

The MILWAUKEE MAGAZINE

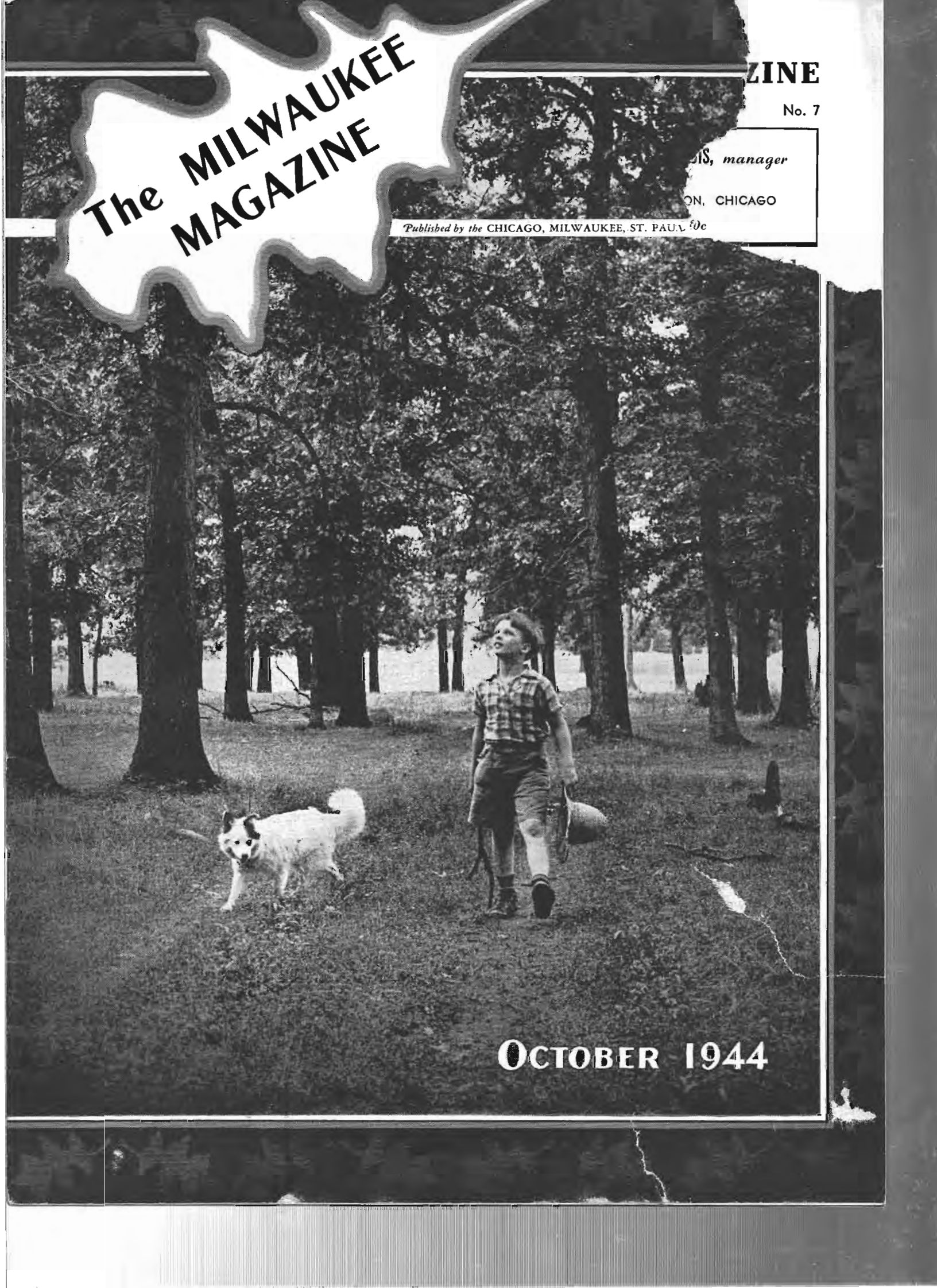
ZINE

No. 7

IS, manager

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OCTOBER 1944

HASTEN THE DAY!



YOU can help hasten the day—**THE** day of final unconditional surrender—by investing your war-time earnings in War Bonds.

Hastening the day means shortening casualty lists. In war, bullets, shells and bombs are exchanged for lives. The War Bonds you buy help pay for the bullets, shells and bombs that will speed the victory.

Your consistent War Bond investments will work

for you too at the same time that they work for your boy in service. They will give you that luxurious feeling of freedom that goes with a well-lined pocket-book. For whatever you may desire ten years from now, your War Bonds will add one-third more to what you've invested.

Help hasten the day of victory, and help make that victory more secure—buy your War Bonds today.

BUY WAR BONDS

Appointments

Operating Department

Effective Sept. 15, 1944:

L. W. Palmquist is appointed acting superintendent of the Hastings and Dakota Division, with headquarters at Aberdeen, S. D., Superintendent F. R. Doud having been granted a leave of absence to enter military service.

A. J. Farnham is appointed acting assistant superintendent of the Iowa Division, with headquarters at Perry, Ia., vice L. W. Palmquist, promoted.

S. F. Philpot is appointed assistant superintendent of the Twin City Terminals and Duluth Division, with headquarters at Minneapolis, Minn., vice A. J. Farnham, promoted.

K. R. Schwartz is appointed trainmaster of the Milwaukee Terminal Division, with headquarters at Milwaukee, Wis., C. E. Crippen having been granted a leave of absence to enter military service.

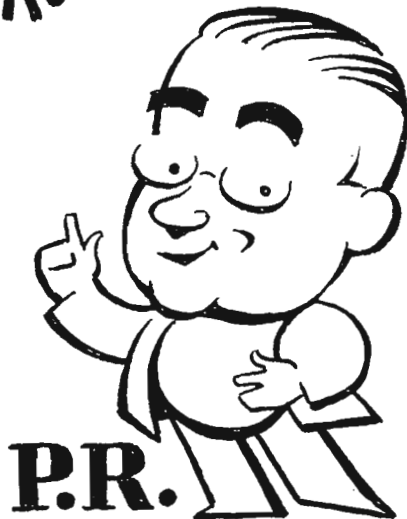
J. J. Van Bockern is appointed terminal trainmaster of the Dubuque and Illinois Division, with headquarters at Davenport, Ia., vice K. R. Schwartz, transferred.

Effective Sept. 1, 1944:

R. A. Middleton is appointed trainmaster of the Madison Division with headquarters at Madison, Wis., vice W. J. Rellihan, promoted.

J. C. Meyer is appointed trainmaster of the LaCrosse and River Division (Second District) with headquarters at LaCrosse, Wis., vice R. A. Middleton, transferred.

Remember Me!



Army Rushes Doud and Crippen to France

Nothing demonstrates more clearly the importance of railroad men in this war than the speed with which Superintendent F. R. Doud of the H&D Division and Trainmaster C. E. Crippen of the Milwaukee

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MARC GREEN, *editor*



A. G. DUPUIS, *manager*

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Terminals were converted into G. I. railroaders. On the fifth day after their notification of acceptance they were in France knee deep in work—and, probably, gesturing frantically.

It was on Aug. 29 that the army's call came through to J. T. Gillick for men with experience that would qualify them to assume supervisory duties in the operation of French railroads. Beyond that, the major requirement was that the men have a reputation for tact, as they would be expected to work with French operating men. The western railroads were asked to provide 20 such men and immediately.

The notice went out to our superintendents on Aug. 30 and Mr. Gillick said: "Within the next day or two we had enough volunteers to fill the entire quota of 20—all of them fully qualified. But, of course, we couldn't spare that many from the railroad."

On Aug. 31, Superintendent Doud and Trainmaster Crippen, who were among the first to offer their services, were approved by the army. Together with the other 18 men from the western roads and groups from other sections of the country, they arrived in Washington, D. C., in time for a meeting with officers of the Transportation Corps on Sept. 4, and the next day boarded a plane for France.

During the last war Mr. Doud served 18 months in France with a railroad battalion and was a captain at the time of discharge. He has a son, Wallace, who is a naval air cadet in training at Memphis, Tenn.

Both Doud and Crippen carry the rank of lieutenant colonel.

Judge Campbell Heads Bar Association



Judge Dwight Campbell

Judge Dwight Campbell, Milwaukee Road solicitor for North and South Dakota, was elected president of the South Dakota State Bar Association at its annual meeting at Huron, S. D., on Aug. 11. He was also re-elected for a two-year term as the South Dakota Bar Association representative to the house of delegates of the American Bar Association.

Judge Campbell, who makes his home in Aberdeen, S. D., was judge of the Supreme Court of South Dakota for 10 years before assuming the duties of solicitor for the railroad seven years ago.

... with a copy to Jumbo

On the second district of the Milwaukee Division they are still laughing over the incident of the elephant and the train order. It seems that one of Ringling Brothers and Barnum and Bailey's playful pachyderms, in the best tradition of the circus, made the people forget their troubles.

The circus was on its way from Milwaukee to Davenport over our rails when it reached Davis, Ill., on the morning of Sept. 11. There were orders out on the train order stand at the station, awaiting the engineer and conductor of the special.

As the locomotive rolled by, the engineer reached out, slipped his arm through the fork and pulled in his copy, leaving one for the conductor in the caboose. But Jumbo, peeping out of his car back in the middle of the train, had seen what the engineer did and apparently decided he would try it himself. It looked like just the kind of fun his face was made for.

So, snaking his trunk out of the car, he awaited his moment. As he approached the stand, he took careful aim and popped his long trunk right through the loop. Then he pulled his copy in to see what it said.

Luckily, Operator R. V. Stickler saw the entire show, and, grabbing the triplicate copy, set it up in time for the conductor to take it as the caboose went by.

Milwaukee Road Shop Battalion Makes History

The highly important work being done by a railway shop battalion sponsored by the Milwaukee Road was recently reported in some detail in an official army release from the European theater of operations. The unit number was not given, of course, but Milwaukee Road employes will likely have no difficulty identifying it. At the time the article was written the group was still in England but has since been moved to France. The following is a review of the highlights of the army's story:

THE Milwaukee-sponsored shop battalion which works day and night rechecking and conditioning locomotives for operation on the continent has distinguished itself by completing every assignment ahead of schedule. One of its major accomplishments was the completion, weeks before the deadline, of a number



Maj. John W. Moe, battalion commander

of channel barges for towing supplies to Normandy; and that job was merely one of the "additional duties" which our boys, who are regarded as experts, were handed.

One of the first jobs the battalion took care of was the cutting of two windows in the cabs of British steam engines to enable the "driver" to look out both front and rear. They soon discovered, too, that the one-inch eyebolts to be placed on the gangway on either side of the army's diesels for hoisting were too light to hold the engine; apparently the designer had figured on the weight of the body alone, without trucks. So the Milwaukee Road boys made some tests and quickly determined that two-inch bolts would do the trick; then they made and installed them.

The battalion is commanded by Maj. John W. Moe, who was employed in the mechanical department in Minneapolis before receiving his commission on Apr. 19, 1943. He assumed command of the battalion on Dec. 26, 1944, replacing our own Lt. Col. Fay L. King.

Battalion Fixes Up Ramshackle Shops

Four days after their arrival in Great Britain, the boys were at work in the rail shops of a famous old English resort town. Despite the fact that another shop battalion had been stationed there just before the coming of our group, the place was in bad condition and needing nothing quite so much as a complete overhauling and cleaning. All lathes and machine shop equipment needed repair, having been worn out by steady use. A number of air compressors lay on the floor, with parts scattered here and there. An ancient steam hammer stood in the center of the blacksmith shop; it had not been used for years because the English railway men considered it unsafe.

It did not take our boys long to reorganize things and recondition the shop. All machines and lathes were put into working condition, the blacksmith shop forges were cleaned and prepared for heavy duty, and the steam hammer stood ready to work on bending and forging without the least threat to the safety of the personnel.

One of the jobs the battalion did was to design, make and install clutches in the six air compressors. A share of the credit for the clutch design belongs to M/Sgt. Albin A. Szymczak, formerly a crane operator in the foundry in Milwaukee. His father, Joseph Szymczak, is a wheel moulder there and has been in the service of the company since 1917. Sgt. Szymczak drew the design of the clutch and made the blueprints. His rating as master sergeant came largely as a result of his creative work on the clutch design; he had formerly been rated as a staff sergeant.

Improvise Locomotive Part

It was found that one part of the steam locomotives which it was the battalion's chief job to assemble, was too weak to bear the strain of the work put upon it during operating in preparation for the invasion. The part, one of those in the main rod assembly of the locomotive, had to be made stronger. The men couldn't ask for a new stronger part, because it couldn't reach them in time to maintain their construction schedule, so they devised their own methods of making the part.

Several of the machinists thought of means of making the rollers for rolling sheet iron. To make the angle iron for the roller, small sheets of iron would be welded together and planed by machine into proper shape and dimensions. With all parts of the engine properly made, the actual job of assembly proved simple. That work now runs along steadily.

These men also found themselves doing jobs that were completely extra-curricular. Such a job was the one involving the par-



Capt. Earl D. Austin, executive officer of the battalion.

ing down of the pins with which buffer plates were attached to landing barges; the buffer plates were to be mounted on the front and rear of the barges to prevent their bumping and entangling in the D-Day traffic. The only pins the battalion's men could find for the job were three-quarters and seven-eighths of an inch in diameter, whereas the size needed was five-eighths.

None of the tools needed for the reducing job was at hand, but again all of the machinists got together and ideas began to pop. At last they decided to cut down the dies used to thread screws, arrange them in four regularly spaced positions on the machine, and pare away the excess steel. In no time at all the boys shaped 3,000 pins, even though visiting British machine experts told them that the method was impossible.

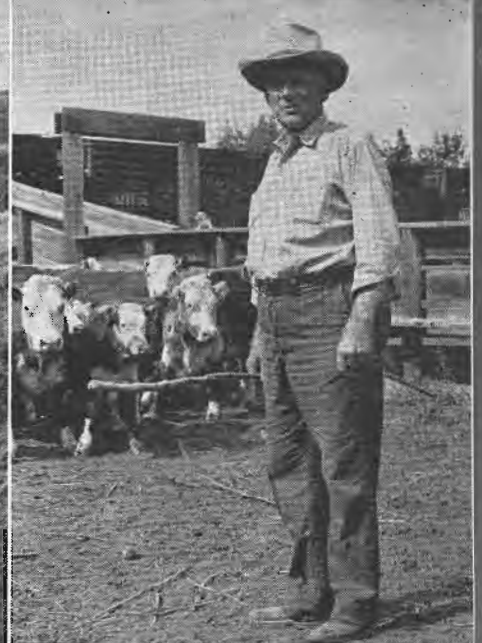
Most of the Officers Are "Milwaukee"

Most of the officers and some of the enlisted men hail from the Milwaukee Road. The others have either worked for other American railroads or learned their trades at large manufacturing plants throughout the nation.

Capt. Earl D. Austin, formerly round-house foreman at the shops in Milwaukee, is executive officer of the battalion. He had been with the road 24 years before entering military service; he was at the Galewood shops in Chicago for 13 years before going to Milwaukee. Being a semi-professional baseball player in civilian life, Capt. Austin is likely responsible for the battalion having had a winning ball team when it was stationed at Camp Robinson, Ark.

Now that they are on a seven-day week, they have had to forget about baseball. They have found that doing the "impossible" takes time.

Is a bookworm a man that would rather read than eat, or a worm that would rather eat than read?



Above, left: Urged on by the cow hand, these cattle on the Spencer Ranch go down into a draw on their way to the train and Iowa. Above, right: W. P. Sullivan, whose cattle from his ranch at Square Butte filled 11 of the cars in the 59-car train. Lower left: The W. P. Sullivan cattle go aboard at Square Butte. Lower right: A few of the 1,920 head of cattle in the shipment.

Montana Cattle Go East

A SHIPMENT of cattle, described by Mark Rasdall, our stockyard foreman at Aberdeen, S. D., as the largest train of stock owned by one man that he had seen go through Aberdeen in his 37 years of association with the Milwaukee Road stockyards, moved through that city on the night of Aug. 29, en route to Manly, Ia., from Square Butte and nearby points in Montana.

The 59-car trainload consisted of 1,920 head of white-faced cattle, mostly yearling steers and heifers, although there were quite a number of two- and three-year-old steers, calves and cows with calves by side. Of excellent quality, the cattle had been purchased by Strand & Son of Manly, Ia., one of the largest distributors of quality feeder cattle in that state. At the annual Strand sale, held in Manly on

Sept. 7, the 1,920 head of Montana cattle were sold as feeders to farmers from Minnesota, Iowa and Wisconsin. None went to the packers.

Montana stock is in demand among corn belt farmers due to the thriftiness of these cattle from the hill ranges and their ability to put on weight in the feed lot.

Eleven of the carloads came from the W. P. Sullivan ranch at Square Butte; 14 came from the Osness Ranch Company, also at Square Butte; the Pioneer ranch at Straw, Mont., had six cars, and the balance came from a number of growers at Lewistown, Shawmut, Pownal and Harlowton, Mont.

Once more the combination of Montana grass, first-rate rail transportation, and mid-western corn does its part in satisfying the need of a beef-hungry world.

Nearly 23 million troops were carried by the railroads of the United States in organized movements from December, 1941, through June, 1944, Maj. Gen. Charles P. Gross, chief of transportation, has just disclosed in connection with the second anniversary of the Army Transportation Corps.

Millions of other soldiers moved at the same time either in small groups under orders, or on furlough, but to handle organized moves alone, it was pointed out, involved the use of 196,000 passenger coaches, 334,000 sleeping cars, 103,000 baggage and kitchen cars, and 148,000 refrigerator, box, gondola and flat cars.

General Gross' figures, which were confined solely to army movements and excluded every other branch of the military service, revealed that an average of 34 railroad cars was required to handle each organized movement of 1,000 men.

In addition to these unprecedented troop movements, the railroads also handled 172,800,000 tons of War Department freight and 600,000 tons of express during this 31-month period.

The Anti-Trust Suit

IN AUGUST the Department of Justice entered suit against the Association of American Railroads, its officers and members of its Board of Directors, the Western Association of Railway Executives, 47 railroads and their chief executives, and 31 other individuals, charging them with agreements, combinations, conspiracies, and other activities in violation of the Sherman Anti-Trust Act.

If the views of the Department of Justice should prevail, revolutionary changes in the transportation field would ensue, and, in the minds of many informed persons, chaos would result.

Similar charges were made by the Department of Justice before the Senate Committee on Interstate Commerce in June, 1943. At that hearing the late Joseph B. Eastman, Interstate Commerce Commissioner and Director of the Office of Defense Transportation, took sharp issue with the allegations of the Justice Department. A member of the Interstate Commerce Commission from 1918 until his death in March, 1944, Mr. Eastman was recognized as the outstanding governmental authority on transportation. His views are therefore entitled to respect.

MR. EASTMAN'S statement, in part, follows:

"The testimony presented by the Department of Justice is to the effect, if I understand it correctly . . . that regulation of transportation rates by the Interstate Commerce Commission and the state commissions is ineffective, with the result that the public is being charged unduly high rates, and that the only hope for a proper level of rates, and for proper individual rates, lies in the promotion of free and unhampered competition in rate making by the individual carriers acting independently. . . . It is alleged that rate bureaus and other associations of carriers now exercise a control over rate making which prevents such competition, and that they are the real makers of rates.

"In contradiction to this notion, I submit these propositions:

Competitive Evils Brought Regulation

"First. Railroads are to a very considerable extent natural monopolies. So far as railroad service is concerned, they serve many, and usually most, of the points on their line exclusively.

"A good illustration of the dependence of certain shippers upon single railroad systems is afforded by the wheat raisers in western territory. . . . Most of these farmers are practically dependent on one railroad for the movement of their grain to a primary market. This situation was in part responsible for the fact that the first great popular uprising in favor of public regulation of railroad freight rates occurred in the granger states.

"This country relied upon competition as a regulator of railroad rates for many years. In fact, federal regulation did not become at all effective until the early part of the present century. When competition had full sway, the result, so far as the shippers were concerned, was the creation and maintenance of widespread and flagrant discriminations. Those preferred were the larger communities and the larger shippers, who were in a position to dicker with competing carriers. . . . Those prejudiced were the smaller communities and shippers who had no such advantage.

"It is important for you to keep in mind that if rate bureaus and associations did not exist and rate initiation were wholly the function of the individual railroads, there would be thousands of communities

which would, except for public regulation, be at the mercy of a single railroad.

Competition Favored Big Shippers

"Second. The long experience of the country with competition has also proved beyond peradventure of a doubt that the shippers who are able to take advantage of transportation benefit from it practically in direct ratio . . . to their size and the volume of the traffic which they can offer.

"If I know anything from experience with certainty, it is that if we rely upon competition as the governing factor in the determination of freight rates by all types, or any type of carrier, the benefits will go to shippers in proportion to the size of the 'traffic club' that they can wield.

Competition Proved Destructive

"Third. Water carriers and motor carriers differ from the railroads in that they have little or no traffic which is substantially immune from competition. . . . It is well recognized that there is such a thing as destructive competition.

"In the National Transportation Policy enunciated in the Transportation Act, 1940, it is declared to be the policy, among other things: 'to encourage the establishment and maintenance of reasonable charges for transportation services, without unjust discriminations, undue preferences or advantages, or unfair or destructive competitive practices.'

"One such practice, plainly, is to carry traffic at a loss for the purpose of driving a competitor out of business. . . . This is one of the reasons why the Commission has been given power to prescribe minimum rates. Only such regulation can afford protection against destructive competition of this character.

Rate Stability Important

"Fourth. One of the things most greatly to be desired in the freight rate structure, from the standpoint of the commerce and industry of the country (and in addition to consistency, comparative simplicity and freedom from discriminations) is some reasonable degree of stability. Time and time this thought has been voiced by the shipping interests.

Efficient Transportation Public Need

"Fifth. The purpose of public regulation of transportation rates is not alone to

prevent the exaction from shippers of unreasonable or unjustly discriminatory charges, but also to maintain conditions which will permit the private companies or individuals that are furnishing the service to function efficiently and to be in a position to supply whatever facilities are needed to meet growing demands.

"The alternative is government ownership, which means, of course, a complete monopoly with competition in the discard. . . . It follows that public regulation must intervene, where necessary, to prevent demoralizing rate wars and the like. All this is clearly recognized and provided for by the Interstate Commerce Act in its present form. . . .

Rate Relationships Require Cooperation

"Sixth. The Interstate Commerce Act gives the carriers the right to initiate rates. . . . The right of initiation is only a primary right and is subject at all times to the duty of complying with orders and systems of rates prescribed by the Commission.

"The railroads of the country constitute a connected and interlacing system of lines over which freight cars of all ownerships circulate freely, and a very great part of the traffic moves under joint rates in which at least two and often many separate railroads participate.

"It is also true that there is a great interdependence between rates. Where there is more than one route between two points, as a practical matter the rates must ordinarily be the same over all the routes. Even in the case of rates from widely separated origins to a common market, a change in one of the rates may impel changes in them all. A change in the rate basis on one commodity between certain points may even force changes in the rates on other commodities between different points.

Rate Bureaus in Public Interest

"It must be evident to any reasonable man that the carriers cannot respond to all the duties imposed by law, if each individual carrier acts in a vacuum. It is a situation, under all the conditions, which plainly calls for consultation, conference, and organization and for many acts of a joint or cooperative character.

"For my own part, I have no doubt whatever that organizations of the car-

riers . . . in general serve a very useful purpose and are desirable in the public interest.

"These so-called rate bureaus and other like organizations of the carriers are not new. They have existed and have functioned for many years. . . . If the rate bureaus and the like had, over their long history, been the source of grave abuse which prejudiced seriously the interests of the shippers, you may be sure that long since there would have been an uprising and that this situation would have been made clear to you by a heavy tide of complaints pouring into the Commission and into the Congress of the United States. If there has been any or is such a tide, it has somehow escaped my knowledge.

"I believe this hearing will demonstrate that such complaint as there is has its source, not in the shippers of the country, but in the lawyers and economists of the Department of Justice.

Shippers' Interest Protected

"You have been told that 99 per cent of the rates filed with the Commission are never reviewed by it, that big shippers are so equipped that they can watch these changes in rates and protect their interests by appeals for suspensions and review, but that the little shipper is not so equipped and consequently is virtually at the mercy of the rate bureaus. It is alleged that to protect the small shipper, what is said to be suppression of competition by those bureaus must be eliminated, so that he may have the benefit of the competitive initiative of the individual railroads.

"There are several things wrong with this picture, beginning with the fact that the little shipper, as I have stated, is often served by a single railroad and it is not his traffic over which carriers fight where they are in competition. The Commission, throughout its history, has tried to make it easy for small shippers to bring their grievances to its attention, and to help them at hearings in the development of the facts, if that is necessary.

"It is not true, however, that the small shippers do not have the benefit of competent organizations. There are several such organizations watching over the interests of the farmers, and in addition they often have the aid of state commissions and the Department of Agriculture. Proceedings before the Commission involving rates on farm products have been numerous and frequent, and as a general rule the side of the shipper is very adequately presented.

"So far as the small trader is concerned, there are all over the country numerous chambers of commerce, boards of trade, freight bureaus, and other like organizations which undertake to protect his interests, and he, also, often has the effective aid of the state commissions.

I. C. C. Regulates Rates

"The fact that only a small percentage of the tariff changes that are filed with the Commission are suspended for formal investigation does not warrant the conclusions which have been drawn from the fact.

"A large proportion of these changes are of a purely routine nature, involving such matters as the extension of expiration

dates, the republication of tariffs where supplements have become too numerous, efforts to simplify tariffs, and so on. Many others are in response, directly and indirectly, to decisions of the Commission. Many others involve reductions in rates or are otherwise in favor of the shippers.

"You can be assured that the shippers of the country, of practically all types, are very effectively organized and are watching these tariff changes all the time. They know when their interests are adversely affected, and they have recourse to the Commission at such times.

"It is also the fact that by far the greater part of the freight rate structure has at one time or another been under Commission review. The great majority of the rates . . . conform to relations between localities and sections of the country established by the Commission after long and painstaking investigation.

Rate Level Broke Many Roads

"When it comes to the general level of rates paid by the country, the fact is that throughout the depression the level of the rates resulted in over one-third of the railroads going into bankruptcy.

"I do not want you to forget this, however, that prior to regulation, when the country was relying upon competition, the small shipper was in a hopeless position and he was terribly discriminated against in favor of the larger shipper. It is only regulation that has given him any forum or tribunal to which he could come for relief.

Competitive Urge Not on Wane

"Perhaps the most singular thing about the hearing so far is that the idea has been conveyed, if I have been correctly informed, that the influence of competition in the making of rates has been on the wane, so that it has become practically a monopolistic procedure. Of course, right now, with traffic at an all-time peak, far exceeding all prior peaks, and practically all carriers having more business than they can well handle, there is little occasion for competition in rate making. The fact is, however, that prior to this traffic peak and throughout the depression, competition was a tremendous factor and far more prevalent than at any time in my experience, extending over a period of 30 years."

Allegations Wide of Facts

Mr. Eastman read from a memorandum of the Department of Justice which claimed that "privately operated rate bureaus and rate making organizations over which the Commission has no jurisdiction, have not only assumed to an extent this government function but actually fix rates for the transportation industry," resulting in "the elimination of all real competition in rate making"; "increasing rates without regard to carrier cost or public value of the transportation services rendered"; increasing rates "for the movement of commodities and men for the government"; and exacting "unconscionable profits" from the government and the public.

