Milwaukee the afternoon of the party, made a special effort to be on hand in spite of not being physically up to par. During the business session he again gave one of his fine talks. Wishing the club members the best, he expressed the hope that the organization would continue to support the officers and club objectives, which all helps in counteracting public ill will.

"In spite of being one of the biggest taxpayers in the country, spreading prosperity by payrolls and expenditures, the general public is apathetic in expressing an interest in sound transportation, and a concern in the preservation of our system of private enterprise," Mr. Buechler said. "We have the service to sell on the Superior Division. Our equipment on the Chippewa is second only to the Hiawatha. As railroad men, we have a bill of goods to sell and it is hoped the Superior Division employees will keep the public relations wheel a-rolling."

Bill Hoffman, TFA; Roy Miskimmins, manager, Milwaukee Motor Transport; George Savidis, trainmaster; and Harold Warner, FSI, drove from Green Bay to enjoy the proceedings.

L. D. Tucker, Iron Mountain Daily News reporter, and Albert Mitchell, post office employee, were guests. Mr. Mitchell operated the projector as the members viewed the films, "Gallatin Gateway Honeymoon," and, "Westward to the Sea."

Refreshments, cards, song and good fellowship rounded out a full evening. Erick Erickson went home with the door prize. Or did he get that far with it?



Members of the Chippewa Club who attended the Appreciation Party on Apr. 30. Standing at the extreme left is Otto Grade, chairman; and next to him is Larry Rouse, secretary-treasurer.



Part of the crowd at the Minneapolis Club's "Old Timer's Night."

Minneapolis Club Holds "Old Timer's Night", Plans Picnic

On the evening of May 17 the J. H. Foster Service Club of Minneapolis celebrated Old Timers' Night with a chicken dinner, program of entertainment and dancing. There were 300 old timers and Service Club members present and all of them thoroughly enjoyed the party, but none more than our grand old veteran, Charles H. Crouse and Mrs. Crouse. Mr. Crouse will be 95 years young on Sept. 13 and both he and Mrs. Crouse enjoy very good health and both take a very keen interest in current events.

At the time of his retirement as local freight agent at Minneapolis on May 19, 1937, Mr. Crouse had worked 66 years continuously for the Milwaukee Road, about half of that service having been at Minneapolis.

One of the featured acts on the program was an original sketch written and directed by Mrs. Roy E. Melquist portraying the life of J. T. Gillick from his birth at Glencoe on June 1, 1870, up to the present, and we regret that it was not possible for Mr. Gillick to be present to witness it.

Among the guests at the party were Mr. Lyman E. Wakefield, president of the Minneapolis Eastern Railway, a subsidiary of the Milwaukee Road; A. G. Dupuis, assistant public relations officer; C. O. Newcomb, solicitor at Minneapolis; H. L. McLaughlin; D. T. Bagnell, and L. W. Palmquist, all of whom spoke in the warmest terms of the part that the old veterans have played in the history of the Milwaukee Road.

Vocal numbers were rendered by Jackie Collins, Joe Conrad and the Service Club Choral Group.

F. P. Rogers served as master of ceremonies.

The dinner was prepared by a caterer and served by 16 members of the Milwaukee Road Women's Club.

All plans have been completed for the sixth annual Milwaukee employees' picnic to be held at Excelsior Amusement Park, Lake Minnetonka, on Sunday, June, 10.

The Excelsior Amusement Park is one of the finest in the United States and has all of the necessary facilities for entertainment. The management has made a generous 40 per cent reduction in rates to Milwaukee employees who attend the picnic.

Frequent bus service from the bus depot at 7th street and 1st avenue North or from Lake and Hennepin will take you directly to the amusement park. If you go by auto, follow Highway No. 7, New Excelsior Blvd., from Lake and Hennepin directly to the free parking lot adjoining the park.

A fine program of sports and games has been arranged. Al Kurzejka is general chairman of the picnic committee, which is your guarantee that there will be plenty of fun. All aboard, you picnic fans from Minneapolis, St. Paul and surrounding territory! Join the caravan to Excelsior Park on Sunday, June 10.



This cartoon, appearing in the May, 1945, issue of Cinders, the Miles City Service Club's monthly news sheet, hailed the launching of that interesting publication. Mrs. Gilmore, wife of Sectional Stockman McKinley Gilmore, suggested the name.

Unit 8 of Hiawatha Club Makes a Day of It

John E. Breuer, Frank J. Kleinmaus, and Eugene F. Colber, the officers of Unit 8, went all out in providing their members with a complete day of relaxing fun on Sunday, May 6. Cards were played from 2:30 to 5:30 p.m., with a valuable prize going to each table. The supper committee consisting of Mmes. John Breuer, Frank Kleinmaus, John Carr and William Coleman, went about their business at 6 p.m. setting before the diners a lunch doubly enjoyed as it meant a saving on the invaluable red points when one is eating out.

At 7:30, Anita and Her Orchestra had the dance lovers doing their stuff. The more or less rabid card players returned to either avenge or uphold their reputations established in the afternoon.

Fun was interrupted for a fine business meeting. Chairman Breuer reminded the members of the important part they can play in helping to keep the reputation of the Milwaukee Road at a high level. Vice Chairman Kleinmaus asked for more enthusiastic support of the Service Club by better attendance at all meetings, and Secretary-Treasurer Colber stressed the need for employee unity in helping to cope with competition after the war.

Dancing, cards and refreshments, and the fun that goes with it went on until lights out.

Old Line Club Has a Full Evening

When Vernon Harper handed the gavel over to John Willers, the former chairman expressed the hope that members would give the new chairman the same loyal support given him. "The Service Club cause is the employees' cause, and keeping ourselves railroad-minded will be an asset in the highly competitive era to follow," Mr. Harper concluded.

Chairman-Elect Willers spoke on the competition that will follow when hostilities cease. "Our Service Club can be a bulwark and at the same time be a medium for the harmony and cooperation needed among the various departments," he said.

Trainmaster George Passage said that

practicing courtesy among ourselves will reflect in our conduct when dealing with the public. He recalled how certain individuals, in order to be assured of courteous treatment, would exert extra effort in order to be served by a particular ticket clerk who was never too busy to be tolerant and tactful. "This employe built a reputation for himself," Mr. Passage continued. "The Milwaukee Road's future, and the employes' as well, will be dependent very much on the job of maintaining our reputation for friendliness and efficiency."

Morris Whitty, recently returned from the theaters of war, said, "In my extensive travels I had the pleasure of seeing many railroads. Needless to say, it is grand to be back on the Milwaukee Road."

Elmer Werner, accordionist and pianist, beat out the tunes that make one want to sing. In fact, the card games were quite noisy, with song intermingled.

Newspaper Man Speaks at Green Bay Meeting

Homer was a war correspondent, Socrates a political reporter. That was no reason for Stanley Barnett to turn newspaper reporter, but it was one of many interesting anecdotes related by the Green Bay Press Gazette newsmen at the Apr. 24 Green Bay Service Club meeting.

News reporters are usually interesting fellows and Mr. Barnett's reminiscences of 25 years in newspaper work proved mighty good listening.

"John Peter Zenger's acquittal of criminal libel in 1735 was a mark in American jurisprudence and the beginning of the freedom of the press," the speaker said. "Presumably a glamor boy, the reporter comes in for his ups and downs. Certain individuals will do anything to keep news out of the paper, while others vent their feelings if a story is not printed. Getting a story in on time is just as important as are schedules on a railroad," he continued. "The structure of a news story is different from any other. Most people are in a hurry and articles are thus arranged to facilitate reading. A news story starts out with the climax, the first paragraph explaining, what, where, when, why, how and who. In a book, one looks for the grand climax at the very end."

"Linotype mistakes and ludicrous errors in word formations, and sometimes in picture of a news story is different from any sequences," he related. Whether serious or not, those quoted by the speaker were good for several hearty laughs.

Superintendent F. T. Buechler spoke on the public relations program; Harold Warner, FSI, on the April perfect shipping campaign; and Herb Marquardt, TF&PA, on the securing of traffic tips.

The lunch was especially good, with a side dish of Mrs. George Buntin's home baked beans. The barber shop harmony boys again gathered around Bill Hoffman, TFA, as he played the piano.

The thing the average woman conceals about her past is its length.

"That sergeant! Never heard a man talk so fast in my life."

"Why shouldn't he? His father was a tobacco auctioneer and his mother was a woman."



Scene at a recent luncheon meeting of the Seattle Service Club.

Noon Luncheon Meetings Stimulate Activity in Seattle Club

Very little has been written concerning the activities of the Seattle Service Club since its reorganization in September, 1944. Although evening meetings were discontinued when the club room was given over to the USO, Chairman John Andrews continued to discuss club matters at intervals with J. N. Davis and Samuel Greengard. It was the opinion of these three men that the Service Club meetings might well take the form of noon luncheons.

The first luncheon was held on Sept. 26, 1944, with 16 members of various departments in Seattle present to discuss plans for the continuance of such meetings. It was agreed that the members would meet at a designated cafeteria each Tuesday at noon rather than in the evening.

A cafeteria easily accessible to the local freight force as well as the general offices was temporarily utilized as a meeting place until such time as a more suitable location could be obtained. Since Feb. 6 of this year, the members have been assembling in the banquet room of the YWCA Association building and the attendance has increased steadily.

Many Members Take Part in Activities

Since Sept. 26 the total attendance has been 1,697 and the present average weekly attendance is 82. The business portion of these meetings is presided over by Chairman John Andrews who selects from the membership a toastmaster to arrange for a guest speaker at the following meeting and to handle the remainder of the program after the business session is concluded. In this manner many of the members have been active in club affairs.

The majority of the speakers are employes. They explain the function of their individual departments, giving their audience a much better insight into the workings of these different "cogs" and their particular function in the railroad's operation. All this has materially stimulated the cooperation between departments and has been of unmistakable value to both new and older employes in Seattle.

An executive committee consisting of Harry Arnold, John Agner and J. R. (Jim) Ludwick has been handling very capably the difficult task of arranging each weekly program, appointing and assisting the toastmasters and arranging for speakers. As indicated by the increasing attendance, the spark of enthusiasm has burst into flame, fanned by special events such as the program sponsored by the Telephone Company, which furnished a talented speaker with a film displaying the proper use of the telephone. That day the members left the luncheon so eager to try the proper technique of telephone usage that our friend "P.R." has undoubtedly been assisted in his crusade for better relations.

"G-Man" and Chinese Representative Also Address Group

Not so long ago an F.B.I. man told the members about the bureau's wartime work on the Pacific Coast. The picture accompanying this article shows the gathering which enthusiastically acclaimed Tsu Ying Ch'eh, vice consul at Seattle for the Republic of China, who gave a very interesting account of China's present transportation problems and its proposed postwar railroad plans, together with an estimate of how this gigantic program would affect American business through the Pacific ports.

Civic activities, too, have marked the work of this busy group in the Evergreen State. Fifty-two members have thus far given a pint of their blood each to the Red Cross; the Seattle Post-Intelligencer Wounded Service Men's Telephone Fund has already received one substantial donation and will be given a like contribution in the near future; the members have been very active in each War Loan Drive. The Olympian Trio, consisting of Misses Peggy Appel, Edith Helseth and Pat Roselle, and coached by their accompanist, J. M. Wilhelm, has not only entertained at a number of the luncheon meetings, but has also performed on USO programs.

The Seattle Club is doing a fine job.

The Milwaukee Magazine

Ripon Club Discusses Public Relations

Desirous of keeping the club on an active basis, 28 loyal members of the Ripon Club pooled automobiles for the Apr. 17 meeting held at Omro, Wis.

George Passage, trainmaster, was deprived of being guest speaker of the evening when Chairman Stephen Boese interrupted the business session to hear President Truman deliver a radio address. Taking over where the President left off, Mr. Passage called upon the members to put their shoulder to the public relations wheel and help produce public good will with its dividends for the future.

"Railroad men should make notes of legislative bills that are detrimental to railroad interest in general," the speaker said. "Employees should express opposition to bills that tend to take away from their earning power," he continued. "It is hoped railroad men will express and declare their opposition to paying more money out of the public treasury for an added competitor which will bring to the States the cheap commodities produced by foreign countries at the total expense of the American taxpayer."

Walter Shebelski, agent at Berlin, Wis., in line with the April perfect shipping campaign, called for employee cooperation in reducing the cost of claims which will help in holding the good will of people doing business with us.

Ed Baar, agent at Oshkosh, Wis., furthered Mr. Shebelski's remarks adding that a great amount of merchandise has moved back to the rails due to the war. "Safe handling is good public relations," he said.

Ernie Kent, agent at Ripon, Wis., added that delays often mean missing connections, and a missed connection may have its repercussions.

Chairman Stephen Boese, pleased with the fine turn-out, had Tony Opperman of the track department doing double time on the accordion while the group danced between lunch and refreshment time.

Business and Fun Mark Meeting of Hiawatha Club's Unit 13

Bruno Kowalski is serving his fourth term as chairman, Henry Hofer his third as vice-chairman, and Roy Schmitz, secretary-treasurer, is back in office for the second



Officers of Unit 13 of the Milwaukee Hiawatha Service Club. Left to right: Roy Schmitz, secretary-treasurer; Bruno Kowalski, chairman; Henry Hofer, vice chairman.

June, 1945

time in Unit 13 of the Milwaukee Hiawatha Club. Total membership was 155 when the present officers took over. Rolling up their sleeves—the leaders performed a commendable job in bringing home to the station employees unit the full meaning of "Service Club." The 1944 figures show a membership of 268.

The unit's meetings are marked by a mixture of serious business and fun. Mr. Kowalski at the Apr. 28 meeting covered the 7th War Loan Drive, the April perfect shipping campaign, United Nations clothing collection, and also a call for patience in helping to adjust new and inexperienced employees to railroad routine.

Henry Hofer, vice chairman, spoke on the public relations program. "All of us have contact of some kind or other," he said, "and contact means selling yourself and your business. The public relations program is a call to bring out into the open our ability to make friends. Proper telephone usage, courtesy, being accommodating and tactful, not only helps to sell our business but maintains our reputation as individuals as well."

John Breuer, Hiawatha general chairman, fixed a date in the group's little red book. July 29 will be the Hiawatha Club's mammoth picnic to be held again in old Heidelberg Park.

Elmer Keller, chief clerk at North Milwaukee, said that 28,000 Milwaukee Journal green sheets were mailed by his committee to Milwaukee Road employees in the armed forces during the past two years. "We are grateful for all the assistance given us," he said, "but don't forget we need your continued support."

Service Club Highlights

The meeting of the LaCrosse Club on Apr. 16 was held in the social room of the Heileman Brewing Company. Most of the 45 present spent the evening playing cards.

Fruit, flour, bath powder and cocktail glasses were among the prizes played for at a card party sponsored by the Madison (Wis.) Club on Apr. 30. Committee Chairman Walter Klebesadel went so far as to donate one of his silk cravats as a prize. The crowd numbered 110, thus encouraging Chairman Harvey Roeber to have a repeater soon.

Whether they were all mothers or not, the women of the Land O'Lakes Club at Watertown, Wis., were given quite a treat at the May 9 meeting. In the true Mother's Day spirit, the men decorated and set the tables, prepared and served the lunch, and later washed the dishes as they had never been washed before. On the committee to spoil the women temporarily were Messrs. Morris Cross, Walter Usher, Elmer Buffmire, Lloyd Miller, Walter Schuenke, Art Levenz and Fred McLaughlin. The dessert was a delicious cake bearing the inscription, "Mother." Committee Chairman Cross had a little difficulty whipping it up, what with the butter shortage and the wife's Mix Master acting up.

Since January the Aberdeen Service Club has had a series of stag parties each month following their regular business meeting, and they have proved very successful in increasing the attendance. A spirit of competition has been prevalent due to the various departments taking charge of the meetings, and each one is looked forward to with anticipation.

The Austin Club meetings have been on a business and educational basis and each one has been well worth while. Very good lunches have been served each month and the writer has not forgotten the "bouilli." Hope to have more of the same.

The Rapid City Black Hills Club, after a brief respite from the active list, has been reborn and is now among the active clubs with plans in motion for a busy year.

The Fargo Club, an area group, has not been very active due to the necessity of driving a considerable distance to assemble its members. However, they realize the importance of holding their club together and have held periodic meetings which have been crammed full of interesting business and entertainment.

We have heard much of the activity of the Madison (S. D.) Club. There is never a lull in the doings of this group, and at present the club officers are showing pictures and appearing at all the schools, both local and rural and taking part in all civic activities.

The latest activity of the Mason City Club was the perfect shipping meeting, at which shipping clerks were entertained. Mason city is justly proud of its chairman.

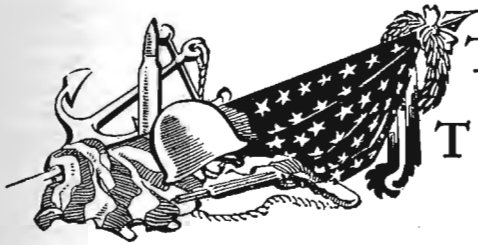
The Montevideo Club, recently reorganized, has taken hold vigorously. In their first three months they have started the publication of *Rails*, an H&D news bulletin, have sponsored a successful Red Cross drive and a dance, plus their regular business meetings.

The Platte Stickney Club, the first Service Club on the system, is an area group and despite restrictions and hardships of travel the boys find a way to get together for their regular meetings and have maintained the spirit of co-operation. This was the birth place of the Service Club idea and the boys will continue to keep their club among the best.

The Sioux Falls Club combined its annual smoker with a perfect shipping meeting, at which time the shipping clerks in the city were entertained.

The St. Paul Club officers have been putting considerable thought and preparation into a schedule for the coming year's program. We will hear more of these plans as they progress.

The Albert Lea Club is to be congratulated on a perfect record of regular meetings since the organization of Service Clubs. This is a record to be proud of; in fact, the writer believes it puts the club in a class by itself.



THEY GAVE THEIR LIVES

Pvt. Marlin E. Evrard, who was a fireman at Milwaukee before entering the army, died of wounds received in infantry action in Belgium on Jan. 17. His mother, Mrs. Cora Evrard Niles, was formerly employed as a telephone operator in the Milwaukee depot.

Lt. William R. Wais, son of William Wais, ticket clerk at St. Paul, was killed on Mar. 24 while piloting a B-24 bomber on a mission over Germany. A brother, George A. Wais, ARM 3/c, is with the navy at Miami, Fla.

Sgt. Jack Wolfe, son of Brakeman W. J. Wolfe of Des Moines, Ia., was killed Dec. 19, 1944, while in action with a para-glider infantry unit on Leyte, Philippine Islands. His wife and a two-year-old daughter live in Los Angeles.



Jack Wolfe



Gail Lewis

Pfc. Gail Lewis, son of Operator Clark Lewis of Herndon, Ia., was killed in action in Europe on Apr. 15. He had been in the Infantry for four years. Two brothers, Robert and Theodore, are with the army in England, and another brother, William, is in the Mariana Islands with the navy.

Pvt. Robert H. Maass, son of Harold Maass of Mason City, Ia., was killed in action in Germany on Apr. 15. He entered military service in May, 1944, and went overseas on Jan. 20.



Robert H. Maass



James R. Blue

Pfc. James R. Blue, former messenger in the Terre Haute, Ind., freight office, and son of Earl Blue, a car checker at Terre Haute, was killed in infantry action in France on Feb. 7. A brother, Flight Officer Earl E. Blue, is in training at Del Rio, Tex., and a sister, Mary Louise Blue, SKD 3/c, is stationed at the naval air station, Miami, Fla.

Lt. James Richmond, son of Henry Richmond of the Rocky Mountain Division police force, was killed in an airplane crash at Lake City, Fla., on Apr. 28.

1st Lt. James Olson of the Army Air Corps, son of Chris Olson, dispatcher in Spokane, was killed in England on Apr. 26 while serving as instructor on a training flight. Having completed his flight missions, he was due to return to the States at the time the accident occurred.

Briefly Quoted

THE letters quoted here are selected from the hundreds addressed to H. A. Scandrett by Milwaukee Road men in military service upon receiving the company's Christmas gift check of \$10.

Army—Philippine Islands

The Christmas gift check of \$10 arrived yesterday (May 9) and I would like to take this opportunity of expressing my thanks for this kind remembrance.

Gestures like this and the mailing of the Milwaukee Magazine make one appreciate being a member of the Milwaukee Family.

1st Lt. H. S. Robb,
Agent-Operator,
Aberdeen, S. D.

Army or Marine Corps—Okinawa

Just received your Christmas gift check and wish to thank you and the company for such a nice expression. It's good to know that the boys in service are remembered.

I also received the April copy of the Magazine and greatly enjoyed reading it, especially the article about the 744th Railway Operating Battalion and Lt. Col. Hotchkiss. He was with us on the I&SM Division for a time and I once had a ride with him in his Ford V-8 on the rails.

I haven't seen a standard gauge road in months. On Leyte, in the Philippines, we saw no trackage at all and the only rails here on Okinawa are tiny, and horse-drawn cars are used on quite a few miles of it.

I know all the Milwaukee boys in service are looking forward to the day they can really belong to the Milwaukee family again.

J. E. Ostgard,
Section Laborer,
Grand Meadows, Minn.

Army—Germany

Your letter and check arrived in my hands today. This is the first money I have had in a long time.

Well, the Jerries are really on the run.

It's a funny thing, but after we take a town the people claim to be everything except Germans. Maybe we're not in Germany. We released a few prisoners that have been held for four and five years. Some of them are nothing but skin and bones, and all just because they were soldiers of Allied nations who fought a little harder than the rest of their countrymen did. We at least have seen with our own eyes what we are fighting for and now nothing will stop us until we have made a clean sweep.

Sgt. Herbert A. Stuebner,
Machinist Helper,
Bensenville, Ill.

Army—Labrador

Received your letter on the 5th of May and was glad to hear from you. Thanks a million for the check. It is sure appreciated.

I sure do miss good old Wisconsin. It has been four years this month and I have not once been home during that time. Hope I can find my way when I do get back.

I heard the President's speech this morning and it is sure a relief to know that the war in Europe is over. Maybe soon we can all be back with our wives and children and once more lead normal lives.

S/Sgt. Melvin Johnson,
Car Department Laborer,
Milwaukee, Wis.

Navy—F.P.O., New York

I received your Christmas letter and check. It was gratifying to know that the ones back home still think of us.

I think you made a very wise decision in sending a check instead of a package, as it is true that people like different things. I'm sure that you will find every one of us a very proud member of the Milwaukee family.

Jack M. Creach, S.M. 1/C
Locomotive Department Laborer,
Othello, Wash.

Army—Germany

Thank you and everyone responsible for the very generous Christmas gift and letter.

We wonder sometimes how the U. S. railroads can serve the government and give at least token service to their old faithful pre-war customers. Proof for us is the endless chain of materials we see pouring in over here.

Railroading in Germany is much better for most sections of our outfit than it was in either France or Belgium. Their equipment and tools are quite modern and surprisingly enough, the German railroaders are very cooperative, whether they mean it or not.

In GI railroading, soldiering comes first and it draws an occasional smile from us older railroaders. However, everything seems to work out O.K., at least according to plan.

Most of us, I'm sure, will be happy to go home and do some real railroading again.

Sgt. Matt F. Hilt,
Carman,
Miles City, Mont.

A 100-foot roll of V-Mail contains 1,700 individual letters and occupies less space than one package of cigarettes.

The Milwaukee Magazine

Sgt. Bihun Sings for the General

When Sgt. George Bihun returns from the war he will be able to boast of being one of very few GI's who has done a non-military performance for a general. It was on Mar. 17, St. Patrick's Day, that the finger was put on Sgt. Bihun and he was asked to do his stuff for the honor guest, Lt. Gen. Joseph T. McNarney. The scene was somewhere in the Mediterranean Theater of Operations, where Bihun is serving with the 753rd Railway Shop Battalion. Before entering the army in May, 1942,



George Bihun

Sgt. Bihun was a carman in the Western Avenue yards, Chicago, and in his spare time studied music at the Cosmopolitan School of Music. His fine tenor voice had already attracted attention in Chicago music circles before he donned the uniform.

