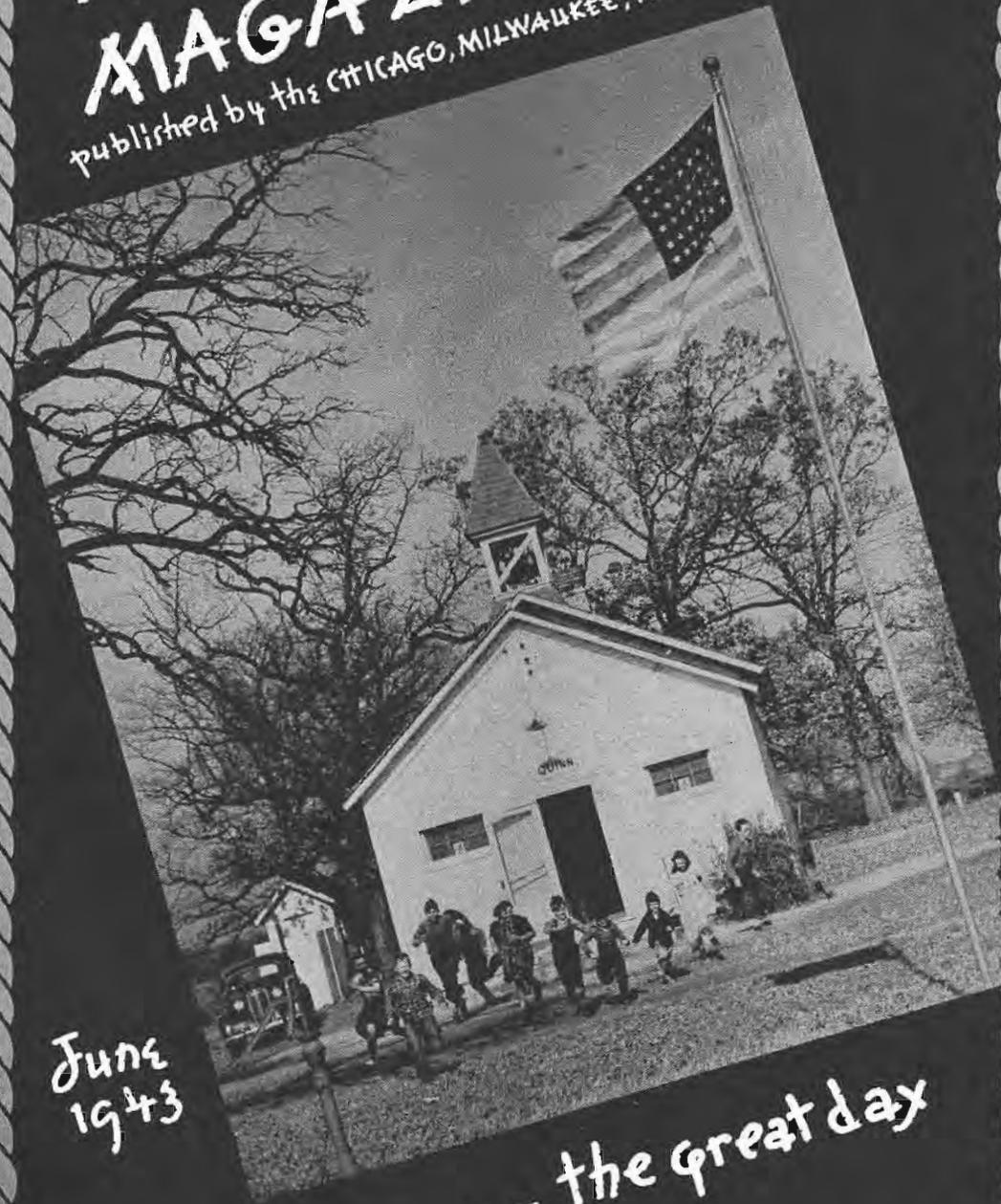


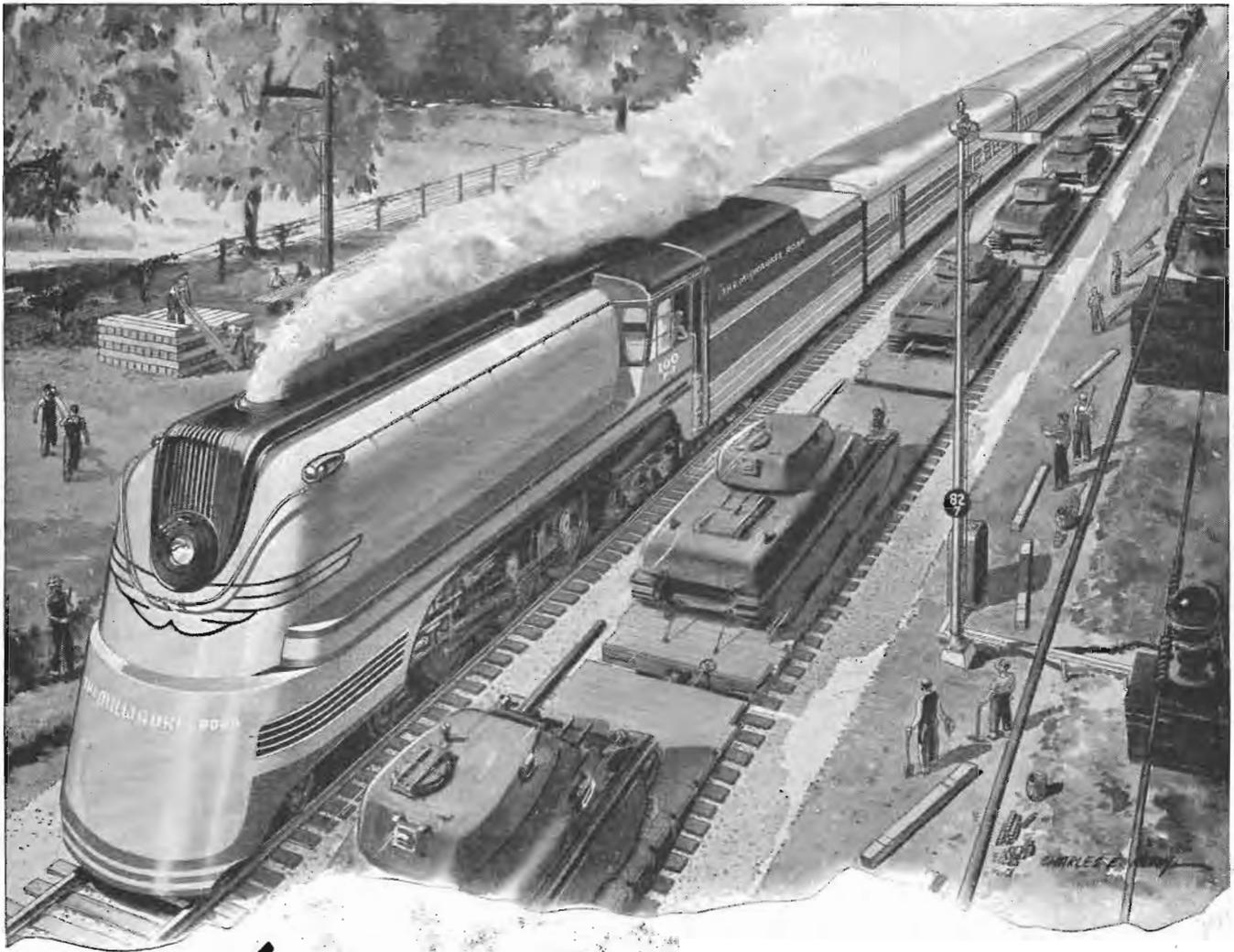
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June
1943

— the great day



America's Roads to Victory are boulevards of steel and stamina

"FASTER, faster," is wartime America's cry to the railroads. Speed the troop trains! Speed the supply and munitions trains! Speed the critical materials to the factories!

It's a challenge the railroads are taking in stride. They're coming through on every assignment, even though their need today is more new equipment than is available under existing priorities.

The railroads are mastering war traffic problems because they were ready with a modern plant that, in recent years, had been utilized to only half its capacity.

The Milwaukee Road, for example, prepared with new power as well as new freight and passenger cars, in the decade before war struck. It improved more than 2,000 miles of track with heavier rail and new ballast. It rebuilt

over 80,000 lineal feet of bridges. It reduced curvatures to permit faster schedules... and 500 grade crossings were eliminated or provided with automatic protection.

These improvements, plus heavier tonnage on both cars and trains, account

for The Milwaukee Road's present ability to double its load. Aided by the co-operation of business and government shippers, its 35,000 loyal, determined employeesc are ably handling their tremendous responsibilities.

The Milwaukee Road and the other railroads constitute one of our vital war industries.



THE MILWAUKEE ROAD

11,000-MILE SUPPLY LINE FOR WAR AND HOME FRONTS

Rate Reduction Will Not Affect Retail Prices

"Removal of the rate increases will not have the slightest noticeable effect on the retail price of a single commodity," declared Interstate Commerce Commissioner Porter in his opinion dissenting from the recent majority decision of the Commission cancelling the advances in freight rates authorized early in 1942.

"Even if that were not so," Commissioner Porter continued, "the transcendent fact still remains that now, and not after the war, is the time when the general public can, is willing to, and should pay relatively high transportation rates." The increase made in this war (which the majority decision cancelled), Commissioner Porter pointed out, amounted to 4.7 per cent and was in marked contrast to the series of increases made during and shortly after World War I, which amounted altogether to about 88 per cent. The 4.7 per cent increase, he said, "during this period of relatively high national income has resulted in noticeable hardship to no one."

Work Done by the Average Freight Car

The average freight car did three-fifths more work daily last year than in 1939, the year the present war began. The average railroad locomotive did about one-third more work daily than in 1939. It is doubtful if as great an improvement in average utilization of equipment and facilities ever has been accomplished in any other industry in as short a period. Such an improvement certainly was never before accomplished in any industry at a time when it served the country in as good stead.

Trucks and Planes Can't Do the Job

"Trucks and planes are useful—in fact, essential as auxiliaries—but they cannot bear the main burden of supplying the troops," declared Colonel J. A. Appleton, chief of the Rail Division, Office of the Army Chief of Transportation, in a recent address in which he discussed the functions of the railroads in the war.

"When Hitler annexed Austria," Colonel Appleton said, "he tried to supply his invading troops principally by truck, but discovered that it couldn't be done. When he tried to defend Stalingrad he attempted to supply his army principally by air and found out that that couldn't be done either."

Increase in Freight Volume Exceeds Forecast

Preliminary figures indicate that freight service volume in the first four months of 1943 has been approximately one-fourth greater than in the corresponding months last year. Advance forecasts that 1943 freight service volume would exceed 1942 volume by only 10 to 12 per cent accordingly appear to have been too conservative, at least in the light of experience thus far in the year.

Freight service volume currently is greater than at the peak season of all pre-war years, and if such increase as usually is experienced as the year advances occurs this summer and fall, it seems obvious that both the railroads and the country will have need for more locomotives and cars than it has been possible to provide with the materials that have been made available to the railroads.



Rate of Return Earned by Railroads

Of 69 different branches of industry listed in a recent economic bulletin issued by the National City Bank of New York, 64 earned as large or larger ratio of return last year than the railroads. Air transport companies earned 22.4 per cent, aircraft manufacturers 45 per cent, and eight other groups (including drugs and soap, soft drinks, machinery, auto equipment, shipbuilding and construction) earned more than 15 per cent. The railroads earned 5.56 per cent in 1942, and had just passed through a 13 year period (1930-1942 inclusive) in which their annual rate of earnings on investment had averaged only 2.50 per cent.

On this record, there is no reasonable basis for assumption that the railroads are enjoying relatively high net earnings now, particularly when the tremendously increased volume of service being performed by the railroads is considered.

Pullman Troop Movement Passes Ten Million

More than ten million troops had been transported in Pullman sleeping cars since Pearl Harbor, at the end of March. Organized troop movement in Pullman cars in March reached a new monthly high.

A total of 2,360,000 troops in mass movement were transported in Pullman cars during the first quarter of 1943, an increase of 85 per cent over the corresponding months of the preceding year. Troop travel currently is running about equal to the civilian travel, and an increasing proportion of the sleeping cars available for all uses is being required to accommodate military movements.

"Tell the Story of the War Job the

THE following article appeared under the above heading in the May issue of the Railway Employees Journal. Because it is such an excellent statement about a situation which is of deepest concern to every railroader, I obtained permission to reprint it in the Magazine.

The Milwaukee Road has a deserved reputation for courteous, attentive service, and we must not let the stress and strain of wartime conditions impair it. Our attitude and performance must convince our customers, new and old, that we are going all-out in our effort to handle their freight traffic efficiently and expeditiously, and to carry our passengers in comfort and safety.

I am sure you will find this article both helpful and interesting.



"SOME day railroad people all will be more anxious about our business than some of them seem to be now. Then we'll have our chance to get even."

The above remark, made by an angry passenger, was overheard recently in an important union passenger terminal. Such remarks may not be heard often. They do not reflect the present feeling of the public generally towards the railroads. But however infrequent, such remarks all carry a significance which no one connected with the railroads can afford to overlook.

The railroads now are performing more freight service in six months than they performed in twelve months in most pre-war years. Their passenger service volume now is about as great in one month as in the average three months period through ten pre-Pearl Harbor years.