"I do not agree," said Mr. Eastman, "that these statements come within measurable distance of the facts.

Railroads' Record "Pretty Good"

"As a matter of fact, the only incentives for reducing rates under such conditions are, first, a patriotic desire to help the government in the prosecution of the war and, second, government control. If there is any need for remedy in this time of war, which I do not concede, plainly the remedy is not to depend upon competition.

"Recently the Commission eliminated, in large measure, the increases in railroad freight rates which it authorized in March, 1942, because of wage increases. There have also been many and important reductions in rates, born of a desire to make adjustments in the interests of the war effort.

"In contrast with the last World War, when the government itself increased freight rates 25 per cent soon after its acquisition of the possession and control of the railroad properties, the rates are now, with comparatively few exceptions—I would say, very rarely—equal to or less than they were before the emergency began.

"I think that is a pretty good record for an industry.

"I think that you want to bear in mind that when it comes to a regulated industry, we have a very different situation in the matter of competing in prices than an industry which is not regulated.

Rates Conferences Imperative

"I am wholly convinced that if the carriers of the country are to respond to the duties and obligations imposed upon them by the Interstate Commerce Act, and if the rate structure is to be reasonable, free from unjust discrimination or undue preference and prejudice, as simple and consistent as may be, reasonably stable, and sufficient for the financial needs of private ownership and operation, the carriers must be in a position to consult, confer and deal collectively with many phases of the matter, and that while the ultimate right of individual action should be scrupulously preserved, it is desirable that such action should not be taken without prior notice to fellow carriers and shippers and an opportunity for them to express their views.

Justice Department 100 Per Cent Wrong

"My own discussion of the bill (S. 942, for regulation of rate bureaus) will be of a more general character. It has apparently been drawn by one . . . who regards the activities of these rate bureaus or associations as largely determinative and controlling in the making of carrier rates at the present time. He has no confidence in regulation by the Interstate Commerce Commission, or the state commissions. . . . He believes that the bureaus and associations are productive of many illegal conspiracies and other violations of the anti-trust statutes, and would relieve them in no way from the prohibitions of those statutes.

"Having no confidence in public regulation, he minimizes the importance of the duties and obligations imposed upon the carriers with respect to rates by the Inter-

(Continued on page 17)



George Stelzer Wins Gardening Prize

George M. Stelzer, employed in the office of W. C. Hannenberg, auditor of investment and joint facility accounts, Chicago, has been named second place winner in Community 10 on the north side of Chicago in a gardening contest sponsored by the Kiwanis Club of the North Shore. He competed with 595 other gardeners. At a luncheon on Sept. 19 at the Edgewater Beach Hotel in Chicago he was awarded a handsome certificate of merit and \$5.00 in war stamps.

Despite the fact that he lives in an apartment, Mr. Stelzer found, planted and tended 3,750 square feet of garden space. No water was available until mid-August, but he grew 30 bushels of tomatoes, 20 bushels of carrots, and enormous quantities of other vegetables.

"It may seem foolish," he said, "for a fellow in an apartment to grow so much stuff, but my friends enjoyed it; it helped the war effort just that much, because none of it was wasted."

He and his wife have canned 126 quarts of tomatoes and tomato juice, 36 quarts of beans, 36 quarts of beets, and large quantities of other vegetables; the carrots and parsnips will be stored in sand. A complete set of books, which Mr. Stelzer kept in order to determine whether his

effort paid, shows the profit in dollars and cents for each vegetable grown. By estimating the value of his vegetables according to the prevailing market price at the time they were harvested, he estimates that his garden produced a net of \$125, which amount will reflect itself in the size of his year's grocery bill.

In addition to the more ordinary vegetables—which in this case were far from "ordinary"—Mr. Stelzer grew: tampala, a new, mild variety of spinach which tastes a little like asparagus; vine peaches, or mungo melon, which looks like a melon but when preserved tastes like pineapple; salsify, or vegetable oyster. He started Spanish Valencia onions from seed and produced onions which average three inches in diameter.

It was hard work, he says, but worth it.

Grandpa Pulls Bathtub Plug; House Explodes

Add to the growing list of robot bomb stories, this one, gleaned from the British weekly *Time and Tide*.

When the buzz-bomb hit, everybody was safe except grandpa, who was missing. The rescue squad arrived and the housewife explained, "He is very old and stone deaf. We always have to write everything we say to him on a slate, and we think he was in the bath when the bomb went off."

The husky rescue men went to work

with a will and finally uncovered the bath and grandpa, too.

"Very strange," the old man muttered as they bundled him into some clothes. "Most extraordinary. I just pulled the plug and suddenly the whole house exploded."

Speaking of the Jeep

The word "jeep," which evidently referred to something in particular at one time, has been batted around and used so loosely by the boys in the service that its original meaning has become a matter of controversy. Among the assorted definitions are: an army scout car; a 10-wheeled prime mover; new soldiers in quarantine; and mess halls for recruits (Jeepville).

The Willys-Overland Company claims that the quarter-ton car it manufactures is the real jeep, whereas the Minneapolis-Moline Power Implement Company points out that the original jeep was one of its tractors which it refined and converted into a prime mover of great power. And there-by hangs a litigation. The Federal Trade Commission began a hearing on the subject in June, and at this writing the question, with its great postwar commercial possibilities, is still being debated.

Having carried in its July, 1944 issue a brief piece which credited the Willys-Overland Company with fathering this war baby, the MILWAUKEE MAGAZINE desires to offer the following as a counterbalance. It is a letter addressed to the Minneapolis-Moline Power Implement Company on Mar. 31, 1944, by James T. O'Brien, then a first sergeant in an artillery outfit, now discharged for medical disability. He wrote:

"In 1940, while on maneuvers at Camp Ripley with the 109th Ordnance Company, Captain Schiska commanding, I was placed in charge of the testing of four Minneapolis-Moline prime movers, which were subsequently assigned to Company A Tank Company from Brainerd, Minnesota, Captain Miller commanding, as reconnaissance vehicles.

"One evening in a gathering of enlisted men it was suggested that a short descriptive name be found for these vehicles, such names as 'alligator' and 'swamp-rabbit.' I brought forth the name 'jeep' as a result of reading 'Popeye the Sailorman' in which Eugene the Jeep appears as a character, and the fact that the vehicles would go where you would least expect them to go. This name was unanimously accepted and subsequently painted on the vehicles, which have since become familiarly known."

Meanwhile, whether the real jeep is the jackrabbit vehicle or the slogging howitzer puller and jack-of-all-work, it is a safe bet that the enemy wishes it had never been invented.

Hitler, wishing to discover what his people thought of him, disguised himself and mingled with the crowd.

"What is your opinion of Hitler?" he asked a working man.

The workman put his finger to his lips, looked about to make sure he was not overheard, and whispered, "Well, personally, I rather like him."

THE MILWAUKEE MAGAZINE

Fire Prevention Week: Oct. 8-14



THIS picture, taken during the Aberdeen, S. D., icehouse fire on July 24, is shown as a reminder of Fire Prevention Week. And the purpose of Fire Prevention Week is to remind us that the prevention of fires is of sufficient importance to be borne in mind at all times.

Every one of us, as an employe responsible for the welfare of his fellow employes and his railroad, and as an individual whose family and home might suffer from his carelessness, should let this special week serve to focus attention on an important subject. Fire Prevention Week is always the calendar week which includes Oct. 9, the anniversary of the great Chicago fire of 1871.

It is estimated that in the United States alone fires destroy about a million dollars' worth of materials daily, much of it actual or potential war materials. Increased industrial activity has made the fire loss in 1943 and 1944 greater, and it is contended that the loss on the railroads has increased 50 per cent. Happily, that figure does not apply to the Milwaukee Road, although it well might if we suffered many fires like the one which destroyed the Aberdeen icehouse at an estimated loss of \$20,000.

It is a known fact that as the volume of work we perform increases, the danger of fire is proportionately increased. For that reason we should be doubly vigilant.



FRONT AND CENTER



Capt. Robert H. Nye

Capt. Robert H. Nye of Bellevue, Wash., was employed as a fireman-oiler in the work equipment department during his vacations from the University of Washington. He entered military service in August, 1941 and is now division navigator for his bombardment division of the Eighth Army Air Force in England. As navigator on the "Southern Comfort," a Flying Fortress, he once had to parachute into the English Channel but was fished out. Later, as navigator of the now famous "Dry Martini" Fortress, he had a very narrow escape when in a hot fight with the Nazis a shell burst so close to the nose of the plane that the oxygen mask was blown off his face; he grabbed a spare just in time to forestall unconsciousness. He wears the Air Medal, with three Oak Leaf Clusters, and has recently been awarded the Distinguished Flying Cross.



Pvt. Salome Bosquez

Pvt. Salome Bosquez, a former Minneapolis roundhouse employe, is in training at Fort Francis E. Warren, Wyo.



Corp. Raymond Duffy

Corp. Raymond Duffy, former fireman on the LaCrosse & River Division, is serving in Iran with a railway shop battalion.



Pvt. Edward C. Dey

Pvt. Edward C. Dey, stationed at Camp Hulen, Tex., was formerly employed in the mail and baggage room in Milwaukee station.



Corp. Roy R. Bloomquist

Corp. Roy R. Bloomquist, with a medical detachment somewhere in New Guinea, is the son of Engineer Elmer Bloomquist of Merrill, Wis.



Sgt. Ward Fretts

Sgt. Ward Fretts, son of Operator Roy Fretts of Glencoe, Minn., is with the Army Air Corps in Italy. He has been overseas since February, 1943, and has fought with the 7th Army in North Africa and the 5th Army from Sicily up through Italy.



Ralph Whiteford, U.S.N.

Ralph Whiteford, son of the division engineer at Marion, Ia., recently completed his boot training at Great Lakes Naval Training Station.



Norbert Miller, U.S.N.

Norbert Miller, seaman 2/C, formerly a train clerk at Muskego yard, Milwaukee, is in England at present; he is 18 years old and has been in service a year. His father is Jerome Miller, a switchman in the Milwaukee Terminals.



Pvt. B. A. McCanna

Pvt. B. A. McCanna, whose father is a clerk at Chicago Heights, Ill., is with the 752nd Railway Operating Battalion, a Boston and Maine R.R. unit, at Camp Plauche, New Orleans, La.



Fred E. Fulks, U.S.N.

Jack Fulks, veteran boilermaker at the Miles City shops, has two sons in the Navy. Fred E. Fulks, soundman 2/C, has been serving in the South Pacific area for nine months. Robert J. Fulks, seaman 2/C, is attending hospital corps school at Farragut, Idaho.



Robert J. Fulks, U.S.N.



Pfc. Howard C. Beckler

Pfc. Howard C. Beckler, stationed in London with the Transportation Corps, was a car distributor in the transportation department, Chicago, before entering the army one year ago.



S/Sgt. Josephine F. Miller

S/Sgt. Josephine F. Miller of the Women's Reserve, Marine Corps, is in the signal division, San Francisco. She is the daughter of Engineer Bryan E. Miller of Tacoma, formerly employed at Mobridge, S. D., and the niece of Engineer Edgar Miller of the Trans-Missouri Division.



Patrick J. Breen, U.S.N. (left)

Patrick J. Breen, radioman 1/C, shown at the left engaging in the navy's favorite on-shore pastime, is a son of Barney Breen, St. Paul yard conductor. At present he is serving aboard a destroyer somewhere in the South Pacific. Another son, Bernard Breen Jr., is a gunner aboard a bomber, but was still stationed in the United States at the last report.



Sgt. John R. Carr

Sgt. John R. Carr, an armor-gunner in a combat crew, is with the Army Air Force based in England. He is the son of George A. J. Carr, district storekeeper at the Milwaukee shops.



Corp. Hope S. Bersie

Corp. Hope S. Bersie of the WAC is the daughter of Machinist Roy Bersie in the Green Bay shops. She was transferred recently to Fort Oglethorpe, Ga.



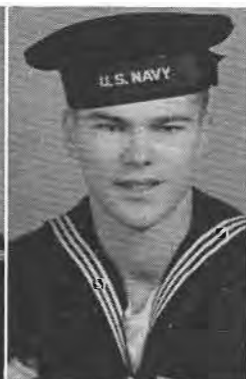
Darroll W. Evenson, U.S.N.

Darroll W. Evenson, aviation machinist's mate 2/C, son of Conductor A. M. Evenson of Whalen, Minn., enlisted more than two years ago at the age of 17 and is now somewhere in the South Pacific. He doubles as a naval air gunner.



Pfc. Beverly Novacek

Pfc. Beverly Middleton Novacek of the Women's Reserve, Marine Corps, is the daughter of Conductor J. W. Middleton and the granddaughter of Engineer Leo Middleton, both of the Trans-Missouri Division. She is stationed in Bremerton, Wash.



Loyal G. Nichols, U.S.N. Donald O. Nichols, U.S.N. Melvin E. Nichols, U.S.N. Gerald L. Nichols, U.S.N.

Walter Nichols, a boilermaker welder in the Minneapolis shops, has four sons in the navy. Loyal G. Nichols, electrician's mate 2/c, is somewhere in the South Pacific, as are Melvin

E. Nichols, aviation machinist's mate 2/c, gunner on a patrol plane, and Gerald Nichols. Donald Nichols is stationed at Quantico, Va. Before the war, Melvin was a Minneapolis switchman.



Robert Scherbarth, U.S.N.

Robert Scherbarth, seaman 2/C, son of Engineer Elmer Scherbarth of the third district of the Milwaukee Division, is stationed at the Norfolk naval air base, serving in the athletic office.



L. to R.: Mr. and Mrs. L. F. Mack look over pictures of their children in service, and some Japanese money; Capt. Eugene Mack; Mary Mack; M/Sgt. Melvin Mack; Sgt. Earl Mack.

L. F. Mack, a carman at Aberdeen, S. D., has five children in the service of their country, four of whom are shown above. Capt. Eugene Mack is in England, or was at last report; Mary

Mack is an army nurse now stationed at Yankton, S. D.; M/Sgt. Melvin Mack is with army forces on New Guinea; Sgt. Earl Mack is in Italy. A fourth son is now in the service.



Lt. James A. Scanlon

Lt. James A. Scanlon, formerly yard clerk at South Minneapolis, and son of P. J. Scanlon, first trick operator at South Minneapolis, was in action for 29 consecutive months with an amphibious force in the South Pacific, but has now been returned to the States as an instructor at Camp LeJeune, New River, N. C.



Pfc. John Murray, Jr.

Pfc. John Murray, Jr., formerly a clerk in the freight office in Hastings, Minn., is now at Bucyrus, Ohio, with a railroad outfit. He is the son of John Murray, track maintenance foreman at Hastings.



S/Sgt. Harlow L. Peterson

S/Sgt. Harlow L. Peterson, son of Clyde Peterson, B&B carpenter in Green Bay, Wis., is stationed at Camp Plauche, New Orleans, La., with the 743rd Railway Operating Battalion. Sgt. Peterson worked as station baggageman for a short time prior to entering the service.



Pfc. John Senti

Pfc. John Senti, with an anti-aircraft outfit at an undisclosed location, was formerly a switchman at Minneapolis and is the son of retired Machinist Clem Senti.



Pfc. M. P. McGriff

Pfc. M. P. McGriff, former clerk in the yard office at Des Moines, Ia., was in England with an engineer outfit at last report.



Pvt. Hans Klemmer

Pvt. Hans Klemmer, formerly of the auditor of passenger and station accounts office, Chicago, is now seeing action somewhere in the European theater of war.



Pfc. William Cass

Pfc. William Cass, formerly an Idaho Division brakeman, and son of John Cass, car inspector at Avery, Idaho, is stationed in England or France.



Lt. James J. Robinson

Lt. James J. Robinson, 23-year-old Mustang fighter pilot in England, was a brakeman in Portage, Wis., before the war.



Pvt. Elroy H. Bloedorn

Pvt. Elroy H. Bloedorn, who was a clerk in the district storekeeper's office in Milwaukee before joining the army, has been seeing action in Italy, but was recently reported in the hospital there.



T/5 Lawrence Hiher

T/5 Lawrence Hiher, son of Machinist Arthur Hiher, employed at Savanna, Ill., is stationed at a Greenland air base with an engineering utilities and maintenance detachment.

Appreciation Picnic Held at Madison, S. D.

The Madison (S. D.) Service Club, which has a reputation for its highly successful parties, recently took full advantage of the Milwaukee Road's offer to sponsor an appreciation party. Chairman John Kaisersatt appointed a committee of go-getters consisting of Harry Green, Mike Perry, Joe D. Lawler, John Broderick, Ed Coty, Sam Johnson, Carl Berg, Frank Kowaleski, Mrs. Verne Eggebraaten, Mrs. B. O. Long and Mrs. A. D. Walker. This



John Kaisersatt, chairman of the Madison (S. D.) Service Club. He is an I&SM engineer.

committee arranged a delicious ham dinner with all the trimmings, which satisfied all of the 400 guests, which was no small job.

A special attraction was the appearance of the Madison Municipal Band, which formally opened the affair and furnished appropriate music throughout the day, which added greatly to the gala event. Games were arranged for the kiddies and



Chief Carpenter W. E. Tritchler (left) and Agent Ed Full, ladle out the bouilli at the Austin Service Club's stag party.

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Service Clubs

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adults as well, with prizes being awarded the following: Largest family, Leo Klopt, father of seven children; Mr. and Mrs. William Baker were the couple married the longest, having been married 65 years (Mr. Baker is a retired boilermaker); employe traveling longest distance, Ole Blagsvedt of Whalen, Minn.; tallest man, Verald Westby, 6 ft. 1 in.; shortest women, Mrs. R. C. Dodds and Mrs. Gudmanson; girls' race winners, Rose Marie Allen, Phyllis Hogge, Mary Ann Coonradt, Lavonne Long, Mary Simpson, Viola Kuchenbecker and Mildred Hagen; boys' race winners, Jerry Potter, Leroy Long, Gene Rumrill, Jackie Klopff and Lyle Coonradt; men's race winner, Milo Potter.

Superintendent R. C. Dodds was the main speaker for the occasion.

Stags Feed on Bouilli at Austin

Bouilli (pronounced *boo ye*), or, in the lingo of the West, "sheep herder's dream," was the main course at the stag party put on by the Austin Service Club at Austin, Minn., in the municipal park on the evening of Sept. 11. George Wood, chairman of the club, formerly of Lewistown, Mont., held out for the last version, but his committee, consisting of Roundhouse Foreman H. J. Keck, Chief Carpenter W. E. Tritchler, Conductor Wm. Smith, Carman Casper Gerard and Agent Full, preferred the more complicated and sophisticated name of bouilli. The writer took no sides, but by whatever name would like a healthy helping at the moment. Frank Washburn, safety engineer, may know safety, but it

was necessary to instruct him in the art of dicing vegetables. This was one instance when many cooks did not spoil the bouilli, for it was delicious. It was a really enjoyable party and one that will be remembered for a long time.



Mrs. Gray, who entertained the Rockford Area Club at her farm, is shown with Chairman E. C. Brazure, retired conductor.

Rockford Area Club Spends Day in the Country

Melvinia Farm is located about seven miles from Rockford, Ill. Among other things, the farm consists of 45 head of cattle, including, on Sept. 10, a two-day-old calf. Among the fine breed of Belgian horses is a month-old colt. There were also several ponies to admire and pet, to say nothing of the chickens.

Melvinia Farm is owned by Mr. and Mrs. Gray. Mrs. Gray is employed in the local freight office at Rockford. She has been in the employ of the Milwaukee Road only a year. Previous to that she had been working for one of our competing lines. If we may quote Mrs. Gray, she was overheard to say: "I have met the most congenial people and have enjoyed my association with the Milwaukee Road more in the short period of a year than I had in 18 years with another line." This speaks well of the Rockford employes.

This may be reason enough for the invitation extended the Service Club by Mr. and Mrs. Gray. The group enjoyed a beautiful day on one of Illinois' best-kept farms. Martin Joseph Biller, general chairman of the Milwaukee Hiawatha Service Club, was shown some Rockford hospitality. He claims he enjoyed every minute of it, apart from partaking of too much of the sumptuous delicacies.

At dusk Tom Mulana broke the simplicity of beautiful Melvinia with his fine tenor voice. He soon was accompanied with a little barber-shop harmony.

E. C. Brazure, retired conductor, keeps his Milwaukee Road interest alive by being the active chairman of the club. W. P. Hyzer is secretary and treasurer.

Madison (Wis.) Club Backs Carnival Week

Watch the Madison (Wis.) Service Club! When that man J. Vanderhie gets behind something it is comparable to the Wisconsin Badgers carrying the ball. In this particular play, however, Van has his progressive daughter, Georgia Stafford, passing the ball.

Mrs. Stafford, Van, and Harvey Roeber,

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chairman, presented an excellent plan to a sizable group of club members at a meeting on Sept. 5. The Madison U.S.O., through various local organizations, plans to entertain about 20,000 army men from Truax Field. The event will be held during the early part of November and will be called "carnival week." Uncle Sam's boys will be treated to a full week of entertainment, with orchestra music, dancing, food, refreshments and games. Madison's leading organizations will sponsor the entire affair; our Service Club is one of the foremost backers of the plan.

We spoke of the backfield of this Madison team which is boosting the Milwaukee Road by voluntarily carrying the ball. However, a backfield is only as good as its line, and this particular line was composed of 54 club members at the Sept. 5 meeting. It is lines such as that which will be our bulwark in the postwar era.

Rain Dampens Old Line Picnic— Not Enthusiasm

Remember the time mother and dad promised to take you to a picnic, and then the eagerly-awaited day arrived, only to find ol' Jupe Pluvius working overtime? What a catastrophe in a youngster's life!

Vernon Harper, Service Club chairman, and W. J. Kohl, picnic chairman, promised a picnic to the members of the Old Line Service Club. When the day arrived Jupe Pluvius was doing double time. A catastrophe for the members? Well, in a way, yes. The concert band was unable to function and the races could not be run. The ball game had to be called off and most of the hot dogs and refreshments had to be returned.

Many of the invited guests, not aware



W. J. Kohl, the Old Line Club's picnic chairman, enjoyed the outing under an umbrella and rain coat.

that picnics—rain or shine—are attended by the members of this club, took the liberty of staying at home.

Taking their fun where they found it, the ones present huddled in the bingo stand, one eye on the game and the other hopefully looking at the rain, which paid no heed to wishful thinking. If one desired a bite to eat or was sufficiently dry for a drink, it meant braving the elements to get to an adjacent booth.

The dance hall, completely enclosed, afforded necessary protection. As dancing was scheduled for the evening, many people, tiring of their watchful waiting, came on to enjoy Les Marose and his seven-piece orchestra from Mayville, Wis.

October, 1944



Music for the Fargo Line Appreciation Party was provided by Bobbie (O. E.) Gavin and his Commanders. Mr. Gavin, agent at Wild Rice, N. D., is shown here playing the trumpet. Don Clark, chairman of the club, is the first man from the right in the background.

Mrs. Harriet Noël, secretary and treasurer, announced the following winners in the contests: A \$25 War Bond to B. E. Keepers, agent at Waupun, Wis.; \$25 War Bond, Leonard Webber, Beaver Dam, Wis.; five gallons of oil, C. E. Spicer, sectionman, Pardeeville, Wis.; two chickens, Ray Foley, conductor, Waupun, Wis.; two chickens, August Kiesow, Beaver Dam, Wis.

Chippewa Club Meets

Aware that the Service Club movement can go a long way toward maintaining the importance of our railroad in the postwar era, Chairman Otto Grade and Secretary J. Rouse of the Chippewa Service Club in Iron Mountain, Mich., are holding their group together in spite of gas rationing.

Superintendent F. T. Buechler, Trainmaster P. J. Weiland and Safety Engineer Roy Dahms were unexpected but welcome guests at the group's Aug. 29 meeting. These three safety-minded men are doing a splendid job of keeping the Superior Division in first place in the safety contest. The same can be said of them with regard to their support of the Service Club movement and the new public relations program.

In a brief talk, Mr. Buechler reminded the members of the keener-than-ever competition the railroads will have to contend with when this war is over. He stated that what we do now in helping to win favorable public opinion will contribute greatly to our future patronage. Trainmaster Weiland pointed out that the jobs of railroaders depend on the amount of business railroads are able to keep in the future.

The boys of the Chippewa Club enjoy their card games—and cards it was—to round out another Service Club evening.

Fargo Line Club Appreciation Party Draws Large Crowd

Don Clark, chairman of the Fargo Line Service Club, was really in for a surprise when approximately 350 attended the appreciation party planned by him and sponsored by the Milwaukee Road at City Park in Abercrombie, N. D. A wonderful lunch was prepared and served and the balance of the evening was spent in visiting and dancing to the music of Bobbie Gavin and his Commanders. O. E. Gavin is agent

at Wild Rice, N. D., but is better known in the entertainment world as Bobbie. C. P. Cassidy, traveling freight agent of St. Paul was the featured speaker of the evening.

Evolution at the Ticket Window

—1934—

He struts about, with pompous tread,
With stare so cold and chill;
Demands a bedroom, wants it quick,
He's off to Jacksonville.

I'm sorry, though, no bedrooms left,
I've nothing now but uppers,
The Elks and Shriners grabbed them all,
I'm cleaned out to the scuppers.

He rants, he raves, he tears his hair,
Describes my faults minutely.
He'll wire Jim Gillick, who, no doubt,
Will can me—absolutely!

Who is this gent, so corpulent,
Who makes me feel so little;
This Whooper-Duper Superman?
ALONZO JAY DOOLITTLE.

—1944—

He sidles in, with cheerful grin,
Upon his shining face;
Would like a lower, if I please,
Or any kind of space.

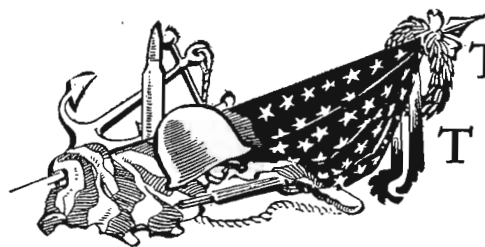
He'll go today, some time next week,
Or any time that's handy,
Or even if he waits two weeks,
It still will be just dandy.

He slaps my back, admires my tie,
Creates a great commotion;
He'll see Jim Gillick on this trip,
And boost me for promotion.

Who is this jovial, genial duck,
Who now demands so little?
Why, yeah, that's right, you guessed it
chum,
alonzoz j doolittle.

— C. M. Owen,
Agent, Sumner, Wash.

It takes a mother 21 years to make
a man of her son; it takes another
woman just one night to make a fool
of him.



THEY GAVE THEIR LIVES

Harlan J. Davidshofer, a machinist's mate in the navy, who has been missing since his ship was sunk in the Mediterranean Sea on July 10, 1943, has been officially declared among those lost. He was the son of John Davidshofer, employed in the shops at Dubuque.



Pfc. William S. Peterson

Pvt. Peterson entered the army on Sept. 3, 1942, and served in France with an infantry unit in the 4th Division, a group which was commended in the press for achievements on the Cherbourg peninsula.