Appropriately, George sang *Mother Machree*, *When Irish Eyes Are Smiling*, *A Little Bit o' Heaven*, and *Sweet Rosie O'Grady*. The audience applauded so loudly and at such length, according to the report in his outfit's newspaper, that he had to do five encores.

While stationed at Oran, Algeria, Sgt. Bihun sang on several occasions for patrons of the Empire Club and gave a special concert at the Conservatory of Oran.

Sgt. Metzfeld Tells of Nazi Atrocities

The following is quoted from a letter which was recently written by S/Sgt. Robert Metzfeld, former clerk in the district storekeeper's office, Milwaukee, and the son of Paul Metzfeld, supervisor of unified material delivery at the Milwaukee shops:



Robert Metzfeld

Pvt. Ahern Paints a Picture of War

The following are excerpts from letters which Pfc. William M. Ahern, son of W. T. Ahern, chief clerk in the public relations department, Chicago, wrote to his parents before the Nazi capitulation. He is a member of a tank crew, but his present location is not definitely known.

Mar. 4

"You should see our section in action! We get that gun set up and our camouflaging net up and our foxholes dug in practically no time. About the time we finish our foxholes and maybe toss a couple of rounds of ammo at the Krauts, they get out of range and we have to pack up everything and take off after them lickety spit. It's an awful lot of bother.

"It's kind of a funny feeling to blow a town to pieces and then when the Nazis move out, to go through the same town after them. The buildings are still burning and smoking and MP's are marching prisoners back and civilians are standing around staring or trying to clean up their houses. I hate to see the damage I'm helping to cause, but Heaven knows they have it coming to them. That's the only way you can look at it.

"... At one place the kitchen truck was way behind us, and, getting tired of our canned rations, we rounded up five

chickens, some potatoes, bread, butter and plums and got ready for a feast. I peeled potatoes and sliced them to fry while some of the others who knew how killed, dressed (yes, Mom, they were given a good, thorough cleaning with hot water) and fried the chickens. Everything was almost ready when—you guessed it—we had to take off after the Germans again. If it hadn't been so pathetic, it would have been funny. I laughed anyway as I helped take down the net and box up the ammo."



William M. Ahern

Apr. 11

"... I long ago lost count of our various 'positions' and towns we've shelled and passed through, but one place I remember distinctly, for nearby was a mansion. It was a huge, beautiful place. Its owner, a corporal in the German army, had been given a discharge the day before we took the sector. This was done so that he might protect his property as a civilian rather than forfeit it as a soldier and be taken prisoner. Nevertheless, he was taken into custody.

"The mansion had several large, modern kitchens, half a dozen bathrooms and countless bedrooms and dining rooms. The closets were full of tens of thousands of dollars worth of clothing and linen. I'm not exaggerating. Sportsmen's rifles valued as high as \$500 each were found and confiscated. I spent a very pleasant hour in one of the bathrooms.

"... We've been on the road some time now and always there are streams of Russians, Poles and Frenchmen trudging westward. They are ragged and beaten and are a sorry sight indeed, but they usually manage to straighten up and give a sharp salute to us as we ride by. They have a great respect for the Americans and their big tanks.

"Although most of the Germans are tight-lipped and silently hostile, some try to fool us by waving as we pass and smiling as if they were being liberated rather than conquered. They ask us where we're going and we answer with mock sincerity, 'Berlin.' They say, 'Oh,' and think it over for a while.

"It's hard to ignore the children, especially the little ones. Little children all seem the same. I guess perhaps they are. They all stare curiously at the big noisy tanks and the soldiers riding in them. I'll never forget the sight of a tiny blonde girl of perhaps two, standing in the center of an open doorway with her hands to her ears as she stared at the line of armored vehicles roaring down the street. She looked cute enough to eat. The Germans know we're soft and they push their children at us at every opportunity. The girls aren't so bad, but when a boy reaches the age of eight or nine he begins to be a Nazi. You can sense it in their silent attitude toward the Americans. To heck with the whole lot of them."

(No date)

"Can't beat an armored division. Fight for a while and then take a breather for a while."

"I finished that last letter about 8:30 in the evening. From there I toddled to the bunk to catch an anticipated 10 hours of shut eye. Having wiggled into my sad sack like a sausage trying to wiggle back into its casing, I proceeded to bounce around, digging a hole in the floor for my hip bones. In the next room I could hear Lt. Dunn, our battery 'exec,' relaying firing commands to the guns via telephone. Every 5 or 10 minutes a fire mission would come down from battalion headquarters and one of the boys would stick his head out the front door and blow a little German bugle—the signal to get ready for a fire mission."

"Then the good lieutenant would proceed: Battery adjust; shell, H.E. (high explosive); charge, 5 or 7; deflection left (or right) so many degrees; and, finally, the elevation. When all the guns reported ready, the loogie would say, 'Fire,' and the guns would roar and our house would bounce."

"In spite of the leaping house, I fell asleep and was sleeping like a log when the lieutenant came in. He said, 'I know you won't like this, but it's *march order*.' There went our night's sleep. We had to dress, roll our rolls, gather up our equipment and hurry down to the tank, take down the camouflage net, roll up the aiming stake, repack and reload the ammo, fold up the tarpo, tie on the net poles, cover the gun, put in the traveling lock, stack and tie up the bed rolls on the basket in the back, and hitch up the caisson full of ammo."

"By morning we'd found a nice little forest to hide in for the time being. Then the drivers had a lot of fun making paths into the forest. Bet we knocked down 20 trees ourselves. By the time we stopped we had trees lying all over the tank—perfect camouflage, but the tank had to be cleaned, after which we dug our respective foxholes. What a shame you can't take a foxhole with you!"

If you lose your temper, it is a sign that you have wrong on your side.

Some people cause happiness wherever they go, and some people cause happiness whenever they go.



Lt. Warren Frandsen, son of A. J. Frandsen of the auditor of station accounts and overcharge claims department, Chicago, is shown receiving the Distinguished Flying Cross. He recently returned to the States from Europe after four years in the army. His wife is employed in the passenger traffic department, Chicago.

I.T.C. Test Broadcast

(Continued from page 9)

auguration of a successful train communication system. We are proud that the Pacific Northwest is the site of this forward stride in railroading.

We know that the war industries in this area will feel the beneficial effects of the progress being demonstrated today. Their railroad shipping will most certainly be expedited materially. And it is of extreme interest to me to be on this train ride. I always did want to ride in an engine cab. How does it feel back yonder in the caboose, Mayor Fawcett?

Mayor Fawcett

Everything fine, Mayor Devin, and like you I find this an experience I would not want to miss. I have been thinking of the value of this communication system to safety. You know, if anything goes wrong, the engineer can contact the conductor immediately and give him orders otherwise impossible to give under the old hand and light system. The conductor can notify the way station and help can be dispatched immediately to the exact spot where the train is. . . .

Announcer

. . . Friends, this mile-long Milwaukee train is being pulled by a mammoth electric engine made particularly for use in mountainous country. It is twice the size of the average heavy-duty steam engine used in flat country. It is called the E-28, a three-unit General Electric engine weighing 408 tons.

We want to ask an authority on telephone, radio and television to explain the new train communication system to you. Dr. P. N. Bossart is research engineer of the Union Switch and Signal Company of Swissvale, Pa., and he is back here in the caboose. Dr. Bossart, will you tell us first of all of what this system consists?

Dr. Bossart

The train communication system . . . is accomplished by frequency modulated inductive carrier, which uses frequencies between 30 kilocycles and 250 kilocycles. The completed system is the product of about 20 years' cooperative development between a few railroads such as the Milwaukee, and the Union Switch and Signal Company.

Announcer

Well, how does it differ, Dr. Bossart, from the radio system of locomotive communication?

Dr. Bossart

Unlike radio, the communication does not spread out in all directions but follows the railroad's right of way along their wire pole lines and tracks. It jumps the gap between the rails and the wires by electromagnetic induction. Here, the 3,000 volt trolley wire just overhead provides an ideal path for the voice. . . .

Announcer

Thank you, Dr. Bossart. And back there in the caboose also is Dudley M. Brown, president of the Washington Press Club. Mr. Brown, we have heard that you are an expert in your own right in radio, telephone and television. We would like very much to hear what you say about this new system.

Mr. Brown

Bob, wonderful is not the word. As a matter of fact it is terrific. It shows the definite application of what industry has been looking for and that is the use of frequency modulation. Of course, we are looking for it in the home, too, but we here find the indication of what can be expected as soon as the war is over, and just another evidence of the postwar world in the making. Officials of the Milwaukee Road are to be congratulated on their foresight in this history-making test here today. . . .

Announcer

. . . We want to hear now from L. F. Donald, general manager of the Milwaukee Road [Lines West]. Mr. Donald is not present on the moving train but is listening and will talk to us from the wayside station at Hyak, Wash. Go ahead, Mr. Donald.

Mr. Donald

Everything is as clear as a bell at this end, Mr. Spence.

Announcer

What do you feel, Mr. Donald, are the main advantages of this new system?

Mr. Donald

On passenger trains, Mr. Spence, the conductor does have a method of communicating with the engineer with his train whistle code. This code of whistle "toots" provides a vocabulary up to a certain range and, of course, the engineer can acknowledge the instructions he receives from the conductor as well as issue instructions of his own by the engine whistle. However, this new device we have developed provides the only method for both the head end and rear end crews of freight trains, for instance, a mile or more in length, to keep in touch with each other. Over this distance the whistle sound would be lost. In the mountainous territory where this demonstration is being made today, the new train telephone is particularly useful due to the curved tracks through the canyons, along mountain sides, as well as through numerous tunnels where the view is obscured, preventing the transmittal of hand or lantern signals.

Announcer

Thank you, Mr. Donald. . . . Today marks another milestone in the progress of scientific electronic development, the day the engine, caboose and wayside station communication system was launched.

Austin Chapter

Mrs. Fred Valentine, Historian

April 5 meeting was called to order by president, Mrs. Pauley. The reports of the committee chairmen were given. Thirty families were reached by cards, flowers and food in time of illness and death. The club voted to donate \$10 to the Red Cross. The purchase of a \$100 War Bond was also voted upon and passed. Membership prize was awarded to Mrs. McShane. Hostesses were Mrs. Geo. Wood, Mrs. Bill Ende, Mrs. Walter Pierson and Mrs. Fred Valentine.

Fifty members attended a delicious pot luck dinner May 3 in our club rooms. Wm. G. Ruppert, guest speaker of the evening, gave a most clarifying and instructive talk on the Dunbarton Oaks Conference. Mr. Ruppert also explained the aims and ideals of the San Francisco Conference and World Peace Plans.

Bridge and "500" were played the remainder of the evening. Mrs. Leo McGovern won the attendance prize. Mmes. O. C. Peed, Henry Bruns, Bill Sucha and Oscar Haverberg were the committee in charge of this last party of the season.

Avery Chapter

Mrs. Alma T. Koehler, Historian

Meeting held Mar. 7 was well attended. Mrs. Ralph Townsend, retiring president, was presented with a nice gift, while Mrs. Hardy Pears, past president, was given a bracelet with the names of all past presidents on it from Mrs. Earl Shook, social chairman. A public card party was held the following week. Mrs. Dean Hutchison, ways and means chairman, was in charge. She requested each person to bring a piece of discarded clothing well wrapped to the party. These packages were sold for a few cents, nothing over 25 cents, until each person had purchased a package. We were then told to wear the articles purchased the rest of the evening or pay a fine. Votes were taken for the best costume. Mrs. Guy Esmay, who wears horn rimmed glasses, looked very demure in a Salvation Army bonnet and received the most votes. Mrs. Roy Peterson in lumberjack pants was next and Mrs. Geo. Murray in a house dress two or three sizes too small came in next. Pinochle followed, high prizes going to Mr. Earl Husaboe and Mrs. Ruth Lindow. A nice lunch was served by hostesses Mrs. Dean Hutchison, Mrs. Frank La Shell and Mrs. Frank Wolf.

At April meeting Red Cross chairman, Mrs. Earl Shook, asked for volunteer sewers to make bedside bags, shirts and other articles. A spring party was planned. A nice lunch was served by hostesses Mrs. Earl Shook and Mrs. George Curry followed by three rounds of pinochle, high prize going to Mrs. Hardy Pears and low to Mrs. Alma Koehler.

Perry Chapter

Mrs. Jesse Snipe, Historian

Perry Chapter met at the home of Mrs. John Phleger on April 6 for a 1:00 o'clock potluck luncheon with very good attendance. Following the luncheon Mrs. W. S. DeLany, president, opened the meeting. Mrs. Pat Ryan, membership chairman, gave a good report on the membership drive. Our chapter expended \$25 on welfare work. Members reported 75 hours spent on Red Cross sewing. Following business meeting, Mrs. Frank Kieth, Red Cross chairman, took charge and the remainder of the afternoon was spent in sewing for the Red Cross.

Black Hills Chapter

Mrs. Harris Dillabough, Historian

On April 16 the Service club was host to the Women's club following respective business meetings. Membership chairman reported 69 voting and 88 contributing members. Good Cheer report was two bouquets sent, and 25 personal and phone calls.

The Milwaukee Railroad Women's Club

The highlight of the evening was a very interesting talk given by Rev. C. F. McCall, who lived in Japan for 19 years. He told of his experiences there and of the country. An oyster stew was served by the Men's Service Club. Hosts were Fred Diehl and J. L. Feuerhelm. About 40 members were present and a good time was had.

Terre Haute Chapter

Mrs. Edward Bevington, Historian

April meeting was held on the 19th. A potluck supper was served, with the following hostesses in charge: Mmes. R. M. Blackwell, R. J. Franzwa, Clyde Dawson, Albert Duensing and Carrie Dalton. Door prizes were awarded Mrs. R. M. Blackwell and E. W. Bevington.

Plans were made for the dedication of the service flag, which ceremony was observed at regular meeting on May 17. The dedication was prepared by Mrs. Aaron Wright and Mrs. Edw. Bevington. The flag and the necessary information were procured by Mrs. Walter Glass and Mrs. Clyde Dawson. After the flag service light refreshments were served. The committee in charge included Mmes. Walter Glass, J. A. Graam, Walter Chapman, Wm. Hartley, and Henry McNary. Publicity for the event was handled by Mrs. Clyde Dawson and Mrs. Edward Bevington.

Madison, S. D., Chapter

Mrs. Harvey Gregerson, Historian

St. Thomas "Gym" decorated to represent a spring garden provided the setting for a very successful Benefit Party April 24th. It was one of the largest affairs of the year in Madison. Contract and Whist were played. Money raised from this affair will be used for the soldiers' fund. The attendance prize was awarded to Mrs. A. B. Holter. There were a number of out-of-town guests present. Refreshments were served late in the evening. Mrs. Mike Perry, president, was assisted by Mrs. Loren Campbell as chairman of party arrangements, with Mrs. John Casey in charge of the kitchen.

The women were hosts to the men at the March social meeting, whist being played for entertainment. Refreshments were served later in the evening by the committee. Routine business was transacted at both meetings.

Othello Chapter

Mrs. E. R. Berkey, Historian

Spring has come and our May 1st meeting found the club rooms all redecorated and floors waxed, and everything donated but the material. Entertained the local Eastern Star Chapter and their state officers at a banquet in mid-April with a financial gain and many well earned compliments. Also, we had a well attended and hilarious pinochle party under the guidance of Mrs. Clarence Showalter and Mrs. Sears Matthews. These and an evening party given by our president, Mrs. Davidson, to thank hard working committee members completed the social activities for the month.

Good cheer chairman, Mrs. John Kelly, reported members who were ill. Program Chairman Mrs. Jas. Beatson has provided excellent entertainment for our meetings. At the last meeting Mrs. William Murdoch gave a humorous reading and Gary and Caryl Grau, children of Roadmaster W. H. Grau rendered instrumental duets.

Dubuque Chapter

Christina Laskey, Historian

Monthly meeting was held the 16th of April with our president, Mrs. Pat McGough, presiding. We moved to our new clubroom in March and like it real well. Sewing day. April 25th was decided upon for Red Cross sewing day. Some of the ladies have been sewing every week. After our Salute to the Flag, business meeting was held following which a few games of cards and lunch were enjoyed.

Montevideo Chapter

Mrs. John G. Acers, Historian

President Gladys Golie has been leading a very active club since she took office. In February a card party was a huge success, proceeds of \$14.10 going to the treasury; 21 work hours were given to the Red Cross, and \$10 was voted to the Salvation Army. Mmes. Dorsey and Albrecht were the February hostesses.

In March the club voted \$25 to the Red Cross and spent \$25 on welfare work. Cards and flowers sent the sick were reported by Mrs. E. Neimitz. Mrs. Ryman and her daughter, Mrs. Alstead, served a delicious lunch.

Attendance at April meeting was large. We heard the good news that we had gone "over the top" with 198 contributing and 108 voting members. Pres. Golie and Mrs. J. W. Wolf are to be thanked for their tireless efforts. A beautiful silk flag was presented to the club by the Women's Relief Corps. A lovely lunch was served by Mmes. C. V. Nelson and Geo. Nicoli.

Marquette Chapter

Mrs. Ray Fields, Historian

With this report comes the activities of the Women's Club from December until May. Election of officers was held at the December meeting, and all persons holding offices were re-elected for 1945. The Christmas party was postponed until January and potluck luncheon was had at this time and money given by members was sent to Schick Hospital at Clinton, Iowa.

Our 1945 membership drive has been very successful. We now have 304 voting and contributing members and are again receiving the award from the governing board for exceeding our previous year's membership. A luncheon was held in March honoring the new members. It was also voted to double the amount usually given to the Red Cross. The Good Cheer and Red Cross work continues as usual.

Milwaukee Chapter

Mrs. John Ehlert, Historian

The meeting and birthday luncheon was well attended on April 16th with a gathering of about 100 members. Reports read by various officers were: \$7.95 on the card party which was held in the clubrooms April 27; one card of thanks received; four good cheer and three sympathy cards sent; total membership to date, Voting and Contributing, 202; Blood Plasma \$5.52. Mrs. George Tennant won the attendance prize.

Red Cross for April, knitting, army socks, sleeveless sweaters and army pilot sweaters, 306 hours. Surgical dressings, 580—4x8, workers 74, surgical hours 294, total 600 hours.

A card party was held in the clubrooms the evening of May 31st.

Marion Chapter

Mrs. Robert L. Low, Historian

April meeting was held at the Commonwealth Tea Room in Cedar Rapids. After a delicious luncheon a short business meeting was held. Members were asked to give as much clothing to the war relief drive as possible. The club then adjourned to the lobby where cards and bunco were played.

The annual May luncheon was held on

May 10. The ladies of the Keystone Division of the Methodist Church served a delicious chicken pie dinner to 68 members. A patriotic theme was carried out in the decorations. Flowers of red, white and blue and small "Uncle Sams" (made from clothes pins, crepe paper and cotton), decorated the tables. Numbers for the door prizes were on small red, white and blue paper shields set at each place. During the business meeting the secretary read a report on the activities and accomplishments of the Marion Chapter and also the entire club for the past year. She also read a number of letters from our boys overseas. Mrs. Elmer Fisher, membership chairman, reported 144 voting and 121 contributing members. Mrs. Stanley Thomas good cheer chairman, reported she had sent one spray, one bouquet and three cards.

Mrs. Otto Kieckhaefer and Mrs. O. W. McBride were in charge of the program which consisted of a reading by Marilyn Conklin, a piano solo by Richard Bristol, two vocal solos and a cornet solo by Calvin Robison, two vocal solos by Miss Rose Wilcox, and two accordion selections by Helen Hammond. Mrs. Kieckhaefer showed some dolls she makes to sell, giving all profits to the blood plasma fund. The ladies then adjourned to Memorial Hall where cards and bunco were enjoyed for the remainder of the afternoon.

Lewistown Chapter

Helen E. Matthews, Historian

Due to many members having moved away and the usual problem of what to serve without points, we have decided to meet only once a month.

We have been active individually with war work. Outstanding in the bond drive is Chas. Coke. Mr. Coke has participated in all the bond drives and has sold \$1,129,-520.25 worth of bonds. Ted R. Gamble, National Director of the War Finance Division, sent personal thanks to Mr. Coke for his outstanding work.

Last meeting we voted to purchase ten more war maps. Selling these maps has been an easy way to make a little extra money for our chapter.

Tomah Chapter

Mrs. Francis Brown, Historian

Tomah Chapter met May 2 at the K. P. Hall, with President Mrs. Ruff presiding. Good Cheer chairman reported one box of fruit and one baby blanket given, and one funeral; also five cards sent and 20 calls made. The club voted to donate \$10 to the Salvation Army; also to send cards to the boys in service who are sick and in hospitals. Our clubhouse fund is growing right along. Next meeting will be an outdoor meeting. It will be held the second week in June.

Channing Chapter

Mrs. Jack Meyers, Historian

There was a fair attendance at the May meeting. Our membership committee has worked hard and we have gone "over the top" with 65 voting and 42 contributing members. We are anticipating the completion of our honor roll. It may be ready for our next meeting.

Bensenville Chapter

Mrs. James M. Calligan, Historian

Not being able to be at the April and May meetings will try and give you the highlights during these months, as given to me. A pot-luck luncheon was enjoyed by about 30 members on April 4 after which meeting was called to order. The members were indeed fortunate and pleasantly surprised by a visit from our own dear Miss Etta Lindskog. These visits always help to inspire the members. Our program chairman also had two very gracious presidents of garden clubs talk to the members after which meeting was adjourned. On April 12 the Red Cross had



Group in attendance at the St. Paul Chapter's anniversary supper on Apr. 16. Mrs. O. D. Wolke wearing a dark dress and seated next to the vase of flowers, is president of the chapter.

their annual get-together in our club house. It was well attended. Speeches by many took place which were a great inspiration to all. A delightful lunch was served.

On May 2 luncheon was served to about 33 members, after which our president, Mrs. Paul Sturm, called the meeting to order. It was strictly a business meeting. Bensenville Chapter is going along fine. We have been able to purchase two more \$100 war bonds. Our Bingo games have surely proven themselves worthwhile due to the splendid management of Mr. and Mrs. Phil Schneck. They are to be thanked and congratulated for their untiring efforts in making these evenings such a success. Thursday evening, May 3, Bensenville Chapter held its annual birthday party, which was well attended. The men were invited and the evening was well spent playing cards and a general get-together, followed by a lovely lunch as only the ladies of our chapter can put on. Each and everyone had a grand time.

Beloit Chapter

Mrs. Edgar Ruck, Historian

The regular meeting April 10 was preceded by a pot-luck supper, and followed by a social time. Mrs. Morrissey, ways and means chairman, reported \$88 cleared on an apron sale and card party on April 9. Dish cloths and maps were sold also. The chapter served a lunch to a group of 67 men at a "perfect shipping" meeting on April 5. \$25.00 was spent for welfare during April and \$3.50 for good cheer. June meeting will follow a pot-luck supper, after which the chapter will adjourn until September.

Mobridge Chapter

Mrs. Arthur Grothe, Historian

Our meeting on April 23 was most pleasant and well attended. We were surprised to find our officers' chairs covered with lovely new slip covers made by Mrs. I. N. Kern and her committee. An electric stove in the kitchen is another new addition; it has been donated by Larson's Furniture Store for our use as long as canteen work is being done. Membership chairman Mrs. Leonard Clark reported 165 voting and 119 contributing members for this year. Mrs. W. E. McFarland was given a vote of thanks for her efforts in obtaining members.

Club President Mrs. George Gallagher spoke in tribute to our late President Roosevelt, suggesting that we commemorate his memory by resolving to do the little things asked of us willingly and unselfishly. Mrs. O. J. Eidam received the door prize. Our entertainment consisted of a piano solo by Patsy Fraher; a song by Betty and Nettie Schlepp and Patsy Fraher, accompanied by Joyce Hamilton; and a play, "Weinies on Wednesday," presented by members of Mrs. Miller's dramatic class. The program was immensely enjoyed by everyone. Doughnuts and coffee were served by Mrs. S. D. Dahl, Mrs. Clyde Caldwell, and Mrs. L. J. Martin.