They have in service 28 per cent fewer locomotives, 12 per cent fewer freight cars, and 30 per cent fewer passenger cars than in years when their load was less than half as heavy. Practically one third of all passenger cars are in a constant reserve pool to take care of movements of armed forces, and consequently are not available for use in civilian services. Military freight movements also have first call on rail facilities. The very war conditions that cause the

heavy load at the same time prevent substantial additions to engine and car supply. Service consequently can not always be maintained at peacetime standards.

- The public generally probably understands these conditions. Almost everybody agrees that the railroads are doing a splendid war job, and realizes that allowances must be made for minor faults in service that perhaps would be fit cause for complaint under normal circumstances. Most people accept present travel conditions with a minimum of grumbling, although they do not always adequately appreciate all the reasons for long lines at ticket counters, delayed and crowded trains, dining car service below normal standards, and other related conditions.

The very fact that so many people are disposed to overlook things that they would "kick" about at other times is, in itself, a reason why railroad people should not lose sight of the fact that their service is not always as good as that they have accustomed the public to expect in peacetime. With all hands doing their best, it still is true that railroad patrons often are experiencing delays, inconveniences, and even discomforts because of railroad difficulties they do not always understand.

Perhaps only a few of them "kick" openly. It is likely, though, that even fewer "like it." Instances of irritation probably are more common than outbursts of complaint. Bottled-up irritation, however, frequently lasts longer than the kind that at once breaks out. It as often erupts in unexpected forms later.

- Much of the irritation bound to occur, under present conditions, may be softened through tactful civility, interest and patience in explaining some of the things that railroad men cannot escape in the present emergency, but which the average patron does not understand. Irritation that may result in retaliation at least can be largely avoided. People generally never were prouder of their railroads, never more interested in them, and never more willing to listen to the story of what the railroads are doing, the size and difficulties of their task. And there never was a time when the railroads had a better story to tell.

Railroads Are Doing"

The incident with the passenger whose remark is quoted herein illustrates what sometimes may be accomplished by simple explanation. He, along with a lot of others, had been waiting for some time at the gate at which a late train, which he meant to board, ordinarily loads passengers. It was past the hour at which it had been marked up to begin loading.

The passenger asked first the gateman, then in turn a Pullman conductor, a passenger agent and a red cap when the train would be ready. All made uncertain, or "don't know" replies. The passenger felt that railroad people should know enough about their own business that some of them should be able to make definite reply to what seemed to him a reasonable question, and that they were indifferent to his discomfort and annoyance.

● For a very practical reason, though, definite statements had been withheld to protect passengers against possible dangers of missing the train. But the passenger wasn't told this. Se he was peeved, and his reaction that "he would get even" at the first chance perhaps was not unnatural.

The situation was this: The train was so late that it had lost its rights to its regular track. That track was occupied by another train, as were all other loading tracks in a terminal crowded beyond its normal capacity by the wartime load. The belated train would be set on the first open and available track. It might be its regular track, or it might be some other. Terminal crews were hustling to get a track cleared for it, get it loaded and on its way at the earliest possible time. But when the passenger was asking his questions, no one really knew how to answer them for sure.

Suppose some railroad representative had guessed at an answer, and, relying on that, the passenger and perhaps others had later appeared at the wrong gate and at the



Of cardinal importance to the country is the railroad's speedy handling of troops and of military freight. Handicapped by a limitation of equipment, the roads are making a valiant effort to serve the public too. But delays and inconveniences in civilian travel are unavoidable . . . and it is the responsibility of railroad workers to make sure the public understands that these delays and inconveniences are due to the demands of our country's fighting men and are necessary to victory.



wrong time, missing the train. Then he would have been sore for keeps. When this was explained to him by a railroad man who had overheard his angry remark, the passenger said: "Well I guess I popped off too soon. But why didn't some of those guys tell me that in the first place?"

● The real point in all this is indicated in his final question: "Why didn't somebody tell me?" Perhaps he wasn't satisfied after he was told, but he at least was no longer sore. Hundreds of like incidents, possibly causing lasting irritation, are occurring daily. Most of such irritation can be softened, when the patron is brought to see the whole picture as the railroad worker sees it. In most cases, late and crowded trains and all the other annoying experiences travellers encounter in these times can be presented by railroad men in ways that will build up appreciation of the job the railroads now are doing, and promote permanent public good will toward railroad workers and their business.

Those whose work gives them most contact with passengers of course can do most in this direction. But all railroad people can aid in bringing about the widest possible popular understanding of the practical obstacles that now are in the way of providing the public with travel comforts and conveniences as in peacetime.

Railroad workers are performing the biggest transportation job that ever has been undertaken anywhere in the world. All have a part in performance of this job. All will be affected, too, by what the public thinks about railroads after the war. So all have a stake in seeing to it that the public doesn't find fault with the railroads unfairly. To that end it will be helpful if everybody connected with the railroads is as patient and sympathetic and understanding with the public as we hope the public will be with us.

the great day

The Cover

THE infection of summer had set in, for the great day, *the last day of school*, was in sight. The whole last week was wasted in restlessness, and the very last day was a total loss so far as learning was concerned. As the scheduled elocution gave way to spit balls and cat calls, the teacher's decorum became amused despair, and pandemonium reigned.

One day in late May or early June was the year's high tide; it was the wonderful day, the great day, the day when teacher seemed almost likable. On that day, with full pardon and total vacation so close at hand, the baseball game in the cow pasture next to the school yard seemed pointless and was forgotten. Giddy with a sense of freedom, we made two stacks of our books (using the geography as a foundation) and struck for home.

No time of year conjures a more satisfying picture, and he who has lost the picture is sadly the worse for his years. He has forgotten the great day.

So typical of the American scene is the country school that it has become a focus of nostalgia. The average American, whether or not he ever attended a country school, feels the sense of belonging—if not to the school, to the heart-filling American things of which it is symbolic.

If we could know what makes a nation fight, we might know the power of our national ideals. No man would risk his life for the mere memory of his school days; but an American would die for that country whose principles made possible his pleasant dream of times past.

Our school days are gone into the realm of remembrance, but to our children, and to theirs, we owe a dream. And so we work and fight and give our lives.

For this, too, is our great day.

Commends Cooperation Between Railroads

The way the railroads have handled by far the greatest traffic load in history was recently described as "a very remarkable performance" by Director Eastman of the Office of Defense Transportation in a statement in which he also said: "Since 1939 there have been recurrent predictions in responsible circles, particularly in Washington, that the railroads would soon break down, and these predictions are current again. But they have not broken down. Nor have I

any thought that they will break down."

Great credit for the remarkable record the railroads have made was given by Director Eastman to the cooperation between the various railroads.

"The railroads," he said, "are cooperating with each other to a very notable degree. The rivalry and competition between many railroads has in the past, as you know, been very intense. It has become an instinct, and it is very hard, even in times like these, to overcome instinct. Yet it is being done. The railroads are shar-

William Shea

The employes of the engineering department are sorry to report the death of William Shea, former general roadmaster and superintendent of track maintenance. He passed away on May 13.

Mr. Shea was born at Eddyville, Ia., on Aug. 13, 1867, and entered railway service in 1881 as a water boy on the construction of the Humeston & Shenandoah (now part of the Chicago, Burlington & Quincy) in southwestern Iowa. He later served as foreman of a construction gang for the Milwaukee on the construction of the line between Cedar Rapids, Ia., and Ottumwa. On Nov. 1, 1884, he was appointed section foreman on the same line at North English, Ia., and in August, 1887, was promoted to extra gang foreman on the Kansas City Division. Mr. Shea was advanced to roadmaster on the Chicago and Council Bluffs Division in 1890, and on Jan. 1, 1891, he was appointed roadmaster on the Middle District of the Kansas City Division, with headquarters at Blakesburg, Ia. In July, 1918, he was further advanced to general roadmaster of the Milwaukee system, with headquarters at Chicago. In January, 1930, Mr. Shea was appointed assistant engineer of maintenance of way, and on May 1, 1935, his title was changed to superintendent of track maintenance, the position he held until his retirement, which was effective May 1, 1941.

Since his retirement Mr. Shea has been living at his home in Blakesburg, Ia., where several weeks ago he became ill with heart trouble and was sent to the hospital at Iowa City where he passed away.

ing freight cars, passenger cars, locomotives, and even shops in an almost communistic spirit. They are helping each other, when necessary, by diversions of cars and trains, and the great new petroleum traffic of the Eastern Seaboard, forced on the railroads when the ocean tankers went out of coastwise service, is being handled under the supervision of my office almost as if the lines involved were a single system."

The highest and lowest points in the U. S. are in the same state, only 60 miles apart. (Mt. Whitney in California, 14,496 feet high—and Death Valley, 300 feet below sea level.)

An aircraft company grinds walnut shells to make the plastics for jigs and dies in aircraft tooling.

One large U. S. Ordnance Plant has 120 miles of railroads or enough to service a city of 100,000 people.

Rail Battalion Will Not Train At Milwaukee Shops

Plans for training an Army railway shop battalion at our shops in Milwaukee have been cancelled. The battalion will be trained at Bucyrus, O., in the shops of the New York Central system.

The decision of the Army not to use our facilities was confirmed at Washington, D. C., by Lt. Col. Fay L. King, formerly our master mechanic at La Crosse, Wis., who is commander of the battalion.

"It was decided that since there has been a railway training center at Bucyrus and the camp there is large enough to take in another battalion, the existing facilities should be used," Colonel King said. He stated further that the New York Central shop facilities were determined to be adequate, despite a previous opinion that the Milwaukee Road shops were more suitable.

An Acknowledgement

The following note was recently received from Mrs. Anne B. Cogdell, widow of the late Fabrique Cogdell, traveling passenger agent, Chicago, who passed away on Mar. 31:

"To the Officers and Employees of the Milwaukee Road:

"It is hard to find words to express my deep appreciation for the many kindnesses shown us during and after Fab's last illness.

"It is wonderful to know that he had so many loyal and devoted friends on the Milwaukee, and I thank you all so very much for the remembrance sent to the boys and myself.

"Sincerely yours,
(Signed) "Anne B. Cogdell"

"Wartime earnings are not in themselves as important as that which they represent. They are not the result of financial legerdemain, of security manipulation, of excessive rate boosts foisted on the public. They are the result of work done and service rendered. They supply an index to the mighty contribution of the American railroads to the nation's war effort. Behind the rise in revenues is a corresponding rise in the volume of freight and the number of passengers, in particular a swelling total of war goods moved and troops transported. The railroads have their problems and their difficulties, but they are doing their job and doing it well."

Baltimore, Md., Sun,
December 28, 1942.

Goodwill is the one and only asset that competition cannot undersell or destroy.

June, 1943

Father and Son Meet in New Zealand



This picture of Capt. Neal Snellgrove and his son, Corp. Jack Snellgrove, a veteran of the Guadalcanal fighting, was made soon after their lucky meeting in New Zealand. The picture reached this country less than a week before this issue of the Magazine went to press. The captain and the corporal have another meeting scheduled—in the Victory Parade down Chicago's Michigan Avenue.

IT is said that the hills of New Zealand are still reverberating from the hearty greetings which passed between Capt. Neal Snellgrove and his son when their paths crossed on Apr. 15 and they came face to face on a far-away island in the Pacific. Here's how it happened:

Corp. Jack Snellgrove enlisted in the Marine Corps in January, 1942, received the usual training and was sent into the South Pacific. Though many long months passed with only the scantiest of news, it was known that he was among the first of our boys to set foot on the island of Guadalcanal. It was later learned that, after seven months of jungle fighting, he was with the last Marines to leave the island.

Neal Snellgrove, his father, who saw service in the first World War and was with the Army of Occupation in Germany afterward, stayed as long as he could at his job of special accountant in the office of chief statistician, Chicago—and then he decided to get into the fight with his son. Last November he received a captain's commission in a railway operating battalion and asked for foreign service.

Eventually Captain Snellgrove was sent to San Francisco and from that port sailed for an unknown destination.

On Apr. 15 his ship stopped at a port in New Zealand, and then it happened. He looked up the Marines and inquired about Jack. Yes, Cor-

poral Snellgrove was only 30 miles away—and the Marines sent a truck to fetch him. It wasn't long until the two of them were together again. For four days they sat and talked. They ate beefsteak and ice cream and toured parts of the island together.

"So long, Dad," Jack said at the entrance to the dock. "I'll see you in the Victory Parade down Michigan Avenue when we have finished this job."

At home, Mrs. Snellgrove and her other son, William, are doing everything they can in the war effort. She has returned to nursing, and the boy, who is only 17 and still in high school, is working week ends on the Milwaukee Road section near his home in Elgin, Ill. At last report he was preparing for enlistment in the Army Reserve.

The Snellgroves can walk four abreast in the Victory Parade.

Mrs. C. T. Curtis Loweth

We are sorry to report the passing away, on May 15, of Mrs. Carrie T. Curtis Loweth, widow of Charles Frederick Loweth, former chief engineer. She is survived by two daughters and two sons.

Mr. Loweth had an outstanding record and served the Milwaukee Road as engineer and superintendent of bridges and buildings from 1901 to 1910, and as chief engineer from 1910 to 1935. He died on May 15, 1935.