Corp. Daniel W. Ness, son of William

E. Ness, section foreman at Conata, S. D., and himself a former maintenance-of-way employe, was killed on Saipan Island on June 15. As a machine gunner in his marine company, Corp. Ness saw action on Guadalcanal, where he was stricken with malaria. He fought with the marines at Tarawa, and has been posthumously awarded the Purple Heart for wounds received in that engagement.



Corp. Daniel W. Ness

Heart for wounds received in that engagement.

2nd Lt. Claire E. Gates, bombardier, formerly employed in the engineering department at Mason City, Ia., was killed recently in a collision of two army bombers near Model, Colo.

Pfc. Keith Kentner, son of Ray Kentner, chief yard clerk at Savanna, Ill., was killed in action on July 27 in Italy, accord-

ing to word received only recently from the War Department.



Pfc. Martin Renteria

Pfc. Martin Renteria, son of Paul Renteria, sectionman, of Council Bluffs, Ia., was injured on Aug. 1 during action in France and was sent to an English hospital where he died on Aug. 17. He had been overseas for two years.

The recently-developed water injection device for giving an extra burst of power to airplane engines is now in Navy combat use in the Pacific. At a flick of the switch the pilot sends a tiny jet of water squirting into the fuel mixture. This has the same effect that driving in a heavy fog or damp night air sometimes has upon automobile motors. The heated engine runs more smoothly and produces a surge of considerably more power and speed, which may be just the margin to save the pilot's life. The "Skull and Crossbones" Squadron, commanded by Comdr. J. T. Blackburn and including Lieut. (j.g.) Ira C. Kepford, the Navy's top-scoring fighter pilot, used gull-winged Vought Corsairs (F4U's) equipped with this device when they recently shot down 154 Jap planes in 76 days of combat for a Navy record.

RETIREMENTS

The following Employees' Applications for Retirement Were Recorded in August, 1944

CHICAGO GENERAL OFFICE

Glander, Geo. F. Asst. Chief Clerk,
Treas. Off. Chicago, Ill.
Luedke, Arnold W. Traveling Auditor, and Pass.
& Station Accts. Off. Chicago, Ill.
Ortmann, Augusta Stenographer, Treas. Off. Chicago, Ill.
Petersen, Arnold E. Clerk, Aud. Pass. &
Station Accts. Chicago, Ill.

CHICAGO TERMINALS

Dolphin, William Supt., S. & D. C. Dept. Chicago, Ill.
Eklund, John P. Freight Handler Chicago, Ill.

COAST DIVISION

Hill, Frank E. Loco. Engineer Tacoma, Wash.

DUBUQUE AND ILLINOIS DIVISION

Kenyon, Lloyd A. Machinist Helper Savanna, Ill.
Lehr, William C. Rail Sorter Savanna, Ill.

HASTINGS AND DAKOTA DIVISION

Becker, Arnold W. Loco. Engineer Aberdeen, S. D.
Dreelan, Andrew P. Trucker Aberdeen, S. D.
Gunderson, Arthur G. Switchman Montevideo, Minn.
Petrick, Clarence E. Brakeman-Cond. Montevideo, Minn.

IDAHO DIVISION

Little, Chas. W. Conductor Spokane, Wash.

IOWA DIVISION

Day, Archie D. Loco. Engineer Savanna, Ill.
Fohey, Oliver J. Signal Supervisor Marion, Iowa
Kell, Lee A. Operator Atkins, Iowa
Zuhlke, Frank Carman Cedar Rapids, Wis.

IOWA AND DAKOTA DIVISION

Cechman, James E. Passenger Brakeman Mitchell, S. D.
Grant, James P. Pipefitter, Loco. Dept. Mitchell, S. D.

IOWA AND SOUTHERN MINNESOTA DIVISION

Larimer, Martin E. Agent & Operator Chandler, Minn.

KANSAS CITY DIVISION

Burke, James M. Section Laborer Ottumwa, Iowa
Fitzmaurice, Wm. J. Boilermaker Ottumwa, Iowa
Thompson, Ernest I. Gen. Fore., Track Dept. Coburg, Mo.

LA CROSSE AND RIVER DIVISION

Bey, August G. Fireknocker LaCrosse, Wis.
Heath, Ralph M. Agent and Operator Dakota, Minn.
Heller, John H. Section Foreman Babcock, Wis.
Redlin, John A. Blacksmith Tomah, Wis.

MADISON DIVISION

Gallagher, James J. Conductor Janesville, Wis.

MILWAUKEE DIVISION

Wybourn, Ira W. Conductor Milwaukee, Wis.

MILWAUKEE TERMINALS

Bates, Edward C. Rate Supervisor Milwaukee, Wis.
Brosin, Martin Cabinetmaker,
Car Shops Milwaukee, Wis.
Buschke, Oscar L. Laborer, Car Dept. Milwaukee, Wis.
Huck, Arthur J. Machinist Milwaukee, Wis.
Kraschitzer, John Cabinetmaker Milwaukee, Wis.
McGucken, John D. Trucker Milwaukee, Wis.
Zuest, John J. Yard Conductor Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

Knachel, John E. Pipefitter Deer Lodge, Mont.

SUPERIOR DIVISION

Findley, Chas. P. Section Foreman Sidnaw, Mich.
Hayden, Frank S. Conductor Green Bay, Wis.

TERRE HAUTE DIVISION

Potts, Thomas R. Foreman, Car Dept. Bedford, Ind.

TWIN CITY TERMINALS

Dowd, Thomas M. Boilermaker Minneapolis, Minn.
Hoppe, Charles F. Boilermaker Minneapolis, Minn.

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

Divisions	No. of Tips			Divisions	No. of Tips		
	Pass. Tips	Frts. Tips	Per 100 Employees		Pass. Tips	Frts. Tips	Per 100 Employees
Seattle General	19	7	13.7	Twin City Terminals	25	..	1.0
Iowa & S. Minn. Div.	44	41	9.1	La Crosse & River	21	4	1.0
Chicago Terminals	8	188	6.7	Iowa & Dakota Div.	16	2	1.0
Dubuque & Illinois	78	8	5.2	Coast Division	13	..	0.9
Madison Division	23	..	2.9	Trans-Missouri Div.	4	4	0.7
Hastings & Dakota	31	6	2.8	Rocky Mountain Div.	7	..	0.6
Superior Division	14	2	2.4	Milwaukee Terminals	20	2	0.5
Milwaukee Division	30	..	2.1	Idaho Division	3	..	0.4
Kansas City Division	8	5	1.4	Terre Haute Division	4	..	0.3
Iowa Division	22	..	1.3	Miscellaneous
Chicago General	27	3	1.2				
TOTALS					413	276	2.1

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frts.				Pass.	Frts.
Chicago General Offices					Coast Division				
Auchampaugh, L.	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1		Lemke, Edgar	Clerk	Galewood, Ill.		1
Barnett, H.W.	Head Clk., Frt. Clm.	Chicago, Ill.	1		Miller, John H.	C/L Notice Clk.	Chicago, Ill.		2
Brown, J.L.	Gen. Supt. Transp. Secretary	Chicago, Ill.	1	2	Oettinger, J.J.	Rate Clerk	Galewood, Ill.		16
Burtness, T.W.	Office Clerk	Chicago, Ill.	2		Reimann, B.	Rate Clerk	Galewood, Ill.		2
Cameron, Marion L.	Spec. Tax Agent	Chicago, Ill.	1		Schumacher, L.D.	Clerk	Galewood, Ill.		1
Culver, C.L.	Investigator	Chicago, Ill.	1		Sherry, J.	Clerk	Galewood, Ill.		1
Ducrot, A.H.	Adjuster	Chicago, Ill.	2		Smithers, B.	Clerk	Galewood, Ill.		1
Fisher, George F.	Asst. Secretary	Chicago, Ill.	1		Willison, H.	Asst. Chief Clk.	Galewood, Ill.		3
Graves, Vila M.	Comp. Opr., Pass. & Stn. Accts.	Chicago, Ill.	1		Dubuque and Illinois Division				
Gunrell, Evelyn	Mail, Expr., Bag., & Milk	Chicago, Ill.	1		Anderson, Millie	Clerk	Tacoma, Wash.	2	
Klotz, E.M.	Clk. Transp. Dept. Chf. Clk. to Gen. Adj.	Chicago, Ill.	1		Berven, Ivar	Cashier	Tacoma, Wash.	1	
Kouba, William F.	Clk. Frt. Aud.	Chicago, Ill.	2		Carrotte, Mrs. Clara C.	Steno. to Supt.	Tacoma, Wash.	1	
Little, C.E.	Sorter	Chicago, Ill.	1		Cobley, W.H.	Freight Agent	Tacoma, Wash.	3	
Lynch, L.R.	Clk. Frt. Traffic	Chicago, Ill.	1		Hubbard, W.L.	Electrification	Tacoma, Wash.	1	
Marzullo, Carmen	Steno., Transp. Dept.	Chicago, Ill.	1		MacDonald, J.	Asst. Gen. Stk.	Tacoma, Wash.	1	
Nehf, W.W.	Frt. Traffic	Chicago, Ill.	1		Rusch, H.	Stenographer	Tacoma, Wash.	3	
Nelson, Mildred	Mail, Expr., Bag., & Milk Manager	Chicago, Ill.	1		Williams, H.W.	Div. Mast. Mech.	Tacoma, Wash.	1	
Prendergast, C.A.	A.F.E. Clerk	Chicago, Ill.	1		Chicago Terminals Division				
Rank, C.F.	A.F.E. Clerk	Chicago, Ill.	1		Anglin, Frances D.	Clk. Div. Engr. Off.	Chicago, Ill.	2	
Risberg, R.E.	Dist. Adjuster	Milwaukee, Wis.	3		Bishop, N.	Asst. Agent	Galewood, Ill.	4	
Ritter, J.S.	Clk., Purchasing	Chicago, Ill.	1		Boeck, H.F.	Chief Clerk	Galewood, Ill.	6	
Scotfield, E.J.			3		Borman, H.A.	Rate Clerk	Galewood, Ill.	4	
Sexton, Bertha			1		Brown, H.	Rate Clerk	Galewood, Ill.	3	
			27	3	Cameron, H.J.	Gen. Car Supvr.	Chicago, Ill.	1	
					Carter, P.	Clerk	Galewood, Ill.	1	
					Connally, J.J.	Rate Clerk	Galewood, Ill.	3	
					DeHay, L.	Clerk	Galewood, Ill.	1	
					Dyba, T.	Clerk	Galewood, Ill.	1	
					Ensor, A.	Rate Clerk	Galewood, Ill.	1	
					Erlenbaugh, C.P.	Machinist	Chicago, Ill.	1	
					Evans, R.	Rate Clerk	Galewood, Ill.	5	
					Ewing, J.J.	Clerk	Galewood, Ill.	1	
					Franz, I.	Train Clerk	Chicago, Ill.	1	
					Griesenauer, George	Ret.			
					Hampton, George J.	Instrumentman Agent	Chicago, Ill. Franklin Park, Ill.	1	
					Hanson, H.	Rate Clerk	Galewood, Ill.	1	3
					Hjort, Ed	Lampman	Chicago, Ill.	2	
					Hoffman, Ray	R/C Clerk	Chicago, Ill.	2	
					Koehn, D.M.	Clerk	Galewood, Ill.	2	
					Kohn, Arthur L.	Blacksmith			
					LeMire, G.E.	Welder	Galewood, Ill.	1	
						Rate Clerk	Galewood, Ill.		122

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frts.				Pass.	Frts.
Seattle General Offices					Terre Haute Division				
Beeuwkes, R.	Elec. Engineer	Seattle, Wash.	1		Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		4
Bennett, Alice	Stenographer, Transp.	Seattle, Wash.	1					0	4
Boydston, M.L.	Tax Agent	Seattle, Wash.	2		Trans-Missouri Division				
Goodman, C.F.	Asst. Chf. Clk., G.M.	Seattle, Wash.	1		Campbell, D.B.	Clerk	Miles City, Mont.		1
Greengard, S.	Exec. & Law Dept.	Seattle, Wash.	1		Heward, B.L.	Chf. Clk. to Div. Stkpr.	Miles City, Mont.		1
Harris, H.E.	Clerk	Seattle, Wash.	1		Ray, D.O.	Conductor	Harlowton, Mont.	1	
Kennedy, E.D.	Chf. Clk. to Gen. Mgr.	Seattle, Wash.	1		Tripp, Mrs. O.B.	Wife of Agent	Hettinger, N.D.	2	
Meyer, N.A.	Supt. Transp.	Seattle, Wash.	4		Tuffley, Francis D.	Conductor	Harlowton, Mont.		2
Oliver, F.H.	Office of Asst. to Trustee	Seattle, Wash.	1		Vonderheide, Charles	Machinist	Miles City, Mont.	1	
Oren, J.J.	Patrolman	Seattle, Wash.	1					4	4
Sanders, R.C.	Gen. Frt. Agt.	Seattle, Wash.	1		Twin City Terminals Division				
Strassman, J.N.	Auditor	Seattle, Wash.		7	Beckstrom, J.A.	Ret. Frt. Hse. Foreman	Minneapolis, Minn.	6	
Williams, H.J.	Secy. to Asst. to Trustee	Seattle, Wash.	1		Bornquist, I.W.	Carman	Minneapolis, Minn.	1	
Williams, S.	Steno., Transp., Depo.	Seattle, Wash.	3		Bowler, T.P.	Boiler Foreman	Minneapolis, Minn.	1	
			19	7	Brew, George	Garman	St. Paul, Minn.	1	
Superior Division					Brophy, S.A.	Loco. Engineer	Minneapolis, Minn.	1	
Andrews, Lester	Loco. Engineer	Green Bay, Wis.	4		Gustafson, C.	Carman	Minneapolis, Minn.	1	
Goodell, A.R.	Agent	Lena, Wis.	1		Hughes, T.B.	Coach Yard Foreman	St. Paul, Minn.	1	
Guy, M.G.	Warehouse	Menomonie, Mich.		1	Lekson, Shirley	Asst. Bill Clk.	St. Paul, Minn.	9	
Herman, M.B.	File Clk. & Steno	Green Bay, Wis.	1		Ode, Reuben T.	Checker	Minneapolis, Minn.	1	
Johnston, S.W.	Loco. Engineer	Green Bay, Wis.	1		Peterson, Fred A.	Car Repairer	St. Paul, Minn.	1	
Jones, Glenn G.	P.F.I.	Green Bay, Wis.	1		Ratwick, B.	Carman	St. Paul, Minn.	1	
LaVeau, F.J.	Agent	Republic, Mich.	1		Sjoquist, Fred	Welder	Minneapolis, Minn.	1	
LaBeouef, V.J.	Clerk	Menomonie, Mich.		1				25	0
McClellan, R.	Operator	Menomonie, Mich.	2						
Phillips, J.B.	Time Reviser	Green Bay, Wis.	1						
Robbins, W.S.	Conductor	Green Bay, Wis.	1						
Schumacher, John H.	Car Inspector	Green Bay, Wis.	1						
			14	2					

The name of a prospect on a traffic tip card is half the job of making a prospect a customer.

Anti-Trust Suit

(Continued from page 7)

state Commerce Act, and he dismisses as of little account any endeavor by public authority to maintain rate levels which will protect the income of the carriers and their opportunity to earn a reasonable return.

"His ideal would be a situation in which the carriers would remain at arm's length and refrain from joint action with respect to rates, and in which the initiation of rates would be solely the function of the individual carriers, with competition exercising full sway.

"Having no confidence in the Interstate Commerce Commission or its procedure, he would relegate it largely to the role of a master of ceremonies. The big stick in the background, designed to keep the battle royal going, would be the Sherman Act wielded by the Department of Justice.

"From what I have already said and done, you will have gathered that I do not agree with any such thesis. On the contrary, I believe it to be nearly 100 per cent wrong.

Anti-trust Violations Doubted

"I do not know how the carriers can comply with the mandates of the law and the orders of the Commission, unless they consult and confer with each other, and so long as the ultimate right of individual carriers to take independent action is scrupulously preserved, I welcome such conferences. Any joint action to which they may lead is always subject to protest and review by the Commission, if in any way it transgresses the provisions of the Interstate Commerce Act, and that public remedy is, in my judgment, of far more constructive value than prosecutions under the Sherman Act.

"To the extent that this public remedy exists, I would relieve the carriers from the anti-trust prohibitions, and I am not sure but what that may be the law now.

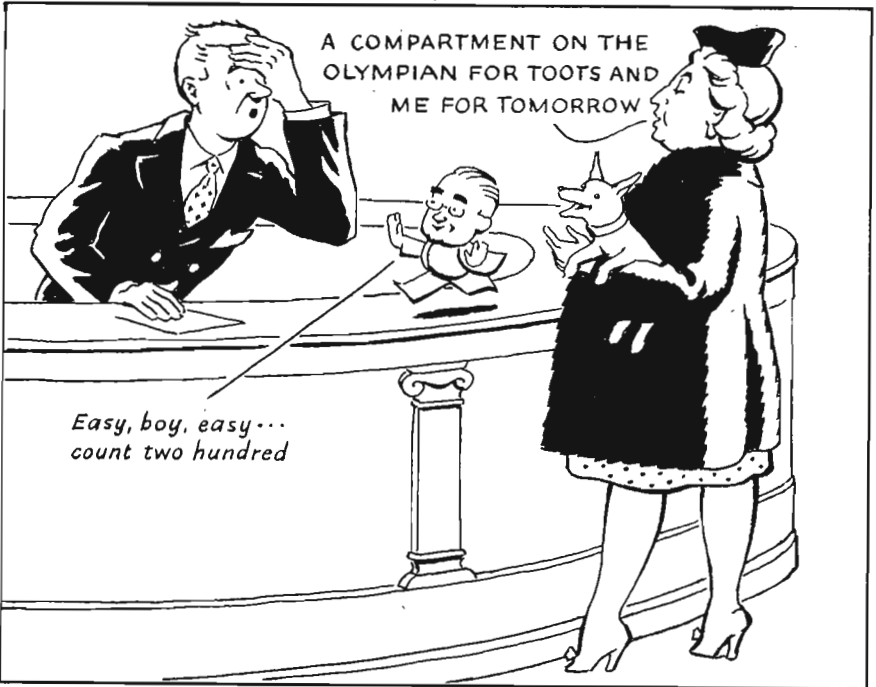
"I have no fear that competition would disappear."

More than 150,000 forest fires are reported in the United States every year.

Mamma mosquito: "If you children are good, I'll take you to a nudist camp tonight."

Teacher (warning her pupils against catching cold): "I had a little brother seven years old and one day he took his new sled out in the snow. He caught pneumonia and three days later he died."

Silence for 10 seconds. Then a voice from the rear: "Where's his sled?"



From "War Jitters," a booklet on public relations, published by the Milwaukee Road for distribution in the near future.

Montevideo Chapter

Mrs. John Schmutzler, Historian

After summer vacation our club met Sept. 1 for our fall and winter work. All officers were in attendance. Our club went over the top in membership, with much credit going to Mrs. Fandry for her work in this drive.

The pot-luck supper held May 28 was a fine success. The Major Bowes amateur show was given, with a number of added features, Mrs. M. P. Golle ably acting as the Major himself—all more enjoyed than the first showing.

Good Cheer reported cards, flowers, and fruit sent and four personal calls; Red Cross 21 hours surgical dressings, 15 blood plasma donors, 150 hours of war bond work. A quilt will be made and the proceeds given to blood plasma. Attendance prize was won by Mrs. Nordquist. Dainty refreshments were served by Mrs. Hoen and Mrs. Moe.

Milwaukee Chapter

Mrs. John Ehlert, Historian

Because of the Summer vacation there will be a three months' report on Red Cross activities. June report on knitting—sleeveless sweaters, army gloves, and bib helmets 106 hours. Surgical workers 87, surgical hours 408, surgical dressings 2,060; grand total 514 hours worked and seven articles finished for June.

July knitting, navy socks, army helmets, navy tubulars, 666 hours, donated eight squares, \$1.00. Surgical workers 68, surgical hours 326, surgical dressings 890, grand total hours 992.

August, surgical dressings 1,900; surgical workers 35, surgical hours 172, knitting, navy socks and army mufflers 78 hours. Grand total 250 hours. A donation of \$5.00 was given to Mrs. Ross to be used for Red Cross and from this gift 38 hot water bottle covers were made by Milwaukee Chapter Unit.

Minneapolis Chapter

Mrs. J. J. Mintz, Historian

On July 12 members held a house warming at the home of Mrs. F. Webster, at which a picnic luncheon was served, followed by a bingo party. We were all very proud and happy to hear that Mrs. Grothe went over the top in her membership drive. She reported 135 voting and 755 contributing members, making a total of 890 members, a nice gain over last year. Mrs. Haffner thanked the members for a sympathy card received upon the loss of her brother. Mrs. A. Farnham and Mrs. J. J. Mintz also expressed their thanks for cards received during their illness.

We held a meeting Aug. 9 at the home of Mrs. R. E. Melquist. A chop suey luncheon was served by Mrs. Melquist and her daughter, Betty. Bingo comprised the afternoon's entertainment. We were pleased to hear that the veterans of St. Cloud Hospital derived so much pleasure from the pianos sent to them by means of funds donated by the club members. We also have on hand a check for \$47.44 which is being held in reserve for them to be used at their disposal.

La Crosse Chapter

Mrs. C. J. Wethe, Historian

La Crosse Chapter began its year's meetings Sept. 6 after a three months' vacation. A dessert luncheon was served attended by 28 members. Mrs. Martin Breuer and Mrs. Smith were two new members welcomed into the club. Number of members reported were 371 voting and contributing. Balance in treasury, \$210.24. Mrs. Blanchard, who had received a plant from the club when sick,

the Milwaukee Railroad Women's Club

sent the club \$1.00 to be used toward the flower fund to help make someone else happy. Penny march amounted to \$2.03. This month the money will be used to purchase a remembrance for the house mother of the Loretto club (where our meetings are held), who is ill in a Rochester hospital.

After the business meeting, cards were played; at Zionchek Mrs. Betts received high, Mrs. Goggin low; bridge, Mrs. Krueger high, Mrs. Marchant low; "500," Mrs. Lubinsky, high, Mrs. Coney low. Door prize went to Mrs. Strupp. Serving committee was Mmes. John Rogowski, C. C. Marchant, Ed Goggin and Frank Rickard.

Aberdeen Chapter

Mrs. Lisle Young, Historian

A letter of congratulation from Etta Lindskog on winning the membership prize again this year was read at our first meeting of the fall season on Monday, Sept. 4. This prize was won by topping our own membership of last year, which was 1,103, by 50 members, making our total membership 1,153, which is no small army. The hours of war work turned out by this veritable army during June, July and August has been almost staggering, including 765 hours of canteen work, 424 hours on surgical dressings, 516 hours of nurses aid and 456 hours on the War Bond drive, making a total of 2,161 hours. Our Red Cross sewing group which has met in the club rooms every Wednesday afternoon, took a short vacation during August, but will resume this work on Wednesday, Sept. 12, as announced by the Red Cross chairman, Mrs. Harold Murphy.

Mrs. Mary Karr, our Good Cheer chairman, has been on the job through the summer, bringing congratulations and good cheer when needed in the Club's behalf. The ladies gave a hand in making coffee and serving ice cream at the Service Club picnic held at Melgaards Park on one of our most perfect South Dakota August days, which afforded us the opportunity of a chat with friends whom we had not seen since our last meeting. They were also well represented in the games with Mrs. Gail Hanson being the lucky lady who carried off the attendance prize of a War Bond.

Seattle Chapter

Laura J. McEwen, President

In July we were entertained at Mrs. Rolland Sander's home. It was the hottest day of the year, but this fact did not keep our "regulars" from being present at the very lovely garden party. It was a luncheon and the several groups that were served at tables under huge sun umbrellas seemed not to mind the heat but instead to forget it entirely in the enjoyment of a delightful luncheon.

Mrs. Clyde Medley extended the hospitality of her home for another delightful luncheon garden party. This time it was almost the coldest day of the summer, but the good food and pleasant fellowship under the heavily laden fruit trees, made us forget weather entirely.

Both of these affairs were well attended

and so many expressed pleasure that we all feel that the continuation of contacts during the summer was a wise move.

A fall tea at the home of Mrs. R. Beeuwkiss will be the event of September. Mrs. Charles Goodman is to give us another of her delightful book reviews. We are anticipating "A Trip for Margaret" very eagerly.

We regret to say that it has been our sad privilege to extend sincere sympathy to quite a number of our Milwaukee family.

Owing to the use of our larger quarters by the Travelers Aid as a lounge for our service personnel we have been accommodating ourselves to smaller quarters. But in them we have created a big feeling of fellowship and good cheer and it is our confident hope that such will continue until we can again launch out in a bigger way and once again welcome back our men folks to the good old-fashioned suppers.

Mason City Chapter

Mrs. John Balfanz, Historian

The first Fall meeting of the club was held Sept. 6 with Mrs. Sizer, president, in charge. Nineteen members were present. We had as our guest, Mrs. G. Wallace and she directed our community singing, using our new song books for the first time. Corresponding Secretary Mrs. McClintock reported on the number of sick calls and cards she had made and sent during the summer vacation months. Our president said she had made 10 personal calls and 15 telephone calls. Mrs. Pack, treasurer, reported we had \$224.94 in the treasury, besides two War Bonds.

Our Red Cross chairman, Mrs. Anderson, gave a splendid report on work done by the club members, saying 200 kit bags had been made and 230 hours of work turned in. Thirty new song books were purchased. Ways and Means chairman, Mrs. Cross, said plans were being made for a rummage sale, the proceeds of which are to be given to the canteen. Program chairman, Mrs. McDonald, presented Mrs. Wallace, who sang Merriath Willson's new song, "Iowa." She also favored us with two whistling selections. Mmes. Pack, Larson and Cross acted as hostesses, and served coffee and cakes.

Madison, S. D., Chapter

Mrs. A. D. Walker, Historian

Members met at the club rooms on Sept. 12 and took up the business, which had come up during the summer. Mrs. Vernon Eggebraaten donated material for a set of seven dish towels. These will be hemmed and embroidered by members and sold. There are about 70 young men and women listed on the club honor roll who are in service and it is planned to send Christmas boxes which will contain air mail stationery and stamps to each of these. The boxes will be packed at the meeting on Oct. 10 and mailed before the Oct. 15 deadline. The meeting was concluded with lunch.

On Sept. 12 the club entertained at a benefit card party. The rooms had been rearranged, repainted and new drapes put up during the summer and this was an unofficial housewarming. Summer flowers were used for decoration on both floors. The upper rooms were used for whist and downstairs rooms for contract. Fifteen tables were filled. Awards went to Mrs. Frank Kovaleski and Mrs. John Hallenbeck in bridge and to Mike Perry and Mrs. William Roche in the whist division. Door prizes were awarded to Mrs. Alex Koscki and Fred Riley.

Refreshments were served in the late evening by a committee headed by Mrs. George McKinney. General arrangements were under the direction of Mrs. Mike Perry, assisted by Mrs. John Broderick and Mrs. Earl Allen. In addition to the

guests present a number of members and friends paid for tables and for admission tickets who were unable to be present. Money raised is to be used for welfare work of the club and boxes to be sent to those in service.

Black Hills Chapter

Mrs. Harris Dillabaugh, Historian

Oh, how we love picnics in the good old summer time. On July 31 the club met at the East Blvd. Park, with about 60 members and their families enjoying a picnic lunch.