St. Paul Chapter

Mrs. Arthur Mueller, Historian

April 16th we held our annual Birthday Dinner Party with a pot luck supper. The table was centered with flowers and a lovely birthday cake. A number of guests from our neighboring Chapter Minneapolis were present. It was a welcome addition to our celebration. Following our dinner a brief meeting was held. The secretary and treasurer gave their reports. Cards were played. Some of the table flowers were given as a door prize and some were presented to Mrs. Amers Johnston, who was wished a Happy Birthday.

Mrs. F. Washburn entertained the Board Members in her home. It was decided to make our last meeting of the season a pot luck supper, and also to have Mr. Medinger show an interesting set of movies. Meetings will be resumed in September. Our membership drive is now on. Your membership will help us go over the top.

Milbank Chapter

Mrs. Geo. Lewis, Historian

Monthly meeting was held April 25th. Twenty-two members and one visitor, Mr. Bert Nixon, of Ortonville, were present. The Pledge of Allegiance and the club motto were repeated, followed by community singing. Reported, 95 hours of Red Cross work and 60 kits made by members. Good Cheer, 13 telephone calls and one personal call made. We extend deepest sympathy to the families of Mrs. May Preve and Mrs. Clyde Preve, two of our members who passed away.

A committee was appointed for the improvement of Milbank park in planting shrubbery and flowers and making other improvements. A social hour of questions and answers to a floral love story followed. Prizes were won by Mrs. Geo. Phelan and Mrs. Amos Reeves. A tasty lunch was served by Mrs. Geo. Anderson, Mrs. Clea Schmidt and Mrs. Chas. Matt. Bank award of \$1.00 was won by Mrs. D. Preve. Door prize went to Mrs. Geo. Lewis.

Aberdeen Chapter

Mrs. Lisle Young, Historian

Regular meeting was held in clubroom the evening of May 7, presided over by our president, Mrs. Roy Smith. Program chairman Mrs. W. J. Beckel presented a very nice program. Mary Ann Lucas, daughter of our former secretary, Mrs. Henry Lucas played two piano selections. Harold Vensand sang two solos, accompanied by Mr. Vensand, and two youngsters, Dale Haglund and Mavis Weishaar, pleased the group with a tap and baton twirling exhibition. Membership chairman Mrs. Art Schreiber reported a very satisfactory number of some 700 members to date. Red Cross Chairman Mrs. Joe Maketzy reported 5

hours of war work during April. This consisted of 169 hours of knitting and sewing, 154 hours nurse's aid work, and 272 hours of canteen work. Aberdeen "Milwaukee Road" women have done much toward making the highly successful and widely known Aberdeen canteen what it is today. Beside putting in many hours of work, they are giving the canteen the use of their clubrooms to prepare the vast quantities of sandwiches served every day.

Mrs. Maketzky, who has been a very efficient and faithful Red Cross chairman of the club for a number of years, asked that she be relieved of this duty, and her resignation was accepted with regret. Mrs. Mary Karr was appointed by the President to fill this vacancy. The club voted to buy more war bonds during the 7th war loan drive, also to purchase a book of Shrine Circus tickets to be distributed to the children. After the meeting the ladies played the last game in a series of card games which have been held throughout the season. Prizes were awarded Mrs. Beckel and Mrs. Schreiber in contract bridge, Mrs. Hanson and Mrs. Christman in auction bridge and Mmes. Maketzky, Bothum and Iverson in whist.

Wausau Chapter

Mrs. A. W. Kasten, Historian

Wausau Chapter met May 8 with a good attendance. The secretary reported we had 35 voting and 25 contributing members. We are making a special effort to increase our membership over last year. Good Cheer Chairman Mrs. Obey reported \$8.50 spent for good cheer work; Mrs. Chamberlain, welfare chairman, \$14.22 for welfare.

Cards were played following the meeting. Refreshments were served by Mrs. R. K. Kershaw and her committee composed of Mmes. John Schultz, Ed Reinholdt, Warren Essels and John Zander.

New Lisbon Chapter

Mrs. George Oakes, Historian

On May 8 regular meeting held at the American Legion Hall. Reports were 17 personal and phone calls made, three cards sent and 10 families reached. There was \$7.76 profit made by ways and means. We now have 74 voting and 60 contributing members. There were 231 work hours put in on the Red Cross drive, Salvation Army drive and by the blood donors. Eight dozen cookies were made and sent to the soldiers in the hospital at Camp McCoy, Wis. A motion was passed to remember each of our railroad graduates with \$1.00 as graduating remembrance. Luncheon was served to the 27 members present by Mmes J. McKegney, H. Arntz, G. Cade H. Foster, C. Robison, V. Robison and Wm. Wilcox.

Ottumwa Chapter

K. M. Gohmann, Historian

The weatherman favored us with lovely spring weather and the club house was filled to capacity for our party on Saturday, April 21, at which our retired employees were special guests. A turkey dinner was served. Bouquets of spring flowers and tapers adorned the tables and the committee members wore lovely corsages. The club furnished and served the turkey, potatoes, rolls, butter, coffee and dessert, while the wives of employees contributed salads, cooked vegetables, etc.

The Ottumwa Heights College ensemble presented an excellent program following the dinner; humorous readings by Donald McNamer and Joyce Linder; WAVE tap dance by Rosemary Lewzader, Marilyn Johnson and Marilyn Jensen; Little Melvin Johnson entertained with songs and dancing. Mrs. E. E. Whited, assisted by Mrs. R. M. Johnson, arranged the program. Various contests for prizes were eliminated because of the lack of room. Guests from out of town were Miss Agnes Carlin of Sioux City, Red Cross field representative,

who was the house guest of Chief Dispatcher and Mrs. A. G. Elder; Agent C. L. Post and wife of Blakesburg, and Mrs. Mary Florea of Dayton, Ohio, sister of Mrs. Post. These social functions are financed through rummage sales and other money making activities sponsored throughout the year. Mrs. M. L. McNerney and Mrs. Fred Wilford were general chairmen of the party.

A May breakfast at 11:00 a. m. on May 5, with 42 in attendance, preceded the regular monthly meeting. Mrs. C. W. Becker, membership chairman, reported 745 members with the drive not yet completed. It was voted to purchase two \$100 war bonds. Twenty-five games of Bingo were played with a prize awarded for each game.

Sioux City Chapter

Mrs. Ben Rose, Historian

The April general meeting in Scandinavian hall followed the usual 6 o'clock pot-luck dinner. In unison we pledged allegiance to the Flag of our Country, recited the club motto and sang "God Bless America." Reports of the secretary and treasurer were read and approved. Mrs. B. Brashear, ways and means, turned in \$60.70. A letter was

read from the local Red Cross, thanking our club for its generous gift of money. Mrs. Geo. Wean, membership, announced more than half of our membership has been obtained. Mrs. Roy Worthington's resignation was read and accepted. Mrs. W. C. Boyette was appointed to fill the vacancy.

Considerable credit for our good attendance this year, is due to our publicity, Mrs. Roy Whipple, our telephone chairman, Mrs. F. D. Morgan and our cor. sec., Mrs. J. C. Suffield. The community, too, is also more aware of our activities. Mrs. B. M. Gallas, Sunshine, sends birthday greetings to all service men and women from our "Milwaukee" families if she is given their addresses. Following the meeting we all took a fling at Court Whist. Mrs. V. P. Sohn a newcomer, Mrs. M. Grovold of Elk Point, and Mrs. Martha Pilgrim of Sioux City were guests of the evening.

Mrs. F. D. Morgan and Mrs. Emil Weisenberger entertained the April board in the Scribner's Tea Shop. They also served on "Milwaukee Night" at the downtown USO.

"Darling, I've made up my mind to stay at home."

"Too late, George, I've made up my face to go out."

Report of Membership as of Dec. 31, 1944, Compared with Dec. 31, 1943

Chapter	Voting Membership—			Contributing Membership—			Total Membership—		
	Dec. 31 1944	Dec. 31 1943	In-crease	Dec. 31 1944	Dec. 31 1943	In-crease	Dec. 31 1944	Dec. 31 1943	In-crease
Aberdeen	484	446	38	683	657	26	1,167	1,103	64
Alberton	30	41	..	30	33	..	60	74	..
Austin	126	124	2	255	181	74	381	305	76
Avery	55	51	4	90	73	17	145	124	21
Beloit	88	96	..	114	136	..	202	232	..
Bensenville	78	77	1	207	90	117	285	167	118
Black Hills	98	93	5	121	124	..	219	217	2
Butte	44	43	1	63	39	24	107	82	25
Channing	39	29	10	14	22	..	53	51	2
Chicago Fullerton Avenue	405	379	26	641	510	131	1,046	889	157
Chicago Union Station	221	158	63	933	313	620	1,154	471	683
Council Bluffs	41	36	5	66	62	4	107	98	9
Davenport	77	74	3	157	154	3	234	228	6
Deer Lodge	115	76	39	88	48	40	203	124	79
Des Moines	58	37	21	68	42	26	126	79	47
Dubuque	92	82	10	122	103	19	214	185	29
Great Falls	26	18	8	50	43	7	76	61	15
Green Bay	159	152	7	251	219	32	410	371	39
Harlowton	50	103	..	62	49	13	161	152	9
Iron Mountain	50	49	1	62	60	2	112	109	3
Janesville	172	169	3	219	220	..	391	389	2
Kansas City	107	102	5	180	147	33	287	249	38
La Crosse	152	164	..	244	229	15	396	393	3
Lewistown	53	65	..	93	116	..	146	181	..
Madison, S. D.	75	74	1	97	94	3	172	168	4
Madison, Wis.	129	115	14	135	114	21	264	229	35
Malden	44	37	7	37	34	3	81	71	10
Marion	146	150	..	126	103	23	272	253	19
Marmarth	29	35	..	38	45	..	67	80	..
Marquette	111	98	13	153	80	73	264	178	86
Mason City	183	166	17	210	185	25	393	351	42
Merrill	36	32	4	30	22	8	66	54	12
Milbank	58	51	7	104	96	8	162	147	15
Miles City	204	193	11	264	201	63	468	394	74
Milwaukee	272	258	14	868	834	34	1,140	1,092	48
Minneapolis	135	134	1	755	740	15	890	874	16
Mitchell	119	114	5	132	89	43	251	203	48
Modridge	174	172	2	127	125	2	301	297	4
Montevideo	105	98	7	197	188	9	302	286	16
New Lisbon	73	70	3	60	58	2	133	128	5
Othello	51	43	8	99	89	10	150	132	18
Ottumwa	266	226	40	435	367	68	701	593	108
Perry	225	163	62	300	183	117	525	346	179
Portage	110	95	15	117	59	58	227	154	73
St. Bernice	161	108	53	259	109	150	420	217	203
St. Maries	38	31	7	15	13	2	53	44	9
St. Paul	104	103	1	298	296	2	402	399	3
Sanborn	79	75	4	75	70	5	154	145	9
Savanna	166	150	16	312	300	12	478	450	28
Seattle	100	78	22	144	141	3	244	219	25
Sioux City	241	222	19	397	361	36	638	583	55
Sioux Falls	63	51	12	130	113	17	193	164	29
Spencer	44	21	23	65	28	37	109	49	60
Spokane	95	91	4	123	125	..	218	216	2
Tacoma	98	104	..	207	195	12	305	299	6
Terre Haute	175	125	50	182	183	..	357	308	49
Three Forks	51	56	..	47	55	..	98	111	..
Tomah	211	206	5	243	224	19	454	430	24
Wausau	75	74	1	92	92	..	167	166	1
Wisconsin Rapids	26	20	6	33	23	10	59	43	16
Total	7,141	6,503		11,719	9,704		18,860	16,207	

Membership increase year 1944 over year 1943—Voting, 638; Contributing, 2,015; Total, 2,653.

Respectfully submitted,
General Governing Board.

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

ROCKY MOUNTAIN DIVISION

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

Tommy Jenkins is home. He has been gone for some time and since he was here last things have happened, as to him also there was a place named Iwo Jima. 'Nuff said, as everyone reads the newspapers. Now he is back home again and is pretty much the same old Tommy. He expected to be home several weeks. Operator L. D. Kallafer, who came to this division from Miles City, worked third at Three Forks during the vacation of Operator Jennings, and planned to go on first on her return, due to the illness of Operator Alexander who is back home in Manhattan.

Fireman and Mrs. Julius DeGideo are the parents of a son born in Townsend on Apr. 22.

Fireman and Mrs. Hayden Lavesque have a son, also born in Townsend on Apr. 21.

Mrs. Crowder, operator at Piedmont, is on the sick list, Mr. Crowder is working third there and Operator Shannon from Butte yard working second.

The old X501 is no more. Its remains have been shipped to some place unknown and no one feels very sad about it . . . If it was not ready to take the pension, nothing ever was. When we think of all the hot work that was handled from its old roof, well. Anyway, you should see the new trouble shooter car. Everyone is looking with a wishful eye toward it now but the operators get their tongues tangled up a bit repeating the new number X671, and is it a classy home away from home, just like the general manager's car if you ask me. Every one is happy there, too, but the linemen. I hear that, like some of the natives in the Far East, they have to take their shoes off before Joe Hengle will let them come into the dining room.

TRANS-MISSOURI DIVISION

West End

Pearl Huff, Correspondent
 Miles City, Mont.

R. T. Wilson, who is conducting the training school for operators at Miles City, reports that 102 students have been graduated and gone to work. Another one started to work on the Trans-Missouri May 9 and three left for Tacoma to report for work on May 30. At present there are 20 students in the school and a dozen or more high school graduates will enter as soon as school is out.

T/Sgt. Florence Wright of the Wac visited her parents recently. She is stationed at Fort Hamilton near New York City.

M/Sgt. Kenneth Feeley is stationed at the air base at Sioux Falls, S. D. He returned to the States in January after serving three years in the Pacific.

When W. H. (Bill) Wilkerson of the navy amphibious forces sent a telegram to his wife in Chicago and his sister Laurel, Wave stationed at Washington, D. C., asking them to spend the week-end of Apr. 14 through the 16 with him at the Hotel Lexington, New York City, little did he dream that his other brother and sister would be together at Hotel Frye in Seattle, where Tom, Jr., of the navy is stationed. The sister who visited with him is Virginia, a telegraph operator at Othello, Wash. Bill was a locomotive fireman on the Trans-Missouri Division at Miles City and his sister Laurel a telegraph operator at Mart, N. D., before their enlistment. They are the children of Engineer T. E. Wilkerson of Miles City, Mont.

Wave Phyllis Gilmore, who is stationed at Quanset Point, R. I., was the guest not long ago of Wave Audrey O'Connor, who

is stationed in Washington, D. C. Miss Gilmore is the daughter of McKinley Gilmore of Miles City, and Miss O'Connor is the daughter of V. B. O'Connor of Harlowton, Mont. Both girls have been in the service for several months.

Mrs. Jane Blue is back at work in the superintendent's office at Miles City after a 90-day leave of absence with her husband, Lt. Stanley Blue, who was home on furlough after spending several months in Europe. He has returned overseas.



Boomer, the versatile dog belonging to J. P. Leahy, night roundhouse foreman at Harlowton, Mont., loves his pipe and often smokes it when meeting the passenger trains with his master. Among his other accomplishments are carrying a lighted flash light and crooning for waiting passengers. Boomer bummed into Harlowton on a freight one wintry night several years ago. In the foreman's office he found the warmth and food he needed, and he has been Phil Leahy's close companion ever since.

MILWAUKEE SHOPS

Locomotive Department

Ray Stuart, Correspondent

Your correspondent is back on the job after a spinal operation which turned out perfect, and wishes to say a big "thank you" for all the cards, letters and visits he received while in the hospital.

We welcome two people in the foundry: Chester Brzezckowski, is a newlywed who has done his duty for Uncle Sam in Europe. The other welcome is for Mrs. Pearl Micka, formerly of Mr. Koop's staff, who is busy in the foundry office learning all about the ifs and ands of wheels and brakeshoes.

Clifford Inman, formerly of the foundry and now in Uncle Sam's service, paid a visit when he returned from Luzon. He looked well, and is as good-natured as ever.

Another visitor to the foundry was Sgt. Kenneth Williams, former molder but now radio operator. He spent the three previous years in Europe. It is good to see our boys and visit with them as they have seen the fighting and we know they mean it when they tell us to stay on the job and keep things moving.

Richard Marek, home from the European theater of war came in to say hello to the boys in the Foundry. He was walking on crutches but didn't want to talk about it.

Harold Strauss, foundry chipper, is the envy of all the men. He drives the fire truck at Greendale, and reports they have very few fires. Plus all this, he is one of the faithful workers in the foundry.

The "Welcome Back" department is glad to report that the following are on the job



The doe who sauntered down from the hills around Lewistown, Mont., a few weeks ago to investigate the activity in the valley, liked the attention she got from the railroaders and made regular calls on Foreman Ed Mundt and the boys around the car department. She became a pet, known as Minnie the Glamour Girl and Minnie the Mooch. She is shown here receiving her morning attention from Ole Monklin, a carman. However, as spring came and the fruit trees in the nearby homes began to open their buds, Minnie was tempted and ate of the forbidden fruit. So the game warden came and took her away—high into the mountains where she now lives with her memories of better days.

again, and are no longer on the sick list: Joseph G. Koch, S.M.P. office, after an illness of two weeks; Audrey Smith, who has gained about five pounds since her appendectomy (we don't believe she has tipped the scale at 100 yet, but at that rate she "mite"); John Jacobs, after an absence of several weeks. They are all looking fine.

Leone Schneider, who has been doing double duty trying to get in the daily foundry reports plus all the other "et ceteras," is now being assisted by Pearl Micka, transferred from the shop office.

Lorraine Nelson, shop office, and her brother Mardell, machinist apprentice, spent the week-end in Chicago visiting a cousin who had been released from a prison camp near Manila; he had been interned there for 38 months.

We understand E. Heidel, boiler shop foreman, has been doing some work out on his plantation in Waukesha County. We often wondered what made him so healthy and good-looking; it's that fresh country air, lots of exercise, and those vitamin-loaded vegetables he raises and the bumper crops he harvests.

The S.M.P. office boasts the fact that there are employees in the group who not only make the headlines but also get their pictures in the paper, the front page at that. This time the heroine of the hour was none other than Jessie Ewart, the occasion being a Pershing School class reunion, held at the Medford Hotel. The party was a great success.

Store Department

Earl L. Solverson, Correspondent

Cpl. Clifford Putnam writes from the Philippines that he enjoyed a two month stay in Australia. Had some of their beer but prefers Miller's High Life. He found no enjoyment riding the Australian trains. He spent so much time returning from New Guinea on board ship that he had a hard time convincing the navy that he was an army man.

Bill Smith, veteran employee, had a surprise visit from his son Billy, gunners' mate 2/c, who has been in action on an aircraft carrier. Billy has been in the navy for two and one-half years, serving in Pearl Harbor, Guam and the Philippines. On May 3, while on leave, Billy and his fiancée, Clarice Kunath, were married. The bride and groom departed for Washington, D. C., on May 4, as Billy has been assigned there by the navy.

Ronald T. Ormson, Mo. M.M. 1/C, was last reported enroute from New York via the Gulf to the Pacific. He certainly is getting around the globe.

T/Sgt. Peter G. Peterson writes from Pueblo, Colo., that they have had all work and no play. A few of the boys had swelled heads—from mumps—and all were quarantined.

Sgt. John W. Ewald is in Paris and writes that they were all shocked by President Roosevelt's death. Many of the cinemas, theatres and cafes closed completely. Enjoyed a tour of the Bastille section which contained many of the homes of the Revolutionary period.

S/Sgt. Walter Marlow visited the American Embassy in Paris and writes that it's really a beautiful place and looks something like the White House in Washington. It is located on the Place de la Concorde.

M/Sgt. Chester Raasch visited the GSK and DSK offices on his 45-day furlough. He was overseas 27 months with the 7th Army.

Earl Wanty, S 1/C, better known to the store department as "Twinkle Toes" has written Leon Esser to thank her for the Christmas boxes he received and also for the Milwaukee Magazine and the Christmas check. He is at sea, assigned to the navy post office.

Ray Duman has cancelled invitation to attend his "I do" day at Port Washington, as his prospective father-in-law cannot raise enough red points to feed the famished Milwaukee Road crowd, although he brags that his prospective f-in-l owns three farms.



The fellow who submitted this picture of the scenery in the district storekeeper's office, Milwaukee, ventured the opinion that it might inspire the boys to get the war over sooner. Shown, left to right, are: Lower row—Alice Krupa and Ruth Wieserski. Upper row—Delores Koeske, Helene Roesler, Joyce Koehler and Doris Klein.

Mrs. Louise McEvoy is moving to a new address on May 15 and promises to have open house in the near future. We'll all be there if there is anything in the ice box.

Kenneth Meister was inducted into the army on Apr. 27 and was last heard from way down in Texas chauffeuring the brass hats.

Lilly Prohl has moved out to the sticks and will have open house and entertainment by some of the Oklahoma cowboys in the neighborhood.

Pvt. Harold Stremlau, in Italy, has been in a field hospital at Florence for 11 days and is being put in ship shape condition. He would prefer the cool Wisconsin climate to the sunny climate of Italy any day. (He should have some of our May weather.)

Kathleen Hogan, stenog in H. A. Grothe's office, was married on May 12 at Washington, D. C., to Morris Nelsen, first gunner's mate. Virginia Valentine of the DSK office is the maid of honor. Both are residents of Austin, Minn.

Pfc. Frank Brewa writes that he was going to be broke a long time as he bet that V-E Day would be Apr. 8. Claims he can now speak several languages—fluently.

We extend our sympathy to Cpl. Ellsworth Faltz now in France or Germany, who lost his mother on May 1. His father died a few months ago while Ellsworth was in England.

Frank Eron of the upper floor section is at St. Joseph's hospital with an infected foot, but is getting along nicely.

Cpl. Clarence J. Seidler wrote to R. M. Freuler from Germany that it was pretty hot and he didn't mean the weather. Claims to be enjoying the mud—oh yeah!

Sgt. Norman Bakken is not very keen about the Pacific Island where he is located. Too much rain and mud.

Vic Slawinski called at the shops on Apr. 30. He had just returned from St. Joseph's Hospital after an appendix operation. He has been receiving malaria treatments since December, 1944, after two years in the Pacific area. Expects to return to work soon.

The writer failed to report the marriage of Harry Hopper to Hattie Blavat of Stevens Point. The first day Harry returned to work he took home a pair of greasy, dirty overalls for his new bride to wash. It is reported that he survived this ordeal. Harry also posted a notice that he would trade two packages of cigarettes—good brand—for a washing machine or an electric toaster or an electric lamp, etc. It is rumored that he furnished his new home in this manner.

Ruth Brimmer, Delores Koeske, Ruth Kamin and Dorothy Pyle, all of the district storekeeper's office, celebrated their birthdays on May 14.

Joe Borek of the builders broke his left arm while on the way home. He is up and about but may not return to work for a couple of weeks yet.

Art Metzen of the DSK office has a new granddaughter by the name of Yvonne-Marie, born on May 1. Art had to move the buttons on his vest to take care of the chest expansion.

Pfc. Norbert Kubiak writes from Germany that he was in combat for some time with the 86th Division. Says they were entering a town when the Krauts zeroed onto them with their 88's and other artillery. He claims that he really

prayed like he never prayed before. Got out of it O. K. He visited Cologne and Bonn and other German cities. Now resting and enjoying some of the Reich wine and whiskey.