Hence,

"TWO DOT"

By E. H. Bowers

United States Merchant Marine

A WHILE back we got a letter from our good friend Dan Noble, agricultural agent at Spokane, who informed us that he had recently met a J. W. Whelen on the Olympian, and had learned that Mr. Whelen had made the first shipment of cattle over our lines out of Two Dot, Mont. Dan thought that there might be a story in that, and suggested that we visit Mr. Whelen when we were out in that neighborhood.

So we dropped in on Mr. Whelen one day. We got a story all right, but not exactly the one we went after.

It is true that Mr. Whelen shipped the first cattle over our line out of Two Dot. He still has the receipts. They show that he shipped seven cars of fat steers from Two Dot to Chicago on Aug. 17, 1908. Mr. Whelen recalls that he received \$4.95 a hundred for those steers, as compared with \$14 a hundred, and up, which he receives for a similar shipment now.

Mr. Whelen came to Montana in 1898, and helped to write the history of those turbulent pioneer days. As a youngster he rode for the famous cattle baron, Two Dot Wilson, who built the town of Two Dot, 12 miles west of Harlowton on our main line, and gave it the sobriquet of which he was so proud. Wilson owned the townsite, and erected a \$6,000 hotel—practically fabulous in that part of the country in those days—a livery stable, and a bank.



It is believed that Two Dot Wilson dressed up only once in his life, and that was when he had this picture taken.

Mr. Whelen hauled the materials to build the town of Two Dot. His rise from a \$40 a month cow hand to become the owner of one of the tidiest spreads in that part of Montana, comprising the original Two Dot Wilson home ranch, is a story in itself, but Mr. Whelen would much rather tell the story of Two Dot Wilson.

GEORGE R. (Two Dot) Wilson was one of those colorful characters whose names become enshrined in history on a monument of legend. He was born in Elmira, N. Y., in 1830. By the time he was

16 years old he had become a successful cattle buyer, but the westward urge had bitten him, and he couldn't be content. He worked his way to Whitewater, Wisconsin, where he stayed nine years. In 1864 he joined a wagon train bound for Montana.

While encamped on the Powder River in Montana, the wagon train was attacked by Sioux Indians. The wily Sioux had first asked permission to enter the wagon circle, but Captain Townsend in charge of the military escort, refused. The Indians then demanded food, and Captain Townsend, hoping to avoid a fight, offered to have it brought out to them.

George Wilson was one of those who volunteered to go on the dangerous mission. The Indians accepted the food from the party in a stony silence, and Wilson, knowing that Captain Townsend's peace offering had been in vain, cautioned his companions to be alert as they returned to camp. As they crossed open ground, the Indians began firing from all sides. Wilson and his detail succeeded in shooting their way through the cordon, and raced for the camp, where Captain Townsend was coolly disposing his men to return the fire. In the battle that followed, three white men and eighteen Indians were killed. Discouraged by their losses, the Indians withdrew.

ARRIVING in the roaring frontier town of Virginia City, Mont., Wilson launched his first business venture by purchasing a yoke of oxen and a wagon to haul firewood, which he cut in the hills, and hauled into Helena and Virginia City. After several months of hard labor, he had saved up \$400, and was considering expanding by buying another team and wagon. Then, one evening as his weary oxen plodded back toward his camp in the hills, road agents divested him of the fruits of his hard labor, which completely soured him on the firewood business.

So he took a job on a cattle ranch for \$15 a month, and three months later bought a half interest in a gold



Main Street, Two Dot, Mont., on a busy day. It's quite a town at that—and one with a colorful history, a good deal of which centers around Mr. Wilson.

claim on the fabulous Alder Gulch, just outside Virginia City.

Wilson and his partner, a man named Young, worked the claim all winter. They didn't get rich, but Wilson soon saved enough to buy a claim of his own. He hired 30 men to work the claim, and cleaned up a sizable sum in a short time.

But Wilson knew that mining claims, even good ones, eventually work out, and then what have you got? Just a hole in the ground. He was looking around for a business with a more stable future when a friend persuaded him to throw in on a cattle buying trip to Salt Lake City. Sixty days later they drove their herd into Virginia City, and sold the cattle to the meat hungry miners at a 100 per cent profit. This, said Wilson to himself, is the business!

FIVE years later Wilson was well on his way to becoming a wealthy man. His brand, two dots on each hip, from which he took his famous name, marked his ownership of great herds of cattle, sheep, and horses, which he ranged on thousands of deeded acres in Meagher and Sweetgrass Counties. Although he became one of Montana's greatest landholders, he always preferred to be called just "Two Dot" by eastern businessmen, cowpunchers, shepherders, and Indians alike.

In 1876 Wilson felt that he was well enough fixed financially to marry. There being but two white women, both married, in the Musselshell Valley at the time, he was obliged to go east to "look over the crop of fillies." In New York he "put his rope on" a Miss Harriet Salisbury. Wary lest some scheming woman marry him for his wordly goods, Wilson had said nothing about his vast herds, and it is reported that, as they journeyed toward their new home in the West, the new Mrs. Two Dot Wilson cuddled up to her husband and coaxed, "Could we have a cow, please—just one little cow for fresh milk for the table?"

At that time Two Dot's "cows" numbered about 8,000.

Mrs. Wilson was a fit partner in every way for her wilderness taming husband. For the first two years of their married life she handled the chuck-wagon on the roundups, following the herds as the cowpunchers culled them out of the draws and gullies, pitching camp at night, and cooking for the crew, often for three months at a stretch.

The home that Two Dot built for his bride in 1878 still stands, and is now the home of the J. W. Whelen

family. It is a two-story structure, with a long one-story wing, and looks no different from the rambling, ranch house type that is so popular just now with wealthy amateur "farmers." Other than keeping the house in good repair and modernizing the interior, Mr. Whelen has not altered the original structure, and it stands today as solidly as the day Two Dot laid down the great, hand hewn foundation blocks and floor sills.

ONCE, on returning from a roundup, after having been gone for more than a month, Two Dot found 2200 Indians encamped about his home. It hadn't been so many years back that Chief Joseph and many of these same Indians had massacred Custer and his soldiers on the Little Bighorn, and it was with considerable anxiety that Wilson put the spurs to his horse and galloped up to the house.

But Mrs. Wilson had everything well in hand. She had invited the big chief, Tan Dog, and his two squaws to dinner, and was plying the feathered warrior with home made pie.



J. W. Whelen, with his dogs, stands before the home which Two Dot Wilson built for his bride in 1878. The original logs have been covered by siding, and the interior modernized, but the structure is otherwise unchanged.

Mrs. Wilson often fed the roving bands of Indians, and was never molested in any way, but, possibly because of his introduction to them on the Powder River, Two Dot always remained suspicious of them. Another reason for the strained relations between Two Dot and his feathered friends was that they had a penchant for picking up stray bands of Two Dot cattle and horses, and encouraging them to stray yet further.

On one occasion Two Dot and one of his cowpunchers, Tom Linton, had overtaken one of these bands of Indian horse fanciers, and were lying on the crest of a hill watching the Indians bed down for the night in a hollow below, with the stolen horses picketed nearby. When the Indians had settled down, and appeared to be off guard, Two Dot, who had a flair for the dramatic, said to Linton,

(Continued on page 20)



E. H. BOWERS, our erstwhile west end public relations representative and the author of this, his last contribution to the Milwaukee Magazine, is here shown in his brand new sailor suit—the one the United States Merchant Marine put on him when he joined up as a junior staff officer on Mar. 22.

The latest communication from Mr. Bowers carries the news that he is assistant purser aboard a commodious combination freight and passenger ship with a name which could have come straight out of a Gilbert and Sullivan opera. But we have his word for it that it is a "really well found and exquisitely finished job" which is to be neither sneezed nor laughed at. Right now he is assisting in the transporting of men and munitions to the South Pacific theatre of war.

U. S. Railroad Troops in Iran Haul Weapons to Red Army

Soldiers Overcome Many Obstacles, Including Strange Languages, as They Move Weapons Over Desert and Mountains in Persia

PICTURE, if you can, an American railroad sergeant-conductor trying to make himself understood by a bearded Persian engineer. Neither can speak the other's language, and they do most of the talking with their hands. It's a bizarre sight, to say the least, but not an unusual one along the Trans-Iranian Railway.

That's just one of the many difficulties which soldiers of the Operating and Shop Battalions of Military Railway Service, Transportation Corps, Army Service Forces, must overcome daily in hauling weapons of war to our Russian allies. But members of the railway battalions are veteran railroaders and they quickly adapt themselves to unfamiliar methods and working conditions.

From the Persian Gulf to the Iranian capital of Teheran, a distance of approximately 600 miles, mixed crews of American railway troops and Persians operate American-built trains. Train orders are written in both English and Persian, and at each signal block station there is one American and one Persian operator. From Teheran to the Russian border the trains are operated by Persians under the jurisdiction of the Russians.

On one trip I made over the railroad last January we had in our crew a Persian engineer, an American fireman, an American conductor, a Persian brakeman and an American flagman. Persian operating employes whom I saw were capable railroad men. They admire our equipment immensely, especially its simplicity of design, and they quickly learn to use it.

However, the differences of language and custom were not the only obstacles which American railroad men in the United States Army had to contend with.

Iranian methods of communication were not adequate for a railroad as busy as the one operated by the Transportation Corps, and this was another handicap the railroad troops had to surmount before efficient op-

by Col. John A. Appleton
Transportation Corps

AS Chief of the Rail Division, Transportation Corps, Army Service Forces, Col. John A. Appleton is serving with his country's armed forces for the second time. During World War I he saw action as a captain of engineers, assigned to railroad duties with the A.E.F. in France. Col. Appleton brings to his important post in World War II a thorough knowledge of railroading gained during his almost 30 years with the Pennsylvania Railroad. In this article addressed to American railroad operating and maintenance employes, he tells how veteran American railroaders in the Operating and Shop Battalions, Military Railway Service, are overcoming many obstacles in hauling supplies across Iran to the Soviet Army. He also pays tribute to railroad workers in the United States for the excellence of their performance in handling the greatest volume of traffic in history.

eration could be assured. But the Signal Corps was equal to the occasion and an improvised communications system was set up, with the Operating Battalions keeping it in repair.

Extreme temperatures add to the difficulties also. On the run from the Persian Gulf to Teheran, our railroad troops operate in bitter sub-zero temperatures in the mountains, then range through the torrid temperatures of the Persian desert, where the thermometer often registers 130 degrees Fahrenheit in the shade.

The Trans-Iranian Railway—one of the most beautiful railroad construction jobs I have ever seen—rises from the coastal plain to 6,600 feet above sea level in the Luristan Mountains and to 6,900 feet in the still higher Elburz Mountains. Despite this rise, the road was built through the mountains with a grade of only 1½ per cent. It is a standard gauge railway, just as are American lines, and has many sidings along its single-track right-of-way. There are, altogether, 200 tunnels with a com-

bined length of 34 miles. I counted 147 of these in a 162 mile stretch. Also, there are many bridges, one of which spans the Karun River at Ahwaz and is 3,400 feet in length.

The Trans-Iranian Railway was built by the then ruling Shah. Construction began in 1928 and was completed in 1939, only two years before the British occupied Iran. It extends from Bandar-Shah on the Caspian Sea to Bandar-Shapur on the Persian Gulf. Since the Transportation Corps has taken over operation of the carrier, more than 150 American 1,000 horsepower Diesel and 2-8-2 steam oil burning locomotives have been put into service and upwards of 3,000 flat cars, tank cars, boxcars, gondolas and cabooses, all manufactured by American workers, are rolling through Persia. These cars were specially designed so that they could be used in any theater of operation—that is, they could be hitched to any equipment we found on the spot. Each car also is equipped with air brakes.

When I left Persia in January, American and Iranian crews were setting up one locomotive and 30 cars daily in the machine shops and assembly sheds.

In addition, we have shipped replacement parts to Iran for rolling stock, and members of the shop battalions are maintaining the locomotives and cars in good repair.

Passenger service is infrequent over the single track line. Sometimes trains not only arrive at a station but leave ahead of time. The train is loaded up and departs as soon as possible. Passengers make sure they'll catch the train by coming to the station early—sometimes the day before the expected departure—and they camp there until the train arrives. You can imagine the confusion this would create in the United States. In Teheran the passenger station is ultra modern and has a huge room reserved for the Shah's exclusive use.

Since the first train that was American-equipped from the locomotive to
(Continued on page 20)

New Ticket Office Opened in Milwaukee



CARL F. DAHNKE, general agent passenger department in Milwaukee, and the 14 men and women who work happily with him in the city ticket office are going about their chores these days in new and very pleasant surroundings. Our new city ticket office, regarded as the most attractive in the Middle West and second to none in the country, caught the eyes of Milwaukeeans on opening day, Apr. 28, and they haven't taken their eyes off the show place yet. Everyone seems to be looking in—and business is looking up.

This beautiful office which The Milwaukee Road has established as a suitable "introduction" to its service is a tribute to the originality and craftsmanship of the staff who did the designing and executing of plans under the direction of K. F. Nystrom, mechanical assistant to chief operating officer. Special credit goes to Harry Miller, mechanical engineer, and his staff, particularly to Elmer Ranke, car draftsman, who, incidentally, had a great deal to do with the designing of our Hiawathas.

In the new office things are scientifically arranged so that a maximum of efficiency and freedom of movement is achieved. Each ticket clerk has a complete set of drawers, with tickets and other materials, on the inside of the long, curved counter. On the customer's side of the counter are settees and chairs from which he can study the enormous murals showing mountain scenes.