On Aug. 6 the club enjoyed another big feed held at the YWCA. This time it was an appreciation dinner given by the Milwaukee Railroad through its public relations department and the local Milwaukee Service Club. Guest speaker for the afternoon was Staff Sgt. Rudy Turansky, who recently returned from overseas. A question and answer discussion was conducted on experiences of the boys overseas. Other speakers for the afternoon were Lisle Young, Aberdeen, regional assistant of the Public Relations Department of the railroad; J. T. Hansen, Sioux City, assistant superintendent, and R. J. Dimmitt, Mitchell, trainmaster and engineer. As a special feature Frank Washburn, Minneapolis, safety engineer, showed movies and gave a talk on safety first.

On Aug. 12 the Black Hills Chapter had a rummage sale. We cleared \$40, which we thought was very good.

On Monday evening, Sept. 11, our first fall meeting was called to order by our president, Margaret Kemmerling, with a good attendance. The club motto was repeated. Reports from various chairmen were heard. A report given by our Membership chairman, Mrs. N. O. Frizzell, indicated that the membership drive went over the top. Our final report: 98 voting, 121 contributing.

Mrs. Clifford Smith was appointed treasurer to replace Mrs. Thomas Hickson, who resigned. Penny march was taken. Following the meeting a lovely lunch was served by the hostesses, Mrs. Carl Anderson and Mrs. Matt Anderson.

Janesville Chapter

Harriet Higgins, Historian

Regular meeting of Janesville Chapter was held Sept. 5 with our president, Mrs. Wallace, presiding. A committee was appointed to send Xmas gifts to our members in the service, numbering 111. To our members in service who are hospitalized in this country we are sending a box of candy. Our Sunshine Chairman, Mrs. Wm. Wilcox, gave a grand report, 119 personal calls, 12 families reached, \$18.18 spent. Mrs. Jas. Fox won bank nite prize. We are going to assist the Janesville service Club by serving lunch at their meetings. During the past month we lost one of our contributing members, Jas. McCue.

Miles City Chapter

Ruth Rehm, Historian

The Miles City Club started its Fall work with a very enthusiastic and well attended meeting Tuesday, Sept. 5, with Mrs. Nels Helm, president, presiding. Mrs. Fellows, the Rec. Sec'y, resigned this Summer when they moved from Miles City. Mrs. McKinley Gilmore was elected to fill out her term. The appreciation of the club was expressed by a rising vote of thanks to our Membership Chairman, Mrs. E. B. Walters, and her committee for taking it "over the top" and winning for the club both membership prizes. She reported 195 voting and 256 contributing members, making a total of 451.

Club workers still did their bit during

OVER THE TOP IN MEMBERSHIP

Membership Honor Roll

The General Governing Board is happy to announce that the Women's Club has reached the largest membership enjoyed by it since the club was organized in July, 1924.

It is with pleasure we report that 53 of the 60 chapters of the club have shown an increase over their Dec. 31, 1943, membership.

We wish to take this opportunity of expressing our thanks to the employees of the railroad and the women members of their families, who through their cooperation and support have made possible this splendid showing.

Isabelle C. Kendall
President General

	Voting	Contributing Total	
Membership as of Aug. 31, 1944	6,970	11,521	18,491
Membership as of Dec. 31, 1943	6,503	9,704	16,207
Increase in Membership over Dec. 31, 1943	467	1,817	2,284

Chapter	—Total Membership—		Increase over Dec. 31, 1943 Membership
	Aug. 31 1944	Dec. 31 1943	
Aberdeen, S. D.	1,137	1,103	34
Austin, Minn.	379	305	74
Avery, Ida.	143	124	19
Bensenville, Ill.	206	167	39
Black Hills (Rapid City, S. D.)	219	217	2
Butte, Mont.	107	82	25
Channing, Mich.	54	51	3
Chicago-Fullerton Avenue	1,042	889	153
Chicago-Union Station	1,142	471	671
Council Bluffs, Ia.	100	98	2
Davenport, Ia.	233	228	5
Deer Lodge, Mont.	201	124	77
Des Moines, Ia.	126	79	47
Dubuque, Ia.	214	185	29
Great Falls, Mont.	70	61	9
Green Bay, Wis.	410	371	39
Harlowton, Mont.	157	152	5
Iron Mountain, Mich.	112	109	3
Janesville, Wis.	391	389	2
Kansas City, Mo.	285	249	36
Madison, S. D.	172	168	4
Madison, Wis.	261	229	32
Malden, Wash.	81	71	10
Marion, Ia.	254	253	1
Marquette, Ia.	264	178	86
Mason City, Ia.	389	351	38
Merrill, Wis.	65	54	11
Milbank, S. D.	162	147	15
Miles City, Mont.	452	394	58
Milwaukee, Wis.	1,129	1,092	37
Minneapolis, Minn.	890	874	16
Mitchell, S. D.	255	203	52
Mobridge, S. D.	301	297	4
Montevideo, Minn.	302	286	16
New Lisbon, Wis.	131	128	3
Othello, Wash.	136	132	4
Ottumwa, Ia.	700	593	107
Perry, Ia.	525	346	179
Portage, Wis.	224	154	70
St. Bernice, Ind.	420	217	203
St. Maries, Ida.	52	44	8
St. Paul, Minn.	402	399	3
Sanborn, Ia.	154	145	9
Savanna, Ill.	476	450	26
Seattle, Wash.	241	219	22
Sioux City, Ia.	615	583	32
Sioux Falls, S. D.	177	164	13
Spencer, Ia.	108	49	59
Spokane, Wash.	218	216	2
Terre Haute, Ind.	350	308	42
Tomah, Wis.	453	430	23
Wausau, Wis.	167	166	1
Wisconsin Rapids, Wis.	54	43	11

the summer in war work. Mrs. H. C. Brisbane, Red Cross chairman, reported 9 workers in the sewing room, three nurses aides, and 23 in surgical dressings, working a total of 1,111 hours, even when the rooms were closed most of July and all of August. Mrs. Earl Farr, War Bond

chairman, reported selling \$775 worth of bonds and \$10.70 in stamps at our booth, which was opened one afternoon a week during the Fifth War Loan Drive. The Senior Girl Scout troop which the club sponsors was not forgotten, for it was voted to give them a hallowe'en party.

Christmas boxes were planned for the young people of our Milwaukee family now serving in the Armed Forces. Mrs. Wm. James, Good Cheer chairman, was appointed to have charge of them.

Mrs. Ayers, wife of the new Division Superintendent, was formally introduced to the club by Mrs. A. W. Wickersham. The meeting was followed by two solos, "Le Secaet" and "The Storm" by one of our talented little tots, the seven year old Suzanne Wall. A dainty lunch was served by the hostesses, Mrs. E. B. Walters and Mrs. James. The tea table was made attractive by Fall flowers. A social hour followed.

New Lisbon Chapter

Mrs. George Oakes, Historian

On Aug. 9 the club held a farewell party at the home of Mrs. E. Gongaware for two of its members, Mrs. J. Stoker, our treasurer, who is moving to Wisconsin Rapids, and Mrs. J. Barnes, a past president, who is moving to Watertown. After supper was served to the 21 members present, our guests of honor were each presented with a small gift of remembrance. The remainder of the evening was spent playing bingo.

On Aug. 17 the club held a farewell picnic supper at the Riverside Park in New Lisbon for two of its members, Mrs. J. Brooks, who is moving to Lyndon Station, and Mrs. H. Hanover, who was unable to attend as she was out of the city for the day. Eighteen members enjoyed the picnic, after which Mrs. Brooks was presented with a gift.

Kansas City Chapter

Mrs. Henry V. Banta, Historian

The first Fall meeting was held Tuesday, Sept. 5, at the Northeast YMCA. Red Cross sewing at 10:30 a. m. under the supervision of our Red Cross chairman, Mrs. W. A. Kinder. Mrs. Kinder reported the Red Cross work rooms open again and urged as many as could to go and work. Lunch was served at 12:00 noon to 20 members. Business meeting was opened at 1:30 p. m. our regular hour. Mrs. C. H. McCrum, treasurer, reported a good cash balance of \$287.92.

Mrs. Roy Cawby, Good Cheer chairman, reported seven cards sent, five personal calls and 18 telephone calls. Mrs. Cawby announced she had the samples of Christmas cards and urged all who wanted cards to place their orders as soon as possible. All the profit from the sale of cards goes to our club. Ways and means committee announced a card party to be held at the Kansas City Gas Co., Plaza Office, Sept. 26. Mrs. J. L. Tarbet, president, reported a membership of 235, 107 voting and 178 contributing members, giving the club some prize money. This fine membership is one of the largest in the history of the Kansas City Chapter.

The amount spent for Good Cheer during the summer amounted to \$8.98. Members helped to serve a dinner to 200 soldiers at the USO Center at Tomah. Donations amounting to \$5.00 were sent to Sparta for soldiers from Camp McCoy.

Madison, Wis., Chapter

Mrs. Kenneth Kunz, Historian

Mrs. O. S. Kline, president, entertained the members of the executive board and committee chairmen at her home in June and expressed her appreciation of the extra work being done in membership.

In spite of rain in the earlier part of the week and showers on the 17th, the sun stayed out long enough for members and their families to enjoy the picnic we had that evening at 6:30 o'clock at Olin Park. About 45 members and guests were present. The club furnished coffee, ice cream and pop. The children enjoyed the

swings and slides and also a ball game while the adults enjoyed visiting. Members served 84 hours at the local USO during August. Our club rooms have been newly decorated and we are looking forward to several social activities this Fall.

Avery Chapter

Mrs. E. F. Husaboe, Historian

Members have been very busy this Summer preparing for their bazaar to be held later this Fall. Every Friday they met at the club rooms. They did sewing there as well as preparing garments to be made at home by the members. A food sale will be given in connection with the bazaar.

We were very much pleased to learn that Avery Chapter has gone over the top in membership again this year. Everyone enjoyed pinochle and the lunch served at our Sept. 6 meeting. Mrs. D. Hutchinson and Mrs. F. Laschelle were hostesses for the evening. High score prize was given Mrs. Hardy Pears and low to Mrs. Alice Gill.

Tomah Chapter

Eva Brown, Historian

Members met June 7 at the K. P. Hall for a pot-luck supper, which was served at 6 o'clock. Business meeting followed, after which pinochle, which was very much enjoyed by everyone, was played.

After a recess of two months, meetings were resumed on Sept. 6 at the K. P. Hall. Chairmen of the different groups, including USO, Ration Board, and Gray Ladies, gave good reports. Our president reported that we had gone over the top in membership, with 453 members, 210 voting and 243 contributing. Following the meeting the men joined us and penny bingo was played, after which refreshments were served.

Austin Chapter

Mrs. Geo. L. Wood, Historian

Fifty members turned out for the opening Fall meeting of the Austin Club. A lovely one o'clock luncheon was served by the following committee, Mrs. F. M. Valentine, Mrs. Gus Mohs, Mrs. O. C. Peed and Mrs. Norman Earl. Business meeting which followed was presided over by Mrs. E. J. Full. She introduced three new members, Mrs. S. Olinger, Mrs. Marion Sherman and Mrs. Leonard Jackson. The House and Furnishing committee were authorized by the members present to purchase new dishes for the club.

Mrs. Dodds urged all members to turn out for surgical dressings, emphasizing the need of new workers among our members. Mrs. Full announced that the Austin chapter had gone over the top in its membership drive, which was handled by Mrs. F. F. Luskow. The door prize was won by Mrs. Daniel Dovenberg, while in the Bridge game Mrs. Full and Mrs. Sherman were high, and the "500" prizes went to Mrs. Morro and Mrs. Frank Jeffers.

Ottumwa Chapter

K. M. Gohman, Historian

A nice crowd was in attendance at our Sept. 1 meeting, with luncheon preceding it at one o'clock. Plans were made for the party held on Thursday, Sept. 28, in the club house, with retired employes and wives as guests of honor; dinner at 6:00 p. m., entertainment and program during the evening.

Letters of thanks from the Red Cross were read, expressing thanks for the very fine cooperation on the part of our members for their assistance in the vari-

ous activities of that organization and help in their emergencies. The continued interest of our members in local projects is anticipated and it is hoped the attendance at the meetings on the first Friday of each month, preceded by a one o'clock luncheon, will increase.

Marion Chapter

Verna Bristol, Historian

Marion Chapter opened its fall meeting with a dessert luncheon after a recess during the summer months. Our president announced we had gone over the top in our membership drive for this year. Ten dollars was given to the blood plasma fund. Plans were made to fix a Christmas box for each soldier whose parents belong to the club. Our Ways and Means Committee announced that we would have a white elephant sale at the next meeting.

Dubuque Chapter

Mrs. George Laskey, Historian

Our chapter met Sept. 19 at our club room. We had a short visit, then our meeting opened and business was discussed. We averaged 95 hours a month on Red Cross work during the summer, sent out several good cheers cards, and did some relief work. Our picnic was held on July 26 and everyone had a nice time and a nice picnic dinner. Cards were played following the dinner.

Wausau Chapter

Mrs. A. W. Kasten, Historian

Wausau Chapter resumed its meetings Sept. 12 with a good attendance. Mrs. Whaley, our president, being absent, Mrs. Ray Schultz, vice president, took charge. It was voted to again present each mother who has a son or daughter in service \$1.00 to buy a Christmas gift from the club for them. Good Cheer chairman reported one basket of fruit and one plant sent during the summer to members who were ill. There being no further business the meeting was adjourned. Six tables of cards were played, war savings stamps being given as prizes. Lunch was served by Mrs. Ralph Chamberlain, chairman, and Mmes. Rheinhold, A. Krueger, C. Rege, Wm. McEwen, and Parkin.

Harlowton Chapter

Lena W. Cavanaugh, Historian

Yes, we had our picnic supper in July, although it had rained and we thought we couldn't meet in the park. But it stopped and the sun came out, so 24 of us got together and held our business meeting, and then had our lunch. Some were too chilly, for others it was just right, and not many mosquitoes.

It was decided to have a picnic for our August meeting and include the men, but again it rained so no meeting. As we are still without our clubhouse, our September meeting was held in the I.O.O.F. Hall. Following our business session, cards were enjoyed, after which a delicious lunch was served by Mrs. John Boyles, Mrs. Earl Burrows and Mrs. Harry Rine.

Our Good Cheer Committee has been very busy, as we've had a great many deaths, also a number of new babies. Our membership went over the top and is 96 voting and 62 contributing members. The company will paint the inside of our building when they are through using it, so if it is not available, we will again rent the hall for our October meeting. It will be our turn Sept. 18 to 24 to meet the trains, to distribute treats, etc., to the service men and women.

IDAHO DIVISION

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

Now that the Idaho Division has a column all its own, perhaps our friends will help me out now and then by sending me some "good ones."

We've finally lost Tom Quinn, our tin-foil shooter, to the Seattle office. After shooting his way around the Spokane offices from the freight house to the superintendent's office, he departed for Seattle with a final blow at the ladies in the office, some of whom are still black and blue.

Not to be outdone, we have had two births—both baby girls. Joan Marie arrived at the home of Assistant Time Reviser Adolph Carufel of the superintendent's office on Aug. 24; she weighed in at 9 pounds, 3 ounces. Mary Jo made her appearance on Sept. 13, the daughter of City Ticket Agent G. V. Valley.

W. A. Snure, chief clerk to the freight agent at Spokane, has been kept very busy with weddings. His son, Lt. Robert Harvey Snure, pilot of a B-17, was married to Miss Sammie Elizabeth Dorris of Alpine, Tex., on Aug. 3, at Roswell, New Mexico, where Lt. Snure is now stationed. Our best wishes to the young couple. Mr. Snure's daughter, Jane, was married to Dr. Jay Newhall of Preston, Idaho, at Spokane on Aug. 16. Dr. Newhall has a degree in veterinary medicine and is practicing at Preston, Idaho.

On Sept. 6, B&B Foreman Ray Councilman and Mrs. Myrtle Perkins of Spokane slipped over to Missoula, Mont., and were married. They will make their home in Foreman Councilman's camp for the present.

It seems that Time Reviser A. L. Boyd wants it known that he paid good money for a new tie he's sporting. The price tag is still on it and he will prove it on request.

Section Laborer Joe Destefano of the Spokane yard force, states that his son, Ray, who was wounded in the invasion of Normandy is in a hospital in London and doing very well. Mr. Destefano's daughter, Mary, is a lieutenant in the Wacs stationed in the South Seas.

Fireman Don Breden, now in the navy at the Farragut Naval Training Station, expects to leave Idaho shortly.

Foreman Don Allen is now with the 749th Railway Operating Battalion at Camp Shelby, Miss., on the Southern Railway, between Meridian, Miss., and New Orleans, La. Don is serving as a conductor. Brakeman John Jacobs of the Idaho Division is also in the same outfit, serving as a conductor.

Viola Stratton of the Waves, daughter of Section Foreman E. W. Stratton of Worley, Idaho, visited with her parents during a recent leave. She is stationed at Corpus Christi, Tex. Merle Stratton, a son, is with the air force overseas.

Harry Miller, formerly in Agent Ramsey's office, is now the chief carpenter's clerk in A. W. Hodgson's office.

Fireman Ernie Palmer, who has been out of service for several months, has returned and is working on a Spokane switch-engine. Fireman Lou Plybon, who was displaced by Palmer, is firing on passenger out of Spokane.

Section Foreman Roy Stevenson of Dalkena, Wash., attended the annual meet-

ing of the Maintenance of Way Union held at Minneapolis, Minn., early in the summer. During his absence, Foreman Harold I. Lyon of Rathdrum acted as relief section foreman at Dalkena.

Section Foreman Clair P. Mason of Spirit Lake, now serving with a railway operating battalion overseas, was injured in the invasion of Normandy, and is recuperating in a hospital in England. He has been awarded the Purple Heart for outstanding service during the invasion.

There seems to be a certain different appearance about Supt. G. H. Hill's office lately and it could be the change in furniture that leads the regular visitor there to think he or she has come into the wrong office at first glance. Even the telephone seems to have a "different" ring.

W. T. O'Reilly, chief clerk to the superintendent, has given us all an opportunity to view the navy personally by introducing us to his sons, Ward and Jack, who visited him recently. Aviation Machinist's Mate 1/c Ward O'Reilly, arrived in Spokane on Aug. 4 from special school at Madison, Wis. He left on Aug. 10 to return to Great Lakes and was sent from there to Durant, Okla. Air Crewman Jack O'Reilly, A.R.M.3/c arrived from special school at Deland, Fla., on Sept. 10 and reported to Norfolk, Va., on Sept. 25.

I have been told that you might like to know that the laying of new rail between St. Maries and Avery has been finished and the Mexican gang has started ballasting the new rail and line changes along the St. Joe River. The ballast for the job is coming from the crushed gravel stock piles at the Spokane Bridge pit. This portion of the track will soon be in excellent condition.

Sheep shipments have been heavy this season, from the winter range in central Washington last spring to the mountains for grazing, and the lambs have now been shipped east. The ewes will be moving to stubble range in the Palouse country soon, and later to the winter range again in the Columbia Basin.

CHICAGO GENERAL OFFICES

Purchasing Department

Josephine O'Hara
 Correspondent



The recent editorial, "Public Relations Is Our Business," which appeared in the September issue of the Milwaukee Magazine, contains a significant message for us. Our railroad has already begun to orientate itself to a "new world," and we railroad men and women are privileged to assist in this orientation by making public relations our business.

A literary trend has been observed in the purchasing department through our friends from overseas. A letter from Corp. Scott Van Delinder, Norma's husband, who has been abroad for two years, merits our attention. It appeared in Marcia Winn's column of the Chicago Tribune "Front Views and Profiles" on Sept. 8 last. The corporal introduced himself by writing:

"I am nobody and may never be anybody. That isn't important, and I am not important, but this is important:

"The end is near, and we will forget too much that should be remembered, and remember too much that should be forgotten, but if in the forgetting and remembering we can cling to something good, we will have won the war."

We shall not forget to remember your effective words, Corporal!

Letters from Pvt. Bob Reiter are almost like a visit in person. He has been on the move a great deal of the time but with his every break, he drops a line to the purchasing department. Among the entertainers on his list, Bob has seen Edward G. Robinson, Dinah Shore, and Spike Jones and his City Slickers, who have been entertaining the troops in the European theatre. Bob is anticipating the day when he can tell us of his experiences in person.

Corp. Don Russo writes from overseas that the army seems much the same whether at home or abroad. Don has developed his art of cutting hair and, if time but allowed, he could have a business of his own in the army.

Another nice letter arrived from Frieda Henninger. Her husband, Les, made an appearance on the radio program "People Are Funny" and had his picture taken with the Chief of Police of Los Angeles and Art Linkletter, the MC of the program. This appearance won for Les a 30-piece set of sterling silverware valued at \$150 and a gift of \$8.00 in cash. Frieda thinks her husband is a valuable person to have around.

Visits to Jean Lathrop's home in Dundee, Ill., are becoming frequent by members of our personnel. We were invited to another picnic held on the Lathrop farm on Saturday afternoon and evening of Aug. 19. The guests entertained themselves with horseback riding, baseball, dancing, pitching horseshoes, and, last but not least, by enjoying a good picnic lunch. Your picnics bring many happy guests, Jean.

A familiar face is with us again, for Clarence Anderson is back at his old place at the tabulating desk. We are as happy to have Andy back as he is happy to be here again.

Charlie Jensen lived in Bensenville long enough to be convinced that he was unsuccessful in his idea of changing the name from Bensenville to Jensenville. He is now located in Roselle and frankly admits that Roselle is much too pretty a name to change.

A second trip was made to the blood bank by Lorraine Byers. We are proud of you, Lorraine, for your great contribution to the war effort.

News has come that Charles Gooding has arrived close to home after his travels in the South Pacific area. He is now in the Mayo Hospital at Galesburg, Ill.

The crisp dollar bill was received by LaVera Ritt for her contribution to the Milwaukee Magazine for September. She suggested the news items voted as containing the greatest interest for our column in the last issue.

Then there was the married man who came home late, and as he pulled out the key, wondered what he was letting himself in for.

Freight Traffic Department

Wesley S. McKee
Correspondent



Mrs. T. W. Proctor, wife of our retired A. F. T. M., and mother of T. W. Proctor, Jr., T.F.A., passed away on Sept. 3 after a long illness. We extend our sympathy to the bereaved family.

Carl Peterson is in. He started his boot training Sept. 19, through the courtesy of Uncle Sam and his local draft board.

Sarge Tansey and the missus stopped in to say hello a week or so ago. Ray says it looks like he's going on a cruise.

Bucky Hora recently visited the office on his furlough, and did they render him! He now possesses a streamlined figure.

Shine up the apples, boys and girls, our traffic school commences Oct. 2, with Prof. Mollahan at the helm.

Lorraine Hohn says many a sugary romance has been broken up by a heel.

If Irma Lang gets to be personal secretary to the personnel manager, it will be o.k. for her to open the personnel's personal mail.

Myra Wickstrand, one of our "hello gals," was recently presented with a lovely token of their esteem by her fellow switchboard operators. Myra has been rendering yeoman service in these difficult times, and the mint was authorized to "strike off" a medal in her honor. The inscription reads:

"Tempus figits.
So does Myra.
I cut you off?
You're a lyra."

We had such a good time at our last picnic that plans are already being made for next year. It has been suggested that it be held in Hansen's Grove in Franklin Park, if the sidewalks and plumbing are in at that time, the feature of the occasion to be a "Snipe" hunt. "Coos" Prendergast and "Flat top" Sampson have already entered.

It was nice of Mayling to offer us, as well as any other group of employes, the use of his grove, gratis.

T. J. O'Malley says he doesn't get very far with the gasoline he gets on his "A" card, but he seems to be doing all right with his Katholine.

All husbands are alike. They just have different faces so that you can tell them apart.



C. L. Keith, Chicago city ticket agent, passes the time of day with one of his younger customers and her daddy. Mr. Keith recently completed 50 years of service with the road.

Notice to Basketball Players

Instead of sitting around and taking on weight while you tell your friends what a whiz you used to be on the basketball floor, how about joining the Milwaukee Road Men's Basketball Team and proving it?

The team practices every Monday at 5:30 p. m. in the Lincoln-Belmont "Y" at Marshfield and School Streets, near Lincoln and Belmont Avenues. In order to make sure they have a championship team this year, the boys want all players from Union Station, Western Avenue, Galewood and other points in the city to join them.

If interested, call William Stegman on local 198, Fullerton Avenue Building, or Harry Wallace on local 86.

Passenger Traffic Department

E. R. Will, Correspondent



Elsewhere in this issue, it is our sorrowful duty to announce the death of Bill Peterson, previously reported seriously wounded in France. Whether or not words of compassion have been actually spoken to his loved ones, I am certain that all of us feel the loss and sympathize with them a great deal more than mere words can indicate. His is the first death among those from our midst, and may God grant that it be the last.

In the hectic days that have passed, we failed to comment on the outstanding service record of C. L. Keith, our city ticket agent in Chicago, who completed his 50th consecutive year of service with the road in May. Having been given his present title in 1918, he has witnessed the trying travel conditions during two world wars, but vouches for the fact that the present transportation problems eclipse those of the first World War by a sizable margin. Mr. Keith is owner of the well-known Keith's Cliff resort on beautiful Lake Lower Kaubashine near Minocqua and Woodruff, Wis.

Pvt. Ralph Burbank wrote from his European base to Harry Sengstacken, assistant passenger traffic manager, his former boss, and mentioned the fact that the blackouts gradually were being lifted and he had visited a few pubs. This obviously confirmed the theory that he was in England, for Mr. Sengstacken advised that the French counter-

part for "pub" is "estaminet." Must bear that in mind for future reference. Ralph seemed cheerful, though any semblance of home-sickness would be understandable. His third wedding anniversary was celebrated on Aug. 16, at a family gathering but, of course, he was the absent guest of honor, and he wrote of receiving pictures of his one and one-half year old daughter. Apparently he has been informed of railroad developments for he was glad to hear of the "hot pace" the Hiawathas were setting.

The nomad traveling passenger agent of Detroit, Bill Wallace, substituted in Jos. Caldwell's office when Sig Berg vacationed, and now has been drafted by M. L. Olson at Madison for a spell. Bill must be 1-A.

We were not aware that Doug Keller was in on furlough, but George Gloss said he met him on Sept. 9. And what a place to meet! Both were attempting to get out of the rough at Techny Fields Golf Course.

Our sailor friend, Clyde Deacon, is at this writing aboard a new transport in the Pacific theater.

Auditor of Overcharge Claims Office

Marie Hotton, Correspondent



Some disclosure pops up nearly every day to plague the news hound. The latest concerns Oscar Jensen, to wit, that Oscar is now a taxpayer. Yes, says Oscar, rumor is correct, and he is moving into new quarters at 2958 Newcastle Ave., very soon. The new bungalow is located only one block from school for Kenny's convenience, and stands on a beautiful corner lot. Just think of all that fresh air and sunshine and that verdant carpet of luxurious grass to knock down every Saturday afternoon.

In days gone by I used to sigh

At Nature's lavish spawn.

But that was 'ere I learned to swear

While mowing down our lawn.

Not very good, is it, but there seems to be an acute shortage of words rhyming with grass and lawnmower.