Sgt. Carl Royce, 26, formerly employed by the builder's store department, was awarded the Bronze Star Medal by Maj. Gen. Norman D. Cota of the 28th (Keystone) Division, for heroic action against the enemy in the battle for Colmar in Alsace. It was presented at a formal battalion review deep in the heart of the Reich. A member of Company K, 12th Infantry, he distinguished himself on Feb. 12 by spotting a nest of German snipers in a house. The Germans were in a position to inflict heavy casualties and Royce set out to neutralize the nest. He advanced well beyond the company line, set up his machine gun in an exposed position and opened up. He kept moving until his gun dominated the nest and smothered the German fire. He captured six German prisoners and his company moved on to its objective without casualties. He served in three major campaigns—Cassino, Naples and Rome. Later served in Belgium, France and Germany. His home is in Girard, Wis.

Pfc. Gordon F. Petermann indicates that he is in the regional hospital at Hamilton Field, Calif. The doc informed him that if he gets out of the hospital before the war is over he may be able to fly again. Pete does not say what happened.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

Eugene "Butch" Weber takes the Hiawatha Band out to the Soldiers' Home at least once a month to put on a show for the convalescent service men. And the band boys are certainly welcome.

The Arthur L. Schultz family (Priscilla, especially) welcomed home on furlough Air Cadet Donald Crull from Shephard Field, Tex. It is rumored, Art sits up on the sofa reading the evening paper between these two youngsters—sort of a chaperon, the old man!

Bob Jonas has enlisted in the navy and is about to take an examination to see if he can qualify for the radar branch. Bob started at the University of Wisconsin, but retired after two months when he became of age.

Pfc. Melvin Peterson, son of Oscar C. Peterson, Melvin, was killed in action on Feb. 25 at Luzon. Another son, Elmer C., is staff sergeant at Wright Field, Dayton, Ohio, after having served 20 months in the Aleutians.

Burton Stark dropped a little note telling us he is on his way, fit as a fiddle. Says hello to all his friends and would like to read some letters, so let's get busy. His number is 36,847,453, Casual Co. 8, A.P.O. 15885, % Postmaster, San Francisco.

Rosemary Wood celebrated a birthday party during a recent noon hour and had a lovely cake. Nine young ladies attended. 'Tis rumored that a few of the favored young men also turned up with a piece of birthday cake.

L. L. Lentz, our new engineer of car construction, who took over when Ty Cannon left for a new position at the Mt. Vernon Car Co., has an oddity for Ripley's "Believe It or Not." It was on Sept. 3, 1939, that the war in Europe started and also the day that Leonard's daughter, Linda Lee, was born. It was May 8 that the war in Europe was over and that was the birthday of Leonard's wife, Veta.

The Three Musketeers, Elmer Reinke, Joe Drinka, and "Ode" Odegaard, get together every Friday night at the synagogue. Ode and Reinke recently entered the B'nai B'rith doubles bowling tourney.

That old-timer who put in an appearance to say hello was Bill Tshantz. He looked like a prosperous business man who gets to work at 12, has an hour lunch and goes home at one, and still has plenty of that stuff it takes to make life gay.

Carl August Schumacher retired on Apr. 30, after 26 years as an upholsterer helper. He was born in Germany Feb. 23, 1877, and started working here Sept. 5, 1918.

T. M. Cannon writes that he is finally settled in his new location and his friends can write him at 529 S. 18th St., Mt. Vernon, Ill. Sends his best regards to all.

Martin Joseph Biller on Apr. 6 completed 25 years in the superintendent car department office. Martin recently retired from all active Service Club duties, having been in regularly in some capacity since its birth. A little fellow who's done a big job.

Ralph Haslam can again be seen "putting people in their rightful places" at the Brewer Ball Park, 8th and Chambers. I believe that Ralph, by seniority, is the No. 1 usher at all Milwaukee Brewer home games. Don't ask for passes, please!

One wouldn't think a little boil would cause so much ado, but it did. Al Groth's cheek was the spot selected for eruption and gave Al two tough days. Being in a prominent location, it also kept many of his friends in deep concern, but latest reports say that Al will be as good (looking) as ever, with no defects.

Mr. and Mrs. William Rogers (Bill of Epp's office and Evelyn of Mr. Nystrom's



office) are going to desert the small home town and take a peek at New York City. 'Twill be a vacation for both and at the same time a visit to a brother-in-law who has charge of recruiting in New York. Happy vacation, but don't come back with the Brooklyn Bridge deed. No danger of that, as Ken Armstrong already has it in his pocket.

Sophie Adams is our new janitress helper. She is the better half of Charlie Adams, welder on second shift at the freight shop. Charlie was noted years ago for being manager of a ball club (round-house colored lads) which would always beat the tar out of any other Milwaukee Road gang.

A lovely birthday card was signed by all the old-timers who knew W. C. Wible, a former A.A.R. clerk, who is now retired. Mr. Wible celebrated his 83rd birthday and is still in good health and spirits.

Marilyn Seyboldt is the new young miss in the S.C.D. office now pouding the billing machine and typewriter for Jack Bremser. She takes the heavy load off Ethel Carpenter, who has retired to sorting bills and general office work.

Fred G. "Perspective" Wiegatz was brushed again by his Uncle with the long whiskers. Due to some mix-up, Fritz was almost taken in but now all is straightened out and he is deferred again.

Capt. Carl E. Wood, recently honorably discharged from U. S. Army Air Corps, has taken a new job with the Kendall Corp., Milwaukee.

Cpl. Thomas North of the marines is back in the U. S. A. convalescing from a South Pacific malady. Don't think that "Pop" Ernie and "Uncle Hal" didn't see that he

was shown a good time while back home in good old Milwaukee!

Hail the Pioneers, 1945 champions of the Milwaukee Road Bowling League. In a championship match, the Pioneers, winners of the second half of a split season, and captained by John J. Morrissey, defeated the Milwaukee Express, winners of the first half of the split season, and captained by Fred Ladwig, two games to one, as follows:

PIONEERS				
Avg.	1	2	3	Total
165 J. Walsh.....	197	202	183	582
163 G. Kempf.....	128	188	157	473
173 J. Schneider.....	150	183	172	505
168 J. Morrissey.....	140	191	136	467
180 J. Rogutich.....	141	157	147	445
849	756	921	795	2572
Handicap.....	100	100	100	300
	856	1021	895	2872

Jim Morrissey is the other man on the Pioneer Team.

MILWAUKEE EXPRESS				
Avg.	1	2	3	Total
148 L. Montgomery..	142	116	114	372
153 F. Ladwig.....	159	171	148	478
169 F. Kuklinski....	171	176	125	472
178 H. Munson.....	166	168	158	492
175 C. Schwab.....	198	177	187	562
823	836	808	732	2376
Handicap.....	118	118	118	354
	954	926	850	2730

J. Reith is the other man on the Milwaukee Express Team.

John Walsh was the only Pioneer in championship form, with 582, while John Schneider came home a little below par. The tension of the match took its toll with the other three boys, all of whom were off the beam, especially the king of the league, John Rogutich, who came home with a mere 445. C. Schwab was best at anchor for the losers with 562, while H. Munson bowled a fair 492, but did not hit his usual good stride, missing the pocket time and again. Ladwig kept his head above water with a nice 478, but Kuklinski tired badly down the stretch, along with L. Montgomery, and there went the bacon. The winner's margin was 45 pins.

Several of the boys above came through with spectacular series during the course of the season, both in our Milwaukee Road League and other leagues. First of all, J. Rogutich finished on top individually with a 180.24 average. Harry Munson was second with 178.9. Harry also shot a 690 total in the State Tournament minor singles which now is good for second spot. Walter Koester finished third in the league with 177.66, and C. Schwab fourth with 175.61, and J. Schneider fifth with 173.52. John Morrissey shot a huge 705 series in the Wauwatosa 900 League, while John Schneider led our league in high three game series—669. Walter Koester shot a 635 for second, and C. Hohl 619 for third. R. Pestalozzi shot a high 260 individual with J. Rogutich 246 and J. Schneider 244 in that order. With $\frac{3}{4}$ handicap finds A. Lewis high in high three total with 708, closely followed by F. Tomaschko 706, and W. Buchholz 700, and B. McCoy 700. High individual with handicap went to B. McCoy with 285, with Ed Mueller 276 and A. Lewis 275 next in line. High team individual match went to Pioneer with 2859, with Arrow 2654, and On Wisconsin 2644 next. With handicap the high team individual went to the Chippewa with 3106, Fast Mail 3059 and Morning Hiawatha 3056. High single with handicap goes to Morning Hiawatha with 1117, Fast Mail next with 1110 and On Wisconsin third with 1076.

The league's new officers are G. Fiebrink, president; Ed Grisius, vice president; Henry Egan, secretary-treasurer.

The league paid tribute to two of our league members the past year who passed away during the season: Henry Rullman and Harry Bartrum, both members of the Arrow aggregation. Our season ended Apr. 20 with the usual card party and smoker at our club house.



The Pioneer Limited team, 1944-1945 champions of the Milwaukee Road Bowling League of Milwaukee, Wis. Left to right, they are: John Schneider, John Morrissey, Jim Morrissey, George Kempf, John Rogutich and John Walsh. An account of that league's season wind-up appears in the third column on this page.

MILWAUKEE TERMINALS

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

Dick Steuer, Correspondent

A flash from the North Milwaukee area: Ed "Lefty" Eckhart took his wife to St. Luke's Hospital where she presented him with a daughter. Lefty promptly passed out from the strain and did not notify his office until three days later whether it was a boy or a girl. Hospital attaches were deeply worried that their record of never losing a father would pass into history. Since then, we have discovered that Cathy Ann is the young Miss' name, and doing right well for herself, too!

Time marches on. Last month we reported that Mary Ann Starcevic had been assigned to the bill desk. Now, we're glad to say, she has moved over to top spot, and her helper is Mary Karian. Everything is just merry. Margaret Hagberg is our new tally clerk, and a good one.

The first service man to drop in on us in a long time was Mahlon Gilbert, who yard clerked at Walnut yard. The corporal is stationed at Wright Field, Ohio, says he enjoys his duties, and looks as streamlined as ever.

Sympathy is extended to the family of Kurt Englehardt, who passed away after a long illness. Mr. Englehardt served the Milwaukee over 38 years as a switchman. Survivors include his widow, and daughter Beatrice, a clerk at North Milwaukee.

A letter from Okinawa from Pfc. Larry Janus was received recently. Larry stated that he was glad to hear from home once in a while, and would like nothing better than a letter from some of the gang now and then. He gave us a picturesque description of that area. "Still," he concluded, "I can't wait to see the old home town again!"

Fowler St. Station

Dorothy Bertha, Correspondent

Willard Kinast, former steno, writes from Paris. He should have been a correspondent instead of a soldier. I have heard a lot about the French women, clothes and shows, but I don't think that anyone before Willard did them justice. What an effect they must have had on him!

Sam Piraino writes a cheerful letter from Patton's 3rd Army in Germany. He is a radio operator.

Almost missed Lt. Galen Gerber the other day. He dropped in at the office for a last visit before shipping. He has been married since he worked here and is now expecting an addition to the family.

Kenneth Stelzle, former messenger, was home on a leave, looking right smart in his marine uniform.

Walter Heinan's three sons were all home. Mob, S 3/c, is in the coast guard on an army transport. T/Sgt. Jack has been stationed in Alaska, and Walter in Biloxi, Miss.

It looks like Angeline Jankowski will be spending her vacation in Tennessee. Angeline's boy friend has returned to this country and is convalescing at a hospital there.

There is an advantage to being correspondent. You don't have anything printed about yourself—unless another correspondent gets the news, and that is exactly what is happening. Congratulations to Dick Steuer, Chestnut Street correspondent, who has presented Eileen Kaegler with an engagement ring.

June has always been the month for brides, but in Mr. Dummiller's office it looks like Cupid is getting an early start:

Beverley Roelke, new yard clerk in the belt district, took the final step May 12. The lucky man has just returned from the service.

A double-header on May 19. Bernice Wagner, steno, is now Mrs. Nelson, and Danny Kugler, of the billing dept., has a Mrs. Kugler.

The fruit house is thick with cigar smoke, the cigars having been donated by Cliff



The Milwaukee Road Choral Club of Chicago as it appeared during the concert it gave at the Veterans' Administration in Milwaukee on Apr. 26. Their performance was enthusiastically received by the audience consisting of veterans of both the first World War and the present war. The Milwaukee Hiawatha Service Club Band and the Hiawatha Tooters, a novelty group from the Hiawatha Band membership, entertain the vets every month.

Derby, who announced the birth of a baby girl.

Rate men Clem Vail and Joe Hoerl both celebrated birthdays last month. We're still trying to figure out who got the most congratulations, and I'm sure Clem and Joe are glad that the day comes only once a year.

Marie Mehringer has undergone an operation for appendicitis.

Took a walk out to the warehouse the other day and noticed a few changes. New doors are being put on House 7, after being awaited for a year. Seems that we have a couple of sweepers now and as a result the floors are immaculate.

MAN BREAKS LEG LOOKING FOR CIGARETTES. And it actually did happen to Tom Higgins. Tom was struck by an automobile while out looking for cigarettes. He is now in St. Anthony's Hospital, and coming along nicely.

Steve Schevanic, from the house, is also in the hospital with a touch of pneumonia.

Our sympathy is extended to the family of Otto Schoenbaum, former checker in house 7, who passed away recently.

Muskego Yard

Grace Johnson, Correspondent

It must be about two months now since Dick Caswell was hopping around the west yard, slowing down operations—and evidently "Schnozzle" did not know that operations were primarily meant for railroads, as he has gone ahead and had one. Little did he think when he told the Doc to "cut it out" that he would. Anyway, it was nice to see him in the office and to know that he's still able to do as much talking as ever. At that he isn't so bad off. Look at good old Pat McGovern, who has been hospitalized more than a year down in Ohio somewhere. . . . He's back in Milwaukee now and stopped in at Superintendent Bannon's office for a visit. He looks fine and I know all the fellows who know Pat will be glad he's again on the up-grade.

The Jack Gustafson's are parents of a nice baby girl, born May 11. It would be nice to be able to tell you her name but that will have to come later as Jack and the Mrs. are so excited about getting a girl (no better priority rating than a railroad man's, you know) that they haven't had time to think of a name. With two potential switchmen already in the family and now a potential little housekeeper, Jack will be able to make elaborate plans for future ease.

Leverett Baldwin, the cycling switchman, and his wife are also proud parents. Carol Mae must be at least 4 weeks old by now, probably been riding on that motorcycle with daddy already.

There was quite a celebration in the superintendent's office Apr. 20. Mrs. Agnes Soyka, Superintendent Bannon's stenographer, celebrated 25 years of service. She was presented with flowers by fellow employees, also a huge white cake (delicious, incidentally) made by the time revisor, Margie Seiy, for the occasion. It was a big cake, but after one taste, everyone decided it wasn't big enough.

Sherman Hirschman's boy, young Sherman, Jr., is braking down in the Philippines these days and as a side line is in the game bird business. Won 250 pesos, I guess you call them, with a game cock he bought down there. "Ducky" Swan's birds will be only "duck-soup" for Sherman when he gets back with that Philippine bird. They're good to eat; why not eat yours now, "Ducky," and save its reputation!

Everyone knows John Wahlfarth. He's that honey of an operator who's been at Bay View tower for some time now. He's been around this man's railroad for some years, too, and is planning on retiring, June 1. He will be 65 in May. After retiring he plans on spending the major part of his time taking care of his bee farm out near Hubertus, Wis. He will welcome visitors and promises that none of his railroad pals will get "stung" as bees know real people when they see them.

James Glyn, who retired as an extra gang foreman about seven years ago, died suddenly at his home in Milwaukee on Apr. 25. He will be remembered by many of the old timers on the railroad as an expert trackman, having been in the service of the road for over 50 years.

KANSAS CITY DIVISION

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

H. G. (Hank) Johnson, who has been a busy fellow on the project of constructing the new bridge over the Missouri River near Kansas City, and Frank D. Lau, both of the engineering department, left on May 10 to report at the general office in Chicago and will be assigned to a construction job at Bensenville, Ill. Mr. Lau's son Robert will be graduated from high school at Vienna, Ill., in June and will leave immediately to be inducted into the army.

A number of Milwaukee Road women have been very busy during the past few weeks assisting in the sale of memberships in the Ottumwa Civic Music Association. Mrs. E. O. Eckert is general chairman of the group and so far they have made an excellent showing. The association gives Ottumwans an opportunity to hear and see



Mrs. Ralph Kobs shows daughter Suzanne a picture of her father, whom she has never met. Suzanne is the granddaughter of Conductor Frank Kobs of the Milwaukee Division.

some of the finest talent in the musical world.

With the retirement of J. C. Brown as agent at Harris we lost one of our outstanding agents. He entered the service on Sept. 3, 1902, and has been agent at Harris for 31 years. He was succeeded by C. O. Johnson, effective May 1.

Because of the shortage of telegraphers and agents at two stations, Milwaukee Road women have taken over; Mrs. J. O. Pauley is serving as agent at Powersville, and Mrs. S. E. Moore in the same capacity at Sewal, Ia. Operator Martha Browne resumed work on the first trick at west yards late in April, following an absence caused by serious illness.

The highest series bowling score of the year in the Men's Recreational League in Ottumwa was made by Dispatcher Milward L. Fromm—a total of 687 pins for three games. David E. Luman is captain of the Milwaukee Service Club team, with Jack Seals, James Davis, H. F. Nicholson and M. L. Fromm composing the team. Dispatcher Fromm also was the winner this season in the Elks' yearly tournament.

Engineer James Wooley and family were recently visited by Sgt. James W. Wooley, Jr., and his bride, who spent a week's delay enroute from Oxnard, Calif., to Salt Lake City. They were married the evening of Apr. 26 in Camarillo, Calif., the home of the bride, who was Miss Elizabeth A. Croofer.

Sadness has come to the homes of several Milwaukee families. Our Service Club chairman of the year 1944, Chester L. Johns, yard conductor west yards, died at his home on May 10, having been in ill health for many months. He had 32 years of service with our company and had served in the Iowa State House of Representatives for the 1936-38 term.

On Apr. 17 Wm. Fitzmaurice died at the St. Joseph Hospital. He was a retired boilermaker, having had 25 years service, 11 of which he spent in Ottumwa. His remains were taken to Chicago for burial. His son, William J. Jr., is in the navy in the South Pacific.

Recently a memorial service was held in the Methodist Church in Ottumwa in memory of Capt. Marvin E. Van Dyke, veteran observation plane pilot, who had been killed in a plane crash in the southwest Pacific. His father is Conductor L. O. Van Dyke.

In April Agent E. D. Kennedy and wife spent five days in Memphis, with their son, Pvt. Keith, who is confined to the Kennedy General Hospital because of skull and eye injuries received while serving in the 7th Army in France. He is soon to be sent to Valley Forge, Pa., to enter a government eye center for treatment.

Three sons of Ernest Randall of the round-

house, west yard, are now serving overseas. Pfc. Raymond, Infantry, with Patton's army for three months; Sgt. Donald, has been overseas for 18 months in Germany with the Army Air Force, while Kenneth, electrician's mate 1/C, is assigned to a new hospital ship and has been in the Pacific for one year.

Henry A. Reynolds, son of the joint agent at Hedrick, a B-17 pilot, member of a Flying Fortress unit, was recently promoted to captain and has been decorated with the Distinguished Flying Cross. He has 30 combat missions to his credit and has been awarded the Air Medal with two bronze Oak Leaf Clusters.

Mrs. E. J. Kervin, wife of traveling engineer, will leave soon for Carlsbad, N. M., accompanying her daughter, Irene, and little granddaughter, who are going there to locate, as Lt. Robert E. Rogers, Irene's husband, is on duty at the Carlsbad Army Air Field. While stationed in England as a bombardier, he was awarded the Distinguished Flying Cross, Purple Heart and Air Medal with three clusters.

Robert Fisher, F 1/C, left Ottumwa on May 8 for Boston, Mass., for overseas assignment. His mother, Mrs. Gerald Fisher, accompanied him as far as Chicago.

Brakeman George R. Decker, who entered the navy last March is now confined to the hospital at Great Lakes Naval Training Station.

Charles Dingle of the communications department, naval air station, Charleston, S. C., was home on furlough, visiting with relatives in Ottumwa.

Promotion to private first class has been given to Dale L. Dueland, now with the army in Europe. Last September he enlisted in the army at Jefferson Barracks and on Feb. 2, 1945, was sent to England with the 9th Army. His father is R. C. Dueland of Ottumwa, signal and telegraph supervisor.

Because of a knee injury, Operator I. P. Mullins, now in the navy, was returned to the U. S. last February and sent to Farragut, Idaho. In late April he was sent to Bremerton, Wash., thence out to sea to return to combat duty.

Stanley C. Nelson, somewhere in the Philippines, writes that he is assigned to the midnight shift as switchman, which is preferable because of the intense heat during the daytime. He has been overseas since February of this year.

Phillip E. Myers, formerly water tester at west yards, now in the army, is confined to the army hospital at Ft. Knox, Ky.

On Apr. 2 Sgt. Robert Davis was killed



"Seemed good to get on one again," was the comment that came with this picture of Maj. C. J. Sellens, former storekeeper at Kansas City, Mo. He is serving with a railroad battalion in India.

on Luzon in the Philippines. He had been there since January, after participating in the invasion. He was wounded during the landings but had returned to action. Staff Sgt. John Davis, radioman on a Flying Fortress, has been a German prisoner since March, 1944. He was employed as a locomotive fireman before going into the army.

From Maxwell Field, Ala., word has been received that 2nd Lt. Max L. Peters, son of Locomotive Engineer E. F. Peters, Ottumwa, is currently enrolled in the B-29 transition flying school at Maxwell Field as a flight engineer, a member of the three-man team which handles the flying controls of the giant heavy bombers. The flight engineers take an eight-week course of study there, flying the last five weeks with the other two members of their "command crew," the pilot and co-pilot. After graduation the command crew is slated for advanced combat training with additional crew members and then goes into combat as a unit.

After 18 months of combat duty in the South Pacific, D. H. McDaniel, MoMM 1/C, had the good fortune of being assigned to duty in the transportation department at the Ottumwa naval air station, working as a locomotive engineer on the switch engine running from the station to Rutledge, Ia.

CHICAGO TERMINALS

Bensenville

Howard Lawrence, Correspondent
Assistant Superintendent's Office

Maj. Howard Cameron, son of General Car Supervisor Cameron, arrived in the States recently after 27 months in the service. Howard is with the Engineers on General MacArthur's staff. He holds four battle stars for service in the Southwest Pacific and two for service in the Philippines.

On the morning of Apr. 23, a battery of bulldozers, trucks, shovels and other contractor's equipment moved into Bensenville yards and started razing one of the oldest railroad landmarks in this district, the so-called north hump, construction on which was originally started in 1909-10 and finally brought to completion in 1917-18. The new yard, when completed, will have tandem leads at the west end and straight lead at the east end and will comprise the west yard receiving and departure yards, being modern and up-to-date in every respect. It will contain 16 tracks to start with, some having a capacity of as many as 115 cars and is expected to greatly improve the handling of our business, which is increasing every day.

None of the fabulous treasures supposed to have been buried in the North Hump during its heyday has been uncovered yet but we are still hoping and watching. Some of the tall stories we have heard about this part of the Chicago Terminals are hair-raising to say the least.

William J. Walthers, who retired to take the pension on Feb. 1, passed away at his home in Elmwood Park on Apr. 4. Bill's many friends now enjoying their pensions in various parts of the country will be shocked to learn of the death of an old and faithful employee. He was born in Oconomowoc, Wis., on Feb. 6, 1879.

Frank Peifer, for many years first trick operator at SooLine Tower, Franklin Park, passed away on Apr. 24, after a short illness. Our sympathy is extended to his family.

An item of great joy to all concerns Lt. Louis Bishop, son of William Bishop of Bensenville. He crashed over the Burma jungle on May 10, 1944, and was officially listed as missing since that date, but is alive and well on the road to recovery after being a prisoner of the Japanese in Burma. It's pretty difficult to write about a thing like this. Lt. Bishop was a fighter pilot based in India and had successfully completed many missions over enemy territory. During his year of imprisonment no word was received from him either directly or through the Japanese government.