The new office, at 210 East Wisconsin Avenue, is but a short distance from the site where the city ticket office was located for more than 22 years.

T. G. Austin, assistant general agent passenger department, is shown in his new private office on opening day.



A general view of the new Milwaukee city ticket office. Note the huge murals, the mirror-covered columns and the large desk behind the counter where all of the tickets are made out. The flowers were congratulatory gifts from Milwaukee business houses.



Carl F. Dahnke (right) general agent passenger department, received a throng of well-wishers in his beautifully appointed new private office. He is here shown receiving the congratulations of Harry Sengstacken, general passenger agent, Chicago. The private offices, as well as the outer office, were furnished without the use of critical war materials.

Among those who were enjoying the new "outdoor" surroundings on opening day were, l. to r.: W. J. Cycmanick, city passenger agent; Alice Young, stenographer; M. C. Toll, traveling passenger agent; and Cele Abrahm, secretary to C. F. Dahnke.



★ Front and Center! ★



Pvt. Roy Stilwell



Pvt. Edward Stilwell

Section Foreman Percy Stilwell has two sons in the service. Edward, 22, who enlisted on Dec. 29, 1941, is in the Infantry; he went overseas several months ago and is now somewhere in Africa.

Roy, 19, enlisted on the same day his brother did and has also been overseas several months. He is in a bombing squadron ground crew.



Lt. Ernest North

Lt. Ernest North, formerly a draftsman in the mechanical engineer's office, Milwaukee, was commissioned on May 1 of this year and attached to a railway battalion. He is now at Fort Slocum, N. Y. A son, Tom, is with the Marines somewhere in the Pacific.



Robert D. McQuinn, U.S.N.

Robert D. McQuinn, who was a ticket clerk in Chicago for 14 years before enlisting in the Navy last November as a seaman 1st class, was recently graduated from recruit training as honor man of his company at the Great Lakes Naval Training Station; he will now attend one of the Navy's aviation metal-smith schools. W. F. McQuinn, his father, has 42 years of service with the road and is now employed in the office of auditor of investment and joint facility accounts, Chicago.



Sgt. John P. Weiland

Sgt. John P. Weiland, former extra gang foreman, and son of Paul J. Weiland, section foreman on the I&D Division, has been in the Signal Corps for more than a year and has been in Africa since August, 1942.



Pfc. Lewis W. Meyers

Pfc. Lewis W. Meyers, son of James L. Meyers, third leverman in the tower at Fond du Lac, Wis., enlisted in the Army on last Armistice Day and is at present with the Air Corps at Truax Field, Madison, Wis.



John Stoia, Jr., U.S.N.

John Stoia, Jr., son of John Stoia, perishable freight inspector in Aberdeen, S. D., and himself a former apprentice inspector, enlisted in the Navy the first day after Pearl Harbor, and is now at sea in active service.



Sgt. Giles Healy

Sgt. Giles Healy, with an engineering outfit in Alaska, is the son of John S. Healy, section foreman at Austin, Minn.



Pfc. Norbert J. Eberhardy

Pfc. Norbert J. Eberhardy was a draftsman in the mechanical engineer's office in Milwaukee before entering the service. The Magazine was not informed of his location, but he was appointed body guard to actress Janet Blair at the President's Birthday Ball recently, so it is assumed that he is stationed in the vicinity of Washington, D. C.



Clyde C. Hollowell, Jr., U.S.N.

Clyde C. Hollowell, Jr., who was a switchman and conductor at Bensenville, Ill., for more than two years before joining the Navy about a year ago, is an electrician's mate 3rd class. He has been on active duty at sea since last November and is now somewhere in the Pacific.



Pvt. Donald Werth

Otto Werth, section foreman at Zumbrota, Wis., has two sons in the Army.

Donald joined in February, 1941, and landed in Ireland on Jan. 26, 1942, from the first boat that carried the troops across.

Alton has been in the Army a little more than a year and is now somewhere in North Africa.



Pvt. Alton Werth



LeRoy Abts, U.S.N.



Harold Abts, U.S.M.M.

William Abts of Elgin, Ill., a passenger brakeman on the suburban run between Chicago and Elgin, has two sons who are serving their country.

Harold, 23, enlisted in the Merchant Marine on Apr. 10, 1942, at Port Hueneme, Calif. He is now serving somewhere in the Atlantic, after having been in the Pacific for five months.

LeRoy, 20, enlisted in the Navy on July 15, 1941, at Great Lakes and had one and a half years of submarine training before being assigned to a submarine as electrician's mate 3rd class. He has been at sea for four months.



Pfc. Gerald D. Rafferty



Thomas E. Rafferty, Jr., U.S.N.

Thomas E. Rafferty, who has been a fireman on the I&D Division for 28 years, has two sons in the service—one in the Army and another in the Navy.

Pfc. Gerald D. Rafferty is somewhere in North Africa with the Infantry.

Thomas E. Rafferty, Jr., is a seaman 2nd class in active duty somewhere at sea.

Rookie: "What's on the menu tonight?"
Camp Cook: "Oh, hundreds of things!"
Rookie: "What are they?"
Camp Cook: "Beans!"

Rhymes of a Railroad Man

(As written in chalk on the side of a box car in the Racine yards of the Milwaukee Road)

They give the factories the Army and Navy "E"

But never think of you and me.

Come rain or shine, come rain or snow

The freight and the passenger train must go—

At 2 a.m. on a stormy night,

Or 12 o'clock when the sun is bright,

The men who deliver the goods must go

In spite of the fog, the sleet or the snow;

Their work goes on both day and night,

To keep the traffic running right.

They haul the merchandise to and fro—

The steel and coal and the things we grow.

The switchmen who work in the yards all the time

Are the transfer crews who make the per diem;

Then there are the men in the industry crew

Whose duties are many and various, too.

They pull out the loads that are ready to move

And spot in the empty—right in the groove.

Their work goes on when the whistles blow

And the factory hands to their families go.

Or maybe when they have gone to lunch

It's "Hurry up now and we'll spot this bunch!"

And when the gang comes back from chow,

The cars are spotted—they know not how.

And the factory lines continue to run

Because the switchman's work is done.

—From the RACINE JOURNAL TIMES.

Mike: "Did you protest against the movie that represents the Irish as disorderly?"

Pat: "Did we? We wrecked the place."

June, 1943

Here's a new one . . .

DOUBLE RETIREMENT



Mr. and Mrs. R. W. Cornell, retiring agents.

Mr. and Mrs. R. W. Cornell, both veteran agents of the Trans-Missouri Division, were the principals of a double retirement early in May of this year.

Mr. Cornell served 34 years and two months as agent at Scranton, N. D., which is believed to be a record on the Trans-Missouri Division for continuous service at one station.

Mrs. Cornell worked with Mr. Cornell as operator at Scranton for 20 years, and after this position was abolished, worked as relief agent for several years at Raleigh, Selfridge and Buffalo Springs, N. D., and for the past three and a half years at her last station, Gascoyne, N. D.

The Cornells will visit their daughter and family at Tacoma, and their son Winston at Seattle, who is serving his country in the Army Signal Corps as a radio code operator. Winston is an outstanding young man, holding a commission at the age of 20 years, and is a rapid fire telegrapher—in fact, a human wizard at telegraphy. He works the fastest Seattle—Anchorage (Alaska) wire and radio wireless. He has obtained military permission to remain in Seattle where he is taking additional studies at the University of Washington. Later on, the Cornells will make their home at Mankato, Minn.

MILWAUKEE EMPLOYEES PENSION ASSOCIATION

Annual Report for the Year 1942

Chicago, Illinois, Mar. 12, 1943

To the Board of Directors and Members of the
Milwaukee Employees Pension Association:

The Annual Report of the Milwaukee Employees Pension Association for the year 1942, as prepared by the secretary-treasurer, is herewith submitted.

During the year a distribution of 10 per cent was made to members, being the fifth distribution since the Association entered liquidation, and making a total of 38 per cent that the Association has distributed. Indications are that another distribution can be made in the near future.

During the year good progress was made in liquidat-

ing the assets of the Association, but slowed up considerably during the winter months. With the opening of spring, it is expected that more rapid liquidation can be carried on. In this connection wish to again express our appreciation to the Advisory Committee for the assistance given us in our efforts to liquidate.

As reported by the secretary-treasurer, the Executive Committee canvassed the votes cast in the 1943 election for two members of the Board of Directors and the result shows that Messrs. L. C. Boyle and Claude A. Petersen were re-elected to succeed themselves as members of the Board of Directors.

Respectfully,

L. C. BOYLE, President.

Secretary-Treasurer's Report

Herewith balance sheet of the Milwaukee Employees Pension Association as at Dec. 31, 1942. This balance

sheet may be summarized and compared with the balance sheet as at Dec. 31, 1941, as follows:

	Dec. 31, 1942	Dec. 31, 1941	Increase* Decrease
ASSETS			
CURRENT ASSETS:			
Cash in Bank.....	\$ 123,262.29	\$ 196,159.60	\$ 72,897.31
Accrued Interest Receivable.....	16,742.50	17,534.44	791.94
Accounts Receivable.....	654.00	654.00
Notes Receivable.....	1,116.63	2,335.00	1,218.37
MISCELLANEOUS RECEIVABLES.....	56.61	59.89	3.28
Rents Receivable.....	3,129.14	10,653.24	7,524.10
INVESTMENTS AT COST:			
Bonds, Mortgages, Master Certificates and Real Estate Holdings.....	1,176,518.79	1,457,009.44	280,490.65
Amortization of Bond Discounts.....	1,837.10	1,705.73	131.37*
Furniture and Fixtures in Buildings Owned.....	5,818.40	6,802.19	983.79
Office Equipment.....	1,841.81	1,841.81
Prepaid Insurance.....	4,584.81	7,018.51	2,433.70
	<u>\$1,334,908.08</u>	<u>\$1,701,773.85</u>	<u>\$366,865.77</u>
LIABILITIES			
CURRENT LIABILITIES:			
Sundry Liabilities.....	\$ 1,004.37	\$ 1,075.60	\$ 71.23
Social Security Taxes Payable.....	258.54	274.18	15.64
Deposit Received on Sale of Real Estate.....	3,101.90	3,101.90
Reserve for Amortization of Premium on Bonds.....	1,796.84	1,650.84	146.00*
FUNDS:			
Members, Contributions.....	1,231,944.01	1,428,329.75	196,385.74
Refund Certificates Payable.....	59,994.29	69,638.17	9,643.88
Operating Fund (Income Acct.).....	39,910.03	197,703.41	157,793.38
	<u>\$1,334,908.08</u>	<u>\$1,701,773.85</u>	<u>\$366,865.77</u>

The Cash Account represents amount deposited in the bank subject to checks.

Accrued Interest Receivable: This account represents interest accrued to the end of the year.

Accounts Receivable: This account shows a decrease of \$654.00 representing amount written off during the year as uncollectible.

Notes Receivable: The decrease shown in this account represents amounts paid off on notes during the year.

Miscellaneous Receivables: This account represents principally items of insurance premiums advanced and collectible from tenants.

Rents Receivable: This account represents amount of net rents earned in 1942, collected in 1943.

Investments at Cost: This account represents total investments carried on the books at cost at the end of the year and shows a decrease of \$280,190.65.

Amortization of Bond Discounts: This account shows an increase of \$131.37 representing amount amortized during the year.

Furniture and Fixtures in Buildings Owned: This account represents cost of furniture, gas stoves, refrigerators, etc., in properties owned by the Association and the decrease of \$983.79 represents equipment in buildings sold.

Office Equipment: This account represents furniture and office equipment in the office of the Association carried at cost. No additional equipment was purchased during the year.

Prepaid Insurance: This account represents unearned premiums on insurance policies.

Sundry Liabilities: This account represents amounts deposited on mortgages in reduction of principal and deposits on taxes.

Social Security Taxes Payable: This account represents Federal and State Social Security taxes accrued to Dec. 31, 1942, payable in January, 1943.

Deposits Received on Sale of Real Estate: As there were no unconsummated sales on hand at the end of the year, there is no balance in this account as at Dec. 31, 1942.

Reserve for Amortization of Premium on Bonds: This account represents amount of amortization of premiums on bonds.

Members' Contributions: This account represents the balance standing to the credit of members at Dec. 31, 1942, and the decrease represents amount paid in Liquidating Dividend No. 5 and minor adjustments in this account.

Refund Certificates Payable: This account shows the balance due members who hold withdrawal certificates and the decrease represents the amount paid in Liquidating Dividend No. 5 on such certificates.

Operating Fund (Income Account): This account shows a decrease of \$157,793.38 for the year, which is accounted for as follows:

Gross Income	\$ 21,136.46
Refund of Federal Income Taxes and Interest	13,088.07
Reduction in Reserve for Doubtful Interest Receivable Account	6,586.60
	<u>\$ 40,811.13</u>
Less:	
Legal Fees and Expenses.....	\$ 51,798.18
Operating Expenses	13,201.56
Social Security Taxes	423.00
	<u>\$ 65,422.74</u>
Loss on Investments Liquidated	131,585.35
Capital Stock Tax for 1934 and 1935	1,596.42
Total	<u>198,604.51</u>
Deficit	<u>\$157,793.38</u>

The Executive Committee canvassed the votes cast in the March, 1943, election for two members of the Board of Directors and their report filed in this office shows that Messrs. L. C. Boyle and Claude A. Petersen were re-elected as members of the Board of Directors.