Mr. Slodowy wants to thank the friends who were so solicitous during his convalescence after the big back-step bounce and expects to discard the crutches any day now. The baseball fans are relieved to see Jack Jennings back, good as new, and W. A. Johnson, president of the Hiawatha Credit Union, who was in temporary residence at the Wesley Memorial Hospital, is glad to be back to home cooking. Unfortunately, Adolph J. Frandson of the unpaid bureau, indisposed since Labor Day, is still confined to St. Elizabeth's Hospital.

A rumble from the file room informs us that Al Payne's new assistant succeeding Mr. Howard, is Paul Miller of Wykoff, Minn.

Wanted—tire pump, new or used, see F. Brink. The next time Freddy's limousine turns temperamental and refuses to budge from Maywood, he isn't going to ride four street cars to persuade her to come back home. This incident had something to do with a plugged gas line and as the Hamacher basement, which ordinarily houses a miscellany of more or less useless paraphernalia failed to yield a simple little pump, Fred and his scouts are sleuthing around for this handy but practically extinct gadget.

We regret to inform you of the death of Mrs. Henry Kraebber, who passed away Friday, Aug. 18, after a short illness. As a former president of the Milwaukee Railroad Womans Club, Mrs. Kraebber had hosts of friends at Fullerton Avenue who extend their sympathy

to her bereaved family. Messrs. La Rue, Frandsen, Aff. Gallagher and Wackrow assisted at the services, Aug. 22 at Schmidt's Funeral Chapel.

Perhaps A. V. Gallagher can shed a little light on that seismographic disturbance recorded on Sept. 16, about 1:30 p. m., at Division and State Sts. While scientists might be of the opinion that it indicated a strange subterranean agitation, A. V. G. will undoubtedly be able to supply a more simple and plausible explanation.

Guess who called on us Sept. 16? Just our saltiest salt, Oren "Buck" Barry, enjoying a 14-day furlough after 22 months active sea duty. Although only twenty-four years old, Oren already sports two hash marks, an overpowering display of star-studded campaign ribbons, and one which he claims is the Good Behavior award. Same old Oren, hasn't changed a bit.

Aug. 17 was birthday party day at the Pete Walton's. The celebration was attended by the immediate family and marked the formal social debut of the new Miss Raydell Walton, substituting for her daddy, who is again on duty with the Air Force.

Only about 80 days until Christmas, so do your shopping early to avoid the rush, including remembrances for Milwaukee service men. Of the 260 sponsored by the Victory Club, many are young boys who will be spending their first Christmas away from home and others are veterans of several years' service who will again celebrate the holiday in fox holes, on the lonesome wastes of the vast Pacific or in countries impoverished by war. With the encouraging news filtering in from the war fronts regarding the victories of our fighting men, let's make a special effort to show our appreciation of the splendid job they are doing for us. Ours is the easy part; just an extra dime in that collection box and the Victory Club will undertake to see that Santa Claus will take care of our boys.

Freight Auditor's Office

J. A. Strohmeyer
Correspondent

Wee Kathleen brought much joy to the hearts of her dad, Edward Madden, government rate clerk, and her mother, by her arrival at Wesley Memorial Hospital on Sept. 6, one day after her mother's birthday.

Frank Mueller, rate bureau, who commutes from somewhere beyond Jefferson Park, had a birthday Sept. 7, and reports having received a total of 28 home-made birthday cards, 14 written in English, four Polish, four German, three Swedish, two Italian and one Yiddish from friends throughout the Fullerton Avenue building.

Corp. Vern Lindahl, stationed at Camp Wheeler, Ga., and his bride recently paid us a brief visit. Both looked great.

June LaRue, after three and a half years' service, mostly in interline bureau, left us Sept. 15 for the important duty of managing her own home. Many good wishes were given to her on that day. Dorothy Cailleteau, John Kreiter's estimated earnings bureau, resigned Sept. 9 to attend Mundelein College. John says he certainly hated to lose her.

Sgt. Ken Ebert in a letter to Joe Pecora wrote that he is on the ocean bound for somewhere, destination unknown.

Lt. Jerry Dapper, navigator on a liberator bomber, stationed in England, wrote that he has been on a number of missions over Germany, and has had thrills and chills enough to last a lifetime.

Sgt. Andy Duffy, in France, wrote that



These pictures of the Milwaukee Road Girls' Soft Ball Team (Chicago) were taken on the evening of Sept. 9 when they played their last game in the North Avenue Industrial League; they won the game and finished second in the league. They also finished well forward in the Herald-American League.

Above. L. to R.: Marion Tobiaske, Alice Johnson, Armina Remelski Verne Lange (captain), Evelyn Gunnell, Betty Luman, Emilie Dodovich, Mary Gluchman, Cora Konig, Blanche Oswald, William Stegman (manager).

Below. L. to R.: At the photog's bidding, Evelyn Gunnell of the ticket auditor's office obligingly made a dash for second base, and Mary Gluchman of the freight auditor's office tagged her out (or did she?).

he enjoys the Milwaukee Magazine, especially seeing his friends' pictures, Tim O'Meara and Marty Griebnau, along with Mr. Miller in the July number, that he enjoyed his stay of about seven months in Ireland, one month in England, also that he now shaves, washes, and bathes in his helmet, there being a scarcity of water and much devastation in France. Wants to hear from old friends.

Lt. Jack Conway, Camp Ellis, Ill., a brief visitor Sept. 13. Tim O'Meara wrote from redistribution station, Miami Beach, Fla., for back numbers of the Magazine and sends regards to friends in the office. Lt. Arnold Johnson, clerk in review bureau, 1940-41, who left to attend Illinois University, afterward entered the army air corps, now a full-fledged pilot, was a visitor Aug. 18. S/Sgt. Russell, son of M. J. Jones, interline, after 18 months in the Aleutians is now on furlough and visiting his parents, states he did not find the cold climate and conditions to be so bad there as generally believed. He must have been near William Beck, and Otto Hartung, who when last heard from were in that part of the globe.

Bowling: The Milwaukee Road Women's Bowling League started the season with much enthusiasm on Sept. 13, at the New Lawrence Bowl, Lawrence and Ravenswood Ave. The league consists of 40 swell gals, who say they intend to make this the best season ever for their league. Officers are: President, Audre Haskins, F. A. office, machine room; Sec.-Treas., Eleanor Keen, car accountant's Office. Regina Schu, who rolled 222 last year, and winner of high singles, is one of their outstanding members. All are cordially invited to come out some Wednesday evening, 6 to 9 p. m., and to cheer their favorite team.



Sec. Al Gerke reports that the men's bowling league was off to a flying start Sept. 12 at Monte Carlo alleys. The mighty Hiawathas took the strong travelers team for two, with Capt. Rumps shooting 571 for the losers.

Be sure to write to some service man.

Car Accountant's Office

Harry M. Trickett, Correspondent

Phyllis Barnes said goodbye to us on Aug. 18 and was married on Aug. 22. She is making her home in Greensboro, N. C., where her husband (R. T. Duffey) is in training.

Beatrice (Olson) Brown said farewell on Aug. 30 and has gone to Boston, Mass., where her husband is in training with the U. S. Coast Guard.

Evelyn Schroeder left us on Aug. 23 to be with her husband, while in training



down South.

Grace (Seleske) Enders passed away on Aug. 30 at St. Elizabeth's Hospital, after a lingering illness, and was laid to rest at Winfield, Ill.

Myra (Jordan) Aldrich, former employe, announces the birth of a baby girl on Sept. 14.

A picture in the Times of Sept. 7 showed Sgt. "Kenny" Giblin and other Marines from the South Pacific, returning to the States on furlough.

M/Sgt. Harry Reinhart, who returned from service in the South Pacific on July 9, is now attending Officers School at New Orleans, La.

W. J. Shaban, former messenger in our office, inducted into the Navy in March, 1943, was home on leave, after completing 15 months' training at Memphis, Tenn., and is now 2/C aviation machinist mate, and ready for active service. He expressed his appreciation for gifts from the Victory Club, also for receiving the Milwaukee Magazine and sorry that he could not visit us, but the furlough was too brief.

Our cutter, John Slijepcevic, aspires to become a poet by writing the following for Lorraine Schroeder, and dedicating it to her friend in service, Corp. Jack Shanahan at San Antonio, Tex.:

JACK

I know a fellow by the name of Jack
He's not too skinny or not too fat;
He's not so high and not so low,
He just comes high enough, you know.

The color of his eyes is nothing new,
It just wouldn't be good if it weren't
blue.

It's no secret—the color of his hair,
Yep, it's blonde, but he's got it all there.

Now one bright day, this fine young man
Was called away by his Uncle Sam.
There was a battle to be won,
And Jack would show them how it's
done.

All day long he would drill and march
Until his feet were nearly parched,
Then one day it came at last,
What he'd hoped for, a two weeks' pass.

Homeward he sped on a very fast train,
That's where he met his girl friend, Lor-
raine.

They sat and talked all through the
night;

That's right, you guessed it—it's love all
right.

Like all good things, this poem must end,
Cause Jack's got some things to attend;
He'll have the Germans on the run,
And finish by setting the Rising Sun.

Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent

The retirement list has claimed its first employe from our office, "Jim" Habelton, head clerk of the home interline bureau for the last 25 years. He left Sept. 30. His many friends presented him with gifts and good wishes and a banquet was given in his honor. By the way, it may be interesting to know the Hazeltons have three sons in service—one somewhere in the Pacific and the other two are in camps in the States.

Len and Billie Janke are the proud parents of a girl, Jean Elizabeth, born Sept. 4.

The Zahnens' clan added a boy and an extra room to the new house.

Gene Tucholski was in Chicago the first part of August. He says he is a really proud papa of a 7-pound baby girl. Gene



is now at Ford Ord, Calif., expecting to be sent to the Pacific area.

In the past month we received word from Del Morton saying he had been wounded in action somewhere in France. His left arm was in bad condition, but the latest report was that he was getting along very nicely and would be back in action soon.

News also came that Don Malatesta was hit by flak while on his second mission over Germany. He is getting along o. k. now and we hope he continues. On a leave in London, Don and Chuck Essig met by accident, had lunch together, and swapped news of the gang.

The latest news from Charlie Baker tells us that he and Gunnar are working together and that they are in good health. Chuck Essig is a tail gunner and has eight missions and an air medal to his credit. He expects to be a staff sergeant and we sure hope he receives the rating.

News of Hans Klemmer is very scarce these days, but he is now in charge of a mobile half track outfit and due for a few stripes. When last heard of they were spending the night in an apple orchard in France.

In appreciation for the very newsy letters Vera Snapp has been sending to fellows overseas, she has been getting foreign coins. She intends to have a bracelet made of the coins.

After a long siege of illness Miss Finnell is back on the job once more.

Our genial office boy, George Stankevicz, joined the navy and is in training at Great Lakes. Andy Kurr also joined the navy. We don't know his whereabouts at present.

A recent letter from Bill Rysick, now in France, stated that things looked as though they were coming to a climax, and that he was anxious to get to Paris just to look around.

Carl Jensen is kept busy with his studies. He is to be commissioned a lieutenant as soon as he completes his course.

Bob Klein has been on 53 missions and is now stationed in Rome. He also had the honor and privilege of having an audience with Pope Pius XII.

Auditor of Expenditure's Office

Bernie Williams
Correspondent

Bill Bert of the machine room left for the army in September. Bill finally recovered from the farewell party and is off to the wars.

Service visitors during the month. None other than an ex-steno of Eddie Sowle's chorus, Madelyne Grear, surprised the boys and girls with a visit. The Waves have arranged for a winter sojourn in California for Madelyne. Navy life is just gobs of fun—and Miss G. really does the uniform plenty of credit.

Another visitor was Sgt. Sam Wilson, who formerly worked for Mr. Murray.

We wish to add our condolences along with his many friends on the railroad to the family of E. L. Spink, record clerk, who passed away on Sept. 11. We'll truly miss the familiar little figure in the "pit" at Fullerton Avenue.

Returning after a long absence on account of illness, and looking fit as a fiddle, Geoffrey E. Stickler went back to work during the month. "Stick" seems to have profited by his rest.

Another name on the sick list for an extended period is Betty Lewis. We know all of her pals at Fullerton wish for her a complete recovery and it can't be too soon.

A happy papa this month is George Canale of the machine room. We offer happy congratulations to the papa whom we are proud to know as a good worker



and a Guadalcanal veteran, honorably discharged.

When more blue ribbons are taken down, Arno "Farmer" Frantz will probably get them. Mr. Frantz personally seems to have taken over the Deerfield Fall Festival, as far as blue ribbons are concerned. Holder of seven first places and various other "place" and "show" honors, Arno really is loaded with them.

It could only happen here...things have quieted down again now, at least until the next big blow and then, please, everybody keep Amanda Klank in a sitting position...traffic problems are a serious matter our city fathers inform us, and Charley Kleeman, after a hit and run incident the other morning at 8:30, is in firm agreement...the American Indian probably has regained his stoicism now that the vacationing team of Madelon Wallace and Catherine Crowley have returned from the Dells, decked out like a couple of traders...a few more trinkets and they could be taken for a pair of undersized totem poles...then there was the vacation Karl Hahn took upon himself, it seems the cost of living is really going up for fishermen and such—almost everybody at the lake celebrated Karl's vacation. Everyone but himself.

Congratulations and a couple of slaps on the back to Billy Stegman again...his Milwaukee Road girls softball team really had an improved nine over last year's representatives. The team went to the finals of the Herald-American novice girls class tourney.

Now is the time of year that those worried and puzzled expressions take over many faces at Fullerton—the girls and men bowling leagues are under way. Just because some of the kegelers look as if something dire had happened, there usually is no cause for worry...it only amounts to what their bowling score was the night before.

MILWAUKEE SHOPS

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



The Milwaukee Road Bowling League opened the season Sept. 12. All 16 teams are well spotted with last year's bowlers, while many new faces round out well-balanced team. Among the newcomers are Smoke Scherbarth, now with Hiawatha and rubbing elbows with Engineer Buddy, L. Mix; Bob Esser with Copper Country Ltd.; F. Kuklinski with Milwaukee Express; Frank Tomaschko with Olympian; Bob Noot of Fast Mail; Marty Makutz of Sioux. The first night's scoring was as expected—very light. Chipewa and Copper Country Ltd. lead the league. The best individual leaders are: H. Young, 599, with a 242 high single; Wally Koester hit 577 with a 213 finish; F. Kuklinski 574 with 201 and 214; Al Beier 570 with 200; A. Nehring 537 with 210; Art Schultz 532 with 232 middle game; M. Makutz 526; C. Hohl 525 and F. Coerper 528.

Clyde Emerson spent a one-week vacation in Minocqua, Wis., with his folks, the C. L. Emersons (former Master Mechanic at Chicago). Clyde busied himself around the cabins and tried his luck at fishing. Unlike others, Clyde admitted his fishing luck was not so good, but his berry picking in nearby areas was much better.

Henry (Hank) Kundert just returned from a two-week sojourn in Minneapolis. Unlike other trips, this one was to rebuild his health. Hank went golfing daily and drank milk (imagine that) and ate



Edward A. Rettman, tinsmith at the shops in Milwaukee, who retired in September. (See story in this column.)

heavily. He returned with color in his cheeks and five extra pounds on his frame.

Butch Weber and his "Hiawatha Snicklefritzers" put on a splash for the Milwaukee Road Bowling League after their first bowling session and did themselves proud. The following lads took part, and this band is gradually rounding into shape (Weber and Graff are already rounded); Eugene Weber—Trombone and M. C.; Matt Plamenig and his electric wash board; "Blimp" Graff—baritone sax; Joe Mazanec—clarinet; Roy (Rube) Flick—trumpet; Joe Huber—fiddle; Bob Burr—banjo; George (Junior) Fiebrink on the accordion (Stomack Steinway); Kenneth Struck bass horn; and last but not least Elmer Hess—prop man. The highlight of the evening's entertainment was Joe Mazanec's rendition of the "Clarinet Polka—a la fast. Joe really had to make hay and handled his part like a trouper. Would like to hear more of these boys—they're hot stuff!

Edward August Rettman has made his last trip to the tinshop. He has decided that he has done his share for the past 37½ years and will now retire to the sidelines and just watch from now on in. Ed started his tinsmith career with Peter Paulus Hardware Co. in Milwaukee in 1904. His apprenticeship with them called for \$1.50 a week for the first year; \$3.00 a week for the second year and \$4.50 a week for the third year. As a sheet metal worker, he started for the Milwaukee Road under a Mr. Thomas. Sometimes his salary was paid once every two months in gold. His residence was near 23rd and Fond du Lac and he trod the distance to and from daily. Arthur L. Schultz, Sr., was his next boss for 25 years. During this time Ed watched the tinshop grow to what it is today with its big power shears and power brake. "Willie" Erdman took over after Mr. Schultz passed away and Ed has worked for him since. Ed and his wife have no children of their own, but have brought up as their own two orphan nieces of his wife's—Gladys and Loraine. Both are married and have children of their own. Ed will now relax and take care of his two hobbies—poultry and pigeons. He is also open for a nice treasurer's job some place, as he has had 10 years experience as treasurer for Sheet Metal Workers Local 176. Ed also served as Board Member for 16 years for the Mutual Aid Society. He lives at 2730-A North 21st Street, Milwaukee.

Thrift is a wonderful virtue, especially in an ancestor.

October, 1944

Store Department

Earl L. Solverson
Correspondent

Sgt. John Ewald with the Milwaukee Railway Service in Italy wrote to Miss Leona Esser, secretary to the general storekeeper, that he received the package of cheese in good condition and that he and some of the other boys enjoyed it very much with sardines and the resulting nightmares. States that in his department he is considered as a "foreigner" as the colonel and most of the men are former U. P. employes, and that there is plenty of kidding as to which railroad has the greater streak of rust. He also attended a smorgasborg at the Swedish Embassy in Rome and enjoyed the non-alcoholic drinks and edibles. Kenneth Barbian, formerly of Savanna and Milwaukee, is in the same outfit with John and see each other often.

Ellsworth Faltz finds the French people and customs interesting and is enjoying what hospitality he can.

Mrs. Louise McEvoy is enjoying her visit in the East with her daughter and two year old granddaughter. She has taken a leave of absence due to illness.

It is nice to see our old co-worker, A. R. Weber, back on the job, on a temporary assignment from the Chicago accounting department, after a three month sick leave.

Mo. M.M.1/C Buck Ormsom wrote two letters to Arthur Metzen stating that an X-ray showed a chipped bone and dislocation in his right foot but expected to be about in four to five days. Has been transferred to a new ship and stationed near Italy.

T/Sgt. Peter G. Peterson's last letter indicated that he completed 46 bombing missions.

Jerome Elert, son of General Foreman Paul Elert, enjoyed a short furlough and called at the shops on Aug. 30.

Robert Paasch, son of Assistant Stockman Al. Paasch, writes from Guam that he had been sick for a couple days with fever but that he recovered and has a real appetite. In fact, he really enjoyed Japanese canned foods, particularly sardines mixed with vegetables and green stuff, which his sergeant told him was seaweed. He liked the Japanese beer which he thought was as good as American beer. The Jap Saki tasted like cheap muscatel wine but was most potent and its effects lasted for some time. Stated that the boys were collecting many Jap souvenirs, such as flags, rifles and money. Robert is with the Marines and was awarded the Silver Star some time ago.

T/5 Francis Rainer is now enjoying life at Fort Houston, Tex., after three years and four months in service, mostly in the Pacific area. Writes that he does not have to report for reveille, retreat, nor taps and no passes needed to go to town. Must be a partial reward for good services rendered.

S1/C Leo Flayter writes from the Pacific area that he really enjoys reading the Milwaukee Road Magazine and the columns about employes at the shops and in military service.

The members of Milwaukee Road Post No. 18—The American Legion has contributed approximately \$1,000 toward Camp American Legion, near Tomahawk, Wis. The camp is for the rehabilitation of veterans of Wars 1 and 2. Post No. 18 was one of the 12 posts out of 26 posts in the 4th District to meet its quota.

Sgt. Bob Metzfeld wrote that he is covering some of the territory that the 32nd Division made in 1918—possibly Chateau Thierry, Soissons, through the Argonne and heading up the west side of the Moselle River, through Belgium, Luxembourg, and should eventually reach Daun, Coblenz and points further north enroute to Berlin. Of course, they don't have to travel on foot and help push the mule wagons up hill!

MADISON DIVISION

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

is Madison Division proud—I'll say we are. Our very own Sgt. Loraine Tiedeman, of the U. S. Marine Corps, of Camp Lejeune, N. C., has been chosen as typical of the members of that branch of service and her picture will be used to publicize the Sixth War Loan Drive. Sgt. Tiedeman was employed in the freight department, at Madison, at the time of her enlistment in the Marines.

W. J. Rellihan, trainmaster on the Madison Division, has accepted a position in Mr. Allard's office, Chicago, and took up his new duties on Sept. 1. We wish WJR every success in his new position.

Patricia Fellers, clerk in the freight department, Madison, is now wearing a very lovely diamond ring on her left hand. The boy friend, Fred Statz, of Madison, was recently home on furlough after spending several months in naval service in the Southwest Pacific.

T/Sgt. S. G. Carter, who has been stationed at Puerto Rico the past two years, was home on furlough and stopped in to see us. Sgt. Carter was formerly employed as a B&B carpenter.

Switchman and Mrs. John W. Sweeney, Madison, announce the arrival of a son, Michael Patrick, on Aug. 16.

Train Dispatcher Charlie Agner is back to work after an absence of several months on account of illness. Charlie is looking fine.

R. A. Middleton, trainmaster, L&R Division, has been assigned to the Madison Division.

James F. McCue, yard clerk, Janesville, passed away at a Janesville hospital on Aug. 25. He is survived by a brother, Conductor Geo. C. McCue, Janesville, to whom we extend our sincere sympathy.

Retired Agent Thomas Pagel, of Mineral Point, is recovering from an operation at the Madison General Hospital. Tom is getting along fine and expects to be able to leave the hospital soon.

Miss Marilyn Dempsey, clerk in superintendent's office, has gone to Denver, Colo., to visit her brother Frank, who is stationed with the army at that point.

I & D DIVISION

Marquette - Sanborn

Margaret C. Lowmsberry
Division Editor
Mason City, Iowa

Yard Conductor and Mrs. H. M. Ervin received word from the war department Aug. 25 that their son, Lyle F. Ervin, motor machinist's mate 1/C is missing in action. Lyle has been in the submarine service for five years. He last visited



Yard Conductor H. M. Ervin of Mason City is shown with his son, Lyle F. Ervin, motor machinist's mate 1/C, who was recently reported missing in action.

his parents in Mason City in September, 1943.

Our trainmaster, R. E. Sizer, decided he needed a few days' rest and therefore spent two days at the Park Hospital. At this writing he is able to spend a few hours at his desk each day and we all wish him a speedy recovery.

Our best wishes are extended to Peter Tosevigen and R. D. Johnson, switchmen, in their recent retirements.

Sidney C. Ingraham, son of Superintendent Ingraham, was commissioned a second lieutenant at New Orleans during September.

Jimmy Colloton, one of our youngest brakemen, received his call from Uncle Sam and is now stationed with the army air corps at Amarillo, Tex.


Bill Cole, formerly employed as operator at Postville, is spending a well earned furlough at his home in Postville. Bill has served overseas 30 months and has seen plenty of action.

Sioux City and Western Branch Lines

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

Delmar Stone, radioman 1/C, recently spent a two-week furlough with his father, John Stone of the mechanical department, after completing two years service in the European theatre of war.

Born: In Sioux City, Aug. 17, a son to Mr. and Mrs. Roy Welcher, and on Aug. 19 a son to Mr. and Mrs. Carl J. Fosvik, both the gentlemen involved being Sioux City trainmen. It will be noted that both of these happenings occurred shortly after deadline for news for the Magazine, and on future events of this kind it will be appreciated by the correspondent if they can be arranged to come before the 14th of the month, when news must be sent in.



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Howard G. Dimmitt, general foreman at the Sioux City roundhouse, who retired on Sept. 1. (See story below.)

Carl Kurschner, now in the armed forces of this country and stationed at Battle Creek, Mich., was a recent visitor to the caller's office at Sioux City. Prior to his induction, Carl was a caller at Sioux City roundhouse.

At a candle light ceremony in The Mayflower Congregational Church in Sioux City on Aug. 10, Miss Martha Violet Horner, daughter of Carman and Mrs. Wm. J. Horner, became the bride of Robt. W. Jackson, Ph.M. 1/C, U. S. Navy, who has recently returned from active service in the Solomon Islands.

The war was brought home to the Sioux City car department recently when Carman Helper and Mrs. L. A. Beavers received word that their son, John D. Beavers, was missing in action in France.

The retirement, on Sept. 1, of Howard G. Dimmitt, general foreman at the Sioux City roundhouse, was celebrated by a banquet which 30 of his fellow officers and employes attended at the Mayfair Hotel in Sioux City, Ia. Mr. Dimmitt, who graduated from Iowa State College in 1903, went to work for the railroad that same year as a special apprentice in our shops at Dubuque, Ia., and has since spent 41 years in various positions at a number of points. He was, at one time, district master mechanic of the Northern District, and was later division master mechanic on a number of divisions. He became general roundhouse foreman at Sioux City in 1932, which position he held until the time of his retirement. Two sons, Traveling Engineer Robert J. Dimmitt of Mitchell, S. D., and H. G. Dimmitt, Jr., a fireman at Sioux City, are in the Milwaukee service. The guests at the banquet presented Mr. Dimmitt with a Masonic ring.

Andrew Jennings, woodmill operator in the Sioux City car department, was called to Pembine, Wis., by the death of his mother just one week after the loss of his wife. Our sympathy goes out to him in this double sorrow.

Harry L. Hoskin, chief dispatcher at Sioux City, who has been on leave of absence for service with the office of defense transportation of the government, has returned to service as chief dispatcher at Sioux City.

Mrs. Carl Hansen, wife of B&B Carpenter Carl Hanson, had the misfortune to fall and break her leg at her home at Elk Point, S. D. At last reports she was recovering nicely.

Retired Conductor Walter B. Anderson and Retired Engineer Thomas B. Thompson, now living in Los Angeles, were recent visitors to Sioux City.

A son was born to Brakeman and Mrs. Kenneth Knoernschild at Sioux City on

Sept. 5, following which Kenneth entered the armed forces on Sept. 22.

Roadmaster George W. Wean has been very seriously ill at his home in Sioux City. At last reports he is convalescing nicely. His work was taken care of during his absence by Relief Roadmaster Joe Vavra of Tama, Ia.

Harry E. Brann of Avon, S. D., and Chas. Simpa of Mapleton, Ia., veteran agents of the SC&D territory, have retired, and will take it easy from now on.

Operator Ed Harkrader of West Yard is at the Mayo Clinic in Rochester for treatment. Ed has been in rather poor health for some years, and all his many friends hope that the present course of treatment will fix him up.

New operators on the division are Henry G. Rempfer of Parkston, S. D., and George C. Dove of Sioux City. Mr. Rempfer will be remembered by many of the older employes as having worked on this division as agent and operator a number of years ago. Since that time he has been in business for himself very successfully and sold his business on Jan. 1, 1944, with the intention of taking life easy. However, his patriotism and the railroad blood still in his veins were too much for him and he is back in harness. Mr. Dove was a former train dispatcher on a middle west road, and has not been in railroad service for a number of years. However, on his retirement he evidently felt the same urge as Mr. Rempfer and is now back in harness again.