(Continued on page 28)

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Chicago General Offices					Iowa and Dakota Division				
Barnett, H.W.	Hd. Clk., Frt. Clm.	Chicago, Ill.	2		Bailey, J.	Time Revisor	Sioux City, Ia.	1	
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.		5	Blanchard, L.C.	Roadmaster	Spencer, Ia.	1	
Burtress, T.W.	Secretary	Chicago, Ill.	1		Burnett, M.L.	Trnmstr's Clk.	Mason City, Ia.	1	
Graves, Vila M.	Asst. Secretary	Chicago, Ill.		6	Gustafson, Harry	Engineer	Mason City, Ia.	1	
La Velle, George	Clk., Frt. Aud.	Chicago, Ill.	1		Hansen, J.T.	Asst. Supt.	Sioux City, Ia.	1	
McPherson, W.R.	Chf. Pass. Car Dist.	Chicago, Ill.	1		Horstman, J.E.	Asst. Foreman	Sioux Falls, S.D.		1
Oberlaender, Gabrielle	Tax Clerk	Chicago, Ill.	1		Moran, C. Grace	Stenographer	Mason City, Ia.	1	
Rank, C.F.	Mgr., M.E.B. & M.	Chicago, Ill.	2		Myers, F.G.	Chief Clerk	Sioux Falls, S.D.		1
Shemroske, J.E.	Head Clerk	Chicago, Ill.		2	Parker, A.W.	Rndhse. Foreman	Mitchell, S.D.	2	
Soske, William J.	Eng.-Accountant	Chicago, Ill.	1		Phillips, J.H.	Steno- Clerk	Mason City, Ia.		1
Weber, Robert	Clk., R.C. & C.P.	Chicago, Ill.	1		Serakos, Chris	Section Laborer	Mason City, Ia.	2	
Winter, C.H.	Asst. to Gen. Supt. Transp.	Chicago, Ill.	1		Sizer, R.E.	Trainmaster	Mason City, Ia.	1	
			11	13	Woodhouse, Wm.	Baggageman	Mason City, Ia.	3	
								14	3
Chicago Terminals Division					Iowa and Southern Minnesota Division				
Bishop, N.	Asst. Agent	Galewood, Ill.		4	Bast, B.W.	Warehse. Frmn.	Madison, S.D.	1	
Boeck, H.F.	Chief Clerk	Galewood, Ill.		6	Campbell, F.	Locomotive Eng.	Madison, S.D.	1	
Borman, H.A.	Rate Clerk	Galewood, Ill.		3	Clarke, Wm. T.	Section Foreman	Madison, S.D.	1	
Brown, H.	Rate Clerk	Galewood, Ill.		4	Crabbs, F.L.	Roadmaster's Clk.	Madison, S.D.	1	1
Churchill, R.	Police Dept.	Chicago, Ill.	1		Crabbs, Mrs. F.L.	Wife of Clerk	Madison, S.D.	1	
Dyba, T.	Rate Clerk	Galewood, Ill.		1	Crabbs, Phyllis	Dtr. of Clerk	Madison, S.D.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.		1	Dosey, E.H.	Cashier	Blooming Prairie, Minn.		33
Ewing, J.J.	Clerk	Galewood, Ill.		2	Green, H.H.	Roundhse. Frmn.	Madison, S.D.	2	
Hanson, H.	Clerk	Galewood, Ill.		4	Hayes, Albert	Operator	Albert Lea, Minn.	4	
Kerwin, J.J.	Rate Clerk	Galewood, Ill.		99	Holden, Helen M.	Agent	Houston, Minn.		1
LeMire, G.E.	Rate Clerk	Galewood, Ill.		4	Kaisersatt, G.F.	Loco. Engineer	Madison, S.D.	1	
Miller, E.A.	Chief W/B Clk.	Chicago, Ill.		1	Martinson, N.	Section Foreman	Madison, S.D.	1	
Miller, John H.	C/L Notice Clk.	Chicago, Ill.		3	Moe, A.D.	Bill Clerk	Madison, S.D.	2	
Oefftering, J.J.	Rate Clerk	Galewood, Ill.		13	Moose, W.P.	Clerk	Madison, S.D.	1	
Reimann, B.	Rate Clerk	Galewood, Ill.		1	Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	1	
Toskey, Harry	Claim Clerk	Chicago, Ill.	2		Palmer, L.H.	Cashier	Madison, S.D.	1	
Willison, H.	Asst. Chf. Clk.	Galewood, Ill.		5	Perry, M.T.	Boilermaker	Madison, S.D.	1	
			3	151	Vogel, A.P.	Roadmaster	Madison, S.D.	2	
					Werth, Otto H.	Section Foreman	Zumbrota, Minn.		1
					Wopat, E.L.	Agent	Chandler, Minn.	1	2
					Wopat, Mrs. E.L.	Wife of Agent	Chandler, Minn.		1
								23	39
Coast Division					Kansas City Division				
Alden, Gertrude	Steno. to Chf. Carp.	Tacoma, Wash.	1		Bean, J.	Loco. Fireman	Ottumwa, Ia.	1	
Cobley, W.H.	Freight Agent	Lynden, Wash.	2		Beckner, Loren	Fireman	Coburg, Mo.	1	
Goldsbrough, A.	Clk., Station	Tacoma, Wash.		1	Farrell, J.T.	O.S. & D. Clerk	Ottumwa, Ia.		1
Hutchinson, Harry R.	Gen. Clerk & Typist	Tacoma, Wash.	1		Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	1	
Rusch, Helen	Stenographer	Tacoma, Wash.	1		Hampshire, J.F.	Car Clerk	Ottumwa, Ia.		1
Wilson, F.E.	Machinist	Tacoma, Wash.	1		O'Mally, A.J.	Rate Clerk	Ottumwa, Ia.		1
			6	1	Santee, Margaret	Bill Clerk-Steno.	Ottumwa, Ia.	1	
					Sowder, J.W.	Chf. Clk. to Supt.	Ottumwa, Ia.		4
								4	4
Dubuque and Illinois Division					Number of Traffic Tips Reported During April, 1945				
Dubmeyer, A.	Cutter	Dubuque, Ia.		6					
Haugen, M.R.	Chauffeur	Marquette, Ia.		1					
Kohler, J.E.	Conductor	Dubuque, Ia.	1						
Kurt, Francis	Clerk	Waukon, Ia.	10	6					
Mulder, Grace	Stenographer	Savanna, Ill.	1						
Nutt, Mildred	Clerk	Savanna, Ill.	1						
Saltow, Harry F.	Baggageman	Savanna, Ill.	1						
Smith, George W.	Pump Repairer	Savanna, Ill.	1						
Sorenson, Hans	Work Engineer	Savanna, Ill.	1						
Thompson, L.E.	Chauffeur	Dubuque, Ia.	1						
Unmacht, H.A.	Gen. Foreman	Dubuque, Ia.	1						
Withhart, F.M.	Baggageman	Savanna, Ill.	6						
			24	13					
Hastings and Dakota Division									
Anderson, Emil W.	Section Foreman	Marvin, S.D.	1						
Fuhr, W.E.	Instrumentman	Aberdeen, S.D.	1						
Geiser, Rose Marie	Relief Agent	Fairmount, N.D.	1						
Haldeman, Jane	Stenographer	Aberdeen, S.D.	2						
Lilly, Elaine C.	Roundhouse Clk.	Aberdeen, S.D.	1	1					
Mitchell, M.M.	Asst. Engineer	Aberdeen, S.D.	1						
Moriarty, W.J.	Chf. Clk., Store	Aberdeen, S.D.	1						
Riedl, R.W.	Instrumentman	Aberdeen, S.D.	1						
Voet, Carrie	Chief Carp. Clk.	Aberdeen, S.D.	1						
			10	1					
Idaho Division									
Allen, C.F.	Track	Spokane, Wash.	1						
Brath, Maree E.	Operating Dept.	Spokane, Wash.	3						
Hill, Mrs. G.H.	Wife of Supt.	Spokane, Wash.	3						
Kipp, Howard B.	Supt's Office	Spokane, Wash.	1						
Perrone, Vincent	Track	Spokane, Wash.	1						
			9	0					
Iowa Division									
Miller, L.J.	Agent	Springville, Ia.	3						
			3	0					

Division	Pass. Tips	Frt. Tips	No. of Tips per 100 Employees
Seattle General	17	9	13.6
Iowa & S. Minnesota	23	39	6.3
Chicago Terminals	3	151	5.2
Dubuque & Illinois	24	13	2.3
Terre Haute Division	1	25	2.3
Idaho Division	9	—	1.3
Iowa and Dakota	14	3	1.0
Chicago General	11	13	0.9
Kansas City Div.	4	4	0.9
Hastings and Dakota	10	1	0.8
Madison Division	6	—	0.8
Milwaukee Division	11	—	0.8
Superior Division	3	2	0.6
Coast Division	6	1	0.5
La Crosse and River	8	3	0.4
Milwaukee Terminals	17	2	0.4
Trans-Missouri Div.	3	2	0.4
Iowa Division	3	—	0.2
Twin City Terminals	3	1	0.2
Rocky Mountain Div.	1	—	0.08
Miscellaneous	1	—	0.07
TOTALS	178	269	1.3

Number of Traffic Tips Reported During April, 1945

Division	Pass. Tips	Frt. Tips	No. of Tips per 100 Employees
Seattle General	17	9	13.6
Iowa & S. Minnesota	23	39	6.3
Chicago Terminals	3	151	5.2
Dubuque & Illinois	24	13	2.3
Terre Haute Division	1	25	2.3
Idaho Division	9	—	1.3
Iowa and Dakota	14	3	1.0
Chicago General	11	13	0.9
Kansas City Div.	4	4	0.9
Hastings and Dakota	10	1	0.8
Madison Division	6	—	0.8
Milwaukee Division	11	—	0.8
Superior Division	3	2	0.6
Coast Division	6	1	0.5
La Crosse and River	8	3	0.4
Milwaukee Terminals	17	2	0.4
Trans-Missouri Div.	3	2	0.4
Iowa Division	3	—	0.2
Twin City Terminals	3	1	0.2
Rocky Mountain Div.	1	—	0.08
Miscellaneous	1	—	0.07
TOTALS	178	269	1.3

Name		Department or Occupation	Location	No. of tips submitted		Name		Department or Occupation	Location	No. of tips submitted	
				Pass.	Frt.					Pass.	Frt.
La Crosse and River Division						Seattle General Offices					
Blanchfield, E.C.	Cashier	Merrill, Wis.	1	1		Blaine, Homer	Checker, Milw. Land Co.	Seattle, Wash.		2	
Frye, M.J.	Chief Clerk	Merrill, Wis.	2			Boydston, M.L.	Tax Agent	Seattle, Wash.	1		
Karow, C.A.	Cashier	Winona, Minn.	2			Greengard, S.	Exec. & Law Dept.	Seattle, Wash.	3		
Karow, Mrs. D.C.	Exp. Clk. & Steno.	Winona, Minn.				Haley, D.A.	Chf. Clk., Transp.	Seattle, Wash.	1		
Ruder, George	Warehouse Frmn.	Merrill, Wis.	1	1		James, Charlotte S.	Stenographer	Seattle, Wash.	1		
Ruder, William	Yard Clerk	Merrill, Wis.				Jones, Ralph H.	Asst. Engineer	Seattle, Wash.	1		
Schaad, Gregory	Trucker	Merrill, Wis.	2	1		Jorgensen, R.P.	Dist. Adjuster	Miles City, Mont.	1		
Wheeler, Morton J.	Bill Clerk	Winona, Minn.	8	3		McClain, Keith E.	Secy. to Gen. Mgr.	Seattle, Wash.	1		
Madison Division						Morgan, Isabelle M.	Stenographer	Seattle, Wash.	2		
Brown, Elaine	Daughter of Agt.	Wauzeka, Wis.	1			Reynolds, F.D.	Telegrapher	Seattle, Wash.	1		
Coleman, James F.	Retired Clk.	Madison, Wis.	2			Sanderson, C.B.	V.P., Milw. Land Co.	Seattle, Wash.	1		
Conlin, R.A.	Asst. Cashier	Madison, Wis.	1			Strassman, J.N.	Auditor	Seattle, Wash.	1	7	
Glenn, W.H.	Ret. Flagman	Madison, Wis.	1			Walla, Ruth	Clerk	Seattle, Wash.	1		
Higgins, B.L.	Clerk	Madison, Wis.	1			Wilhelm, James M.	Adjuster-Chf. Clk.	Seattle, Wash.	2		
						Williams, H.J.	Secy. to Asst. to Trustee	Seattle, Wash.	1		
									17	9	
Milwaukee Division						Superior Division					
Fiebelkorn, W.O.	Chief Clerk	Beaver Dam, Wis.	5			Edwards, B.E.	Agent	Waldo, Wis.		1	
Hughes, W.J.	Asst. Mast. Mech.	Beloit, Wis.	4			Johnson, Julia	Clk., Supt's Off.	Green Bay, Wis.	1		
Jager, Ardin	Warehouseman	Berlin, Wis.	1			LaVeau, F.J.	Agent	Republic, Mich.	2		
Meyer, I.C.	Agent	Beaver Dam, Wis.	1			Watson, Ray	Clerk	Plymouth, Wis.	1		
									3	2	
Milwaukee Terminals and Shops						Terre Haute Division					
Beck, John C.	Inspector	Milwaukee, Wis.	1			Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		25	
Corbett, Harvey W.	Cashier	No. Milwaukee, Wis.	1			Stangle, Jesse	Triple Valve Cleaner	Terre Haute, Ind.	1		
Douglas, Edgar	Machinist	Milwaukee, Wis.	2						1	25	
DuPuy, S.H.	Check Clerk	Milwaukee, Wis.	1			Trans-Missouri Division					
Eichstadt, A.	Carpenter	Milwaukee, Wis.	1			Konkright, Floyd	Storehelper	Miles City, Mont.	1		
Geisinger, Walter H.	General Clerk	Milwaukee, Wis.		1		Nugent, Tom	Warehouse Frmn.	Miles City, Mont.	1	2	
Guschl, Audrey	Clerk	Milwaukee, Wis.	1			Revlings, O.	Conductor	Miles City, Mont.	1		
Kaun, E.A.	Clerk	Milwaukee, Wis.	6			Shine, C.P.	Clerk	Miles City, Mont.	1		
Keller, Elmer A.	Station Force	No. Milwaukee, Wis.	1	1					3	2	
Manteufel, Otto	Ret. Clerk	Milwaukee, Wis.	1			Twin City Terminals Division					
Ross, Frank T.	Asst. Chf. Opr.	Milwaukee, Wis.	1			Andren, Joel S.	Clerk	St. Paul, Minn.	1		1
Starosta, Joseph	Asst. Foreman	Milwaukee, Wis.	1			Larson, A.W.	P.F.I.	Minneapolis, Minn.	1		
Weber, Erwin	Chief Clerk	Milwaukee, Wis.	1			Penny, A.A.	Car Foreman	Minneapolis, Minn.	1		
						Rothmund, Allen C.	Cashier, Loc. Frt.	St. Paul, Minn.	1		
									3	1	
Off Line Offices and Miscellaneous Group											
Welch, J.	Asst. Secy. Treas.	New York, N.Y.	1								
Rocky Mountain Division											
Dorsey, J.J.	Div. Storekeeper	Deer Lodge, Mont.	1								

(Continued from page 26)

James R. Finn, who entered the service of the Milwaukee as a yard clerk at Galewood in 1905, died at his home on Apr. 27. Jim worked as a yard clerk at Galewood, Western Avenue and then at Bensenville, having been located in the office of the chief yard clerk in the east yard for a good many years. His disposition was always sunny and in his death we have all lost a great friend.

The following has been received from Mrs. James M. Calligan addressed to the employees of the Milwaukee Road:

"I would like to thank each and every one who contributed toward the flowers sent to Jim, my beloved husband. They were beautiful and helped so much to lessen our sorrow. Some money which was left over was given to me and I am sure you would like to know that it will go into or toward a suitable headstone for Jim. Again many thanks."

Letters have been received from Cpl. John Padour, Sgt. Charles Moskovitz, Sgt. Joe. Maturno, Pvt. William C. Stockwell, 1st. Sgt. A. T. Martinek, Pfc. George A. Benton and Sgt. C. Franz. They are mighty interesting, coming from all parts of the world.

Famous Last Words: "Well, if he won't dim his, I won't dim mine!"

Western Avenue

T. A. Finan, Correspondent

J. Cline, retired coach yard switchman, passed away during May. Our regrets to his family.

Our sympathy to switchman E. C. Kerdell on the death of his wife after a long illness.

Norman Geno, former storekeeper at the boulevard roundhouse, is now in the army at Camp Maxey, Tex.

Vernon Palmer, former chauffeur at the roundhouse, is with the army in Germany. We regret the death during April of former counterman George Klienfelt.

Miss June Anderson, time clerk, and Wilfred Sommer, car clerk, were married on May 5.

We extend sympathy to J. W. Monroe, retired porter, upon the death of his wife.

The commissary department extends sympathy to the families of Sleeping Car Conductor P. L. Riley, who died Apr. 25; Commissary Clerk T. J. Maslom, who died May 6; veteran Porter R. L. Hall, who died May 6; retired Chef J. W. Bartley, who died May 2.

Galewood Freight Station

Herman F. Boeck, Correspondent

George Wealer, former car record clerk, was wounded in action in Germany on Mar. 10 and is now in an army hospital in England.

John McGrath, former night messenger, was also wounded in Germany and is now hospitalized in France.

Robert A. Ward, former platform employee, and son of Agent A. E. Ward, has been awarded the Bronze Star for meritorious service in connection with action against the Japanese on Angaur Island on Sept. 17, 1944. He and two other men, directly after landing on this strange island, volunteered and laid a wire through an unfamiliar area under enemy mortar and artillery fire, thus establishing communications with troops who had landed at another spot.

Mrs. Alice Petersen, counter clerk, has received a white ribbon from the Red Cross for having donated 16 pints of blood. R. E. Chalifoux, night rate clerk and brother of Mrs. Petersen, has donated 12 pints.

Capt. Willard Pabst, son of Check Clerk Louis Pabst, has been reported killed in action in Germany. Our heartfelt sympathy is extended to his family.

You don't have to tell how you live each day.

You don't have to say if you work or you play.

A tried, true barometer serves in place—

However you live, it will show in your face.

The Milwaukee Magazine

CHICAGO GENERAL OFFICES

Purchasing Department

Josephine O'Hara, Correspondent

Personal calls on other business firms account for Carl Skjoldager's frequent absence from our midst. Carl, who is working on a catalog of railroad materials, conducts his research in part by personal visits to firms from whom we purchase materials. Many of these concerns have expressed their pleasure at this personal contact, which means that Mr. P. R. gets a boost from the purchasing department.

Our chief tie inspector, Thomas Patrick, who recently returned from a western business trip, has yet to prove to his co-workers in Mr. Curtis' office that mountain trout are as good to taste as they are to look at on postcards. It was not these postcards that we expected, Tom.

Evelyn Ward and Lorraine Byers, members of Group 4 in our new working organization, were flattered for a time by the number of people who crowded around their desks. However, they now admit that such popularity does not concern them because it is all due to that new file box which contains the orders for their group. It's location between their desks is merely coincidental.

A letter arrived from Billie Peters, who is now working in California, with the happy news that she has become engaged to a soldier.

Our best wishes are extended to both Billie and Jean for their happiness.

Letters from Cpl. Don Russo tell us that he is working with a service com-

Idamarie Krause and Olive Schneider, four-year-old cousins, make an attractive team of dancers. Idamarie (left) is the daughter of Gertrude Krause, key punch operator in the freight auditor's office, machine room bureau, Chicago. Her father, Cpl. Rudy Krause, has been in the army more than three years.



pany making doughnuts by the thousands daily. Don says that he has respect for Jap artillery and a fox hole is never too deep! Our boys over there are still able to joke with one another, and how they curse the Japs for hitting their equipment!

Pfc. Bob Reiter is now with the Infantry and expects a good toughening up, for he must "do what they do in the Infantry."

If you want your dreams to come true, don't oversleep.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Thomas James LaRue arrived via the Stork Special on Mar. 14 at St. Elizabeth's Hospital. His mother, June LaRue, was an employe in the interline bureau for a number of years.

Mary Girone, estimated earnings bureau, became a vet of 25 years Milwaukee Road service on June 2.

Alice Teed, accounting machine bureau, left the service on Mar. 31, to take up home duties. Her many friends gave her a set of dishes as a farewell present.

Marine Lillian Dennison formerly of that same bureau, was a brief visitor on Apr. 16.

Allen McSween is now a marine sergeant. Lt. Jerry Dapper, Army Air Force, home on furlough after completing regulation missions over Germany, paid us a visit Apr. 26. We hear he is now stationed in Florida. John Sebastian sent us a long letter from Germany. States the war lasted too long. Wants to get home and meet all the old gang. William Kirscher, now a sergeant, dropped in to say hello on Apr. 30, and to introduce his pretty bride. He is stationed at Norfolk, Va. Sends regards to others in service.

Lorraine Bracewell, waybill filing bureau, received a very pretty engagement ring on May 12, from John Burns and is making plans to be a June bride. Mr. Burns is a government employe.

New employes in the waybill filing



ON YOUR WAY HOME TONIGHT....

Stop for a couple of Dutch Masters Cigars.

It's your privilege — *an American privilege* — to enrich your evening's enjoyment with a truly great cigar — for doing the essential job these trying days demand.



an American privilege

DUTCH MASTERS CIGARS

bureau: Madeline E. Bingham, Victoria E. Fontagneses, Amelia L. Schadt and Violet Miner.

Weather permitting, the girls of the bureau planned to hold a "wienie" roast, at the forest preserve Foster and Cicero Avenues, on Thursday evening, May 31.

Charlotte Berck is worrying about Jay Buckholz, who will leave the service to attend school.

Bowling: After winning the sweepstakes, the winner disappeared as suddenly as a buzz bomb. "The interline never forgets!" Second place in the sweepstakes went to J. Russo, and third to Emil Stelner. Fourth to Chuck Woelffer. Arthur Peterson, chief clerk, was winner of the high game. The Tomahawks, captained by Elmer Martwicks, and consisting of A. Fernbeck, Ben Reinert and John Miskell, are the new bowling champions. Al Gerke and Ralph Burton won their recent grudge battle by 19 sticks after trailing by 83 points, beating John Gross and Stanley Skutek. Next season the league will bowl at 2744 Milwaukee Avenue. Officers for next year are Willard Hettinger, president, and Al Gerke, secretary.

Passenger Traffic Department

E. R. Will, Correspondent

The sympathy of the entire department is extended to Victor Hitzfeld, general agent of the passenger department, and Mrs. Hitzfeld on the reported loss of their son, Lt. Robert, 23, who was killed in action in Germany on Mar. 31. We hope that the rare possibility of an error holds true in this case.

Alice Nolan, George Gloss and Charlie Rank hold the spotlight this month. Alice

won a bottle of rum but not the cola, and George and Charlie were lucky enough to come by a few dollars—quite a few.

Question for men only. Neva Jewell has experienced the situation quite frequently of late. The question is, why do two or more soldiers whistle and use other means at their disposal for attracting a girl's attention while a lone G. I. never makes a sound? O. K. fellows! In case of ties, duplicate prizes will be awarded.

The employees in the passenger rate department recently sent a chain letter reply to a letter sent to the group by Mrs. Marie Frandsen, stenographer on leave. She and hubby are having one devil of a time in the southeastern part of the country. Lt. Frandsen is stationed in Virginia. Marie hopes she doesn't have to come back to work. Wait—that doesn't sound so good. She hopes that her spouse remains in the States so she can start working the housewife routine.

Another happy couple, but on the strictly new side, is Gene Henderson and wife, Jane. The duo took the long, long trail on Friday, May 4, and honeymooned at Champaign, Ill., the location of the groom's alma mater, U. of I.