Respectfully submitted,

M. F. KOLBE, Secretary-Treasurer.

Milwaukee Employees Pension Association Balance Sheet—Dec. 31, 1942

Assets

CURRENT ASSETS:	
Cash in Bank	\$ 123,262.29
Receivables:	
Accrued Interest Receivable	\$30,066.31
Notes Receivable	1,116.63
Miscellaneous Receivable	56.61
Rents Receivable	3,129.14
Total	<u>\$34,368.69</u>
Less—Reserve for Doubtful Receivables	<u>13,323.81</u>
Total Receivables	<u>21,044.88</u>
Total Current Assets	<u>\$ 144,307.17</u>
INVESTMENTS AT COST:	
Stocks, Bonds and Certificates of Beneficial Interest	\$ 319,396.67
Mortgages	48,478.84
Real Estate Holdings	808,643.28
Furniture and Fixtures in Real Estate owned.....	5,818.40
Total Investments	<u>\$1,182,337.19</u>
OFFICE EQUIPMENT	1,841.81
UNAMORTIZED BOND DISCOUNT.....	1,837.10
PREPAID INSURANCE	4,584.81
TOTAL	<u><u>\$1,334,908.08</u></u>

Liabilities

CURRENT LIABILITIES:	
Sundry Liabilities	\$ 1,004.37
Reserve for Social Security Taxes.....	258.54
Total Current Liabilities	<u>\$ 1,262.91</u>
RESERVE FOR AMORTIZATION OF PREMIUMS ON BONDS.....	1,796.84
FUNDS:	
Members' Contributions	\$1,980,202.59
Refund Certificates Payable	96,710.40
Total	<u>\$2,076,912.99</u>
Less—Liquidation Dividends Paid:	
On Members' Contributions	\$ 748,258.58
On Refund Certificates	36,716.11
Total	<u>784,974.69</u>
Contribution Funds—Balance Dec. 31, 1942.....	\$1,291,938.30
Operating Fund (Income Account) Balance, Dec. 31, 1942.....	39,910.03
Total—All Funds	<u>\$1,331,848.33</u>
TOTAL	<u><u>\$1,334,908.08</u></u>

The Milwaukee Railroad WOMEN'S CLUB

Chicago Fullerton Avenue Chapter

CLARA A. CUSH, *Historian*

Regular meeting was held April 13, following dinner served in the cafeteria, opening with repeating of our club motto and singing "God Bless America." Mesdames Ordas and Catlin, President and Vice-President of Union Station chapter were guests.

Committee reports were favorable. Membership committee would appreciate having all members who have not paid their dues to do so and invite new members to join. At end of March membership totaled 468.

The Red Cross committee continues to invite and need your services, surgical dressings are the biggest need, come and help us keep up our quota. We were glad to have with us again our Chairman, Mrs. Budzien, after an illness of several weeks. During March 1110½ hrs. were worked; Sewing—5 men's bathrobes completed, knitting—two army and one navy sweater, two pairs of gloves, two toddlersets, one navy cap and two army mufflers, and 8860 surgical dressings were made. Blood donations 75, and the Victory Chairman reports the boys from the building are remembered with cards and cash donations each holiday.

Meeting was then turned over to the program committee, Miss Dorothy Bartel, of the Computing Bureau, was introduced and she favored us with a group of songs. Her accompanist, Miss Doris Labanez, favored us with a piano solo.

The surprise of the evening was the gift to the club of an American Flag from Mrs. Borgerson, a past president. The presentation was made to our President, Mrs. Lucy Martin, by Richard Guthrie (Aviation Machinist, 3rd Class), and Merle Denning (Specialists, 2nd Class) from Navy Pier and George Palmer (Corporal) from the Stevens Hotel. After the ceremony the Club sang the "Star-Spangled Banner" and pledged allegiance to the flag. The club wishes to thank Mrs. Borgerson for this gift.

Milbank Chapter

Mrs. GERALD GARDNER, *Historian*

February meeting opened with Pledge of Allegiance to the Flag and repeating of club motto. Treasurer's and other reports were given. President Daisy Mayer chapter with names of our boys in service on it. This proposal was enthusiastically acclaimed and accepted, and the matter was placed in hands of the Purchasing suggested we secure a service flag for our Committee. Roll call disclosed 25 members present. Two calls made and two good will cards sent were reported. Red Cross workers reported seven sweaters, three helmets, one quilt, two slips, three kits made, 81 hours on surgical dressings, 12 hours on Ration Board, and six hours outside Red Cross work.

Mrs. Ed Phelan led community singing of patriotic songs. Our club holds a bank night drawing each month to stimulate

attendance. The ladies played progressive whist following the meeting. An excellent hot lunch was served by the Refreshment Committee, composed of Daisy Mayer, Mrs. John Tomek, and Mrs. Barbara Hunegar.

Fifteen members gathered for meeting on March 31. Observing the Lenten season Mrs. Geo. Phelan led the community singing of hymns as Mrs. E. Hanson played the piano accompaniment. The Service Flag Committee reported a flag had been selected and asked for names of boys in service to be put on same. We have 15 boys in service so far. Good Cheer Committee reported two Get Well cards sent, nine personal and seven phone calls; Red Cross, 84½ hours surgical dressings work. On Refreshment Committee were Mrs. A. Reeve, Mrs. E. Hanson, and Mrs. G. Phelan, and a fine lunch was enjoyed. The One Dollar bank prize was awarded.

Kansas City Chapter

Mrs. H. E. SEVEDGE, *Historian*

Meeting was held April 6. Notes of thanks were read, including one from Mrs. John Dobson, Jr., for the Christmas box sent her husband which was greatly enjoyed. Mrs. Sevedge received a letter from her son in North Africa telling how the boys over there helped him enjoy his box. We were also glad to receive a letter from John Sweeney, a retired engineer. It was interesting and full of good wishes for the club, and enclosed 1943 dues.

Ways and Means Chairman, Mrs. Hills, reported \$20.00 cleared on card party. Mrs. Sam McKinley, who won the \$5 returned it to the club. Red Cross Chairman reported 128 hours' work. After some discussion on various kinds of work our club could do at our meetings we decided on making bed pads for children's beds at Mercy Hospital, and \$10 was voted to purchase a bolt of flannel to make them.

Avery Chapter

Mrs. E. F. HUSABOE, *Historian*

Meeting on Feb. '3 was very well attended in spite of all the snow that had fallen in our small town this year. Reports were given, Ways and Means Chairman reporting on a public card party to be held Feb. 20, and Membership Chairman that her committee had 28 voting and 27 contributing members to its credit. Good Cheer Chairman sent a carton of cigarettes to each of our boys from Avery who is in service.

Othello Chapter

Mrs. CHARLES PHILLIPS, *Historian*

Feb. 2 meeting was very well attended. Reports given indicated aid given, several good cheer messages sent and a number of sick calls made, and sewing by members for the Red Cross at home of Mrs. Brown.

Regular monthly party was held at club house with Mrs. A. B. Johnson and Mrs. T. A. Malone as hostesses. It being Valentine week the rooms were beautifully

decorated with hearts and flags. Prizes were books, which after being read are to be passed on to the book drive for the soldiers. Another interesting event of the evening was a drawing for valentines, each valentine having the name of an Othello boy in service. These were to be sent by the lady receiving same, with a letter or package to the boy named in the valentine. At 10:30 lights were dimmed and refreshments were served by candle light from a beautifully appointed buffet table.

March meeting was held at the home of our president, Mrs. Brown, several members being present. Our chapter gave \$20 to the Red Cross and members assisted on the Red Cross drive. Our flower fund is steadily growing. Several families were reached through Good Cheer.

Janesville Chapter

Mrs. C. A. DRAWHEIM, *Historian*

March 2 meeting was conducted by First Vice President Mrs. Earl Masserschmidt in the absence of our president, Mrs. Sommerfeldt. Reports: Welfare, 20 telephone calls and two families reached, cost \$15.25; Sunshine, 32 personal and telephone calls, 20 families reached, cost \$3.93, donations without cost, 50 cents; Ways and Means, card party, \$9.63; Red Cross, 34 women's slips, one sweater and two conservation blankets.

At our Feb. 2 meeting Sunshine Chairman reported 14 calls and 11 messages; Welfare, 23 calls, families reached two, spent \$40.10; Ways and Means, card party, \$8.17. A Washington Birthday card party was held Feb. 22 with Mrs. P. J. Wallace in charge. Mrs. Wallace has just received her Red Cross pin for 300 hours' work. Red Cross Chairman reported 200 hours' sewing at club house in January, 35 women's slips, 14 hospital pajamas, two conservation blankets, and several sleeveless sweaters made; 100 hours were also reported for surgical dressings. Refreshments were served by Mrs. Jas. Fox and her committee.

Savanna Chapter

Mrs. KENNETH J. McCALL, *Historian*

April meeting opened with the pledge of allegiance to the flag and singing of the club song. The club voted a donation of \$25 to the Red Cross Drive. The following report was read for Mrs. Alta Elder, Red Cross knitting chairman: Garments made—20 sweaters, 4 helmets, 7 Mufflers, 9 turtle neck sweaters, 8 pairs gloves—913 hours. Other committee reports were: Ways and Means, 55c; good cheer, \$4.84; rental, \$14.

Miss Etta N. Lindskog, secretary general, was present at the meeting and gave an inspiring talk on women in war work and club activities. She complimented members of Savanna Chapter on their club activities and the interest shown in Red Cross work. In conclusion she urged that the chapter consider the possibility of starting a surgical dressing center. Many present had the pleasure of meeting Miss Lindskog and talking with her for the first time. Others

were delighted to renew their acquaintance with her. A social time followed with Mrs. Chas. Langley, Mrs. Wm. Sheetz, Mrs. Loras Evans, and Mrs. J. L. Brossard, the hostesses.

Deer Lodge Chapter

MRS. J. E. PEARS, *Historian*

April meeting got off to a flying start with 22 members and one visitor present. The visitor was Lt. Leighton Jones, son of Mr. and Mrs. Jasper Jones, who has been home on a convalescent furlough. After a delicious lunch, served by Mmes. Cunningham, Brautigam and Kummrow, business was attended to. Our Canteen Service for men and women in uniform is functioning at passenger trains Nos. 15 and 16 and we serve coffee and doughnuts to between 125 and 150 every day. This service was started and is sponsored by the Milwaukee Railroad Women's Club and has been financed by the Red Cross, but every organization in town has been contacted, and all have responded generously, some through work and some with funds, all of which is very much appreciated. We hope to continue for the duration.

Milwaukee Chapter

MRS. DONALD MCKENNA, *Historian*

March was a month of many activities. On the 3rd a group of ladies spent the day at Mrs. Tennant's home sewing wash cloths which were later placed in the boxes for our service men. March 16 regular meeting was held, with a Watkins Demonstration following. A Red Cross Knitting Unit was formed March 23. Mrs. Frank Ross is in charge, and we meet every Tuesday from 2 to 9 p. m. We now have 35 members in this class. Beginners are welcome, as Mrs. Ross will cheerfully teach you how to knit.

Mrs. E. Ern has accepted Ways and Means Chairmanship. She reported on the dessert luncheon and card party held March 25. Mrs. J. J. O'Toole, Secretary of the Victory Club, reported 406 boxes of useful articles sent March 30 to the boys in the armed forces. Several members helped pack these boxes. 84 packages and handkerchiefs were sent to boys overseas. Welfare for March, \$41.25. Sunshine, seven good cheer and sympathy cards, one spiritual bouquet, and ten calls.

Perry Chapter

MRS. PETER SLATER, *Historian*

Regular meeting was held March 5. The special attendance contest being conducted brought out a large attendance at the luncheon. In the group were many ladies who have recently joined. Door prize of two 25c war stamps was awarded. Membership has been busy and reported a large number of renewals and new members. The attendance contest will be continued for several meetings.

At April 2 meeting a pot luck luncheon was served. In absence of Mrs. Jensen, president, Mrs. D. F. Sullivan, first vice president, presided. Sunshine committee reported making numerous calls and sending cards to the sick. The quilt which was made by our Red Cross workers brought \$22. Money realized was used to purchase gauze for bandages. The Navy Mothers are working with our club in making the bandages. There are a large number of Navy Mothers in our chapter and

combining forces the ladies feel avoids duplication. Mrs. Koch, Red Cross Chairman, reported that during the past year 435 garments have been completed by our group, and 50 kits were bought and given to the boys of Milwaukee families on entering the service. We are working on another quilt. Anyone having print pieces is asked to donate them.

Great Falls Chapter

MRS. J. F. STEINER, *Historian*

Due to the numerous changes of personnel in Great Falls, the affairs of our club were haphazard last year. However under the able leadership of Mrs. H. H. Heath, our new President, we look forward to an interesting and purposeful year. During March a card party was held and with 16 tables in play a net sum of \$20 was realized. At April meeting plans to continue meetings through the summer were discussed and approved. A very successful membership drive is being waged by Mrs. Robert Ray. We sincerely hope to contact every eligible woman and interest her in our club.