Engineer Walter W. Shugart of Sioux City hoists the 15 1/2-lb. northern pike he caught recently at Lower Long Lake, near Brainard, Minn. He was accompanied by Engineer Al Watier, who either caught no fish or had no camera.

Sanborn-Rapid City

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

Conductor Art Enrite made his last trip on the West I&D way freight the first of the month and with his wife, has moved to Sioux City, Ia., where they will make their future home.

Mary Boyle, roadmaster's clerk, changed her name to that of Mrs. Lantot in a quiet wedding on Sept. 11.

Next week inaugurates the pheasant hunting season again in South Dakota and due to the numerous birds, a longer season will be had this season. Any amount of ducks are also here this sea-



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son, so hunting should be good, boys, provided you get the shells.

Passenger Conductor Pat Gallagher has been confined to his home for the past several weeks and we soon hope to see him around again.

Pvt. Kenneth Spears, former operator at Canton now in the Marines, is spending his furlough with relatives at Presho.

It is with pleasure that we note what the Sioux City correspondent had to say in the last issue of the Magazine about his being a grandfather. Knowing that he is not of the fighting type, we shall assume that the funnel shaped object will be filled with hot air and burst before the arrival at this northern point.

Sioux Falls Line

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

Wilbur Fallor is the new third trick operator at Sioux Falls. This is his first regular position after having been under the tutorship of Agent Paulson of Delmont, which is his home.

F. R. Doud, former assistant superintendent of this division and of late superintendent at Aberdeen, S. D., is now stationed in England and holds the rank of colonel.

Dick Bahr, former third trick operator, Sioux Falls, spent a furlough at Yankton

from his base with the Marines in San Diego.

R. C. Busse is the new baggagemen at the Sioux Falls passenger station.

Sixth Street Flagman C. S. Kemp, Sioux Falls, attended the V.F.W. convention in Chicago the latter part of August, and on returning purchased a new home.

Corp. Harold Mostrom, former interchange clerk at Sioux Falls, and son of PFE L. A. Mostrom, is located with the Air Force in India and to date has had 28 missions over China territory.

On Sept. 12 newly set-up Conductor Zane D. Jenkins was called for his first run as conductor, Sioux Falls to Bristol, on short notice and had to hustle to change the buttons and braid on his uniform.

Welcome to our midst again to Harry L. Hoskin, chief dispatcher, Sioux City, who had been connected in an official capacity with the Office of Defense Transportation.

TWIN CITY TERMINAL

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

It is with sadness that we report the death of our old friend, William C. Stackpole, who passed away on Sept. 11 after a brief illness. He was a train dispatcher and car distributor in Minneapolis before retiring on Apr. 1, 1943, at which time

he had completed 64 years of continuous service with the road. A story concerning his interesting record appeared in the May, 1943, issue of the Milwaukee Magazine. He was born at Prairie du Chien, Wis., on May 25, 1863, and began his long and happy career on the Milwaukee at the age of 14; his entire life was spent on the railroad and he made a host of friends who mourn his passing. Funeral services were conducted by the Masonic Order. Mr. Stackpole is survived by his widow, Adelaide, and two sons, John R. and Richard B., the latter being a veteran conductor on the LaCrosse and River Division, second district.

A group of 40 of his friends representing all departments in the Twin City Terminals tendered a farewell dinner to Mr. and Mrs. A. J. Farnham on Sept. 18 at the President Cafe in Minneapolis. Mr. Farnham, who has been trainmaster in the Twin City Terminals for the past two years, has been promoted to acting assistant superintendent of the Iowa Division with headquarters at Perry, Ia.

In the short space of two years Mr. and Mrs. Farnham have made a host of friends in the Twin Cities who are very much pleased with his promotion, but regret his leaving.

A beautiful desk set was presented to Mr. Farnham and a corsage to Mrs. Farnham as a slight token of the high esteem in which they are held. In their transfer they have the best wishes of the entire personnel of the Twin City Terminals.

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St. Paul Traffic Department

Brooksie Luth, Correspondent

More new names and faces around here! At this second there are three newcomers in the passenger department—and, oh, joy and oh, goodie! one of 'em is a gal. Mrs. Grace Sederholm is the new steno's name, and that title of "Mrs." is very new and shiny. Grace was married Sept. 9. and reported at work on the 11th. Her new hubby is in the service, and left on the 13th for Camp Crowder, Mo. Those howls you hear in the distance are the office wolves at work.

The other two additions in the office are Nig Zimdars, ticket clerk, formerly of La Crosse, and Arthur Groh, reservation clerk. Welcome to our madhouse to all three of you.

While we're on the subject of the passenger department, this should be a good place to report the promotion given Roger Johnson, former stenographer. Roger is now assistant cashier, and seems to be doing very well at his assisting.

Getting back to "additions," Bill Murley, our rate clerk, has become a father for the second time, and it's a boy again. Little Earl Murley—all seven pounds and eleven ounces of him—was born on Sept. 11. Congratulations to Papa and Mama Murley.

Ticket Clerk Vic Barquist gave me a bit of postwar-business news. One of our friends has made a reservation for a trip to Denmark just as soon as the trip is possible. I would say that's really looking ahead—I hope the gentleman can take the trip soon.

Minneapolis Local Freight and Traffic Dept.

Kay Jiran, Correspondent

Patty Flaherty spent a busy couple of weeks while the boy friend was home on leave from the Navy. That, no doubt, accounts for all the yawns noticed recently.

Sorry that Harry Hagen has found it necessary to take a leave on account of his health. Hope to have him back with us looking and feeling 1-A in a few weeks.

The show must go on, and in spite of downpours of rain during Fair Week, Frank Thori and his family were on the fair grounds operating two lunch stands. Frank is still carrying a big bandage on his thumb, the result of the cover of a steam table falling on his hand. They had a good business in spite of the fact the weatherman wasn't very cooperative.

Who said women can't keep a secret? Vera Nichols practically surprised Al Warehame and the rest of us right out of our chairs by calmly announcing her marriage to William Freebury which took place in November, 1942. Even at this late date we want to offer congratulations and best wishes. Bill is serving in the U. S. Navy at the present time and Vera will stay with us as our transfer clerk.

Mrs. Irene Burchard can now proudly display a certificate she has just received for donating five pints of blood in one year to the American Red Cross blood bank.

It was regular open house for servicemen the other day when T/Sgt. Milton Kutz, GM 1/C Bob Adams and John Seland all stopped in to see me.

Milt was enjoying a furlough after 29 months in India. He took the big step



while at home and was married to Miss Norma Nelson. Congratulations and best wishes. Hope you soon have an opportunity to give those peace time plans a try.

Bob Adams was spending a leave at home after traveling over most of the globe. He was looking swell and on completion of his leave, he reported to an advanced gunner's school at the Washington Navy Yards, Washington, D. C.

Evidently the combination of married life and army life are agreeing with Johnny Seland for he was looking better than ever. He's now stationed at Granite City, Ill., and was spending a short furlough with his wife and parents in Minneapolis. Mrs. Seland accompanied John back to Illinois.

Mrs. J. D. Shea is now employed in the local freight office while Major Shea is with a railway operating battalion in France.

Deepest sympathy is extended to Mrs. Emmy Lou Harris, who has received word that her husband, George B. Harris, was killed in action in France. Pvt. Harris enlisted in October, 1943, and went overseas last April after training at Camp Fannin, Tex.

Minneapolis General Offices

Kitty Carll, Correspondent

Home on furlough: Pvt. John W. Bion, of the infantry, Camp Roberts, Calif., and Purser Raymond Holmson of the Coast Guard. They were formerly in the baggage department.

Herbert A. Castle, crossing towerman at 24th Street, Minneapolis, passed away after a short illness. Our sympathy is extended to Mrs. Castle and their son, who is in the service, and their eleven daughters.

A little girl, Patricia, arrived at the home of Patrick Hanley, special police officer.

Shirley Luce is our new messenger girl. The Railway Business Women started their bowling season with enough Milwaukee girls for three teams, Hiawatha, Olympian and Pioneer. Leda Mars of the local freight is the treasurer, and your correspondent is the secretary.

Eugene Dolge and Walter Stevens have joined the staff in the engineering department. Tenner Thompson and Ray Ravnholt are returning to school, the first to Augsburg College and the latter to Minnesota University.

St. Paul Freight House

Allen R. Rothmund, Correspondent

Here I am down in Indiana, on the banks of the Wabash, trying to be a "Hot Shot Hoosier." I'm down here for a few days visiting my eldest son. He is located at Logansport, a city of about 20,000 population and located on the banks of the Eel as well as the Wabash river. As a background it is rich in Indian history. It is a real railroad town. It forms a hub for the Pennsylvania Railroad. Six different lines run from the hub in all directions. Now, to get my thoughts back to St. Paul. Our new freight office will soon be completed and it will be a real change to move from the old office into a new office all on the ground floor thereby saving the public, as well as the employes, many hard climbs of steep steps. The second story of the building will be torn down.

I'm sure we all hope that Clara, our second trick telephone operator, will soon end her candy fast.

Sorry to learn that Mrs. J. P. Garvey, wife of our general foreman, was taken to the hospital enroute home from a trip to visit her son at Detroit, Mich.

I am pleased to again mention that although the bond drive does not start until Nov. 11, the sale still remains brisk. It is still nothing unusual to sell a \$1,000

THE MILWAUKEE MAGAZINE

bond every now and then. As a matter of fact, I sold two \$1,000 bonds to one of our yard clerks, for cash, within a period of 10 days.

While looking over portraits of Minnesota Pioneers in the portrait gallery of the Minnesota State Territorial Pioneer Portrait Hall at the Minnesota State Fair, I discovered one marked J. C. Donehower. I'm wondering if he was related to our own R. C. Donehower, agent of this station.

South Minneapolis Locomotive and Store Depts.

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



You figure it out. A machinist recently hired out at Minneapolis shop worked three days and didn't show up for 10. When he did put in an appearance on the eleventh day and was asked to explain his absence, he stated: "My street car was one hour late."

Remember former Trainmaster S. F. Philpot, who joined the O.D.T. in April, 1943? He has now returned to the service of the Milwaukee Road, but as assistant superintendent, South Minneapolis, and Trainmaster A. J. Farnham, in turn has been promoted to position of assistant superintendent at Perry, Ia., effective Sept. 15.

"Shape Ahoy!" With Navy phrases and well balanced sea legs, Wave Norma Fulks, who was given a medical discharge, is back in port at the office of Shop Superintendent Blyberg — while friend Marion White bows out gracefully with plans to visit fiancé Ralph Pherson at Fort Lewis, Wash.

And so, they were married! The bride — Winifred Ryan, former South Minneapolis store department stenographer; the groom — Sgt. John Draper Hurst; the date — Aug. 29; the place — Sacred Heart Church, Aberdeen, S. D. The all important thing, conducive to wedded bliss — what the bride wore, of course! A chartreuse suit, with lemon colored blouse and brown accessories, a corsage of talisman roses and stephanotis; the wedding trip — Black Hills and Yellowstone Park, and then Camp Miramar, San Diego, where Jack is stationed.

An employee of a well known insurance company called the office of the shop superintendent recently for a routine checkup on an applicant, who is a blacksmith helper at South Minneapolis and asked the question: "Does he shoe horses?" Darn it all, why didn't I think to tell her that our iron horses do not stand under a "spreading chestnut tree."

Listen to this — all you who think you are underpaid and overworked. Lucy Bjorkman is now a graduate nurse — all of which she accomplished evenings — working days as a laborette in the store department, Minneapolis. Pretty fine, we call it.

From the "Tall Corn State" comes vivacious Irene Van Dyke to do service in the store department, while friend hubby starts training in the engineering corps at Fort Leonard Wood. She has a five year old daughter, Janice.

Store Department Clerk Allan Canterbury Templeton was issued a ration ticket good for one summer vacation, the first in 15 years. He entered into it with a little too much enthusiasm by playing tennis with his son on the first evening, which resulted in a mild heart attack and he is now in the Veterans Hospital, where it will be necessary for him to have a six weeks' rest period.

William Daniels, former switchman and father of Ray Daniels, blacksmith helper, Minneapolis shops, died Sept. 7 after a two years' illness.

Former Special Apprentice Bill Hotzfield from South Minneapolis, now with the 757th Railway Shop Battalion, writes Mrs. "H" from France that the French language can't be very hard to learn because all the children there speak it.

And — had you heard that our boys of that particular operating battalion have also arrived in France — so writes Lt. Hobart Aggers to some of his friends at Southtown, as well as Lt. Cy Broadstone to Stenographer Lorraine Kline. Try and tell them (and get away with it) that it's a woman's work that is never done — their day is 5:00 a. m. to midnight. Here we almost forgot to tell you, or did you know that E. T. Samoker, former switchman with the battalion, was promoted in one jump from private to sergeant.

Garfield Stafford, S1/c (machinist apprentice, Minneapolis shop) writes Machinist Bill Anderson from the New Hebrides as follows: "Guess I've been lucky — I'm one of the few guys coming in the service to be able to work at the trade. We've got equipment that's a lot newer than the stuff you boys are using every day. We've been out of the states 13 months — no Lamours in the South Sea Islands — Just no pretty women at all. Since you like to fish, you should get hold of some of the fish we get out here — ever tackle a barracuda? Great sport when you get fish that go over the 100-pound mark. That's one of the few forms of recreation we have. Harold Madson and I were together for a long time here but he is in the Admiralty Islands now. The railroads here are government owned — narrow gauge and most of their engines are 1900 saddle-backed Baldwins with peanut whistles on them. They look a lot like a miniature coal burning Hiawatha engine, right down to the streamlining. The roadbed is awfully poor — takes 16 hours from Auckland to Wellington, 420 miles.

A visitor! Lt. Kenneth Beckel, son of Division Storekeeper W. J. Beckel of Aberdeen, now pilot of B-17 Bomber based in Italy, stopped at Minneapolis on his way home for a 30-day furlough to renew old acquaintances. His squadron was decorated with the distinguished air medal for fifty missions over enemy territory. He has also received the silver leaf citation. Ken's brother, Major Ronald Beckel, is with the air force in Italy.

Understand S/Sgt. Robert L. Medinger, radio operator, and son of District Safety Engineer M. L. Medinger, is back in action in Italy after being hospitalized from May 19 to Aug. 2.

Never had any particular aspirations to become a "galley slave" but it seems that is what I have become, writes Russell Obornolte from Naval Training Center at Norman, Okla. And, adds: "Guess I'm what you would call a dry land sailor."

Here's one for the talent scouts! Pvt. Don E. Kurtz is sports writer for a newspaper the boys are publishing out there in the Pacific. Says Don to Bill Anderson: "Did I tell you we had to pass a swimming test. Yes, we had to swim 100 yards fully clothed and that is with G. I. shoes on. If you think these heavy brogans don't get heavy, just try it some time. When I finally crawled out of the water, and I do mean crawled, my arms and legs felt like 100 pound weights. We had a chance to swim with or without life preservers but I wanted the satisfaction of knowing whether I could propel my body through the Pacific Ocean without one, so didn't use any. About half way, I was wishing I had.

"At the time I wrote to you, I only thought we were busy. We've found out since that we didn't know the meaning of the word," says Art Hallenberg to Shop Superintendent Gus Blyberg. And, adds: "We are living in a house formerly occupied by German officers. It's quite livable at this time. At the same time we were trying to make a place to live

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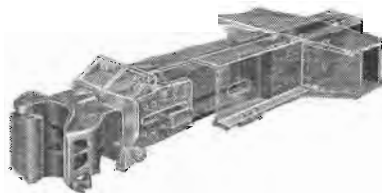
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in, we had to get the shops going. Bill Hotzfield is running the Diesels and I am running the roundhouse. We've had to get into service and dispatch some of the same engines the Americans brought over in 1918 and I don't believe they have had any service since our boys left them. We've also put into service some 060's of 1863 vintage. That first week was tough, but now we're getting some American built power in, so it should be smooth sailing from here on out. The Germans removed all the good machinery and wrecked anything they couldn't move, so we had to scout around town until we found a lathe. The power station burned out, so that adds to our difficulties.—P. S.: This envelope and paper is captured German stationery."

From former switch tender Sammy Baker, now on Tinian Island, to Bertha Burge comes: "We work from dawn to dusk and have no electric lights and by the time I bathe and heat my C ration, it's dark. When I talk of bathing in my helmet, don't take me literally because I can't sit in it. I have given myself so many sponge baths I almost feel like a nurse. Sometimes the water gets so soapy, I can't rinse off and when I sweat the following day, my eyes sting and I cry all day like a guy peeling onions. There is lots of livestock running around here and when we first came some of the guys hitched an oxen to a two-wheeled cart—presto! transportation and no ration stamps. Also, many fellows now own bikes. Never thought I would see the day when I would give anything for a piece of bread and butter with a glass of milk and a chair to sit on while I eat it. K and C rations is what I call going hungry on a balanced diet."

Itches: Something that when a recruit is standing at attention his nose always.

South Minneapolis Shops and Coach Yard

Oriole M. Smythe, Correspondent
Car Department

Carman Eloy Wendell of Minneapolis coach yard, let us read a letter from his son, Lt. Clifford Wendell, U. S. pilot (who crash-landed in Germany last December and is a German prisoner), dated June 24, saying he was well and hoped to be home soon, now that the invasion had started.

This column overlooked extending welcome to our new light repair yard clerk, Philip D. Anderson, who started to work July 29, and is now a real railroader.

Congratulations to Tinsmith William Makousky, recently married to Mrs. Florence Mills, and our wishes of happiness to the bride.

Best wishes and good luck extended to

Car Foreman and Mrs. A. W. Grothe, in their return to Moberge, S. D., where Mr. Grothe plans to return to former position as fireman on passenger locomotive.

A local poet, John H. McGuire of Minneapolis coach yard forces, tossed off the attached thoughts on the flag pole and Old Glory and a safety flag, flying near coach yard office. Nice going!

There was a strip of land
Along the Cedar Avenue side
That was a rubbish dumping ground
Until it was beautified.

Right in front of the office door
Where everyone could see,
But no one ever dreamed before
What a beauty spot it could be.

At last we got together
A bush here and there,
Flower beds and fancy fences
And green grass everywhere.

Then up went a flag pole
Some sixty feet high,
And on its top Old Glory
Is floating in the sky.

Of this park we are mighty proud
And why shouldn't we be?
When above it floats a Safety Flag
And the Flag of Liberty.

We must give credit to Mr. Lagreid
And Ernest Baxman, too,
For it was by their effort
This little park went through.

—John H. McGuire.

TRANS-MISSOURI DIVISION

East End

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



Agent F. C. Williams and wife have as their guests their daughter and her husband, Mr. and Mrs. James R.

Anderson of New York. Mrs. Anderson sings on three radio programs in New York City, and, as usual, has delighted her many friends here with her singing. Mr. Williams' father, Sherman T. Williams, came from Los Angeles on Sept. 12 and will spend some time here with his son and family.

Conductor and Mrs. Verne C. Cotton have one of the finest gardens and fruit trees in our city. I can vouch for this, as Mrs. Cotton presented the writer with some fine plums and apples raised on their own trees.

Our clubroom has been moved to its new location and workmen are making repairs on it. We hope to have it finished for our October meeting. The canteen committee has labored under dif-

THE MILWAUKEE MAGAZINE

faculties all summer, having had to serve the soldiers out on the depot platform, but when the clubroom is finished we will be able to serve them from there.

Mrs. Bert Doud has returned from Tucson, Ariz., and reports that her husband, Conductor Doud, is much improved in health and they will spend the winter at Hermosa Beach, Calif. Their son, Forrest, has entered high school there.

Conductor Wilbur C. Fuller and wife have enjoyed visits from several of their children. Their son, Maj. Stephen Fuller of Los Angeles, spent four days here en route to Washington, D. C., where he will be stationed. Their daughter, Mrs. Dan Morton, and son, Danny, of Washington, D. C., visited; her husband is a corporal overseas. Another daughter, Mrs. Elliot Voegle of Huron, S. D., and Mrs. V. H. Kosche of Los Angeles, all visited recently.

Night Roundhouse Foreman Erick Kehrberg has returned from Rochester, Minn., where he underwent an eye operation for cataracts. He is now much improved and back on the job again. During his absence his position was filled by Bill Donahue, who holds rights with the Milwaukee Road since June 3, 1911. In 1924 he purchased the Moberidge Laundry and Dry Cleaning establishment and ran that for 20 years, but is now back at work as machinist at the local roundhouse.

Congratulations to Pfc. Clifford L. Staph, son of Carman and Mrs. Albert Staph, on his marriage to Miss Irene Ladner on Aug. 27. Pfc. Staph is stationed with the Army Air Corps at Liberal, Kans.

We are proud of a former Moberidge boy, Supt. F. R. Doud, Aberdeen, Supt. of the H. & D. Division, who has been commissioned a colonel in the Military Railway Transportation division of the army at Washington, D. C., and is now in France, where he will aid in facilitating army railway transportation. He enlisted with the 13th Engineers in World War I and served 18 months across and held the rank of captain at the time of his discharge.

West End

*Pearl Huff, Correspondent
Miles City, Mont.*

T/Sgt. William Marx arrived Sept. 2 to spend several days' furlough visiting his sister, Mrs. Norman Anderson of Miles City. Bill has been stationed at Topeka, Kans.

Reunion in Pacific—Two Miles City men met in the Pacific recently and enjoyed a couple of real reunions. They were Lt. (j.g.) James Wickersham, son of A. W. Wickersham, and Chief Specialist Hershell Storms, son of Mrs. Bessie Cole, wife of Machinist Helper W. S. Cole at Miles City. James Wickersham wrote home for Hershell's address, and was able to "drop in on him." In due time the call was returned and both reported a "real thrill" on seeing an old friend and talking over things at home. Lt. Wickersham is in the naval air corps and Specialist Storms with the Seabees.

Sgt. Judd Storms, son of Mrs. Bessie Cole of Miles City, who has been engaged with the U. S. Marines in the battles of Saipan, writes his mother that he has left the island for another location "where I can get my mail and write oftener." This was Mrs. Cole's first letter from her son in five weeks.

Erwin Halverson, son of Edward Halvorson of Miles City, has been awarded the Air Medal for exceptional meritorious achievement while participating in sustained bomber combat operations over enemy-occupied continental Europe. He will also be awarded the Oak Leaf Cluster to be worn with the medal. He is stationed somewhere in England.

Frank Holter, of the Navy, was home on a leave, which he spent in Miles City



John and Virginia Lee Fuller, children of Harold Fuller of Miles City, Mont. Mr. Fuller, who has been with the road for many years, is now time reviser in the superintendent's office.

with his parents. He has taken training at Oklahoma and Florida. Recently he was serving as aerial gunner with a flying crew on patrol duty.

Claude B. Richardson, former employe of the engineering department at Miles City, was recently promoted from first lieutenant to captain. He is with a battalion of the railway operating division.

Lt. R. D. McEldery, son of C. H. McEldery of Miles City, is a member of a group spending a vacation on the island of Corsica. The B-25 group is the oldest in the Mediterranean Sea, and is also the best, according to Lt. McEldery. It has the highest maintenance record and the lowest number of casualties. Recently the group celebrated its 500th mission. Lt. McEldery says Corsica is beautiful and with a climate like California.

MILWAUKEE TERMINALS

Coach Yard

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

Pvt. Ralph O'Halloran, who used to be a cleaner in the yard, is now the proud father of a son. Ralph is fighting in France and we hope he will return soon to be with his family.

Christina Milanovich, a cleaner in the coach yard, received the bad news from the War Department that her son was wounded in action. The gang from the yard wish your son a speedy recovery, Christina.

George Ballard, now in the coast guard in which he enlisted, was home on a short furlough and paid the night boys a visit. George was the stationary fireman on the day shift.

John Stetzinbach, a cleaner on the day shift, who is working here during his vacation, is going back to school. John plans to attend a school of engineering and is going to take up welding.

Joe Galica, a carman on the second shift, took sick at work and according to reports, he will not be able to work for some time. He is at the Soldiers Home Hospital.

Frank Mosser, who was lead cleaner on nights, took a carman helper's job that has been open for some time. Now he was put in Joe Galica's place as a carman, and Art Neseler took Frank's job as lead cleaner on the night shift.

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Dorothy Bertha
Correspondent



Once again the Hiawatha Club picnic, held at Old Heidelberg Park, was a rousing success, but not without a few mishaps. One of the main features was the baseball game between the operating and mechanical divisions. The score was 5 to 2 in favor of operating. The sad outcome for operating was a broken wrist for J. J. O'Toole, assistant superintendent, in the first inning. We are happy to see him

back on the job, though handicapped by the cast on his left arm.

Heartiest congratulations to C. E. Crippen, former trainmaster, who has been commissioned lieutenant colonel in the army and is now in France. We feel that Mr. Crippen has well earned the honor of this appointment and we are sure that he will be a credit to the Milwaukee Road.

Welcome back to Germaine Drake, timekeeper, who has been on an extended leave.

In scouting around the warehouse the other day, I found that the boys are anxiously awaiting the return of George Wagner, who has been on the sick list for some time. They're promising you a fish supper, George, so you had better hurry back.

The boys refuse to give up blonde Minnie Walters, who has been working in the House 7 office. As much as we'd like to see you back, our chances look pretty slim, Minnie.

Henry Hasselreiter has taken over Mr. Bates' position as chief rate clerk, since Mr. Bates' retirement last month. And hang on to your hats, girls, he's elected me as his pin-up girl.

Visits from servicemen this month included Pfc. Walter Neumeister, former clerk in the billing department, who is now with a railroad battalion.

A letter from Lt. W. L. Flynn informs us that he has completed 150 flying hours and is resting in Australia. He is enjoying all our Milwaukee beer, milk and fruit and expects a furlough after 300 flying hours. The letter was followed by a clipping in our local newspaper saying that he was on a mission over the Philippines at 15,000 feet. Bill says that it was quite a thrill.

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Muskego Yard

Grace Johnson
Correspondent



First out this month should be well deserved space for a neglected message from Sgt. Morris H. Running, former switchman in Milwaukee Terminals whom I am sure everyone knows. He is with an engineer general service regiment. Your correspondent received a nice letter from him way back in June and it somehow didn't get to the top of the pile until now. That's gratitude, thinks Morris, who has no doubt been looking in vain each month for acknowledgment. Morris sends regards to all the old pals he knew here, mentioning Russ Brown, Ed Kratzat, and Al Zachow, with a special greeting to Mr. Bush and Mr. Fisher.

Gene Swinsky, former clerk at Muskego Yard office, wrote this week from the Marianas, on Saipan Island. He is stationed with the civil affairs section, army garrison, although he is in the navy and has just received a promotion to yeoman 2/C. He says "hello" to all the boys and says he will be glad when the day arrives that he can see good old Muskego Yard again. There are no leaves or furloughs from where he is, so you fellows who know Gene, stop in at the office and get his address from me and send him a letter. Gene says the reading material is at low ebb and letters are surely appreciated. Walter Wilson, caller, received a V-mail from former Operator Witt (H. J.). He is in India and evidently gets the Milwaukee Magazine regularly there as he says the fellows read the print right off of it. I am sure he too would welcome mail from the fellows at Muskego, so here's another opportunity to do your part in keeping the boys happy. Write to him.