It is fortunate that Earl Kubicek was not on duty in the depot passenger agent's office on May 14 meeting the public, as your scribe chistened Earl's gray suit with Little Bohemia hot beef gravy.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

Servicemen visiting the office included three of Mr. Murray's machine room manipulators, Pfc. Bill Bert, Texas; Pfc. Henry Neven and Marine Pvt. Florian Sabacinski, in from California. Norbert Izdepski, Y 3's, was a visitor from California and arrived to find himself listed in our corny column as being at Great Lakes. . . . Norbert Delort was the sailor referred to stationed at Great Lakes.

A couple of requests for correspondence are being circulated, from Sgts. Phil Sweeney and Al Kulk, who were attending to a little business between Uncle Sam and Germany, across the way. A lot of letters would be greatly appreciated, and answers are definitely guaranteed. Addresses are available from yours truly.

The No. 1 addition of the month to our railroad family arrived May 4 at the Fred Winkler home, at a modest 7 pounds. It wasn't opportunity knocking, but Kathryn Margaret Winkler. Mother and daughter are doing fine and now, with two women in the family, Fred's speaking parts are numbered, definitely.

Congratulations to still another bride and groom! Mrs. William Hollander has returned to the computing bureau and Mr. Hollander has gone back to current business with the military might. You may remember Mrs. Hollander as Doris Carlson—in fact she looks just the same, but just a lot happier.

Leaving us this month as auditor of the Olympic Commissary Co. is J. W. Grace, traveling accountant.

C. H. Mackey, who has been with the Olympic Commissary Co. for quite a while, has returned to the Milwaukee Road in his old capacity of traveling accountant.

The army wins again, as the army is accustomed to doing. The sparkle on the fifth floor is the solitary Dolores Pohl of shop timekeeping is carting around. Pfc. Eddie Danderowicz has first place sewed up for the Pohl position, which just goes to prove the army may be good and strong, but it's also very lucky.

"What do you mean by bringing my daughter in at this hour of the morning?"

"Had to be at work at 7."

First spinster: "Is it true that you're going to be married?"

Second spinster: "No, but I'm thankful for the rumor."

Car Accountant's Office

Harry M. Trickett, Correspondent

On May 19 Helen Seyan was married to George A. Skaja, S 2/c, at the U.S.N.R. Base in Lakehurst, N. J., followed by a dinner reception at the Hotel Pennsylvania in New York.

Adele (Steiner) Klein took her marriage vows on Apr. 26, and Lorraine Beltman was united on May 5, and our best wishes for their happiness is extended.

Mrs. Jeanne Kincaid said goodbye on Apr. 21, and was given a baby shower. Mrs. Clara Johnson resigned on Apr. 28 and was presented with gifts by her co-workers.

Ruth Nixon is still convalescing at home since her operation on Mar. 28, and expects to return about June 18.

Frances Schinler, who sustained a brain concussion and was hospitalized on Apr. 24, returned to work on May 15.

On May 14, Clyde Osborn had a heart attack and was taken home and will be confined for the next few weeks.

Mrs. Helen (Pearson) Schultz, who contracted blood poisoning, will be at home for the next few weeks.

Pvt. James Ward visited us on Apr. 18 and stated that he has now had five operations on his arm, injured in training in July, 1943.

Blanche Polzin won first prize in the mixed doubles Fullerton Avenue bowling classic on Apr. 28, and Eleanor Keen had high game score of 177.

Lt. Harry J. Reinhart wrote on May 11 that he is kept very busy instructing at New Orleans, La.

Pfc. Jerry Nowakowski's letter of Apr. 28 from Germany reports he is feeling swell, and while listening to a radio broadcast of the San Francisco Conference, hopes that the boys 20 years hence will not have to go over the same hard road. He sent a copy of H.Q. orders regarding the battle of the Ruhr, long to be remembered as an outstanding battle.

Pfc. Warren Gearhart, while marching through Germany, says the people seem glad to see our boys, and that our air force has torn their morale to shreds. He refers to his present location as "Little Wisconsin" because of the nice weather, and spacious homes.

Rick Hoffman, who was operating the cutting machine, left us on Apr. 21 to join the Marine Corps, and was presented with a cash purse.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

After a long period of illness, Frank Smith was forced to retire. His many friends presented him with a gift and we hope his health will improve very soon so that he will be able to go on his regular Saturday shopping tours.

Del Morton, who was the first fellow from the office to be drafted and also the first to be discharged under the point system, has returned to work. Jack Stowell has been ill for the past month, but is coming along O. K.

Tom Fitzgerald has resigned as assistant bureau head to become an interline division clerk, and Hank Koretke has been assigned to replace him.

Red Sporleder received a trophy from the Milwaukee Road Bowling League for being anchorman on his team.

Ray Radway was inducted into the armed services last month, but to date we have not heard which branch.

Ralph Klotz has been added as a member of the 25 year club and at the Hiawatha birthday party he won a prize of \$25.

The girls had a surprise party on Dorothy Sturgis at Math Iglers and presented her with many nice gifts.

Good news has come our way. All four of our boys in German prison camps are well and safe. John Groppi was the first to come home. Gunnar Drangsholt is back in the States, but so far hasn't reached Chicago. Charles

The Milwaukee Magazine

DELICACIES FOR THE TABLE

Specialties

Butter, Eggs, Cheese, Poultry,
Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

To Milwaukee Patrons

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

Three Forks Creamery Co.
THREE FORKS, MONT.

MAUMEE INDIANA WASHED COAL

CLEANER
HOTTER
BETTER

Mined on
THE MILWAUKEE RAILROAD

THE MAUMEE COLLIERIES COMPANY

Coal Miners and Shippers
TERRE HAUTE, INDIANA



This is a fair example of what G.I. railroaders have been, and still are, up against in Europe. The men are shown at work repairing damage to a bridge just outside the French town of St. Lo. The middle section of the bridge has been almost completely torn apart.

Essig was on his way back when last we heard and Charles Baker wrote Jo a letter on May 7 saying he was safe. We really have something for which to be grateful.

Auditor of Station Accounts and Overcharge Claims Office

Marie Hotton, Correspondent

May 13 was Mother's Day for millions of American G.I.'s, even in our remote theatres of war. From far-off Kwajalein in the Marshall Island, Sgt. Jack Breen mailed the army's ingenious version of an appropriate greeting card, another sample of the resourcefulness of our fighting men.

In the Central Station accounting bureau the names of Misses Elaine Torbick and Olympia Marie McAlister have been added to the roster and Mrs. Evelyn Heyn, who for several years was active in the work of the Milwaukee Road Womens' Club, is filling the position of acknowledgement clerk, vacated by the retirement of Mrs. Evelyn Hamann. Best wishes to Evelyn and her husband Frank, back in the States after 26 months at Attu.

At the present time Mrs. Rose Seleske is absent on her first furlough in 30 years with the Milwaukee and Ella Lauer is substituting on her position. Miss Evelyn Willer has temporarily assumed Ella's work as Burrough's remittance clerk.

Marilyn Fredian had a most fortunate recovery from facial injuries suffered in a motor accident on Sunday, May 6.

After three years a chief clerk at the hospital for sick and wounded in the India-Burma theatre, S/Sgt. Gilbert Dodds, son of Charles Dodds of station accounts, has returned for duty in the interior and a long anticipated visit with his family. We also enjoyed a call from Randall Anderson, son of Carl Anderson, who joined the navy and really did see the world; and from rapid Robert Dillon, veteran of Saipan, Guam and Iwo Jima, who entrained for the west coast and resumption of duty on May 15. Rapid Robert, who is a pretty big boy, and who used to punish the hamburgers and cream puffs in his pre-naval period, said that he would be glad to get back to navy fare after vacationing under the restrictions of a civilian diet.

Congratulations to J. Harold Grove on his promotion to junior rate clerk, and to Fred Brink, who is now a full fledged claim investigator.

Another member of the Weitzenfeld family has enlisted for Uncle Sam. Miss Shirley Weitzenfeld joined the Cadet Nurse's Training Corps, and is receiving her technical training at Cook County General Hospital.

Sympathy is extended to the family of little Kenneth Jensen, son of Oscar and Winona Jensen, who passed away suddenly on Apr. 21, after a brief illness.

Competing in the Herald-American bowling tournament at Marigold Alleys, the Milwaukee Road Fishermen took third honors. Individual star, Miss Gertrude Levin of Central Station accounts, also won in the singles. Next month we will interview Miss Betty Montgomery, who is reputed to be very handy at knocking down pins.

Despite the difficulties of courtship in wartime, romance still flourishes at home and abroad. Miss Theresa Hahnke of Central Station accounts and Cpl. Walter Farr, just returned from three years in Hawaii and the Marshall Islands, decided to take the fatal plunge and were married on Apr. 21, in a quiet home ceremony. Tess looked very bridal in an aquamarine gown and picture hat with red roses, while the groom wore his dress G.I.'s. After a brief honeymoon and a trip to his family home in Missouri, Cpl. Farr has returned to active duty.

Just a little reminder about those collection boxes on pay day—the war isn't over yet. Your generosity has kept pace with the times and in the last four months has enabled the Victory Club to send a monthly donation to every service man and woman from Fullerton Avenue. That your offerings are appreciated is assured by the responses in every mail from the boys and girls who have acknowledged your continued interest in their welfare. A sincere "thank you" from the members of the committee.

LA CROSSE & RIVER DIVISION

First District

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

General Yardmaster N. J. Weber, 66, died in LaCrosse on May 2 after a long illness. He was born on Nov. 21, 1878 in Bangor, Wis. and started working for the Milwaukee as a switchman in 1897. In 1917 he became night yardmaster and in 1923 was made general yardmaster, which position he held until his retirement in 1943. He was an active member of the Eagles Lodge, the Badger State Sportsmen's Club, Switchmen's Union of America, Order of Railway Conductors, and the LaCrosse Plugs. Surviving are his wife and two brothers, all of LaCrosse. Nic, as he was known to all of us, was a man who had the interest of all his co-workers at heart and who gave his best efforts to the betterment of our railroad.

Switch Foreman Mike Bubnitz took ex-

ception to the item about Hank Care catching all the pike, so on the opening day he demonstrated his ability as a trout fisherman, bringing in six big ones. Did they make our mouth water!

Second District

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

F. O. Anderson, cashier at Red Wing, has been at Durand for the past few weeks relieving Agent O. F. Swanson, who has been ill. It is rumored that Mr. Swanson will be back to work one of these days and we hope it's real soon. Besides, we all miss having Frankie around here at Red Wing.

H. J. Croke, who has been doing relief work along the division, is filling in for Frank Anderson on the cashier's job at Red Wing.

Clerk Roy Johnson has his mortar box all painted and the motor tuned up in fine shape and just as soon as there's a good tail wind he is going to put it in the river and try a little fishing.

W. N. Hanson, dockman at Wabasha, recently moved into his new home and is very pleased with it. He has grandiose plans for becoming a successful stock and poultry producer.

Joe Opie, roundhouse foreman at Wa-

FISH and OYSTERS

• Supplying Hotels, Restaurants and Clubs
Our Specialty
Phones Roosevelt 1903, all departments

W. M. Walker

213-215 S. Water Market Pilsen Station
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Under all conditions and at all times,
T-Z Products give unexcelled service.

"Crescent" Metallic Packing
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T-Z Automatic Drain Valves
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Hardwood Lumber

Timbers

Webster Lumber Company

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St. Paul, Minn.

NALCO SYSTEM OF WATER TREATMENT

Chemicals for wayside water treatment and for use at softening plants. Complete chemical feeding equipment. Locomotive, automatic, continuous blow-down. Simplified testing kits and control methods. Practical and competent service engineers. Complete and modern research laboratories. Surveys, analyses and recommendations furnished without obligation.

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SAFETY Requirements
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SAFE DEPENDABLE EFFICIENT**

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CARTER BLATCHFORD, INC.

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RAIL JOINTS

Reformed to meet specifications for new bars.

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

AXLES

CRANK PINS

PISTON RODS

HAIR FELT INSULATION

LOCOMOTIVE:

FEED WATER HEATERS
(The Locomotive Water Conditioner)

SLUDGE REMOVERS

BLOW-OFF COCKS

**CENTRIFUGAL BLOW-OFF
MUFFLERS**

**GRID SECTIONAL AIR-
COMPRESSOR RADIATION
UNIT HEATERS**

**WILSON ENGINEERING
CORPORATION**

122 So. Michigan Ave., Chicago

basha, is recuperating and may go to work about June 1st.

Jack McDonald, second trick Wabasha, has taken over the lunch room in the depot there and is working his fingers to the bone trying to feed the hungry train crews at all hours of the day. That lunch room is a very necessary institution on the River Division, and a worthy enterprise.

MADISON DIVISION

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

Capt. John T. Conlin, son of Freight Agent J. F. Conlin of Madison, has been awarded the Bronze Star Medal. He was wounded in action with the Combat Engineers in Belgium on Dec. 24. John was employed in the freight department at Madison for several years and was in the general agent's office at Pittsburgh, Pa., at the time of his enlistment in March, 1942.

Congratulations to Telegraph Operator H. J. Ripp on being commissioned lieutenant in the Transportation Corps. Lt. Ripp called on us a short time ago and he returned to Camp Plauche, La., for re-assignment.

Maj. Fred W. Liegeois, of the Transportation Corps, interrupted his flight from the East to Seattle by stopping over at Madison for a short visit with relatives and friends.

Night Roundhouse Foreman and Mrs. Sam Smith, of Madison, have taken a trip to Del Rio, Tex., to visit their son, Capt. John W. Smith, of the Army Air Corps.

The Sacred Heart Church in Marshfield, Wis., was the scene of the wedding of Miss Evelyn Jo Sanders and Telegraph Operator James F. Coleman of Madison on May 1. The newlyweds are honeymooning in New York City and will be at home at 409 West Wilson Street, Madison, on their return.

Engineer Carl Knope of Madison is recovering from an operation at the Madison General Hospital. He hopes to be released soon.

Machinist Frank Thompson of Madison is in the hospital as the result of an automobile accident.

Engineer Al Welke, who was stricken with a serious illness on Mar. 1, is able to be up and around and expects to return home shortly.

Sister Mary Ann Agnes, of the Sisters of St. Mary, Kansas City, Mo., pleasantly surprised us by stopping to see us a short time ago. She will be remembered as Miss Florence Callahan, who was employed in the freight department at Madison several years ago.

Storekeeper Frank Dempsey copped the top prize in the doubles the last time the Milwaukee Road Bowling League met.

Retired Engineer Edward Ziel called on us a short time ago to proudly announce the arrival of his first grandchild, Roberta Elizabeth Hoxie, who was born Mar. 30.

Freight Agent and Mrs. J. F. Conlin are grandparents again with the arrival of a granddaughter, Jean Anita Hockstetter, on Apr. 23.

Jesse Gray, traveling auditor, has taken a similar position in Seattle. Mr. Gray has already gone to Seattle, and Mrs. Gray is leaving soon.

John R. Mahalek has been appointed traveling auditor for this district, with headquarters at Milwaukee.

I & S M DIVISION

East End

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

Our sincere sympathy is extended to the bereaved relatives of Oscar Oscarson, B&B carpenter, who passed away Apr. 22, and M. S. Haling, retired agent at Kenyon, Minn., who died Apr. 14.

A note from former Trainmaster George Savidis, now located at Green Bay, says "Little Paul George arrived Apr. 18".

The trout season got under way in full swing, with good catches reported by a

number of the boys. Agent Ed Full brought back a couple of beauties, and while he didn't mention what kind of bait he used, we understand they were really going for Phillip Morris that day. I'm wondering what to use for walleyed pike.

Recent appointments include Jay Matthews, clerk at Pipestone, replacing V. A. Peterson who was appointed agent at Artesian, S. D.

Betty Drey is the new steno. at the store department office, replacing Wilma Lange who has returned to her home at Mankato.

Donald Bednar was senior applicant for assistant baggage clerk at Austin.

Kermit Olson has returned to his old position as clerk at the Austin roadhouse. Kermit was called for induction examination, but the doctor found an old knee ailment ruled him out of service.

A nice newsy letter from LeRoy Williams in the Marianas stated he had just received the February issue of the Magazine and the snow on the engine sure looked good, as it is plenty hot where he is located and they enjoy a beach party about every three weeks. Roy's job is seeing to it that goods for shipping is properly packed and in good shape for the journey.

West End

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

Opinions are divided among the I&SM west employees, but if Engineer J. T. Kaisersatt of Madison, S. D., saw what he thinks he saw, which we don't think he did, the naturalists of the country are going to have to revise their opinion about South Dakota as a home for lions. Kaisersatt, accompanied by his wife, D. F. O'Morrow and others, was driving out to Mr. K's lake cottage when, just a short distance from the highway, they saw a furious lion staring at them. John headed back for Madison to spread the news and gather up a group of men with firearms. He described the beast's appearance, faithfully mentioning the big mane and the traditional scavenger birds hovering near. In this case, however, they were crows and not vultures. When they returned from Madison the beast was gone but they examined the large tracks on the ground and saw several rabbit carcasses lying about. We all know that J. T. understands lions, for in his younger days he worked for a large circus and his job was taming and caring for the lions.

Mrs. Guy Winesburg has been confined to the Madison hospital with a nervous breakdown.

Floyd Barr, agent at Colman, is spending a month in Minneapolis and eastern parts of the country with his children. Floyd did not know when he would resume his duties, but we hope he gets back in time to take care of his four o'clocks, as he always has such a beautiful flower garden. He is being relieved by A. A. Peterson of Pipestone. Mr. Peterson has recently been appointed agent at Artesian, S. D.

Les Hauge, section foreman at Pipestone, and I&SM champion bowler, went to Minneapolis to enter the finals of the Classic Bowling Tourney and came home with a trophy and his pockets bulging with prize money.

We all express sympathy to Mike Raatz, section foreman at Iona Lake, Minn., upon the death of his brother, Eldon, who was killed in action in Germany on Apr. 28.

Let's have a few news items from the boys on the Bristol line. Send them to me at Chandler, Minn.

The gentleman took his eyes from the lady across the table and told the waitress, "I'll have a glass of tomato juice for a pick-up."

"Yes, sir," the waitress said, "and what will you have for yourself?"

Our language is called the mother tongue because father seldom gets a chance to use it.

H & D DIVISION

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

The Montevideo Service Club had a very successful dance Wednesday, May 9. Among the guests was C. P. Cassidy, traveling freight agent from Minneapolis. It is great to hear from the Montevideo club again.

R. M. Montiel, operator at Fargo, has been ill and his position is being filled by Agent E. H. Kallander of Hickson. Mrs. Kallander is looking after Hickson station.

L. L. P. Geiser has been appointed section foreman at Milan and John Heinrichs has been appointed section foreman at Bowdle.

I understand Boyd Connell, Lyle Nemitz and Nels Bjorndahl opened the fishing season with a bang the other day. Perhaps I shouldn't mention what I was told; it might be considered just another one of those stories.



Mrs. W. P. O'Hern, who is serving her second term as Democratic national committeewoman for South Dakota, has worked as agent at many points on the Milwaukee Road and is now working as second track operator at Wakpala, S. D. Her husband, Bill O'Hern, is agent at that point. Mrs. O'Hern attended the inauguration of the late President Roosevelt in January of this year.

West H&D

Charles E. Speer, Conductor
Correspondent

We all express sympathy to the family of Art Davis, retired west H&D conductor, who recently passed away at Aberdeen after an illness of several months.

Edward H. Soike, retired general yard master at Aberdeen, died on May 10 after a brief illness. He had been a resident of Aberdeen for 39 years and an employee of the road for 37 years prior to his retirement.

L. A. Youel, conductor, died of a heart attack on May 7. All of the pallbearers were members of the Brotherhood of Railway Trainmen, and military rites were conducted by the Aberdeen Post of the American Legion.

Lt. Lyman Berg, pilot of a torpedo dive bomber, son of Conductor Harold W. Berg, has been reported missing in action somewhere in the Pacific. He was graduated from Pensacola on Apr. 25, 1944.

Retired Conductor Guy Wynn of Roscoe went to Selby the other day and, when asked what he was going to do, replied that he had friends there and that he was going to a dance that night. That's pretty good for a fellow past pension age!

Section Foreman Tony Thares of Mo-bridge is back at work after an illness of several weeks.

Passenger Brakeman Charles Murphy has retired. Says he has a farm to look after.

East H&D

S. A. Brophy, Locomotive Engineer
Correspondent

Lars Neslund, veteran car inspector, retired on May 1.

Joseph Hoffman, stockyards employee, died recently.

Fireman Bartle Himle has resumed service after an absence of several months due to illness.

Engineer F. H. Webster is recovering from a recent operation.

Business is still good and 28 engine crews are in pool service between Minneapolis and Aberdeen.

We were happy to hear from our former superintendent, F. R. Doud, now a lieutenant colonel in the 712th Railway Battalion, in Luxembourg. He states that the railway battalions have much to do to rebuild the railroads destroyed. He enclosed some round trip German tickets and requested that passenger conductor Jack Lally try to get them by the ticket auditor.

TERRE HAUTE DIVISION

Faithorn District

Berniece Sparks, Correspondent
Faithorn, Ill.

1st Lt. "Bud" Devert, son of Switchman Frank Devert, flew home recently on a brief furlough from Perry Field, Fla. The occasion was the 25th wedding anniversary of his parents.

Congratulations to Switchman D. S. Cribbs, who has been elected village president of Crete, Ill.

Fireman Jack Buell, son of Roundhouse Foreman "Wink" Buell, reported to the induction center on May 14. Best of luck to you, Jack!

V-E Day was a very quiet and peaceful day around Faithorn. While everyone's heart was cheered by the news, each of us realized the great task lying before us and silently vowed that we would continue doing our part, regardless of how small it may be, to help bring about the long awaited V-J Day. May it come soon!

IDAHO DIVISION

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

B & B Foreman Paul Leistner was away from work due to illness and while gone Foreman Anton Parsons relieved him, with his outfit in the vicinity of Othello. B & B Foreman Glen Webber's outfit has been at Manito assisting the steel crew in erecting the steel bridge east of Manito, completing the job in May. B & B Foreman Warn's crew has been at Tekoa.

Friends of R. C. Peterson, Spokane dispatcher now on leave, will be sorry to hear of his heart attack on May 11. At present Dick is progressing as well as can be expected and we all hope to see him up and around as soon as possible.

A recent visitor to this office was Wallace Prosser, radioman 1/c with the coast guard, home on a 76-day leave after approximately three years overseas. He is the son of Conductor Ralph W. Prosser.

Foley Brothers, Inc., has been removing the slide near the west switch at St. Joe and hauling the material out for bank restoration between St. Joe and Calder. Conductor McCaffrey is in charge of the work train on this job.

Smith Brothers, contractors at Vancouver, Wash., have finished their contract for crushing gravel for ballast at the Spokane bridge pit. This gravel will be used for ballast work this year between Malden and Avery. A rented shovel from the Rocky Mountain Division, with Operator O. Leggett in charge, has been loading gravel at this pit.

The latest addition to the E. M. Young family is a toy "Pom" called Snuggles. I've seen it with my own eyes and the dog is so small it will easily fit into a

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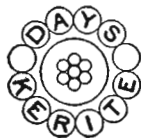
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vest pocket and still be comfortable. Has a healthy bark, too! Mr. Young is a Spokane telegrapher.

Conductor J. D. House of Malden, known to everyone on the division as "slick," was killed in an accident at Avery on Apr. 21, when an auto in which he was riding with several friends ran off the grade and into the St. Joe River, just west of the river bridge. He had been in train service on the Idaho Division for many years and everyone who knew him was his friend. He was buried in the family lot at Rathdrum, Idaho. He leaves his widow, a daughter, Jeanne, who is a Wave, and a son, William, in the army.

Jordan Ditcher, No. 158, from Lines East, has been in service on the division for the past few weeks, ditching out the mud cuts on Roadmaster Loftus' district in the vicinity of Tekoa, and for Roadmaster Allen between Plummer and Manito. The machine, with Operator R. F. Kerfoot of Ottumwa, Ia., in charge, has done very satisfactory work.