Ottumwa Chapter

K. M. GOHMANN, *Historian*

A large group of women gathered at the club house March 1 for a one o'clock luncheon as a farewell courtesy to Mrs. F. R. Doud, who was leaving to join Superintendent Doud at Aberdeen. We shall miss Mrs. Doud in our club activities and she takes with her the good wishes of all for a happy future. Regular meeting followed this social function and the club voted to contribute \$10 to the Red Cross drive. Plans were discussed for the dancing party in the near future to entertain the boys stationed at the local naval air base; to be a joint affair with the Ottumwa Service Club. Mrs. M. L. McNerney was appointed chairman of the Red Cross committee, to serve the unexpired term of Mrs. Doud.

Black Hills Chapter

MRS. MATT J. ANDERSON, *Historian*

Black Hills Chapter held its monthly meeting May 4, it being preceded by our regular pot luck dinner served jointly with the Service Club. About 40 members were present, with six out of town guests, Supt. Ingraham and N. P. Maren, of Mason City; H. P. Peterson and R. Dimmit, of Mitchell; Lisle Young, Aberdeen, and L. A. Mstrom, Sioux Falls.

An enjoyable social hour was spent, followed by business meeting. Mrs. N. O. Frizzell, Social Chairman, was in charge of the supper. These have been a regular feature of our meetings this year and have been very successful.

Sioux City Chapter

MRS. BEN ROSE, *Historian*

March Board met at Bishop's Cafe, Mrs. U. S. La Breck and Mrs. F. S. Miller, hostesses. At the pot-luck supper the fourth Thursday evening, we entertained 15 service men from the Air Base. They were very appreciative of the home cooking and friendly atmosphere, and begged to be invited again. Mrs. F. S. Miller, dining room hostess, thoughtfully arranged the seating so that everyone was within conversational distance of our guests.

Business meeting followed with Mrs. B. Brashear, second Vice President, presiding. A two-month report of Red Cross activities revealed: Gray Ladies, 92 hrs.; Canteen, 30 hrs.; Navy Mothers, 40 hrs.; Air Base USO, 12 hrs.; Surgical dressings, 52 hrs. Also, one sweater, two skirts, four baby quilts, and one scarf have been turned in. Good Cheer Chairman, Mrs. Ed. Carlin, reported seven cards, eight visits, and 27 contacts with the help of the visiting committee. In the Safety First contest she has been sponsoring Mrs. J. T. Hansen announced the winning slogan "Safety on the Home Front Helps Victory on the Battle Front." Judges were Mrs. C. H. Embick, Mrs. John Hansen and Mrs. Roy Worthington. The slogan has been entered in our Safety First Scrap Book. An evening of Court Whist followed. Attendance 125.

St. Bernice Chapter

MRS. O. M. KUHNS, *Historian*

St. Bernice Chapter held first get-together for members and their families on March 26 at the grade school building. A covered dish dinner was served to about 35 persons. In the business session which followed membership committee reported 78 voting and 53 contributing members. Penny march netted 85c. Cards and Chinese Checkers were enjoyed.

Dubuque Chapter

MRS. A. J. BENSCH, *Historian*

Our April meeting was held the 19th. Mrs. Graham, our first vice-president, presiding. Mrs. Kaiser's resignation was read and accepted with regrets. A deck of cards was given to each of our boys who have entered the service, Mrs. Swingle being chairman of this committee. Our ladies spent 81 hours on Red Cross work. We sent four pension cards, three sympathy cards, one spray and seven plants.

Lewistown Chapter

MRS. J. P. SMELTZER, *Historian*

Mrs. J. L. Lindblom and Mrs. J. P. Smeltzer served luncheon at the March meeting. Sunshine Committee was instructed to order cards printed to be used for sickness and death. Many sick calls had been made and cards and flowers sent. Following meeting cards were enjoyed and prizes of war stamps awarded.

Mrs. Earl Short and Miss Mabel Newberry were hostesses for the April meeting. They served a delicious dessert luncheon. All reports were approved. The club voted \$5 for the Red Cross. Membership Committee reported \$59 collected. Members reported 270 hours spent at the Red Cross and Surgical Dressing Rooms. Cards were enjoyed.

Madison, S. D. Chapter

MRS. C. A. BERG, *Historian*

On March 23 our chapter had a social meeting with the men invited and a large attendance. Cards and visiting were enjoyed during the evening. In charge of refreshments were Mrs. Loren Campbell and Mrs. John Carr.

In February business meeting was held on the 9th. Lunch was served by a committee of members. In the afternoon the ladies met at the Court House and spent

several hours rolling surgical dressings for the Red Cross. On Feb. 23 the club had a pot luck supper, entertaining the men. More than 40 guests were present. A bountiful meal was served, followed by cards and visiting. In charge were Mrs. Martin Mathison, Mrs. Lyle Mathison, Mrs. Robt. Mathis, and Mrs. Larry Campbell.

Bensenville Chapter

MRS. WHEELER GAGE, *Historian*

We were delightfully surprised by a visit from Miss Lindkog at our April meeting. Everyone enjoyed talking over old times and present activities.

Bensenville is very proud of its Library which consists of 1,774 books, 329 of which were loaned out during the month, 38 books were donated to the club and \$17.50 spent for new books. Rental from books was \$23.51. Librarian, Mrs. Walter Newcomer, and her assistant, Mrs. L. H. Rabun, deserve a big vote of thanks not only from the Women's Club but the Bensenville Community for their untiring efforts to serve them each Tuesday night.

We also wish to recognize the willing efforts of Mrs. Oakes and Mrs. Jess Capoot in their work as chairmen of Red Cross activities. A total of 728 hours was put in by 41 workers, 18 of which were club members. Members are also very busy on the blood donation project and the Annual Red Cross Drive. Mr. and Mrs. Phil Schneck are doing a fine job conducting bingo parties the first and third Mondays of the month. These parties are very successful financially and socially.

Sioux Falls Chapter

MRS. JOHN B. NELSON, *Historian*

On April 13 our chapter held its regular meeting with all officers present. Members were happy to hear from our guests, Miss Etta Lindskog and Mrs. J. T. Hansen. Reports of chairmen indicate how busy our club is in war time activities. On March 23 we entertained 750 guests at the USO "coffee and sandwich hour" for service men. We sold \$2,395.35 in War Bonds and Stamps, while in charge of a booth during the National War Bond drive, and voted \$5 to the Red Cross drive. Our card party of Feb. 19 yielded a profit of \$15. Members have given 250 hours in Red Cross surgical dressing work.

At close of meeting our guests and members enjoyed a fine social hour followed by lovely refreshments served by our hostesses, Mrs. Mark Sheldon and Mrs. Earl Hansen.

Madison, Wis., Chapter

MRS. KENNETH KUNZ, *Historian*

Our chapter held a pot luck supper on March 18 for members and their families serving 70 persons. The committee served a tasty dish of noodles and veal to fit in with war time regulations. Our tables were decorated with plants which Mrs. Kline, our president, brought from her home. While the dessert was being served the group surprised Mrs. Kline by singing "Happy Birthday" to her. Mr. Killian and Miss McNulty entertained the group with piano selections. The evening was spent in playing bridge and five hundred. Hostesses were Mrs. L. Kraut, social chairman and chairman for the supper. Mmes Kline, Brey, Creegan, Pauls, Hurlburt, Kenney, Tomlinson, Allemang,

Welke, Mahaffey, White, Burmeister, Shipley, Warren, Johnson, McNulty and Kunz.

April meeting was held on the 1st, opening with the pledge of allegiance to the Flag and repeating of club motto. Reports were read and approved. We are donating \$10 to the Red Cross. Penny march netted us 77c. Mrs. Speckner won the bank dollar, and Mrs. Leitz the surprise package. We have voted to dispense with refreshments at meetings for the duration. A social hour followed and refreshments were served by Mrs. Brey, chairman; Mmes. Creegan, Burke and Stephens.

Miles City Chapter

MRS. RUTH REHN, *Historian*

Chapter met March 1 with Mrs. Nels Helm, presiding. Meeting was opened with the salute and pledge to our Flag and repeating of our Club motto. Reports: Mrs. Brisbine, Red Cross Chairman, stated members had completed 12 kit bags, 46 housewives, 58 garments and 47 hours and 35 min. of work, also that a large group of Milwaukee ladies are working on surgical dressings. Mrs. James reported for Sunshine committee, 209 telephone calls, 44 messages sent and 28 families contacted. Attention was called to the Instructors' course in First Aid, the campaign for more good books for the boys, and the sewing at the Red Cross rooms. The club voted to give \$10 to the Red Cross War Fund. Our Recording Secretary, Mrs. Switzenburger, resigned, as they moved away. Mrs. Opal Shine as Recording Secretary, and Mrs. Helen Pohl as Corresponding Secretary were unanimously elected.

A program was presented under the direction of Mrs. Frank Spear, and opened with two vocal solos by Charles Stewart, accompanied by Mrs. Stewart, his mother. Mrs. L. Pohl presented a reading. Miss Minnie Philips gave two piano numbers. Refreshments were served at a table decorated with green candles and shamrocks, after which cards were in play. The committee in charge of the lunch and social hour were Mrs. Walters, Mrs. Trump, and Mrs. James.

New Lisbon Chapter

MRS. GEORGE OAKES, *Historian*

February meeting was held on the 9th at home of Mrs. J. Krotzman. Good Cheer reported 27 personal and phone calls made and five messages of cheer sent. Red Cross Chairman reported one sweater and four pairs of pajamas made, with 70 working hours. We decided to send a subscription for a current magazine to the recreation room at Camp Williams. After adjournment Bingo was played for five cent articles, and luncheon was served by Mmes. Krotzman, Bosacki, Gongaware, Stoker, Karner, and Arntz.

March 9th meeting was held at the home of Mrs. J. McKegney. Good Cheer reported two gifts given, 14 personal and phone calls made, and eight cards sent; Membership, 29 voting and 22 contributing members. Red Cross reported one gift given and six garments completed, one sweater, one pair of pajamas, and four blouses, with a total of 70 working hours. We voted to donate \$10 to the Red Cross. Following adjournment we sewed on pajamas for the Red Cross, after which luncheon was served by Mmes. McKegney, V. Robison, Wilcox, C. Robison, Walden and Gibson.

Sparta Unit-Tomah Chapter

MRS. WM. HOVEY, *Chairman*

February 11 meeting was a Valentine party enjoyed by 20 ladies, at home of Mrs. Wm. Hovey, with Mrs. Albert Hahn, assisting hostess. Original ideas in wearing Valentine costumes brought much pleasure and laughter to all. Reports: Good Cheer, four cards, six personal and ten telephone calls; Ways and Means \$1.65. Mrs. Laufenberg, Membership Chairman, reported a splendid response. Treasurer, Mrs. Hengen, reported \$10 in war stamps sold, which credits our unit with \$50 sold to date. Mrs. Mike Weise, Viroqua, who was unable to attend, sent a surprise valentine box to be sold, which netted the club \$1.81, this amount to be used for more stamps towards our bond. We were happy to have three visitors, Mrs. Louis Green, Mrs. Theo. Clemmons, and Mrs. Y. W. Naset, who formerly was a member of Tomah Chapter. Bingo and a nice lunch were enjoyed by all.

Spokane Chapter

MRS. W. H. HUNTER, *Historian*

Our club had its March meeting on the 9th; Mrs. Berkey presiding. Committee reports included 90 hours on Red Cross work. Our group voted \$5 to the Red Cross drive. Miss Patricia Keepings, of the Washington Water Power's home service department, spoke on the use of electric devices in war time. Mrs. Helmer came from Othello for the meeting.

On the evening of March 6 a benefit card party was given in club rooms. Mrs. Edw. Breeden, Chairman, with Mrs. Chas. Lillwitz and Mrs. A. R. Sprinkle, assisting. Twelve tables were in play.

Minneapolis Chapter

MRS. H. M. HAUSER, *Historian*

On March 3, a group of members assisted the Service Club at its Victory Dance by serving a lunch to members of the Chorus of the Railroad Unit who had so ably entertained us with their songs and sketches adding considerably to the evening's entertainment. Receipts are to be used to buy gifts for the boys in service. March meeting was held at the usual time, preceded by a 6:30 dinner with 40 present. Reports: Welfare, two calls, one family aided; \$15.40 spent; Red Cross, 175 hrs. surgical dressings; 20 hrs. nutrition; good cheer, nine cards, 17 telephone calls, three personal calls; 29 families reached. After adjournment, the evening was spent playing Bingo.

Mobridge Chapter

MRS. SIDNEY HAGAN, *Historian*

On April 17 Mobridge Chapter met at its club rooms. A program consisting of a piano solo by Beth Byington, a piano duet by Mary Ann Caldwell and Luanne Preston, a violin solo by Mrs. Ralph Fraher, accompanied by her daughter, Patsy, and a talk on India and Mahatma Gandhi by Rev. Erickson was thoroughly enjoyed by those present.

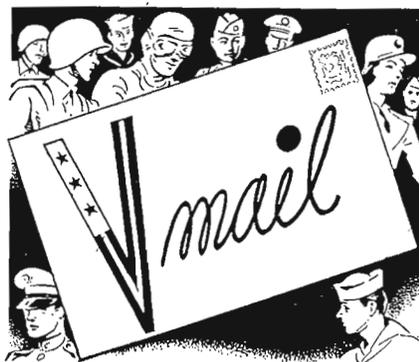
A letter was read from the Red Cross thanking the club for the \$10 donation towards equipping the soldiers' kit bags. Club members who helped with the kit bags, girls' blouses and slips were also thanked. Hostesses were Mrs. Claire Coutts, Mrs. Warren Roberts and Mrs. Irwin Schuler.