So much for news of service men and now to the news of the men around here

who believe in quiet recreation. Mike Sullivan, it seems, knows a farmer in Pardeeville who had no objection to Mike doing some conscientious fishing in his back yard. Mike has returned full of "wim and wigor."

There was a wee small voice at the paycheck desk last week asking for an audience. After looking twice to ascertain to whom such a little voice belonged, it was determined that it belonged to Eddie Gromacki, same old Eddie but necessarily a quiet Eddie because of being "tonsil-minus"—worst thing that could have happened to you, Eddie, but we're waiting for the comeback.

Roundhouse news seems to be at a premium these days, at least the only item of news Earl Moore had to offer was that one of his clerks, George Flood, has taken a calling job on the last shift. That means another young lady in the office there to replace him but Earl has nothing but good words as far as the ladies are concerned, so he'll manage.

The sincere sympathy of the entire Terminal goes out to General Yardmaster John J. Schuh in the loss of his wife, Mrs. Marie Schuh. Mrs. Schuh was a loyal worker and exceptionally active member of the Milwaukee Road Women's Club, as well as several other organizations and will be sadly missed by all of her friends and her many acquaintances.

George Aresneau, switchman in Milwaukee Terminals since 1920, passed away at his home Sept. 16. Mr. Aresneau was 54 years old. We extend our sympathy to his family.

Elwood Goeckerman, switchman, has been in Needles, Calif., for some time due to a health condition. We hope he will return soon because even though Needles may need him, needless to say, Milwaukee Terminals needs him more.

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

Richard J. Steuer, Correspondent

It has been said time and again that railroaders pull together, especially when the going seems to be the toughest. Agent Leahey and Chief Clerk Hoeft of Chestnut Street have had this proven over and over the past summer, as more than one emergency was met when volunteers came to the fore and filled in. A difficult situation was saved this way. Yard Clerk Mel Waterman left on his vacation. All seemed right, until his "swing man" became lame and couldn't continue working. The call went out for help, and no fewer than five or six responded. Frank Lahm, who does a lot of walking in the Schlitz Yard, helped out a few nights. Then there was Ed McGrath, who clerked in this district some time back, and is now one of the railroad's men in the enormous A. O. Smith yards. Eddie put in a few nights, too, and he didn't miss any street cars as he once did in the past. Can't forget to mention the fine work by the "Boomer," Lefty Eckhart. The management was truly grateful for the work well done.

Last month this column noted the appearance of one Miss "Cassions" at North Milwaukee. Anyone can imagine the embarrassment suffered by the correspondent because of the misspelled name. But to top this item the young Miss Cassens was the successful bidder on the open stenographer position at Chestnut Street, so the first thing that had to be done was to clarify the spelling. Remember, it's C-A-S-S-E-N-S.

Keeping tab of the hundreds of boys in the service has been a large task for Elmer Keller, North Milwaukee's energetic chief clerk. Besides sending those green sheets out every week, he has kept an up-to-date tab of almost all of the boys. That is a man-sized job in itself, and Elmer should be complimented on his "one man" committee work.



The baseball team sponsored by some of the road's supervisory officers in Milwaukee, is shown with a few of the men who are taking an active part in promoting the team. L. to R., front row: Dick Sommers; Martin Wagner; Bill Moran; Earl Armstrong, assistant roadmaster; Ed Hawkins, extra gang foreman; Connie Landeck, assistant foreman and manager of the team. Back row: Walter Schwulz, general foreman of a boy's crew; Gerry Sullivan; Bob Hoot, timekeeper; George Mifko, Ray Essenberg, Frank Buchta, Gordy Fertel, Dick Reagin, Bob Fox, Paul Paulapaulis.

We understand that Bill Koepke, who is in India, has been very busy with the crack railway battalion. Bill's first love has always been "railroadin" so he should be telling us interesting stories when he comes home. Heard that Pvt. Larry Janus and Corp. Eddie Kurtz, who were billers at Chestnut Street, were overseas, somewhere in the South Pacific. That gives this little station four silver stars. The other two men represented on that flag would be Pfc. Ernie Reinhardt and Sgt. Dick Wank. Other news concerning the boys in service has to do with the transfer of S/Sgt. Norm Thielke to Miami, Fla., where he is a supply sergeant. Says he enjoys his work despite the 110 degree daily "heat waves." We were also notified of the transfer of Corp. Bob Fehner to Camp Grant, Ill. Since we last saw Bob, he married an Illinois girl, so we are anxious to see the young couple when they are out our way.

The good news that she was "grandmother" again has put Mrs. Leahey on the happy road of recovery. The wife of the agent was operated on in early September, and her speedy recovery can be traced to the fact that she wishes to see her new grandchild.

KANSAS CITY DIVISION

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

Excelsior Springs—a spot of beauty on our division, made so by two people with a love for the beautiful and a willingness to devote time unlimited. With the coming forth of the tiny crocus in the early spring, followed by the stately iris and lovely tulips, and each season with its special flowers blooming, the station grounds at Excelsior Springs are most attractive. For many years H. F. Owens has been agent there and under the supervision of Mrs. Owens, the flower gardens have been cultivated and rose bushes planted and grown along the right of way. Their living quarters above the station compare with any modern, up-to-date home and are an evidence of excellent taste and judgment—really a good subject for Better Homes and Garden Magazine.

The best of luck to Max Schorr in his promotion, but we do regret having him leave us. He was appointed as assistant agent at Cedar Rapids and reported there on Sept. 16. Max ranks highly as an employe, doing an excellent job while in charge at Rutledge during the construc-

tion of the Naval Air Station. Later he was assigned to the position of day ticket clerk at Sherman Street station and many favorable comments were heard because of his courteous treatment, and his consideration for the traveling public. He gained many new friends for the Milwaukee and brought new business our way. Recently he has been chief clerk to the agent at Ottumwa. Iver Carlson succeeds Max as chief clerk to Agent Kennedy and has the good wishes of all for his success.

Herschel Loveless is the new clerk to chief carpenter and roadmasters. He started his railroad career as our office boy a number of years ago, having since been in service in other departments and during the last few years holding a very good position with the John Morrell Company, from which he resigned a few months ago because of ill health. Nice to have you back with us, Herschel.

Pvt. Wm. H. Richardson, son of Section Foreman W. W. Richardson, has been hospitalized somewhere in India since June from injuries sustained in action. He was a section laborer in Liberty before entering the army four years ago, under Section Foreman Edward Schoech.

Since early in the war, Marjorie Frost has had two brothers in the army, Corp. Richard Frost, now in Italy, and Jack Frost of the army air corps, stationed at Kingman, Ariz. Since Sept. 10 Marjorie has had a husband serving in the Navy, Lt. Joseph Deets. They were married in Kansas City. Marjorie carried a linen and lace handkerchief sent to her by her brother Richard when he was stationed in Ireland. Lt. and Mrs. Deets will live in Olathe, Kans., where he is now on temporary duty. Mrs. Deets is the daughter of Engineer J. L. Frost of Ottumwa.

Curtis William obligingly made his debut into this world on Aug. 29, at Austin, Minn., while his father, Ensign Norman C. Givens, was home on leave. Superintendent W. C. Givens is grandfather for the first time. Norman left Austin early in September for San Francisco for further assignment.

Engineer Charles R. Ross was called for duty on train No. 67 on Sept. 9, but before he left the roundhouse at Nahant, he suffered a heart attack and died at the Mercy Hospital in Davenport shortly after. His remains were brought to his home in Ottumwa but burial was delayed until the following Thursday afternoon awaiting arrival of Ensign Kenneth Ross, U.S.N.R., stationed on the Pacific Coast, a pilot with PAA. His other son,

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OF MILWAUKEE

Charles V., a clerk in the chemical war service, Camp Sibert, Ala., was also home for the funeral of his father.

F. P. Corr came to our division as a second traveling engineer on Sept. 16, transferring from the Terre Haute Division.

Boilermaker William Fitzmaurice of West Yard mechanical department, retired with 25 years' service. Because of a heart ailment, he has not performed service for almost a year.

Just received notice of the retirement last April 5 of Trucker Thomas J. McGowan at Kansas City freight house. Freight Checker Michael Doohan, Kansas City freight house, retired on Aug. 27. On Sept. 9 Section Foreman L. A. Cooper, Laredo, retired from active service, while Operator W. E. Lindsey retired on Sept. 30. He had been working first trick at Coburg.

Recently learned of the death of Mrs. Joseph Gurwell at Kansas City during the latter part of August, but no details were received.

Engineer E. F. Peters has a new grand-

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son, born on Sept. 4 to Lt. and Mrs. Max L. Peters, Las Vegas, Nev.

Mrs. C. W. Becker, accompanied by her grandson, Max George, son of Engineer Leader George, left on Sept. 6 for St. Louis to visit Teresa Lynn Matkov, who was born on Aug. 29 and is the new granddaughter of Engineer C. W. Becker and wife.

We have back with us in our engineering department John Meagher, who some years ago was employed in that department. He later held position as Jordan ditcher operator.

Chester Johns, chairman of our service club, just recently was released from the hospital, having undergone an operation. He is recovering nicely. Two of our operators at West Yard have been off duty for several weeks, John L. Pogue and Martha Browne. Understand both are recovering and expect to report back to work soon.

Just learned of the wedding last July 25 of the daughter of Section Foreman T. J. Carville at Walford. Rose Mary Carville was married to Corp. Henry Schuhmacher, son of Mr. and Mrs. George Schuhmacher, of Amana, Ia. The young couple are making their home in Columbia, S. C., near Fort Jackson, where Corp. Schuhmacher is stationed.

Thomas V. McGraw, son of Conductor Tom McGraw, won his navy gold wings and was commissioned an ensign in the naval reserve following his recent completion of the training course at the naval station at Pensacola, Fla. He will go on active duty at one of the navy's air operational training centers before being assigned to a combat zone. His brother, Forrest McGraw, yeoman 2/C of the Coast Guard, with two and a half years' military service, is now in Boston and expects to be shipped overseas in the near future.

A recent visitor in the superintendent's office was W. O. Robert Fulton, accompanied by Mrs. Fulton. They have been living in Phoenix, Ariz., where W. O. Fulton is stationed.

Lt. J. P. Ryan, son of Conductor Jack Ryan, left for New York on Sept. 8. From there he goes to Seattle for foreign service. His wife and daughter Susan are making their temporary residence with the Jack Ryan family in Ottumwa.

Machinist C. F. Ebbert, West Yard roundhouse, has been advised that his son Robert F., aerial gunner on a B-17 Flying Fortress, has been promoted to staff sergeant. He has flown 15 combat missions over enemy-occupied territory and has been awarded the Air Medal.

Roundhouse Laborer William Genochio, son of Tony Genochio, who was recently

inducted into the army, is taking his basic training at Ft. Sill, Okla. He is a member of a field artillery unit.

Dispatcher E. L. McGuire has received notice that his son, Pvt. Edmund J. McGuire, has been transferred from New Guinea to Australia.

Pvt. Russell Alonzo Stogdill has been awarded the Purple Heart for wounds received in action with the infantry on Anzio beachhead in Italy. He was with our maintenance of way department before entering the army some two years ago.

After spending a week's leave with his parents in Ottumwa, Mr. and Mrs. J. G. Upp, Ensign Robert E. Upp left on Aug. 31 for Los Angeles, where he is assigned to a transport ship in the disbursing department. Recently, he completed a navy training course at Harvard University.

Arthur Abington, son of Mrs. C. L. Ward, has been promoted to rank of master sergeant and has been transferred from Ft. Jackson, S. C., to Fort Leonard Wood, Mo.

Richard W. Eckroat, F1/C MOMM, completed his advance course at Dearborn, Mich., and is now at Seattle, Wash., awaiting further orders.

MILWAUKEE DIVISION

"C & M"

Wiley Moffatt
Correspondent
Superintendent's Office
Milwaukee, Wis.



This issue marks the first anniversary of this column, and for the first time there really is a paucity of items. The only news that came in from the first district was Trainman Ben Smith calling to inform me that he is a member of the gallon club of Red Cross blood donors, and urging that more employes avail themselves of the opportunity to be the means of saving a serviceman's life.

News from the depot was not forthcoming and we had no opportunity to ferret out any items. This indicates again that the column is what you help to make it, and your assistance is earnestly solicited to keep it going.

Second District

F. J. Love, Correspondent
Beloit, Wis.

Peter J. Herman, baseball player, retired switch foreman, and alderman of Racine, died July 19. He was born at Union Grove, Oct. 29, 1870. Mr. Herman was an active member of the Racine Elks, Memorial Hall Commission and the Horlick Athletic Field Commission and also was at one time president of the Racine Common Council. He retired from the Milwaukee Railroad in 1937 and since then has spent a good deal of his time at Little Arbor Vitae lake in Northern Wisconsin and he also enjoyed making trips to South Dakota hunting. In his youth he was a well known baseball player around Kenosha and Racine and never lost interest in the game, always trying to assist the teams around Racine.

Ted Zick and Miss Bertha Ossman of Mendota, Ill., were married on Aug. 27 at Clinton, Wis.

Welcome to Joseph Gerkey, assistant agent, Rockford. Mr. Gerkey came here from Eau Claire and Mrs. Gerkey and family will be moving down soon.

S/Sgt. James E. Murphy, of the Racine force when he joined the AAF Mar. 4, 1943, received his wings as an aerial gunner at Tyndall Field, Fla., Oct. 5, 1943, and has seen a lot of action in Yugoslavia, Polesti oil fields, and Australia. S/Sgt. Murphy has the air medal with the four oak leaf clusters.

Aug. 14 the first of the new Diesel freight engines started over the division from Milwaukee to Kansas City. It was the 44 and a few days later the 45 was placed in service. Both are 5400 h.p. and now trains 61 and 70 are operated with Diesel power.

The Beloit passenger station is having its face lifted. The sand blasters have made the outside take on the look of a new station and the decorators really are doing a fine job on the inside. There are some nice improvements going on at the freight office also, and Mr. Park and crew will have a fine office when the work is completed.

"Old Line"

Hazel Whitty
Correspondent
Ticket Clerk
Horicon, Wis.



On Sept. 7 occurred the death of track employe, Stephen Eggleston, of Beaver Dam, formerly of Pardeeville. Steve was born in Pardeeville, Wis., July 7, 1880, and resided there until four years ago when he moved to take first man position at Beaver Dam. His service date with the Road was 1912. He will be missed by all employes. His passing is a severe blow to his wife who has been confined to a wheel chair for many months with rheumatism. Our sincere sympathy goes out to her and to his son, Gordon of Neilsville, Wis.

The Old Line Service Club picnic was held according to schedule on Aug. 27. For the first time Old Man Weather reneged and, although the day was about as bad as it could be, the picnic as a whole was a grand success. The dance in the evening was well attended and many attested to the fine time they had. The tidy little sum of \$207.00 was also realized and with this addition to the Treasury, this club can take its place in the sun with any other service club in promoting the gospel of public relations.

One of our stations can be called the place of "Eternal Snows" judging from the flakes in the air. And one would also be misled in believing the agent was attempting to appear under a disguise. But it is merely the activity that goes on because of the operation of the Seal-tex Co., manufacturers of wool insulation and Agent Hargraves says it is not hard to take because of the nice increase to her station earnings.

On Sept. 1 occurred the death of Edward J. Czamanske at Randolph, Wis. He was 76 years of age, having been born July 17, 1868, on a farm near Granville, Wis. He lived in this vicinity until he moved to Randolph where he lived for 24 years. In 1919 his work caused him to move to Wausau, where he retired because of ill health. The work that gave him the most pleasure in life was that of railroad carpenter on our road for 23 years, and on the Soo Line previous to that. Mr. and Mrs. Czamanske celebrated their golden wedding in 1940. His wife and four children survive.

Congratulations are in order for Section Foreman L. Glasnapp of Oshkosh, who has invented a power track drill which has passed all safety inspection, etc., and which has so pleased the management with its simplicity and economy of construction that it may be possible many will be manufactured after the war. The drill is extremely light and the mounting well balanced, which makes it ideal for track work.

We had with us recently on the American ditchers a man who was lots of fun. He hailed from Aberdeen and his name was Melvin Henning. His derby hat (a few sizes too large) and his rain coat (reminds one of a bishop on parade) gives quite an atmosphere to his dancing. He was once a carnival man and knows songs and answers. Incidentally, he

helped quite a bit to widen the banks on the Old Line.

Corp. Marjorie Johnson, of the WAC, located at Seymour, Ind., was married at the post chapel Sept. 2, to Sgt. Mondell Stewart. Marjorie is the daughter of Relief Foreman Wilbert Johnson of Horison.

LACROSSE & RIVER DIVISION

Wisconsin Valley

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

Sgt. Warren Essells, Jr., left for Fort Leonard Wood, Mo., after spending a 12-day furlough here with his parents. Sgt. Essells until recently was stationed at Camp Adair, Ore.

Engineer and Mrs. Arthur Janz announce the engagement of their daughter, Dorothy, to Mo.MM1/C Wallace E. Braatz, who has been stationed at Long Beach, Cal., since returning to the states after serving 18 months in the South Pacific, is home on 30 day furlough.

Pvt. Frank W. Nyholm, Jr., son of Engineer and Mrs. Frank W. Nyholm, was slightly wounded in action in France Aug. 5, according to a telegram received from the war department at Washington, D. C., by the parents. Pvt. Nyholm had previously said in letters to his parents that he was in the invasion of France at its opening stages as a member of the field artillery. He was inducted at Merrill Jan. 12, 1943, and went to England in May of that year. He had his preliminary training at Ft. Sill, Okla.

Marjorie Schultz, former student telegrapher at Brokaw, Wis., has made date as agent-operator and is now working at Schofield, relieving W. A. Adamshek, who is off on account of illness.

Second District

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

Our old friend, Red Walsh, who was formerly transit clerk at Red Wing, stepped off the Hiawatha today with his wife and two bright-eyed boys for a little visit with old acquaintances. "Red" is now with the transportation corps and stationed in Wyoming.

We all congratulate Joe Gerkey on his promotion to assistant agent at Rockford, where he will assist L. M. Truax, who also hails from this division. Joe has held down the operator's job at Eau Claire, Wis., for the last four years.

We hear that Harry Lindrud, formerly first trick at Hastings, also Joe Daly and Melvin McGoon, former extra operators, are over in France showing them how to railroad. They had it a little tough at first but things are getting better now. They even get to sleep in a real bed now.

Former Signalman Floyd Kriesel, now of the Marines at San Diego, is home for a very short visit with his parents. His father, F. G. Kriesel, is third trick operator at Red Wing.

We are very sorry to hear that F. C. Beck, agent at Cannon Falls, has been stricken with an illness that has impaired his eyesight to the point where he cannot even read a newspaper. We sincerely hope he gets well soon. Jack McDonald, regular second trick at Wabasha, is relieving him.



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First District

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

Aug. 23 we lost another old veteran at Tomah. Oscar Bowen, retired telegrapher, was born Dec. 3, 1855, at LaValle, Wis. He learned telegraphy at an early age and was located at Tunnel City and Rockland and then at Tomah, retiring after almost 60 years of service for the Milwaukee Road. Surviving are his widow, Mrs. Ellen Bowen, one son, Superintendent W. G. Bowen, of Savanna, Ill., and one grandchild. Funeral services, with the Masonic Lodge in charge, were held at Tomah. His many friends will remember him as a good and faithful worker and one who lived up to his ideals in every way.

Friends of retired Yardmaster Thomas Bloomfield, who has been in the Madison General Hospital, will be glad to know that he is recovering slowly after a long siege of illness.

Occasionally, I get a letter from far off India from Sgt. Herb Witt, now with the armed forces as a telegrapher. He says railroading there is a lot different from our old Milwaukee Road. Says he looks forward to reading our Milwaukee Road Magazine. He is well but likes Wisconsin a lot better than India.

Long Lake, a slough of the Wisconsin river near Portage, was the scene of a terrific battle recently when retired Engineers Coughlin and Little, in a small boat, hooked one of the giant catfish native to that locality. After a fast ride up and down the lake towed by the big fish, Jack's pole broke and left the line slack and they lost the prize. If they had brought that one home they would not have had to worry over the meat ration for some time to come. They are now working on a steel unbreakable type of pole with an unbreakable plastic line, if they can get the steel!

Our passenger station here is undergoing a rebuilding program. Built in 1851 with brick furnished right in Portage from the clay deposits around here, the building has stood as a monument to the progress of our railroad through the years. The old station, resplendent in the decorative art of the fifties, with staunch white pine lumber still as good as when it was put in, the hand hewed beams in the roof not fashioned with saws but with an axe, the old stairway leading from the dining room to the hotel rooms above, the high ceilings in all rooms and the ticket office with its wrought iron grill window; all these will soon become memories of the past when the Fox House was a famous hostelry where the traveling men of bygone ages used to stop and passengers were fed a square meal with all the trimmings before being allowed to continue their journey.

The new station, a one story building, will house the yard office, lunchroom, and

ticket office with locker rooms for the trainmen in the basement. The building will be almost new inasmuch as the ceilings will be lowered some 18 inches, new floors and rest rooms and walls will be plaster instead of wood as now. The work should be completed in about two months.

D & I DIVISION

Second District

*Lucille Millar
Correspondent
Dubuque Shops*



The entire division was saddened by the accidental death of Locomotive Engineer Michael J. Mulgrew at LaCrosse, Wis., on Aug. 15. Mike was one of those people with the envied disposition of not having an enemy in the world. Our sincere sympathy to his family.

Another death which saddened us at Dubuque was the untimely passing of Veteran Boilermaker Ernest Keck on Sept. 11. Among those in attendance at his services were his two sons, S/Sgt. Donald Keck from Gruber Field, Okla., and Pfc. Louis Keck from Goodfellow Field, Tex., also Roundhouse Foreman Harry Keck, a brother, from Austin, Minn.

We sympathize with retired Blacksmith John Muir and family in the death of Mrs. Muir in Dubuque on Sept. 1 after a brief illness.

Correspondent Grace Johnson can be advised that Muskego has no corner on the babies coming into this world. Here in Dubuque grandparents—retired Conductor Walter Graham and wife have not only opened their hearts to welcome, but their home to receive Thomas, Jr., and mother while the baby's father, Lt. Thomas, is serving overseas. The home of Yard Conductor Art Kleih was brightened by the arrival of a daughter recently.

On our sick list at the present time are DF&PA W. F. Keefe, Locomotive Engineer Jack Benzer and Conductor Dick Sullivan.

News that Pvt. George J. Tressel, bill clerk in Dubuque freight house previous to entering the service, has been wounded in action in France was received by his father, Car Checker John Tressel. We hope that the progress report will show George much improved.

Pfc. Raymond A. Scarff of Marquette roundhouse is now railroading in France. According to a release received from the European theatre of operations, Pfc. Scarff is one of the crew of the railroad battalion which has restored railroad transportation in Normandy and is operating daily passenger trains. Lt. Col. Fay L. King, formerly of Marquette and Dubuque, is in command of the crew.

First District

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

Miss Mary Pazour, daughter of Iowa Division Conductor Frank Pazour, Savanna, who graduated from the Michael Reese Hospital in Chicago, now is a cadet nurse in the Army Nurse Corps. She left Sept. 10 for Washington, D. C., and from there expects to see service in North Africa.

We are glad to report that Local Conductor C. W. Bowman, who have been confined to the City Hospital in Savanna for the past month, are improving although still in the hospital; PFI Sam Hengel, who was also a patient in the City Hospital for sometime now is convalescing at his home in East Savanna.

Effective Sept. 15, Trainmaster J. J. VanBockern was advanced to trainmaster of the Tri-City Terminals at Davenport, succeeding Trainmaster K. R. Schwartz, who was appointed trainmaster at Milwaukee.

Miss Marion Kinney, who has been relief clerk during the vacation period in the superintendent's office at Savanna, also at Dubuque, is entering Northwestern University, Evanston, this fall.

From around the world with the Army and Navy: Sgt. Wm. Plattenberger, son of Chief Time Revisor Plattenberger, Savanna, is now located "Somewhere in France" with a railroad battalion.

Sgt. Kenneth Barbian, formerly of the store department, Savanna, now has been advanced to master sergeant and has been transferred from North Africa to Italy. Kenneth has been in service for 20 months and overseas 15 months.

Robert Swingley, son of Switchman and Mrs. Gervase Smith, Savanna, received the silver bombardier wings and was commissioned a second lieutenant at the army air force bombardier school, Midland army Air Field, Midland, Tex., Sept. 1. He is also the grandson of Machinist Joe Kobbe, Savanna.

New grandparents: Master Mechanic and Mrs. L. H. Rabun, Savanna, with the arrival of Margaret Ann in the home of their son and wife, Pvt. and Mrs. Thomas Rabun, Pratt, Kans., on Aug. 30; Machinist and Mrs. Nels Thompson, with the arrival of Cheryl Ann, in the home of Donald Thompson and wife, on Aug. 25. Donald is a fireman 1/C in the Navy.

Sympathy is extended to the family of Frank Monty, retired Milwaukee round-house employe, whose death occurred during the middle of August at his home in Savanna. Mr. Monty had been an employe of the road for 45 years, retiring in 1927.

TERRE HAUTE DIVISION

Terre Haute District

William Nadzeika, Correspondent

West Clinton

James Lechner, carman, is unable to work due to a hand injury.

Elgra Snodgrass, blacksmith, is reported improving after an extended illness.

Morse McGuire, relief clerk at the yard office, plans to join the merchant marine.

Floyd, son of Carman Mervin Pearman, had the misfortune to lose the sight of one of his eyes, while handling a shotgun at their home last month.

Joe Presko, storehelper, had his tonsils removed last month while on vacation, but it wasn't as bad as some of the boys said it would be.

Conductor Ernest Hopewell is back on the job after spending several days in the hospital.

Conductor D. Chambers wants to buy a good "Chow" dog. There is one at the Standard Coal Mine he might get.

Conductor W. G. Pate returned to work after several weeks' illness.

Faithorn District

*Berniece Sparks, Correspondent
Faithorn, Ill.*

We express our deepest sympathy to the bereaved members of Section Foreman John Hardesty's family. Mr. Hardesty passed away Sept. 9 at Joliet. He had been employed on the Terre Haute Division for many years, and during those years he made many friends. His death came as a shock to all of us, and although he is no longer in our midst, he will long be remembered.

Yardmaster Geo. M. Robson has been on the sick list for quite some time and

October, 1944

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recently underwent an operation. His condition seems to be improving, and we hope that very shortly he will be back at Faithorn.

Others who have been ill are our hotel manager, Ben Egan, Switchman A. F. Lukasavitz and Conductor R. E. Kyle, all of whom are back on the job with the exception of Switchman Lukasavitz.

One by one we begin to see familiar faces coming back to Faithorn, as is the case with Fireman Philip DePeso who was recently discharged from the service. We are glad to have him with us again and hope that in the near future the balance of our railroad family will be resuming their normal positions in civilian life.

I & S M DIVISION

East End

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

Helen M. Holden, agent, Houston, called my attention to the fact that a remodeling job has been done at that station; also, that next spring they hope to landscape the grounds. However, the zinnias and heavenly blue morning glories made a pretty showing this year.

A short note was received at the office stating that Lt. Col. W. J. Hotchkiss has arrived in England, but hadn't had an opportunity to see much of the country as yet.

L. L. McGovern received a letter from daughter Jeanne stating her headquarters have been moved from England to "Somewhere in France."

Division headquarters building is taking a new lease on life, with the painting of the exterior and interior, and the promise of a new tile floor in the near future.