All smiles and chuckles lately was A. L. Boyd, time reviser, and the reason is a grandson, Michael Lee, born on Apr. 7, son of Lt. and Mrs. A. L. Boyd, Jr. The baby must have been a wonderful bit of news to his father who has been in service in the India theater for the past few months as a P-38 photo reconnaissance pilot.

General Foreman Jack Fuller's gang has been making the ballast raise between Othello and Lind with gravel for the job coming from the Cohasset pit. Their location is now Warden.

General Foreman Pat Angelo's gang has been located at Ramsdell, ballasting on Plummer Hill. General Foreman Williams' gang has been at Ruff, on the Warden branch, renewing ties, and will move to the Pend Oreille line when through.

We have recently learned of the death of L. E. Crowe, former roundhouse laborer and son of one of our retired engineers, L. R. Crowe, which occurred on July 3, 1944, while parachuting from his plane over Bulgaria.

The Lorain gas-operated shovel No. 35, handled by Operator D. W. Clark, has finished the ditching on Plummer Hill, and moved to the Pend Oreille line, working between Ione and Metaline Falls, where there was much trouble this early spring due to heavy rains bringing large quantities of mud down from the mountain sides.

Effective May 1 E. H. Rogers, engineer on this division, retired. He had been with the Milwaukee since about 1909.

Under date of Apr. 16 Merle E. Reed, clerk at Spokane's freight house, entered the transport service of the coast guard, and was sent to Alameda, Cal., for training.

An army rifle weighs 8.68 pounds. After it has been carried a few miles, the decimal point drops out.

"You need a tonic. You're beginning to look like the photo on your identification card."

A peculiar thing occurred during the fighting around Duren, Germany. A statue of the Prince of Bismarck, surrounded by buildings razed and destroyed by bombs and artillery, did not suffer a direct hit but concussion of the high explosives caused the statue to turn around completely on its pedestal. Bismarck now faces Germany instead of the West.

COAST DIVISION

Seattle Yards

F. J. Kratschmer, Storekeeper
Correspondent

Miss Margaret McNeilly, secretary to Assistant Superintendent W. J. McMahan, spent her vacation at home to celebrate with her brother Tom who has just returned from 38 months in the Southwest Pacific with the marines. Audrey Bush relieved her.

George Turner, car man at Seattle, fell heir to some kind of coveralls which seem to have everybody baffled. They are a cross between a leopard and a circus clown, and every time George darts out from behind a box car, one does not know whether to reach for his gun or hold his sides to keep the chuckle in.

Charles Ingalls, boardman in the yard office, started his vacation on May 7, and took a long jaunt to Northport, Wash. We all got busy with maps, catalogs, etc., to locate this outing spot, and finally found it north of Spokane, Wash., near the Canadian border. We are still wondering just what the attraction is up in that neighborhood. Mike Hermann very ably relieved Charley while he was away.

Jim Muir, former car inspector, who recently took the pension, is a regular weekly caller around his old haunts. Jim has quite a farm on Vashon Island, where he is raising chickens, turkeys, rabbits, berries and what have you.

H. O. Bangs, general yardmaster, Seattle, is also doing a little farming, we understand. The latest report is that Harry shifted the wrong way with his tractor while plowing and ran into the side of his house. His family all came running out, thinking it was another earthquake.

Tacoma

R. Thiele, Correspondent
Agent's Office

The sympathy of his numerous friends on the coast is extended to John P. Rothman, chief train dispatcher at Port Angeles, on the death of Mrs. Rothman, which took place Apr. 24. The services were conducted at Port Angeles, while internment took place in the family plot at Menominee, Mich. The Rothmans have lived at various stations on lines West, where he has been dispatching trains for many years.

Earl King is working at Frederickson as telegraph operator, a new job.

Operator Bob Wagner of Ellensburg is breaking in at the dispatcher's office to be ready for relief work when it becomes necessary.

Lt. Wayne R. Brown, son of Mrs. Brown of the dispatcher's office, now in an Air Transport Command flying "the Hump" in India, writes interesting letters home. In one of the latest ones he tells of visiting the mansion of His Excellency the Governor of Bengal—whose name, it may be interesting to note, is Casey. The mansion is a beautiful house of white marble, with a great dome of bluish Italian marble, with dozens of servants in livery.

Donald E. Hoag has signed up as yard clerk, after returning with the Purple Heart and various other decorations.

He is now enjoying fairly good health. Miss Juanita Sargent of the local office force has taken up horseback riding for exercise. Twice a week, sometimes before work, she takes the nag out. It seems to be very beneficial for the rider.

Melba Alleman, daughter of Fred Alleman, our former agent at the local office, and her husband, Jack Kimball, are now both stationed at Mare Island Navy Yard, near San Francisco. He is in charge of the radio supply department, and Melba also works in the office.

W. J. Meade is a newcomer at the yard, being on the third trick as yard clerk. Miss Bertha Wyatt is expense clerk just now.

Jim Eccles, formerly chief clerk in the superintendent's office at Tacoma, who retired about two years ago, has now sold his home in Tacoma and has bought one

The Milwaukee Magazine

in Seattle. Fact is, he has secured a position at the Port of Embarkation, Seattle, and feels he is going to be very happy down on the waterfront where he can hear the train whistles and see his old-time railroad friends. We hope he will be very happy in his new work.

Mrs. Roesch, wife of Al Roesch, filing clerk, has been taken to a local hospital for a serious illness. We wish her the best of care and an early recovery.

M. W. Scott, switchman, left for the army May 4.

Gene Lewis arrived home on a furlough from the army May 7.

Passenger Brakeman Lindquist is still ill, having been off for more than two months. Lloyd Welland is back at work again. His ankle is almost as good as new.

Operator Fulkerson of the yard office deserted us for a few days to help out at Seattle, but is now back at the yard office and through with commuting by bus to Seattle. His advice to all and sundry is—Don't travel by bus unless absolutely necessary.

The general office team won the first and second rounds of the Milwaukee bowling league, winning the championship and a nice little nest-egg. The team consisted of Captain Louis Seaman, H. C. Davis, H. Anderson, E. Herzog and L. Jensen.

Mrs. Dorothy Clover, wife of Fay Clover, chief clerk at Auburn, but working at the local office herself, has been off for three weeks on an extended visit to Detroit. She was expected home on No. 15, May 7, but did not show up. A report was that she missed the connection at Chicago on account of sickness. Guy Dougherty relieved in her place.

Veronica Wendt is the new day messenger at the local office. She takes the place of Miriam Sease.

Ray Fletcher, foreman at the store department, has been sick for several weeks, but is improving. We wish him an early recovery.

Nick Yost, foreman at the stores department, enjoyed a visit from his sister, Mrs. Fred Lehman, of Glendale, Calif., whom he had not seen in 25 years.

Henry Rosenberg, machinist, retired May 1, and Paul Jasmer, clerk, retired May 15. We wish them a long and peaceful retirement. The latter was poet-laureate at the shops and could turn out rhymes for any occasion.

George Rozinski, carman, proudly showed us a receipt for \$750 signed by W. Delaney, in payment for War Bonds.

W. L. Curtice, long the lumber yard foreman at the shops here, retired May 1. He sold his home here and has bought another home in Los Angeles. We are sorry to lose him, but wish him a long and happy retirement.

Seattle Local Freight Office and Marine Dept.

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

Bert Roberts, our popular P.F.I. man, recently returned from his two weeks' vacation spent in Iowa, his old home state, with a lame back. Bert went to work and only worked a few days when he was again out of service for the same reason. This time "AWOL" Larson of Minneapolis is helping him out until he is able to take over all of his regular duties again.

John T. Hogan, assistant chief yard clerk, was married to Pearl Bergstrom of Kent, Wash., on Apr. 7. We now understand why John was so anxious to return from Australia and why he did not fall for those nice looking girls from away down under. The one and only good looking girl was right here at home awaiting John's return.

Myrtle Kruse, that smiling assistant timekeeper, made a flying trip to Los Angeles where she was called due to the illness of her sister. She brought the sister back with her and she will make her future home in Seattle.

Mary Lou DeMers Hubbs, now living in Spokane where her husband is stationed in military service, helped us out in the

OS&D department for a short time. Mary Lou expects to go to work in the Spokane office as soon as there is an opening.

Charles Ganty, ODT clerk, has been drawn on the Superior Court jury for 30 days. This is nothing new to Charles, as he was a lawyer himself at one time in Alaska and had the honor of sitting on the "bench."

Pauline Jones, our E&I bill clerk, has resigned her position to be with her husband in Fort Lewis. Her position has been taken over by Mary Foley.

Grace Rasmussen, reclaim clerk and wife of your correspondent, has been confined to the hospital since Apr. 25. She has been very ill, but is much better at this time.

Look out for Myra Rupp, who became a grandmother for the first time on May 11. The cashier's office is humming with excitement.

Fay Chapman, barge reclaim clerk, is supporting a very large diamond on the left hand.

Verlie Olson and Emma Galesky has taken over the statistical department. They will find plenty of work there.

The Three Musketeers, Virginia Tuson, Mary Foley and Eloise White, left for the San Francisco Peace Conference on May 12. They have been studying Russian, Spanish, Chinese and other languages for some time and expect to be a great help in bringing about a satisfactory ending of the convention.

We welcome the following new employees: Bertha Guarez, Doris Nicola, Donna Robb and Myrtle Meyers.

Seattle General Offices

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

Armed Rails

Sgt. George A. Baker writes to John Andrews from Marseilles, France on Mar. 17 that "From the looks of the situation now, it may not be too long." We are glad he was right, and hope to see him back soon in the freight claim department. John and all the "Macs" are just as swamped with work as ever and will welcome some able assistance. Sgt. Baker has been getting a good geography lesson firsthand, visiting many old castles and walled cities, hasn't run into any local Milwaukee Road boys as yet, but hopes to get in touch with Jim Hayes.

Assistant Engineer E. C. Barnes and the Mrs. were enjoying a most pleasant Saturday afternoon with their younger son, 2nd Lt. Bob, who was up from Arizona on furlough from the Army Air Corps there, when who should walk in but Ens. Richard Barnes. They had last heard from him from Guam and you can well imagine what a joyous family reunion ensued. Dick will be stationed in Pasco for several weeks and able to be home on off week-ends; however, Bob had orders to report back to a re-assignment center.

Chief Yeoman Ed Notske sent some swell pictures taken in Hawaii and, judging by

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same, I would say he's doing all right. Must have gained about 10 pounds. The scenery is beautiful and must compensate somewhat for the tropical climate.

Capt. E. P. Sima's wife received a letter written by him on Apr. 29 saying he is very busy and will have to do a lot of track laying and postwar work. He sent home a German rifle to Ed, Jr. and some Parisian perfume to his wife. Included with his letter was a picture of him shaking hands with Capt. Jim Hayes in Paris. Mrs. Sima is a little worried, however. Ed looks so fat and healthy she is wondering how she'll be able to compete with the copious army food he undoubtedly is enjoying, with the red-point situation the way it is. Mrs. S. hasn't used her Milwaukee annual for three years now and is looking forward to making that trip to New York, for when she learns the arriving date of that boat, she's going to be at the dock.

Greetings:

To Harold R. Schneider, assistant engineer, electrification department.

To Miss Abbie Leiseman, car record clerk, transportation department.

To Mrs. Martha Jane Bryan, secretary to Paul Wilson.

To Miss Laura Bahl, clerk in city ticket office.

On the Home Front

Assistant Auditor J. N. Strassman has been sporting a cane of late, and it's quite becoming. Now don't get me wrong, please. Joe unfortunately wrenched his knee about a month ago and has been having a difficult time. Despite the "flat tire", Joe has established a good precedent by not missing a day on the job.

Mrs. Bernice Campbell, although still convalescing from her knee injury, is back on the job, and is Joe Nupp happy!

H. R. Keller put in his first official appearance at the building since his retirement and brought every one in N. A. Meyer's department a plant from his "ranch" north of town. He is looking fine and honestly enjoying his newly acquired freedom.

E. M. Stablein, assistant superintendent of transportation, waged a losing bout with some poison oak a short while back. His plight was envied by none, his hands bearing the brunt of his misfortune. Stab, however refused to be licked by a vicious vine, soothed his hands with ointment and performed his multitudinous tasks in gloves. Who said he's the man with the green gloves?

On Mar. 23, our demure assistant cashier

at the city ticket office, Miss Della M. Goldie, became the bride of W. F. Axelson, formerly of Butte, Mont. William Wilson was the best man and Miss Anna Goldie the bridesmaid. The groom's mother, Mrs. Fred I. Root, was present, also Miss Mabel Goldie, and other members of both families.

I & D DIVISION

Marquette - Sanborn

Margaret C. Lownsberry
Division Editor
Mason City, Iowa

We were all deeply grieved to hear of the sudden death of Agent L. D. Jones, Ventura, Ia., which occurred at his office on May 14. Mr. Jones started railroading in 1910 and was at Ventura from May 15, 1940. He was 63 at the time of his death.

William Klema, agent at Elkader, Ia., died on Apr. 25. Mr. Klema had been in ill health for some time but had worked up until the time of his death. Our sympathy is extended to Mrs. Klema and family.

Word has been received by Chris Serakos that his son, Pvt. James C. Serakos, has been missing in action in Italy since Apr. 15. He went overseas about the first of the year with the 5th Army.

Retirement of Engineer William McClintock became effective Mar. 4. McClintock started railroading as a fireman in 1901 and was promoted to engineer in 1906. We all wish him many years of good health and happiness in his retirement.

Virgil Gordon, operator at Postville, Ia., has received his induction papers and is to report for duty in the armed forces Apr. 16.

T/Sgt. Leo G. Moore has recently been presented the Distinguished Unit Badge for operational flight missions against the enemy with a medium bombardment group. The Unit Badge joins the Air Medal and Mediterranean Theater Campaign Ribbon now held by the flying non-commissioned officer. T/Sgt. Moore is the son of Agent L. G. Moore, of Menno, S. D., and a brother of Frances Anderson, relief agent at Ionia, Ia.

Welcome to J. D. Simon, new second trick dispatcher in the Mason City dispatcher's office.

A good buy—Buy Bonds!

Sanborn-Rapid City

Margaret Kelly, Correspondent
Mitchell, S. D.

Vernon Torbet, MoMM 3/c, son of Raymond Torbet, is reported missing in action in the Pacific area according to word received by his parents from the Navy Department. Vernon's dad is a carman at Mitchell.

Flight Officer Donald Wangsness, son of Clarence Wangsness, Mitchell ticket agent and former correspondent at Mitchell, is also reported missing in action over Germany. Don was co-pilot on a B-24 bomber.

Carl Zickrick, fireman at Rapid City, has returned to service from a leave of absence during which he was employed at Mare Island navy yard as air brake instructor.

Mrs. Harry Davis has returned to Chamberlain as helper operator after receiving medical treatment for some time at Rochester, Minn.

Al Boddington, operator of the pump station at Chamberlain, is also off the sick list after an extended stay in the hospital.

Sioux Falls Line

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

Funeral services for retired Engineer J. M. Thomas, 79, who died Apr. 25 at his home in Sioux City, were held Apr. 28. Joe formerly lived in Sioux Falls and retired about 10 years ago after 50 years with the Milwaukee Road.

Sgt. Xelle Colgan, radar mechanic, son of Ticket Clerk Earl Colgan, Sioux Falls, has served 16 months in Italy with the com-

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munications department of a heavy bombardment squadron and wears five campaign stars. His group won three presidential citations. He has reported to Harvard, Neb., for re-assignment.

Retired General Agent W. D. Griffiths, 70, with the Milwaukee Road for 47 years, died at his home in Sioux Falls on May 1, after an illness of several months. Mr. Griffiths came to Sioux Falls in 1904 from Scotland, S. D. and was stationed here until his retirement on Aug. 1, 1940.

S/Sgt. Harold Mostrom spent a 21-day furlough with his parents in Sioux Falls after returning from flying the hump in India for the past 15 months and has been reassigned to the field at St. Joseph Mo. He is son of Leonard Mostrom, PFE.

Sioux City and Western Branch Lines

Fred Costello, Correspondent
Asst. Superintendent's Office
Sioux City, Ia.

Joseph M. Thomas, retired locomotive engineer, died at Sioux City May 2. He had been an employe for 48 years prior to retiring nine years ago, and was 79 years old at the time of his death.

Charles E. Whitham, veteran agent, who has been at Scotland, S. D., retired on May 15. It is understood that he will go into the insurance business at Scotland after a short rest.

Martin Noonan of the Sioux City police department is in a serious predicament. He sees seagulls. Your correspondent has heard of exhaltated individuals who have been troubled with pink elephants, but seagulls is a new one. Numerous remedies have been suggested, ranging all the way from a cold compress on the forehead to a direct attack with a Flitgun, but the seagulls still persist nightly around the Noonan home. Any suggestions as to the alleviation of this nuisance will be gratefully received.

Ove Lynberg, locomotive engineer, who has been seriously ill for some time, is convalescing in California.

Roy Leinbach, veteran Sioux City engine foreman, has retired and gone to San Diego for a rest.

Herman Olsen, agent at Lake Andes, S. D., reports that the lake has come back, the water is up to normal and is stocked with millions of fine fish—bass, blue gills, bull heads and pike. If any of our employes can get away, they will find the fishing at Lake Andes of the best. It was famous once and will be famous again, as the well-stock waters of Lake Andes have a magic lure.

Fred N. Thomas, veteran locomotive engineer, has retired and gone to his ranch at Hood River, Ore. for a rest. Mr. Thomas' last assignment was on the Stickney line, working out of Tripp, S. D.

Emil Popper has returned to service as baggage agent at Sioux City after being off several months due to the serious illness of his wife.

Maurice "Baldy" Koontz, the Tom Mix of the second district, is reported to be readying a string of horses for Sioux City's annual rodeo. Baldy says if they do not do so well in the rodeo he can save some red points on them after the rodeo is over, which of course is a very practical way of

looking at it. How's chances for a nice equine porterhouse, Baldy?

Chris Rittal, section laborer at Sioux City, died in the Veterans Hospital at Hines, Ill. on May 5. He was a veteran of World War I.

Jimmy Nicolas, yard cleaner at Sioux City, who has been ill since last November, reported for work May 16.

There is a new arrival in the home of Mr. and Mrs. Joe Griller—Douglas Melvin, born Apr 23.

TWIN CITY TERMINAL

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

St. Paul Freight House

Allen C. Rothmund, Correspondent

The following towns are located in Minnesota: Franklin, Delano and Roosevelt. For good measure, we also have a Truman.

Just received a box of Filipino cigars from my son, 1st Lt. John Rothmund, stationed near Manila.

Cpl. Jim Collins, son of Joseph Collins of this office, was home in St. Paul recently, on leave from Ft. Lewis, Wash., because of illness.

Miss Irene Siber, of Hollywood, Calif., is our new clerk.

Minnesota was 87 years old on May 11. I used one day of my vacation up at the capitol building assisting the old timers in celebrating the day, and I had a good time, too. If you or your parents or grandparents were residents of this state prior to May 11, 1858, you may join the Minnesota Territorial Pioneers. As a member of the board of directors, I would appreciate your application.

Minneapolis Local Freight and Traffic Dept.

Gladys Mirocha, Correspondent

James Solscheiger, former tracing clerk in the commercial office, dropped in and paid a visit. James is just back from Italy after completing 25 missions.

We are proud to say we have two employes, Darrell Newcomb of the commercial and Irene Burchard of the local, who have donated eight pints of blood and are now members of the Gallon Club.

Emmett Keenan, former employe of the local freight office, and son of Jack Keenan, yardmaster, was home on leave but has reported back to Frisco awaiting further orders. The stork disappointed Emmett, as he expected to pass out cigars announcing twins.

Had a V-Mail from Doug Sutton thanking the local freight for the Christmas box and also the railroad for the check. Doug is still in France with a railway battalion and receives the Milwaukee Magazine regularly. He says it is always very welcome.

Mother: "Johnny, I wish you'd stop reaching for things. Haven't you a tongue?"

Johnny: "Sure, Mom, but my arm is longer."

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St. Paul Traffic Department

Brooksie Luth, Correspondent

Our V-E Day was very quietly observed—how was yours? To us it was just another working day. In fact, there was not much excitement anywhere in St. Paul, except perhaps over the snow and cold weather that day. When our boys come home from the other battle fronts, then there will be celebration enough for all of us—oh, happy days!

Glenn Nicolin, at one time rate clerk in this office, and more recently chief clerk in Los Angeles, was inducted into the service Apr. 24 at Fort Snelling. Bill Murley, our present rate clerk, has passed his examinations at Fort Snelling, and is awaiting his notice to report for duty.

Right now is a good time to apologize for a stenographic error—mine own, too—in calling Bill a ticket clerk in last month's issue. For shame all over me.

Stu Olsen, C.P.A., got to thinking again recently and authored this little gem:

"Regarding names, Ray Tschumperlin, T.P.A. is the tschampion of our tschurch group, and I know that if he were a Shriner, he would be a tschanter. He's a tschum to everyone."

After last month's report on bowling I thought the subject was closed for the season, but under a threat of dire circumstances if I don't report this, I guess I'd better. Our Service Club is planning on a bowling team next season, and on May 4 five of the boys from the yards challenged a team of five women, to be furnished by Mabel Washburn, of the Women's Club, just for practice, they said. Mabel found the gals, of whom I was one, and our match proceeded on its merry way. The boys—

Harold and Joe Hentges, Bill Neumann, Julius Brokoss, and Clarence Olson—were nice to us the first game, and beat us by only 10 pins. Then they quit feeling sorry for us and trounced us, winning the second and third games by much larger margins. Of course, we objected, and asked for a return match, which the boys lost—all three games—Goodie!

South Minneapolis Car Dept. and Coach Yard

*Oriole M. Smythe, Correspondent
Car Department*

Sailor Fred W. Peterson, formerly a laborer at Minneapolis shops, and son of Alfred J. Peterson, carman, visited his parents on a 20-day furlough, following 22 months' naval service in the South Pacific. Fred had enlisted in navy in September 1942. Sgt. Richard Demmers, with the Field Artillery, is stationed at Camp Shelby, Miss., having returned from 34 months in South Pacific and four and one-half years' army service. His brother, Leonard Demmers, A. M. M. 2/c, has had three years in the navy, with 19 months in the South Pacific. Richard and Leonard are sons of Anton J. Demmers, car foreman at the Minneapolis shops, and the boys worked for the Milwaukee during summer vacations before entering the armed forces.

There has been no further news of Sgt. Clifford P. Olsen, radio gunner, reported missing since Mar. 31. A formation of Liberator bombers were over a target at Linz, Austria on that date. Crew members of other returning Liberators reported the bomber was severely damaged by flak while over target and when last seen was losing altitude rapidly. So far, none of that bomber crew has been found.

Assitant Foreman Ernest J. Baxman was married to Miss Helen Moore at Minneapolis on May 9. They traveled on the Hiawatha to Chicago and were pleasantly surprised with a wedding cake at a noon luncheon. Arrangements were made by Minneapolis coach yard employees.

Carman Alfred J. Peterson retired on Apr. 29 with 30 years' service to his credit.

Daniel Haggerty retired carman, died on Apr. 18, at the age of 81 years. Mr. Haggerty had retired in 1932 following 27 years' service at the South Minneapolis car shops.

Minneapolis General Office

Kitty Carll, Correspondent

We have a communication from Bob Adams, formerly messenger in the telegraph depot. He is now at U. S. Naval Advance Base Personnel Depot, San Bruno, Calif., as an instructor in a bomb disposal school.

An automobile collision near Winona put Mr. Daniels and two of his assistants in the hospital for a while. Mr. Daniels is now home recovering satisfactorily and Mr. Holland has returned to work. Mr. Simensen is still in the hospital suffering from an injured knee but is also recovering satisfactorily.