THE following letter from Corp. John T. Satake, Camp Shelby, Miss., formerly one of our Rocky Mountain Division employes (in what job he didn't say) arrived in the Milwaukee Magazine office recently:

"I wish to express my appreciation for your forwarding the Magazine to me.

"I cannot express in words my feeling of solitude in reading it. Every issue seems like a furlough, for when I open the cover I'm back on the old road, living over my experiences on the Rocky Mountain Division.

"The Magazine also helps me to keep up with what's what, and where the many Milwaukee boys are; every paragraph is read for any bits of interesting news."



LETTERS AND BITS OF NEWS ABOUT OUR MEN IN SERVICE

Many people have the right aim in life but never pull the trigger.

War Just An Interruption

EXAMPLES of the kind of courage and self-reliance the war is making evident among young married people can be found in our own railroad family. Take Pvt. and Mrs. Robert Dodds, for instance.

Private Dodds, son of Supt. R. C. Dodds, now of Austin, Minn., was a yard clerk in Aberdeen, S. D., before joining forces with the Army Signal Corps in August, 1942. He was engaged to be married at the time, but they went right on making plans. When he went down to Fort Leonard Wood, Mo., for his basic training, she enrolled in a trade school, learned to be a sheet metal worker, and got a job in the sheet metal shop at Northwest Airlines, Inc., St. Paul. She has done well at the job and is

now engaged in work on special projects which the airline is carrying on for the government.

Robert got a furlough recently, hurried to St. Paul, and the two were married. Soldier-husband and war worker-bride. A typical combination these days, and one that calls for moral strength and plenty of faith in the post-war world.

Robert's most recent transfer landed him in St. Paul, where he awaits further orders; which means that for the time being, at least, he and his wife can be together.

But wherever he goes, this is certain: The war, bad as it is, is just an interruption. They have their sights set on the future.

L T. (j.g.) James G. Franz, a member of the Chaplain's Corps, United States Naval Reserve, is the son of J. L. Franz, who is employed in the general manager's office, Chicago.

As a Navy chaplain, Lieutenant Franz' duties include a great deal more than the conducting of divine services for the Navy and Marine Corps personnel—which services, incidentally, are open to, and attended by, men of all faiths. Partly because it isn't always possible for the men to attend religious services, personal counsel is regarded as a chaplain's chief function.

Most of the recreational and athletic activities aboard ship and ashore are under his direction. Strange as it seems, hunting and fishing are the leading sports among the sailors; guns and fishing equip-



Lt. (j.g.) James G. Franz, Ch.C., U.S.N.R.

ment are kept on board so that the men may enjoy themselves when ashore.

Lieutenant Franz is a graduate of Northwestern University and the Presbyterian Theological Seminary in Chicago; at the seminary he won the Hebrew Fellowship which gave him a two year scholarship at Yale, where he received his Master's Degree. He entered the Navy on Dec. 26, 1942, and since May 15 has been stationed somewhere in the South Pacific.

MAYNARD DUNHAM, a store department sectional stockman at Savanna, Ill., who was wounded twice during the first World War, received a Purple Heart with Oak Leaf Cluster from the War Department recently.

He served overseas with the 84th Company, 6th Regiment of the Marines for nearly two years and was wounded in the battles of Belleau Woods and Soissons in June and July of 1918. Mr. Dunham resides in Sabula, Ia., with his wife and five children.



Pvt. and Mrs. Robert Dodds. (The picture of Mrs. Dodds is by courtesy of Northwest Airlines, Inc.)

Hence, "Two Dot"

(Continued from page 9)

"Let's give a war whoop and start shooting."

To which the more practical Linton replied, "Let's start shooting, and to hell with the war whoop." They killed seven Indians.

ALTHOUGH one of the wealthiest men in Montana, Two Dot Wilson was never known to wear anything but work clothes, usually overalls, or corduroy trousers tucked into high heel boots. This was a source of considerable embarrassment to his punchers, who liked to swank it in their colorful western finery when they went to Chicago with the cattle shipments, but, despite their jibes, Two Dot stuck to his work-grimed overalls and corduroys.

One time when Two Dot was strolling down the street with his punchers, the latter cooked up a scheme they thought would frighten him into their way of thinking. As Two Dot lingered behind to windowshop, the cowhands approached a policeman.

"See that ragged old man back there?" they said, indicating Two Dot, who was still peering in the window. "He's been following us around all day, pestering us for money. Wish you'd lock him up so he'd stop bothering us."

So the policeman descended on Two Dot and arrested him for vagrancy. With Two Dot bellowing like a range bull, the policeman hauled him off to call the Black Maria. However, they passed a bank, and Two Dot persuaded the policeman that he could establish his visible means of support, if he could just step in for a minute. Imagine the policeman's chagrin when Two Dot strode confidently up to the cashier's cage and said, "Son, will you take my note for \$15,000?" and the cashier replied respectfully, "Certainly, Mr. Wilson, or for \$50,000 if you like."

It is not reported what revenge Two Dot took on the scheming cowhands, but, from what is known of his volcanic temper, it was probably too horrible to print.

THE favorite of all Mr. Whelen's fund of stories concerning Two Dot is the tale of Two Dot and the ghost, one of the few adversaries that the intrepid Two Dot couldn't handle.

A man named Hansen, who had originally homesteaded the Two Dot home ranch, finding the world a bit too troublesome for his taste, had departed hence by his own hand, where-

upon his neighbors, with whom he had been popular, prepared him a nice resting place in a corner of one of his fields, near a road. To protect the grave from trampling they surrounded it with a strong fence, which was still standing when Two Dot purchased the place.

Riding homeward past the grave, Two Dot had often coveted the stout posts that supported the fence, so, being in need of posts one day, he tore down a section of the fence and carted the posts away.

Henry Freeser, who had been one of Hansen's neighbors, observed this act of ghoulish vandalism, and strongly disapproved. He decided that it was high time Two Dot learned a proper respect for the dead. One evening, just before Two Dot was due to ride by on his way home, Freeser wrapped himself in a sheet and hid in the brush near the grave. Before long Two Dot came riding jauntily down the road. Coming abreast of the grave, his horse shied violently as a ghostly form arose, apparently from the grave, and asked in sepulchral tones, "Who stole the poles from my grave? *Who stole the poles from my grave?*"

It may or may not be true that Two Dot beat the horse to the barn by a full 60 yards. Anyway, the next day there was a brand new fence around Hansen's grave, horse high, bull strong, and hog tight. It is still standing there today, a monument to Two Dot Wilson's rapid conversion to a belief in the hereafter.

U. S. Railroad Troops in Iran

(Continued from page 10)

the caboose steamed into Teheran on Mar. 30 with supplies bound for Soviet Russia, American soldier-railroad men have been moving train-load after train-load of lend-lease equipment every day. Our goal is to move 6,000 tons a day over this route, as part of the tonnage that is getting to the Russians by way of the Persian gulf. In January, during my brief stay in Iran, the tonnage of our shipments north over the Trans-Iranian Railway was more than doubled.

I have seen American railroad men in the uniform of the United States Army in many parts of the world. They are doing a tremendous job.

You on the railroads in the United States are doing just as important a job, and doing it well.

American rail traffic has reached an almost incredible volume. Every day American railroad workers are

moving thousands of troops and their equipment in addition to an ever-increasing load of raw materials, lend-lease supplies and civilian passengers.

You are keeping the life blood of American fighting men flowing through the arteries of our rail system and far into the railroads in foreign lands. You are getting the troops and goods through on time. The Transportation Corps salutes you.



THE above picture clearly illustrates the benefits derived from wearing safety shoes. Many toe injuries could be avoided every year if the employe would avail himself of the safety shoes on sale by all division storekeepers.

Safety is one subject we cannot stress too strongly. Every man who is injured is a direct loss to the war effort. Every item of equipment needlessly destroyed is as great a blow to the nation as if it were wrecked by the enemy, for replacing requires materials needed on the battlefronts.

Cooperate with the Division of Safety in reaching its goal of making the Milwaukee Road the safest transportation agency in the world.

Too bad that someone can't start a convincing rumor that War Bonds are going to be rationed. The American public would grab up the available supply in a hurry.

Two men had just made their exit from the theater, and evidently it had been a poor picture, judging from the expression on their faces. One of them said, "You know, it certainly is wonderful how pictures have advanced these last few years."

"How do you mean?"

"Well, first there were the silent pictures, then came the talkies, and now this one smells."

Number of Traffic Tips Reported by Traffic Tip Supervisors During April, 1943

	Pass.	Frnt.	No. of Tips		Pass.	Frnt.	No. of Tips
	Tips	Tips	Per 100 Employees		Tips	Tips	Per 100 Employees
Seattle General	25	8	18.8	Trans-Missouri Division	21	4	2.6
Dubuque & Illinois	100	53	10.6	Chicago General	36	17	2.4
Iowa & S. Minn.	29	56	9.6	La Crosse & River	47	5	2.4
Madison Division	28	25	7.7	Kansas City Div.	8	9	1.9
Superior Division	17	31	7.3	Twin City Terminals	38	1	1.7
Iowa & Dakota Div.	97	8	6.6	Milwaukee Division	17	6	1.7
Rocky Mountain Div.	56	..	5.8	Milwaukee Terminals	50	9	1.4
Hastings & Dakota	61	8	5.5	Terre Haute Division	1	11	1.1
Chicago Terminals	8	113	4.1	Coast Division	16	3	1.0
Iowa Division	45	10	3.8	Miscellaneous	2	..	0.1
TOTALS					702	377	3.6

TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING THE MONTH OF APRIL, 1943, AS REPORTED BY DIVISION OFFICES

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

Chicago General Offices

Barnett, H.W.	Hd. Clk. Frt. Clm.	Chicago, Ill.	1	3	Jungk, H.G.	Steward	Chicago, Ill.	1	
Bowe, Clayton	Secy., Asst. to Trustee	Chicago, Ill.	1		Loderhose, G.W.	Frt. Clm. Agt.	Chicago, Ill.	1	
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.	1	14	Lodge, Mrs. A.E.	Aud. Inv. & Jct. Fac. Accts. Off.	Chicago, Ill.	1	
Buckman, H.D.	Head Acctnt.	Chicago, Ill.	1		McClellan, Rose	Clk. Car Acctnt. Office	Chicago, Ill.	1	
Carey, Edw.M.	Secy. to Asst. Gen. Mgr.	Chicago, Ill.	2		Meyer, Mrs. Cecile	Mail, Expr., Bagg. & Milk	Chicago, Ill.	1	
Dahlke, Aug.	Clerk	Chicago, Ill.	1		Micka, C.G.	Clk. Frt. Clm.	Chicago, Ill.	2	
Dix, C.W.	Rodman, Engineering Dept.	Chicago, Ill.	1		Miller, Helen	Real Est. Dept.	Chicago, Ill.	1	
Dombrow, H.	Frt. Aud. Off.	Chicago, Ill.	1		Novak, A.C.	Chf. Clk. to Asst. Gen. Mgr.	Chicago, Ill.	2	
Downing, C.P.	Staff Asst. to Chf. Opr. Off.	Chicago, Ill.	1		Olson, Roy	Traffic Dept.	Chicago, Ill.	1	
Eichin, Fred	Chf. Disb. Acctnt. Off.	Chicago, Ill.	1		Parrott, W.O.	Asst. Engineer	Chicago, Ill.	1	
Fletcher, H.D.	Paymaster	Chicago, Ill.	1		Rennebaum, E.A.	Gen. Frt. Traffic	Chicago, Ill.	1	
Fortier, H.L.	Real Est. Dept.	Chicago, Ill.	1		Schiffer, Roy	Aud. Pass. & Stn. Accts. Off.	Chicago, Ill.	1	
Freeman, Catherine	Acctng. Dept.	Chicago, Ill.	1		Schrom, Rosemary	Aud. Pass. & Stn. Accts. Off.	Chicago, Ill.	1	
Gunnell, Evelyn	Aud. Pass. & Stn. Accts. Off.	Chicago, Ill.	1		Strohmeier, J.A.	Frt. Aud. Office	Chicago, Ill.	1	
Hammer, E.E.	Depot Pass. Agt.	Chicago, Ill.	1		Thelander, L.R.	Asst. Staty. Buyer	Chicago, Ill.	1	
Isaacs, Nathan	Chf. Clk. to GA	Chicago, Ill.	1						
Istok, J.A.	Clerk	Chicago, Ill.	1						
Jamieson, G.H.	Engineering Dept.	Chicago, Ill.	1					36	17