About 90 Milwaukee employes, including such out-of-towners as F. M. Washburn, John Turney, Lise Young, and Charlie Smola, attended the safety banquet held at the high school cafeteria in Austin, Sept. 12, at which time the Austin Safety Council was awarded a plaque for winning second place in the National Pedestrian Safety Contest for cities from 10,000 to 25,000 population. Frank Washburn was one of the speakers of the evening. The 300 persons attending were very much pleased with the fine dinner and well-planned program.

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points thereabout, to his new assignment in the United States.

Frank Dominick, former assistant OS&D clerk, now in the army air corps and stationed at Langley Field, Va., also paid us a visit.

Just a few lines to all of our boys in service regarding their change of address. The Booster Club recently requested a list of names and addresses of our boys on foreign duty, so that they could mail their Christmas boxes before October 15 as per mailing requirements and upon checking through my mailing list, I find I do not have change of addresses on quite a few of the boys who are in foreign service. Please notify us of any change of address even if you are reassigned in the United States and drop us a line occasionally.

Bensenville

*Howard Lawrence, Correspondent
Assistant Superintendent's Office*

Engineer Roy Leader has the rather doubtful honor of having recently received the smallest check it is possible to write. After his bond, RRA, and other deductions had been made the check was for—you guessed it—one cent.

Bill Neuman, car repairer at the Bensenville rip track, is back on the job after a long period of illness. He is looking finer than ever and rarin' to go.

Elmer Boldebeck has also been laid up for quite some time, but is rapidly recovering and we hope to see him soon at his old haunts, which are—firing on the "goat" at the roundhouse and piling up strikes on the alleys at Westby's Recreation.

It happened during the battle for Guam. Pfc. A. W. Jennings, Jr., former yardmaster and switchtender in C/Terminals, now in the Marines, while looking over the edge of his fox-hole for something akin to a good target, thought he saw something familiar and sure enough he did. It was Lt. Lowell Capoot, infantry, and son of Yardmaster J. O. Capoot at the N. W. Bridge in Bensenville west yard. It surely is a small sphere—the world we mean.

An old familiar face was seen around Bensenville recently—it belonged to Harvey Craigmile, retired engineer, and he was looking great.

Betty Leverenz of Bensenville and points east to and including the Union Station wants everybody to know that she did lose 18 bucks, including other odds and ends in her purse with the folding money.

Buddy Brumfield, ART 1/C, Navy, and former operator in C/Terminals, dropped in the other day looking fine. He enjoyed a brief stay at home with his parents in Bensenville.

Western Avenue

*T. A. Finan
Correspondent
Care of Yardmaster*

Ray Pulford, former Milwaukee Division fireman, now in the navy, and his brother, Pvt. Robert, met in England,

Once more your scribe is making a plea for material for this column which would make it more interesting for the boys in service to read.

Had a very newsy letter from SKO 1/C H. J. Rafferty recently, and apparently he is still on Bougainville Island. One paragraph reads: "We have a natural phenomenon here in the way of a volcano, complete with smoke. Also have earthquakes of varying degrees of intensity. I was practically jarred out of bed this morning by one that shook the building for half a minute."

CHICAGO TERMINALS

Galewood Freight Station

Herman F. Boeck, Correspondent

Clarence Pethes, check clerk, recently disarmed one of our transient workers of a six inch knife, when he was about to stab one of our tractor operators. Congratulations on your courage and quick action, Clarence, as this surely would have resulted in a serious injury to one of our steady employes.

Harry Weinert, former car record clerk now in the army, visited us while on his recent furlough. Harry's visit home was saddened by the death of his father and we wish to extend our deepest sympathy to him.

John J. Kerwin, Jr., former bill clerk now in the army air corps, recently visited us while traveling from Italy and

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the arrangement being made by the Red Cross. The boys are sons of Chicago Terminal Engineer Sam Pulford.

Miss Ada Moore of the commissary is still confined to her home on account of illness.

George Morris, retired car inspector, died in California during a visit there. Our sympathy to his bereaved family.

Dick Neda and V. Palmer of the army were visitors during the month.

Sgt. Robert White, former engineer who was injured in Burma, is now hospitalized in Texas.

Norbert Blake, former switchman, and his brother, Eugene, recently met in England where both are stationed. The boys are sons of Joseph Blake.

Miss Betty Howard is the new addition to the staff of Storekeeper Lyons.

Richard Graff, machinist apprentice, entered the army on Sept. 5.

We regret to report the death on Aug. 14 of Arthur Larson, fireman and former foreman at Bensenville roundhouse.

Gust Stelmach, former carman helper at Galewood, is now in a hospital in England.

J. F. Kelly, former electrician, is now in the navy at Sampson, N. Y. His brother, Richard Woods, also enlisted in the Navy and is at Great Lakes.

Congratulations to John Lawler and wife on the arrival of Judith Anna. Mother and daughter—also father—are doing fine.

Marion Atchison has been appointed clerk at Bensenville repair track.

Carman George Shaw is still confined to his home but expects to be back to work soon.

Dining Car Department

It is with regret we report the death of H. B. Wright, who has been a porter of this department since 1904. Sympathy is extended to his family. We also learned of the death of retired waiter, Gerner Hendricks.

Teddy Maslon, of the commissary, has been released from the hospital after a serious operation and we all hope he will be well enough to return to work soon.

We welcome Paul Schacks as office boy.

Porter William H. Brown has returned to work after being off because of illness.

IOWA DIVISION

Council Bluffs Terminal

Lillian Kinder, Correspondent
Car Foreman's Office

Forty old-timers of the Council Bluffs Local Veterans' Club met at General Car Foreman Schmidt's home Sept. 6 for their annual picnic and election of officers. T. P. Schmidt was elected chairman; Charlie Cornelius, vice chairman; Ed Lee, secretary, and Frank Colburn, treasurer. Railroading, of course, was the main topic of conversation.

Donald Scott, son of W. E. Scott, elec-

trician, was home a short time ago on furlough and is now stationed at Lincoln, Neb., redistribution center. Donald recently received his wings and was commissioned second lieutenant.

Word has been received that T/Sgt. Leslie J. Hansen, former coach cleaner, was seriously wounded in action over Romania, July 31, but is now making normal improvement. T/Sgt. Hansen, a B-17 radio-operator gunner of the AAF Flying Fortress unit, is with the air force in Italy. He recently received his promotion from staff sergeant, and was awarded the purple heart.

Corp. Werner Larsen, son of K. O. Larsen, carman, returned to Colorado Springs after a short visit at his parents' home. Corp. Larsen has been in the army nearly two years and expects to be transferred to Louisiana soon.

Gunner's Mate 2/C Elmer Thompson, son of Andrew Thompson, carman, is home on a short leave. He has been in the South Pacific for some time. Until recently he was assigned to a mine sweeper operating off the Pacific Coast.

Steward's Mate 2/C Gene Cleveland, son of Walter Cleveland, fire knocker, is home for a much needed rest from the South Pacific. He has been in the South Pacific for two years and four months taking part in most of the major battles since Pearl Harbor. At one time his ship was as close as 610 miles from Japan. His first ship was sunk and Gene says he was mighty glad he knew how to swim. A most eye-catching ring is worn in his left ear denoting one year and six months of Asiatic Pacific duty.

Al LaHeist makes the news again this month. Another little granddaughter made her debut several weeks ago.

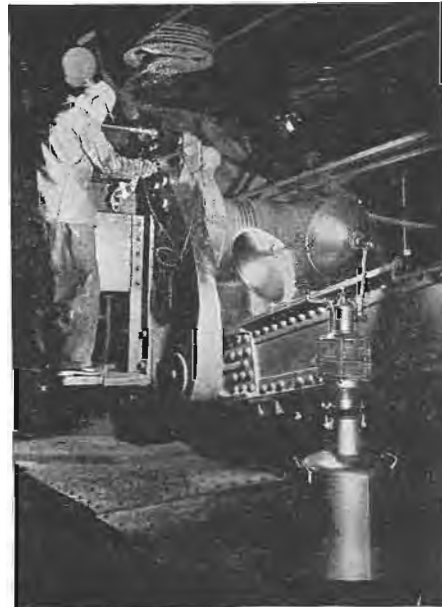
What some people won't do to gain publicity in a new town! Seen in the local newspaper not so long ago: "Fred Stalker, perishable fruit inspector for the Milwaukee R. R., suffered a gash above the left eye when he ran down the street in the rain with his head down and ran into a barber pole. Mr. Stalker was taken to the hospital for medical attention." Until recently Fred was stationed at Cedar Rapids, Ia.

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Iowa Middle and West

Women on the Iowa Division have been doing their bit to help out during the recent months when a shortage of agents and operators resulted from men going into the service.

Mrs. C. E. McGrew, wife of the agent at Varina, was the first one called on to permit Mr. McGrew to work at Ponda during sickness in the family of Clifford Hunter.

Mrs. Howard Lee, wife of agent at Postoria, had charge of that station while Howard relieved at Spirit Lake and Webb.

Mrs. Don Calhoun took charge of Adaza station when Don went to Herndon while Alex Hutton was in the hospital.

Mrs. V. C. McGee took charge at Grimes when Vern went to Clive to relieve Agent Roach who was sick.

Mrs. Gene Cochran took charge at Knoke to let Mr. Cochran relieve at Albert City when Mr. Stahl went to Missouri to see his wife, who was in the hospital.

When Mrs. I. R. Kohles, agent at Earling, had to go to the hospital for an operation, Mrs. E. L. Zeiser took charge of Panama station and Mr. Zeiser went to Earling.

When Gene Miller's father died, Edwin Lee, agent at Dawson, came to Perry yard to work and Mrs. Lee took charge at Dawson.

Mrs. F. A. Zeiser worked as agent at Portsmouth several times when Francis went to Manilla for a few days.

The men and women in the armed forces have been going places and doing things during the last month. Two of our firemen, Orlan Emerick and Oliver Need, are wearing the wings which go with a commission as lieutenant in the air corps; they were graduated in September. Claude Altig, Jr., son of C. D. Altig, of the freight platform force at Perry, has been promoted to staff ser-

geant; he is a ball turret gunner in Italy. Lt. Wayne Walrath was home on a 10-day leave between transfers. Elmer Woodward, seaman 1/C was home for a 10-day visit after several months in the Mediterranean. Wilbur Vodenik, who enlisted in the navy in August, has gone to Farragut, Ida. John Harris has been promoted to staff sergeant; he is with the air force in England. Capt. R. J. Tutt brought his wife and daughter to Perry to stay with her father, Conductor Frank Wagner, while he is overseas.

Operator O. P. Byrd had the unusual pleasure of seeing all his children who are in the service within a period of two weeks: Lt. O. P. Byrd, Jr., and family came from Camp Maxey; Store Keeper Dorothy Byrd of the Waves was home from Milledgeville, Ga.; Duane, who is in the navy, came in from Great Lakes; Darwin, who has been in Trinidad for 18 months with the Medical Corps, was home for a couple of weeks; and just to make the family circle complete, Lt. W. L. Arrasmith and family came from Deming, N. M.

Lt. Eldon Gardner was home from Fort Meade to visit at the E. C. Gardner home. Royce Airhart was home for two weeks between transfer from Texas to California posts. Barney Sorenson was home from Hattiesburg, Miss. Harold Peterson, with a railroad battalion in training at Harrisburg, Pa., was home for a week. Dick Walker and his son, Norman, both of whom are in the service, was home for a visit at the Oscar Woolson home.

Simon Richardson, yeoman in the navy, was home from New York for a visit with his parents, Engineer and Mrs. A. L. Richardson. Lt. Leonard Bisanti graduated from the Officers Candidate School at Camp Lee, Va., in August and had a few days leave to visit his wife, who is staying with her parents, Mr. and Mrs. Louis Brown.

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CHICAGO

New members of the Milwaukee family include Ens. H. O. Johnson, who was married to Elsie Louise Honomichl on Aug. 12. Elsie Louise completed her course of training to be a nurse shortly before her marriage. Clair McCrory of the Army Signal Corps, was married to Guinevere Barth, daughter of Boiler-maker J. C. Barth, on Aug. 26. Mrs. McCrory will live in Washington, D. C., while her husband is at Camp Pickett, Va.

Aug. 27 was the birthday of a son born to Mr. and Mrs. Ivan Purvis. Ivan works at the Perry depot.

A prospective fireman joined the George Balsbaugh family in August. He weighed six pounds four ounces at birth. A daughter born to Pvt. Jean Fitch and wife is another granddaughter in the family of Engineer Edward Mullen.

Gordon L. Whipple, who for many years was with the Milwaukee, died in Omaha on Aug. 4. In his early railroad career he worked as dispatcher and trainmaster at Perry, advancing to the position of superintendent of transportation. He was with the Union Pacific at the time of his retirement.

Leland Smith, five-year-old son of Train Dispatcher C. C. Smith, and Doloris Bresee, 12-year-old daughter of Fireman Frank Bresee, have both been patients at the Iowa Lutheran Hospital in Des Moines for treatment for infantile paralysis.

Charles Rogers, formerly a correspondent for the Magazine, visited relatives in Marion and Perry in August.

Conductor W. S. Delaney had his pocket picked while visiting in the Windy City in August. He lost about \$30 and a lot of valuable papers.

COAST DIVISION

Tacoma

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



W. S. Burroughs showed us an interesting souvenir of half a century ago when we stopped at the passenger station in our hunt for news. It was none other than a copy of this company's list of agents and stations, dated 50 years ago and had been left with Mr. Burroughs by Ray Shaffer, district passenger agent. There was, of course, no sign of the westward extension in it; Bowdle, S. D., if we remember right, was the farthest west shown, and west of the Missouri River, was, so to speak, a vast blank. Of all the employes, only Mr. Burroughs and Mr. Dolle were the ones shown on a cursory inspection, at least, of those known to us.

Loren Cowling, of the local office here, who is now in Great Britain, writes to his friends at Tacoma, and casually informs that he has met his fate in England, and is now married to a winsome British girl. She must be all of that, to beat the Tacoma girls, but we wish her and Loren a very joyful married life.

Tom Dolle, member of the Tacoma Chess Club, was wrapped in gloom deeper than a chief claim clerk should be. A member of the Tacoma Police Radio Force named McDonough is the innocent cause and an opening known as the Vienna Gambit is the stumbling block, for so far every one of the Tacoma Chess Club, including Tom, has fallen a victim to this deceptive opening, nor has the experience of all the members availed to discover the trick. All chess fiends among our readers will sympathize with Tom and his fellow victims.

L. P. Seaman, who has been trans-

October, 1944

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ferred from the local stores office to be secretary to Mr. Wylie, superintendent, has organized a bowling team which will enter the Milwaukee Bowling League and bids to be a strong contender as our bowling experts will realize when they read that in addition to Brother Seaman as captain, the team boasts of the following members: Leo Jensen, Harry Anderson, Herb Davis, and Eddie Herzog.

May D. Brown is back on her regular job as secretary to H. L. Wilttrout, chief dispatcher; Betty Drost, who relieved her, is at home taking care of her fisherman-policeman husband.

Miss Juanita Sargent is at present breaking in on the expense desk; she is the daughter of L. O. Sargent, chief clerk at the car department office.

Ernest O. Dahlquist is now assistant car distributor in the chief dispatcher's office, vice Tom Norwood.

Ruth Schombae is now a general clerk at the local office, and C. P. Walsh is car clerk at the same place, while Ada Schwanke is temporarily on the abstract desk.

Of all the Victory gardeners around this part of the woods, we back Train Dispatcher Clint Miles who came around with a specimen bean, grown on his farm here in town, which measured about 18 inches. If any of you don't believe this, send in your beans.

Ens. George Ellis, Jr., son of George Ellis, general foreman at the store department, was married on Aug. 29 to Miss Carol Webb. Both of them are graduates of the College of Puget Sound.

Frank Bryan has transferred to the cashier's department at the local office, and is now balance sheet clerk; Ivar Bervin is now on the cashier's desk. Kenneth Alleman is now handling a new job, being outbound, revising clerk, while Amanda Stewart has been appointed as bill clerk. Edna Alberts is now chief demurrage clerk, while Manda Schrock is her assistant. Effie Mee is now on the car desk, being moved from the expense desk, which has fallen to Gertrude Creviston.

We are sorry to chronicle the death of Derrick W. Boh on Aug. 17, aged 76; he retired in August, 1937, as agent at Enumclaw and had since lived at that place. We tender our heartfelt sympathy to the relatives.

The store department enjoyed a visit from their old friend, Jim Guy, now in the navy, taking his boot training at Farragut, Ida.

M. J. O'Connor, operator at MA Tacoma Office, is sick. He is being relieved by Operators Fulkerson and Wheeler. Best wishes for his early recovery.

J. R. Piatt is back on his regular job on second trick, branch dispatcher's office, after relieving dispatchers for vacations.

Joe Mason took the timekeeper's job at the store department, when Seaman went to the superintendent's office.

Alma Demoss of the store department is sick at this writing, but hopes to be back on the job in the near future.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen
Correspondent
Local Freight Office

Our sympathy goes out to Dale Cannedy, former employe of the local freight house and now switchman in the Seattle yards. After a long illness Mrs. Cannedy passed away leaving her husband and three small children. She was buried in South Dakota, where they formerly lived before coming to Seattle.

Morton Bonney, chief import and export clerk, has been taken over by the White Building. He has been appointed



to the position as diversion clerk in Mr. Sanders' office. Miss Helen Hasslinger has succeeded Mr. Bonney in the local freight.

Richard D. Rasmussen, son of your correspondent, and at one time connected with the maintenance department of this railroad, was on July 1 promoted to the rank of lieutenant in the Navy and is now the executive officer or second in command of an LST.

Ensign John Holtum, son of Chief Claim Clerk Stanley Holtum, recently was transferred from the East Coast to California and is waiting for overseas orders.

Charles Randall, who has been in charge of our team tracks for some time and who has made many friends for the Milwaukee Railroad through his cooperation with shippers and receivers of freight, has taken over the position as assistant warehouse foreman. Jesse Bonnell is taking Charlie's place on the team.

Don Bangs, son of General Yardmaster H. O. Bangs, who for some months past was our messenger, recently returned from two months' trip in the East and has taken a position as yard clerk in Seattle.

Miss Frances Fraher is one of our new electromatic expense clerks. Miss Fraher's home is in Moberidge, S. D., and she is the daughter of Conductor Ralph H. Fraher of that city.

Miss Audrey Bush, who worked in the local freight office last year, is with us again. She is a member of the Seattle Symphony Orchestra and plays the bass violin. During the past winter she was a member of the Utah State Symphony Orchestra of Salt Lake City. Her home is in Ogden.

Your correspondent recently had the pleasure of hearing from Roy F. Rader, former relay operator and agent on the Coast Division. Mr. Rader retired on account of ill health and now resides at Enumclaw, where he has a beautiful home. Mr. Rader received his breakdown in health a few years ago while agent at Bellingham. He will be glad to see any of the old-timers that may be passing through Enumclaw. His address is 1106 Pioneer Ave.

Seattle General Offices

J. M. Wilhelm
Correspondent, General
Claim Department
Armed Rails



Laurance H. McEwen, son of our western traffic manager, enlisted in the army Aug. 15 and is now at Fort Sill, Okla., receiving his preliminary training. He has been assigned to a school of fire at the artillery training station where he will make good use of his higher mathematics education. Laurance completed five years of Chemical Engineering at the University of Washington, graduating cum laude last year. He writes that he is receiving a fine sequel to his University R.O.T.C. training—in fact, in 1934, when this country was unwittingly displaying its military education to chosen representatives of other countries, who should be given the privilege of our educational facilities but Irwin (The Fox) Rommel!

The two sons of E. C. Barnes, assistant engineer in the electrification department, have chosen the air as their battle fields. Ensign Richard L., who is 21, has just completed his operational training in this country and will be on his way soon to San Diego to be assigned to an air combat replacement group. He is a torpedo bomber specialist and we all wish him good hunting. Dick graduated from Garfield High School in Seattle where he was an active trombone player in the school band.

Pvt. Robert E. Barnes, age 19, is now taking his preliminary flight training at

an army air base in California. Bob is quite a husky fellow and was star lineman in the Bellevue High School football team. Best of luck to you, too, Bob.

Y1/C Ed Notske didn't tell the folks at home, but a while back he took a test for chief yeoman, and his last letter to mother revealed he is now Chief Yeoman E. Notske.

Our relief lineman, Cyril F. Shaw, whose present title is electrician's mate 2/C, USNR, writes as follows: "I am quite proud to say that I was part of the organization that took Saipan. I know what it is now to be shot at and to live in a foxhole for about 30 days. One mortar shell hit within 21 feet of my foxhole, as I stepped it off the next morning. I do not believe I was ever so scared in my life... We are all looking forward to the day we can return home to our jobs."

Corp. David K. Wallberg writes about visiting Naples and making a tour of the city in a Red Cross bus. He enjoyed a real Italian dinner—spaghetti, French fries, refreshments, and an accordion player. His native guide told of having a brother and father in the U. S. and said both he and his mother are going to the States as soon after the war as they can. We are glad to learn he is so much more comfortably located and hope he can get as much of that ice cream he writes about as he can hold.

Greetings: To Mrs. Elaine Galt, law department stenographer. Mrs. Galt was formerly connected with the Seattle prosecuting attorney's office, so watch your steps, boys.

To Mrs. Melba Batson, who transferred from the car department in Seattle to learn the intricacies of the real estate department contracts as stenographer.

Congratulations: To E. M. Marx on his appointment to city ticket agent at the Seattle C.T.O.

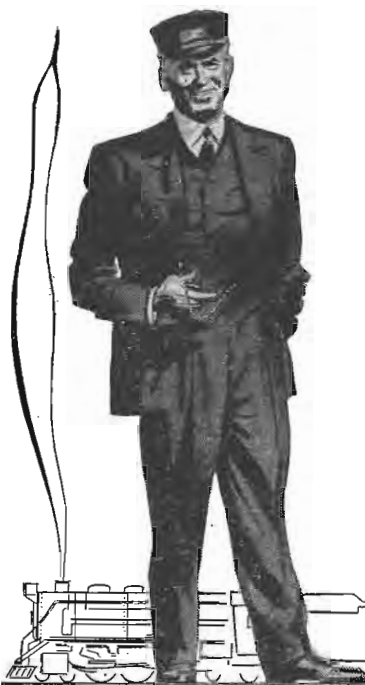
To Miss Betty Lecain, our smiling messenger girl, who is now file clerk in the freight claim department.

On the Home Front: At the city ticket office between 'phone calls, penciled notations, etc., they rather sadly advised your correspondent that our smilin' Irish ticket clerk, Mrs. Betty Crockett, and her husband have adopted a seven-months' old baby boy, Frederick Lawrence, and will have a full-time job from now on in the bottle and diaper department. We are sorry to have Betty leave but know she will be most happy in her new assignment.

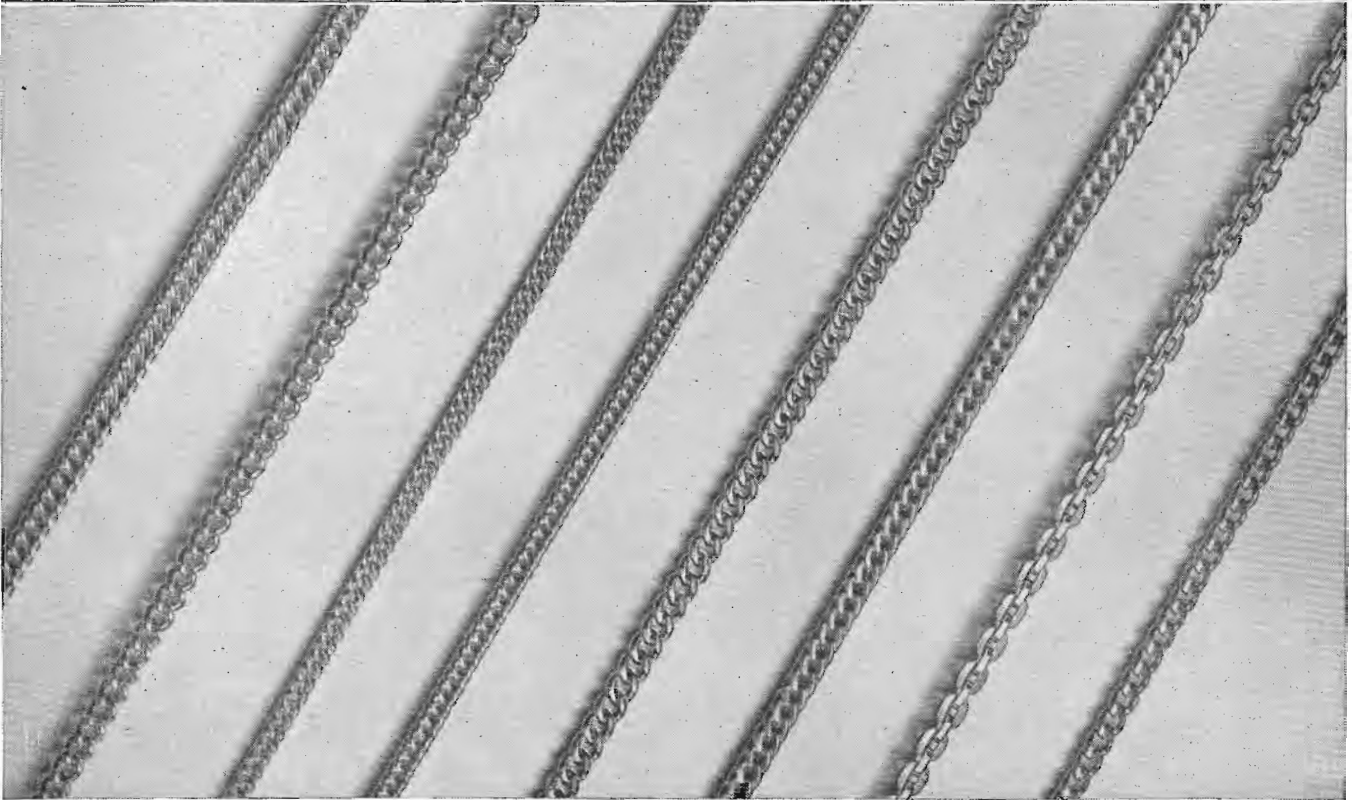
General Agent G. R. Webster advises he had the pleasure of entertaining at his home none other than Edward K. Garrison, western manager, tank car division, O.D.T. Mr. Garrison retired from the Milwaukee about two years ago after 40 years of service. He was general agent at Portland, Ore., San Francisco, Milwaukee, Atlanta, Ga., and terminated his colorful career as general agent at Philadelphia, Pa., where he had Washington, D. C., under his jurisdiction. Mr. Garrison hired Mr. Webster into the service of the Milwaukee as chief clerk in the Portland office in 1912. Although he is 67 years old, I understand Mr. Garrison does not look a day over 50. He is very well pleased with his new position and is more active than ever.

There is a lot of hidden talent amongst the personnel of the Seattle general offices. Auditor J. N. Strassman has also proved his ability as a victory garden specialist. As so many have done, he spaded up his parking strip in front of the house and put in various vegetables; however, his corn has been the envy of all the neighbors and even some farmers from the corn belt have stopped and asked him the secret of his nine-foot high cornstalks. Joe says: "Just lots of hoeing and plenty of water."

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