First Lt. Arthur B. Erdall, a P-47 pilot in Germany, is a member of the 365th Fighter Group of the 9th Air Force. The New York Herald Tribune of Mar. 18 states

The Milwaukee Magazine

that on Mar. 17 for the first time in the war, allied aircraft (the 365th and 373d Fighter Groups) took off on bombing missions from air bases in Germany. This article also states the 365th Thunderbolt Fighter Bomber Group has a record of more enemy planes shot down than any other in the 9th Air Force. The unit of which Lt. Erdall is a member recently was awarded a Presidential Unit Citation and Lt. Erdall received the Distinguished Flying Cross. He has been in the service 27 months and about 10 months overseas. With the exception of about three weeks in England, he has been in the combat area at various points in France, Belgium and Germany. Not long ago, he received a new P-47 because his former plane had been seriously damaged by enemy fire. In December he was in the hospital for about 10 days as the result of the crashing of a plane in which he was a passenger. He was the only one to escape with relatively minor injuries. Before entering the service, Arthur was employed during the summer months in the engineering department at Minneapolis. His brother Jack was employed in the engineering department last summer and now is in the Army Air Corps at Sheppard Field, Tex. He has been accepted for training and hopes to become an aerial gunner.

In his letter, Arthur says when the Americans entered Germany the German children appeared to be fat and well fed in great contrast to the undernourished French and Belgian children. The German houses and cities were modern and well equipped. Now most of the towns are mere skeletons and many of them can never be rebuilt. He says he cannot understand why the Germans would wait until their country was nearly destroyed before surrendering.

South Minneapolis Locomotive and Store Depts.

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

We too are deeply grateful that it has come, even though we hear the constant reminder that the battle is only half won. The happy day was rather quietly celebrated at Southtown. The 7th War Loan magnet has pulled \$13,000 out of the socks of the locomotive department, Twin City Terminal, which means that the boys are "Jap conscious" for sure.

Assistant General Storekeeper J. V. Anderson now has some competition in grandson John Victor III due to the following announcement: The Anderson Production Company, Lt. John V. Anderson, Jr., designing engineer, Helen C. Anderson, production manager, announces the new 1945 model baby boy, John Victor III, two lung power, free squealing, scream lined body, economical feed, water cooled exhaust, knee action, changeable seat covers. The management assures the public there will be no more models this year.

A son was also born to Mr. and Mrs.

Elmer Widell on Apr. 24 and named for his two grandfathers, Charles and Rudolph. Machinist John Martin's hibernation in Florida is ended for another season. You know, his return to the north country can be counted on almost as accurately as the return of the swallows to San Juan Capistrano. This goes for Louks Huth also. They both arrived to see us ski around the May Pole with a soggy wet basket in each hand.

One of the real old timers at South Minneapolis was Henry Hendricks, locomotive carpenter, who died on May 3. Mr. Hendricks was born on Dec. 4, 1860 and started working for the road only a year or two after the shops were built in the then outskirts of the city. In fact, a little white farm house stood where the B&B department now has its headquarters and Minnehaha Avenue had not yet been condemned so we could use it. Carpenter Hendricks is survived by two daughters, Isabelle and Nellie.

We are sorry to report two other recent deaths at the Twin City Terminal, namely: Louis J. Bethke, employed in the water treating plant, who passed away Apr. 24, and Machinist William Tetzman on May 3. Mr. Tetzman has worked for the road from time to time for more than 20 years.

Of course, this is only hearsay, but they tell me Traveling Engineer Clarence Hallum returned from his vacation the slimmer, evidenced by a loose vest. The informants stated it is probably due to the same old reason—no expense account.

L&R Division Engineer William J. Reedy, with 46 years to his credit, advises that daughter Cecelia and son William are now the Corporals Reedy. Cecelia joined the

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Air Wacs in January, 1944, took her boot training at Fort Des Moines, thence to Colorado Springs and later to Fort Ogelthorpe, Ga., and is now in France. Her brother, who was a Minneapolis round-house pipefitter for six years, enlisted in March 1944 and trained with the 744th Railway Operating Battalion at Southtown, spent a couple of months in France and was later sent to Belgium. While near Paris, the Reedy's son and daughter spent two days together in that city, thus bringing home a lot closer. Bill's wife is also in the Air Wacs, headquartered at Santa Monica, Calif.

Via Nelle Hiddleston we learn that WOJG Carl Sorensen, former Minneapolis round-house clerk, is now in India, and writes: "I'm not anticipating the 'monsoon'—which means unbearable heat and winds. My main ambition is to return home and make a clown out of myself with my young son, Jimmy, with whom I am only slightly acquainted".

The Minneapolis friends of Rosemary Henderson welcomed the following brief report of her activities. Wave Rosemary, Sp. S., daughter of Division Master Mechanic and Mrs. Wayne Henderson, at Aberdeen, joined the navy in July, 1943, did boot at Hunter's College, worked a short time in Washington, D. C., and in February this year, set sail for enchanted Hawaii. From a letter written home, we get: "On arrival at the island, we were greeted by two bands, flowers and plenty of cheers". The U. S. Naval Hospital, Aiea Heights, Oahu, T. H., where the young lady is stationed, is filled to capacity with casualties from Iwo Jima and a large number of the Waves volunteer for three hours extra duty several nights a week in addition to the full day's work they put in at their own jobs. They write letters for and read to the patients, make the rounds with pitchers of water and fruit juice and work in the linen rooms, folding the day's laundry output. One evening a small group of these volunteers folded 1500 bath towels, 1,000

hand towels, 4,000 pajamas and 600 blankets. Of course, Rosemary is among these volunteers.

The next time Boiler Inspector Harold Chandler comes to Minneapolis, he's going to bring his lunch. You see, it's this way: He was here on VE day and of course the town was closed up tighter than a drum. He flattened his nose against every restaurant window pane on Hennepin Avenue, which is strangely reminiscent of the Indians at Miles City, and finally landed at the Milwaukee depot—good old Milwaukee depot—stood in line for an hour and success was his'n. He stated that eggs and hash never tasted better.

"Sure miss the good old States", writes Harold Foss, M 2/c, one of our blacksmith apprentices, now serving on a repair ship where he's learning to weld. Harold has been in service two years.

The last letter Bill Creighton received from Les Soderman, who is on Luzon, says: "I am again working in a warehouse in supply and it seems good to get on a lift truck again. The natives do the work and we just supervise. We get a lot of dehydrated food, beer and cigarettes. The natives do our washing for us, so we get by pretty well."

Machinist Johnny Naughton had planned a furlough on completion of his training at San Diego, but his mother's illness hastened the day. However, all's well that ends well and when Johnny was in the office on May 10, he stated his mother was fine and he was returning to the west coast for further orders.

Those Merchant Marine officers' uniforms are impressive. Ronald Knoke, S.T.M. 2/c—Minneapolis shop machinist—showed up in one on May 4 and, by the way, he had his Atlantic strike and is anticipating a Pacific assignment.

Sunny California might look good to some people but Gary Theis, M. M. 3/c, at Camp Parks, Calif., tells his boss, J. V. Anderson: "Will sure be glad when I can get back with the old gang and carry a lunch box full of egg salad sandwiches and hear a train whistle instead of a ship's fog horn".

Herewith the up-to-date news of the boys in service from the B&B department:

Floyd Annis, M. M. 2/c, with the Seabees, is at one of the latest captured islands in the Southwest Pacific.

Sgt. Bob Berglund with an armoured engineers division, is in Holland.

G. M. 3/c Bud Boesser and M. M. 2/c Howard Boesser are with the navy in the Southwest Pacific.

Pfc. Elly Carlson with the 316th Engineers is in the Alps in Italy.

Melvin P. Doherty, M. M. 2/c is at the Camp Parks, Calif., supply depot.

Tony Doherty, C. M. 2/c, in the Mariana Islands expecting a trip home after 26 months over there.

Ray Hazel, S. 1/c and Bill Hazel, Coxswain, are also with the navy in Southwest Pacific waters.

Sgt. Gordon Holsten with the paratroopers got the thrill of a jump before V-E day.

Bill Johnson, M. M. 3/c enjoyed a 20-day leave at home while his ship was undergoing repairs on the west coast. Bill's Dad, you know, is B&B Foreman Gust Johnson.

Bob Johnson, S. 2/c, is receiving advance base training at San Bruno, Calif.

Dick Johnson, S. 2/c is with a detail fleet in the Pacific.

T/Sgt. Marvin A. Kurzeka is at Guam Island; Cpl. Bill Kurzeka at McDill air field, Tampa, Fla.

Harry Olund, C. M. 2/c, is in Saipan.

Lt. Joseph R. Pavlik is back at McClosky Hospital, Temple, Tex., after enjoying 30 days at his home. Understand Joe expressed his gratitude for the 15 pints of blood, which he says saved his life.

Cpl. Bob Schroeder, with the Field Artillery, is somewhere in the European Theatre.

Pfc. Henry F. Schroeder, with escort guard company, has moved from Texas to North Carolina.

Herb Van Deuren, C. M. 2/c, with the Seabees, is in the Philippines.

W. O. Richard Whalen is in Germany with a medical battalion 104th Infantry Division.

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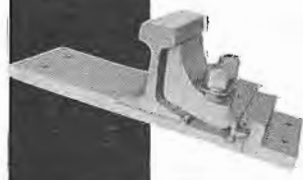
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Andy Wisniewski C. M. 2/c, is in Saipan. The following item of news appeared in the Milwaukee Sentinel of Apr. 27 from the Associated Press:

Boston—The U.S.S. Walter B. Cobb, a high-speed transport, will be placed in commission at Hingham ship yard at Bethlehem Steel Company next Wednesday afternoon, First Naval District headquarters announced today. Her executive officer will be Lt. Ralph J. Van Deuren, Green Bay, Wis.

Ralph was the first man to enter service from the T.C.T. division B&B department, enlisting in the navy Oct. 12, 1939.

IOWA DIVISION

Iowa Division—Middle, West and Des Moines

Machinist Harry Nead has been advised that his son, T/Sgt. Robert Nead, a radio operator on a B-29, has been missing in action since Apr. 2. He was on Saipan. Harry has three other sons in the service.

Cpl. Billy Rabinau, grandson of retired Agent W. D. Magee, was awarded the Bronze Star for heroic achievement in the battle for Luxembourg in February.

Cpl. James Gasser, son of Mrs. Frank Johnson, has been reported missing in action. He was with Patton's 3rd Army.

Pfc. Frank Wicheal, former yard clerk at Perry yard, and son of Engineer Frank Wicheal, was awarded the Combat Infantry Badge. He is in a mountaineer division.

Mary Marshall, daughter of C. E. Marshall of Perry shop force, has been made a corporal. She is with the Marine Corps doing clerical work at the Marine Post in Arlington, Va.

Harold Little, former perishable freight inspector at Perry and son of the late Joe Little, received his Wings and commission as second lieutenant at Luke Field on Apr. 15. He is a fighter plane pilot.

Sgt. Richard Monthie, former clerk and caller at Perry roundhouse, was wounded in action at Luzon on Apr. 2. Dick was the first Perry railroad man to enter service.

T/Sgt. Charles Walrath was liberated from a German prison camp where he was held for three and one-half months and was given a leave to come home for a visit after 3 years of overseas duty. His brother, Lt. Ray Walrath, a former brakeman, is in the Army Air Corps.

Lt. Eldon Gardner, son of Conductor E. C. Gardner, was returned from overseas and sent to an army hospital in Denver, having been wounded in action in Europe.

Milton Arthur is the name Agent and Mrs. E. S. Cochran of Knoke gave to their son born Apr. 18.

John W. French, who has worked as an agent for the Milwaukee for about a year, died in April as the result of a fractured skull sustained in a fall downstairs.

Irving Armour, son of Mrs. D. L. Young, died the latter part of April after a few weeks' illness following a heart attack.

Harold Ivey, son of Walter Ivey, signal maintainer at Herndon and brother of Roscoe Ivey, the maintainer at Manilla, died Apr. 17 after a long illness. Harold worked in the signal department until his health failed and he was advised to go to Arizona. He was confined to the hospital and his home for some time before his death.

Cadet Nurse Harriett Davis, daughter of Conductor Edward Davis, was married Apr. 22 to R. S. Long of the navy.

Council Bluffs Terminal

Lillian Kinder, Correspondent
Car Foreman's Office

Nearly 44 years to the day, Mae Seairight, interchange clerk, used the same black, slant-topped and work-scarred desk. Now that she has a new, modern desk, with drawers even, she looks lost.

Our congratulations to Miss Betty Stevens and T/Sgt. Les Hansen on their recent marriage.

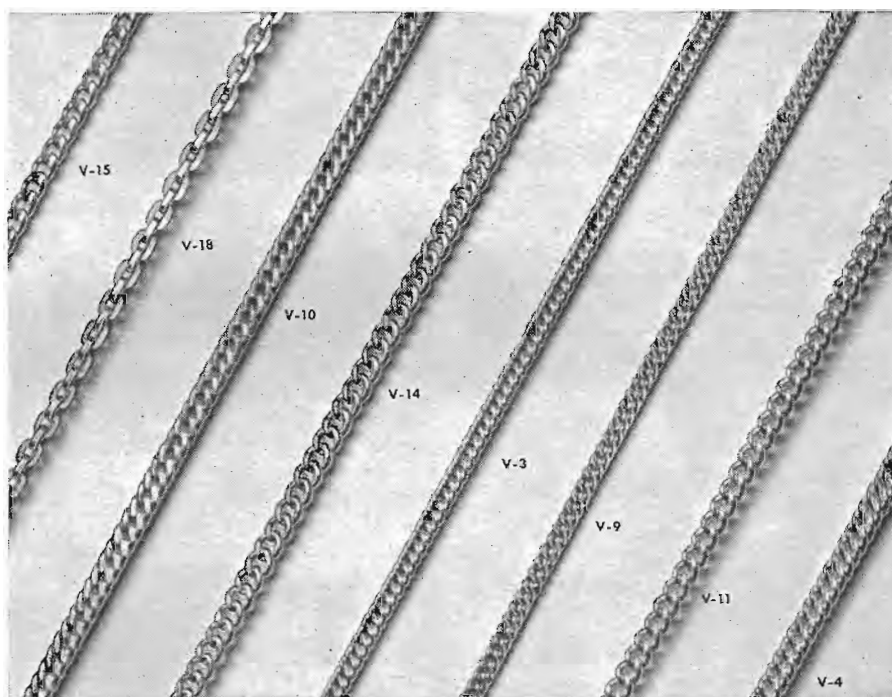
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machinist helper, on the arrival of a son on May 3.

After several months of rest, "Scotty," the electrician, is back with us.

Leroy Birdsong, hired as laborer several weeks ago, is the fourth member from this family to be on our payroll. It is much to our gain when we secure the services of these brothers and sisters as they are wonderful workers.

I believe I'm safe in saying that it was everyone's intentions to celebrate wildly when Germany surrendered. When that day finally came, the folks around here seemed too relieved and work conscious to give May 8 any special meaning. There were no whistles and street cheering, just hopeful thoughts in many minds that some of our boys will be coming back. Everyone appears to be tired of toiling under seemingly insurmountable work, tired of trying to stretch ration points and tired of this war most of all. Our hardest task is yet to come when we watch the carefree boys who went away come back war-weary men.

Let's hope that with V-J day we will all have a more cheerful smile for the next fellow, whose worries were probably far greater than our own.

But We Wouldn't Try to Fool You

By Berton Braley

This looks like prose, but it is rhyme, and, incidentally, it's reason, which, though ignored from time to time, is never really out of season. So let's let rhyme and reason join in showing how our conservation of kale, mazuma, jack and coin will help in warding off inflation.

Unless we watch the cash we spend, unless we pare it down and trim it, the cost of living might ascend until the blue sky is the limit.

But every bond—or two or three—each savings bank account we're keeping, each life insurance policy, restrains the price of stuff from leaping, because, of course, the more we save the less we're likely to be vieing in making prices misbehave by competition in our buying.

So that's the way the story goes—a stitch in time, a word in season—and though it kind of looks like prose, it's definitely rhyme, and reason!



GIVE your favorite bride a matching rayon crepe slip and gown set like this, trimmed with net and embroidery. She'll know you're a thoughtful friend and a clever one when the lingerie you choose has passed washing tests and bears a label which gives her instructions for care.

A new leaflet, "How to Care for Rayon Lingerie," can be had by addressing the Milwaukee Magazine, Room 356, Union Station, Chicago, Ill.

RETIREMENTS

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

Chicago General Offices

SALZER, HENRY E.
Traveling Auditor. Aud.
Sta. Accts. & O/C Clms....Chicago, Ill.
SMITH, FRANK A.
Clerk, Aud. Pass. Accts....Chicago, Ill.

Coast Division

DOYLE, ROSCOE D.
Section Foreman.....Coru, Wash.
MULLEN, GEORGE E.
B&B Carpenter.....Tacoma, Wash.
SODERLUND, WM. N.
Section Laborer.....Seattle, Wash.

Dubuque and Illinois Division

BASTIAN, EDWARD J.
Cashier.....Davenport, Ia.
BUTLER, FLOYD J.
Loco. Engineer.....Elgin, Ill.
CANAVAN, JOHN
Agent.....Genoa, Ill.
MOGAN, DANIEL W.
Chief Caller, Loco. Dept....Savanna, Ill.
ROGGENDORF, WM. D.
Rail Sorter.....Savanna, Ill.

Hastings and Dakota Division

BURCKHARD, FRANK P.
Section Laborer.....Aberdeen, S. D.

GRIM, WILLIAM J.
Conductor.....Aberdeen, S. D.
MURPHY, CHARLES E.
Brakeman.....Aberdeen, S. D.
PETERSON, ANTON
Section Foreman.....Webster, S. D.

Idaho Division

GRAHAM, LOUIS G.
Agent.....Warden, Wash.
PERRY, GEORGE W.
Conductor.....Othello, Wash.

Iowa Division

BREES, LORA F.
Section Laborer.....Jefferson, Ia.
KRUSE, HENRY
Custodian.....Hale, Ia.
STOCKBURGER, JACOB
Machinist Helper.....Perry, Ia.

Iowa and Dakota Division

CORBETT, JOHN J.
Agent.....Rudd, Ia.
HUGHES, LEROY E.
Conductor.....Rapid City, S. D.
JORGENSEN, OLE
Section Laborer.....Gayville, S. D.
McCLINTOCK, WM. H.
Loco. Engineer.....Mason City, Ia.

Kansas City Division

UTTERBACK, HOWARD
Loco. Engineer.....Ottumwa, Ia.

La Crosse and River Division

ABBOTT, LLOYD
Chauffeur,
Store Dept.Tomah Shops, Wis.
LANNON, JAMES H.
Extra Gang Laborer....La Crosse, Wis.
LORD, LESTER N.
AgentCashton, Wis.
RIMA, ASA V.
Coal Shed Laborer....New Lisbon, Wis.

Madison Division

STANTON, ROLLIN B.
Boilermaker,
Loco. Dept.Janesville, Wis.
TURNER, GEORGE H.
B&B Carpenter...Prairie Du Chien, Wis.

Milwaukee Division

DALEY, JOSEPH J.
Extra Gang Laborer.....Chicago, Ill.

Milwaukee Terminals

CROSSETT, WM. W.
Gang Foreman,
Loco. Dept.Milwaukee, Wis.
JENKS, FRED C.
CarmanMilwaukee, Wis.
KRIBITSCH, THOMAS
CarmanMilwaukee, Wis.
KRUSE, WILLIAM F.
Laborer, Loco. Dept....Milwaukee, Wis.
KUETHER, WILLIAM F.
Steamfitter, Car Dept....Milwaukee, Wis.
LEPKOWSKI, JOHN S.
CarmanMilwaukee, Wis.
NELSON, JOHN W.
Extra Gang Laborer....Milwaukee, Wis.
SIMMERLING, HUGO G.
Machinist, Loco. Dept....Milwaukee, Wis.
SUPAN, FRANK
Carpenter, Car Dept....Milwaukee, Wis.
TOMCEK, HERMAN P.
Painter, Car Dept....Milwaukee, Wis.
TURALI, JOE
Section Laborer.....Milwaukee, Wis.

Rocky Mountain Division

THOMAS, EVAN P.
Pile Driver Engineer...Lewistown, Mont.
ZERZA, THOMAS
Lead Carman.....Harlowton, Mont.

Superior Division

REDLINE, EDWIN T.
Loco. Engineer.....Green Bay, Wis.

Trans-Missouri Division

RAY, DAVID O.
Conductor.....Miles City, Mont.

The right mental attitude is better than money in the bank. If you allow your mental wardrobe to become depleted with thoughts of futility, despair and defeat, you are much poorer than you would be with a hole in your coat. The hole in your coat easily can be repaired, but the damage to your mental attitude is not so easily mended. The only way to accomplish that end is to train and prepare yourself for the day when your chance to make good comes suddenly. You owe it to yourself to be ready. It is the American way.

The favorite quip of the boys just before the invasion of the French coast was, "Is this trip really necessary?"

Murphy had just been presented with triplets and was so elated over the event that he called in everybody to see them. Among the visitors was Hogan.

"An' what do ye think o' that?" demanded the proud father, pointing to his row of offspring.

"Well," replied Hogan judiciously, looking the babies over carefully and pointing to an especially healthy specimen, "I'd be keepin' that one."

You grow up the day you have your first real laugh at yourself.

—Ethel Barrymore.

The Milwaukee Magazine

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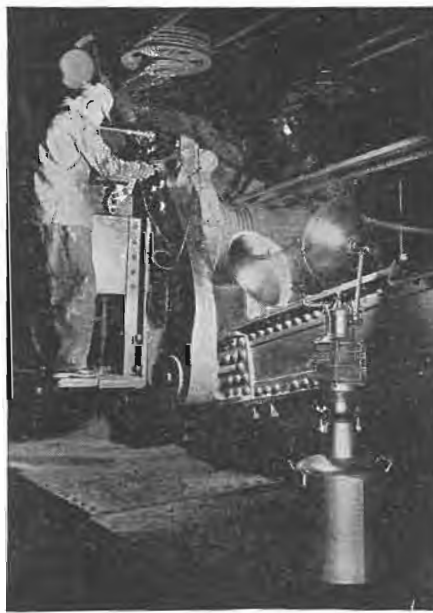
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Address

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RAILROADS *in TWO WARS*

FIRST WORLD WAR Balance Sheet

In 1918 the railroads performed 405 billion ton-miles of freight service.

42 billion miles of passenger service in 1918

Freight rates were raised approximately 25%.

The government took over the operation of the railroads.

Deficits resulting from Federal operation cost the taxpayers two million dollars a day.

THIS WORLD WAR Balance Sheet

In 1944 the railroads performed 737 billion ton-miles of freight service.

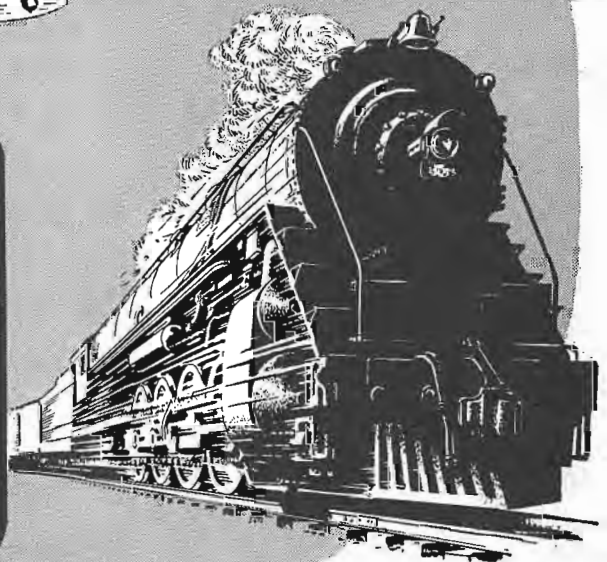
95 billion miles of passenger service in 1944.

Freight rates remain substantially the same as they were before the war.

The railroads have remained under their own management.

Railroads are paying more than four million dollars a day in Federal taxes—to say nothing of their state and local taxes.

So you see that while the railroads are doing the biggest hauling job in history, and providing twice the transportation of the last war, the taxpayers are ahead six million dollars a day.



Association of AMERICAN RAILROADS

The Milwaukee Magazine