Chicago Terminals Division

Coast Division

Bishop, Norman	Asst. Agent	Galewood, Ill.		5	Clover, F.F.	Chief Clerk	Tacoma, Wash.	1	1
Bitz, H.F.	Agent	Evanston, Ill.		1	De Guire, C.E.	Clerk	Tacoma, Wash.	2	
Boeck, H.F.	Chief Clerk	Galewood, Ill.		7	Densmore, W.G.	Coach Yd. Frmn.	Tacoma, Wash.	1	
Borman, H.A.	Rate Clerk	Galewood, Ill.		4	Edling, Thelma	Clerk	Tacoma, Wash.	1	
Brown, H.	Rate Clerk	Galewood, Ill.		9	Ellenberger, W.W.	File Clerk	Tacoma, Wash.	1	
Cameron, Don V.	Utility Clerk	Galewood, Ill.		1	Flynn, Joseph	Loco. Engr.	St. Maries, Idaho	1	
Dudley, Fred R.	Engrng. Dept.	Chicago, Ill.	2	1	Fullerton, Ruth	Steno-Clerk	Tacoma, Wash.	2	
Dyba, T.	Route Clerk	Galewood, Ill.		7	Gist, Mildred	Clerk	Seattle, Wash.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.		1	Goldsbrough, A.	Clerk	Tacoma, Wash.	1	
Hansen, H.	Route Clerk	Galewood, Ill.		5	Greer, A.J.	Ret. Conductor	Bothell, Wash.	1	1
Kerwin, John J.	Rate Clerk	Galewood, Ill.		1	Holt, Olaf	Carman	Tacoma, Wash.	1	
Kohn, Arthur	Blacksmith	Galewood, Ill.	1	27	Purves, Ruth	Clerk	Seattle, Wash.	1	
LeMire, G.E.	Rate Clerk	Galewood, Ill.		1	Rasmussen, F.W.	Chief Clerk	Seattle, Wash.	1	1
Lovely, Thomas	Mach. Helper	Chicago, Ill.	1	1	Rusch, Helen	Stenographer	Tacoma, Wash.	2	
Mandelky, Dolores	Clerk	Galewood, Ill.		4	Webb, Mary	Demurrage Clerk	Seattle, Wash.	1	
Miller, E.A.	Chf. W.B. Clk.	Chicago, Ill.		3					
Morgan, Frank, Jr.	Compt. Opr.	Galewood, Ill.		1				16	3
Morjal, Athanasia	Compt. Oper.	Galewood, Ill.		1					
Myers, J.I.	Stenographer	Bensenville, Ill.	1	22					
Oeffering, J.J.	Rate Clerk	Galewood, Ill.		1					
Otto, L.C.	Trav. Engineer	Chicago, Ill.		3					
Polenzani, Joe	Clerk	Chicago, Ill.		2					
Reimann, B.	Rate Clerk	Galewood, Ill.		1					
Shewchuk, Nick	Car Inspector	Galewood, Ill.		1					
Stark, C.L.	Car Distributor	Galewood, Ill.		1					
Strate, T.H.	Div. Engineer	Chicago, Ill.		2					
Thirsk, Olive	Stenographer	Chicago, Ill.		6					
Willison, H.	Asst. Chf. Clk.	Galewood, Ill.		8					
				113					

Doing the best job we know how for our company is the best job we can do for our country.

Watch for opportunities to turn in traffic tips.

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

Dubuque and Illinois Division

Althaus, Herbert	Expense Clerk	Dubuque, Iowa	1		McDermott, Anne	R.H. Clerk	Savanna, Ill.	2	
Ames, John	O.S. & D. Clk.	Dubuque, Iowa	4		Millar, Lucille	Clerk	Dubuque, Ia.	1	
Buzzell, W.R.	Agent	Leaf River, Ill.	1		Ohmer, Frank	Station Helper	McGregor, Ia.	1	
Calehan, Doris	Clerk	Savanna, Ill.	3		Ralston, Roland	Rate Clerk	Dubuque, Ia.		1
Crawford, E.J.	Chf. Dsptchr.	Dubuque, Iowa	2		Raymond, David T.	Car Dept.	Savanna, Ill.	1	
Davis, D.R.	R.H. Foreman	Savanna, Ill.	1		Rohner, Fred	General Clerk	Dubuque, Ia.	1	
Dubmeyer, A.	Welder	Dubuque, Iowa		12	Schaefer, F.	Welder	Dubuque, Ia.	1	
Duhigg, R.E.	Rdmstr's Clk.	Savanna, Ill.	1		Schmieg, W.J.	Conductor	Savanna, Ill.	2	
Dunham, M.	Store Dept.	Savanna, Ill.	2		Schroeder, P.A.	Store Dept.	Savanna, Ill.		4
Eckstein, F.E.	Chief Clk.	Dubuque, Ia.		1	Schwartz, L.V.	Div. Strkpr.	Savanna, Ill.		3
Evans, L.I.	Instrumentman	Savanna, Ill.	2		Smith, George W.	B. & E. Dept.	Savanna, Ill.	1	
Fall, George	Frt. Hse. Foreman	Dubuque, Ia.	1		Stafford, Wm. A.	Clk., DF&PA Off.	Dubuque, Ia.	4	
Felder, A.	Operator	Guttenberg, Ia.	4		Sunderland, Geo.	Helper	Dubuque, Ia.	3	
Galvin, Francis	Car Clerk	Dubuque, Iowa	2		Thompson, L.E.	Laborer	Dubuque, Ia.	1	
Goltz, L.W.	Store Dept.	Marquette, Ia.	1		Tressel, George	Bill Clerk	Dubuque, Ia.		1
Hallahan, Clarence	Delivery Clerk	Dubuque, Ia.	1		Tressel, J.	Checker	Dubuque, Ia.		1
Hinsch, L.C.	Engineering Dept.	Savanna, Ill.	2		Urmacht, H.A.	Gen. Foreman	Dubuque, Ia.	7	
Hocking, Walter	Chief Bill Clk.	Dubuque, Ia.	2		Urmacht, Paul	Son of Gen. Frmn.	Dubuque, Ia.	1	
Ickes, J.F.	Chief Clerk	Dubuque, Ia.	2		Vogenthaler, A.J.	Ret. Carpenter	Dubuque, Ia.	3	
Kelsey, N.F.	Roadmaster	Savanna, Ill.	1		Whitney, Walter	Janitor	Savanna, Ill.	1	
Kempton, L.R.	Chief Clk.	Dubuque, Ia.	1		Winston, L.A.	Switchman	Savanna, Ill.	2	
Kurt, Francis B.	Clerk	Waukon, Ia.	24	13	Withhart, F.M.	Baggageman	Savanna, Ill.	19	
Lincoln, Richard	Asst. Cashier	Dubuque, Ia.	1		Zubaty, Frank	Labor Foreman	Savanna, Ill.	3	
Long, Wm. E.	Ret. Mach.	Savanna, Ill.	3					100	53

Hastings and Dakota Division

Aggen, Marjorie	Steno., Store Dept.	Aberdeen, S.D.	5	
Anderson, Emil W.	Sec. Foreman	Marvin, S.D.	1	
Beckel, W.J.	Storekeeper	Aberdeen, S.D.	1	
Becker, Walter	Sec. Laborer	Aberdeen, S.D.	1	
Bradbury, E.M.	Steno. to DMM	Aberdeen, S.D.	8	
Bruers, Mrs. A.W.	Wife of Agent	Graceville, Minn.	2	
Falkenhagen, W.M.	Bus Driver	Watertown, S.D.	15	
Geiser, E.M.	Wife of Agent	Fairmount, N.D.	1	
Geiser, W.A.	Agent	Fairmount, N.D.	1	1
Hartwell, C.M.	Agric. Dept.	Aberdeen, S.D.	3	
Hopp, Pearl	Secy. to Supt.	Aberdeen, S.D.	6	
Huger, R.F.	Operator	Bristol, S.D.	2	
Lanning, John	Lamp Man	Montevideo, Minn.	1	
Lucas, H.F.	Chief Clerk	Aberdeen, S.D.	1	
Menzia, Anton	Lumberman	Aberdeen, S.D.	2	
Moriarty, W.J.	Clk. Str. Dept.	Aberdeen, S.D.	2	
Murphy, W.H.	Chf. Clk. to DMM	Aberdeen, S.D.	2	3
Rasdale, M.S.	Stk. Yd. Foreman	Aberdeen, S.D.	1	
Ryan, Winifred	Steno.-Clerk	Aberdeen, S.D.	1	
Sabin, Mrs. R.O.	Wife of Agent	Warner, S.D.	1	
Silvernail, M.J.	Police Dept.	Aberdeen, S.D.	2	
Spatafore, George	Sec. Laborer	Warner, S.D.	1	
Spatafore, John	Sec. Laborer	Mellette, S.D.	1	
Spatafore, Martin	Section Foreman	Warner, S.D.	1	
Springer, Mrs. F.L.	Wife of Engrmn.	Aberdeen, S.D.	2	
			61	8

Iowa Division

Barnoske, George R.	Supt's Office	Marion, Iowa		5
Barrow, Charles	Helper	Madrid, Iowa	1	
Bucknam, F.J.	Chf. Clk. to Agt.	Council Bluffs, Ia.	5	
Cline, Bert	Engineer	Perry, Iowa		1
Davis, E.E.	Chief Clerk	Omaha, Neb.	8	
Dillon, Irene	Clerk	Perry, Iowa	3	
Failor, W.E.	Rdmstr's Clerk	Marion, Iowa	1	
Farley, Regilda	Dtr. of Rdmstr.	Manilla, Ia.	2	
Fisk, C.E.	Loco. Fireman	Cedar Rapids, Ia.	1	
Francik, F.	Ret. Switchman	Cedar Rapids, Ia.	1	
Fraser, W.C.	Law Dept.	Omaha, Neb.	1	
Gates, Mrs. Marie	Station Force	Des Moines, Ia.	1	1
Hennessey, Mrs. G.F.	Wife of R.H.F.	Cedar Rapids, Ia.	1	
Hildreth, Mason	Storehelper	Perry, Ia.	2	
Hoes, Frank	Mech. Dept.	Perry, Ia.	1	
Jenkin, B.A.	Sec. Foreman	Springville, Ia.	1	
Kelly, J.L.	Chf. Yd. Clerk	Cedar Rapids, Ia.		1
Kies, C.H.	Chief Clerk	Des Moines, Ia.		1
Lockey, D.	Boilermaker Hlpr.	Cedar Rapids, Ia.	1	
Loftus, A.W.	Switchman	Cedar Rapids, Ia.	5	
McGuire, Alice	B. & E. Clerk	Marion, Iowa	1	
Miller, L.J.	Agent	Springville, Ia.	1	
Murphy, H.J.	T.M. Clerk	Marion, Iowa	1	
Nicholson, A.W.	Police Dept.	Perry, Ia.		1
Reel, J.M.	Conductor	Perry, Ia.	5	
Sorensen, Jack W.	Cashier-Frt. Off.	Council Bluffs, Ia.	1	
Wailles, J.	Stn. Helper	Manning, Iowa	1	
			45	10

Iowa and Dakota Division

Anderson, E.E.	Section Foreman	Delmont, S.D.	5		Link, Alfred E.	Brakeman	Tripp, S.D.	1	
Anderson, George	Ret. Clerk	Sioux City, Ia.	1		Lonseth, L.O.	Switch Clerk	Sioux City, Ia.		1
Anderson, R.A.	Yard Clerk	Mason City, Ia.	6	2	Macha, Vance	Track Dept.	New Hampton, S.D.	1	
Barr, M.L.	Engineer	Mason City, Ia.	1		McCarthy, Daniel	Sec. Laborer	Marion Jct., S.D.	1	
Baugh, Willard	Baggageman	Mason City, Ia.	5		McGourty, Mrs. John	Wife of Mchnst.	Mason City, Ia.	1	
Becker, C.F.	Loco. Engineer	Mitchell, S.D.	1		McGuire, J.W.	Ret. Pass. Condr.	Mason City, Ia.	1	
Belknap, E.F.	Track Dept.	Sioux Falls, S.D.	1		Nelson, A.M.	Engineer	Sioux City, Ia.	2	
Brown, Mrs. Roy	Wife of Sec. Foreman	Armour, S.D.	1		Nihlan, N.E.	Perish, Frt. Insp.	Sioux City, Ia.		1
Burnett, M.L.	Trmstr's Clk.	Mason City, Ia.	3		Osthoff, A.H.	Chief Clerk	Sioux City, Ia.	1	
Butcher, Alice	Rate & Bill Clk.	Sioux City, Ia.	1		Pappas, Tony	Mach. Helper	Sioux City, Ia.	1	
Claney, F.L.	Brakeman	Sioux City, Ia.	1		Paullin, C.L.	Loco. Painter	Mitchell, S.D.	2	
Core, Mrs. S.L.	Wife of Rdmstr.	Rapid City, S.D.	1		Paullin, F.E.	Clerk	Mitchell, S.D.	1	
Craven, Chas. F.	Loco. Engr.	Mason City, Ia.	1		Peters, Earl	Fireman	Mason City, Ia.	1	
Dimmitt, R.J.	Asst. T.M. & Trav. Engr.	Mitchell, S.D.	1		Petersen, C.R.	File Clerk	Mason City, Ia.	1	
Dyer, Henry	Freight House	Sioux City, Ia.	1		Peterson, A.J.	Loco. Engineer	Mason City, Ia.	2	
Gaskill, Mrs. Geo.	Wife of Loco. Engr.	Sioux City, Ia.	1		Potter, Ruby	Loco. Dept.	Mason City, Ia.	1	
Green, Warren	Track Man	Sioux City, Ia.	1		Preston, H.W.	Gen. Yardmaster	Sioux City, Ia.	1	
Gribben, Leo	Rate Clerk	Parkston, S.D.	2		Pyper, W.G.	Helper Carman	Sioux Falls, S.D.	1	
Hahn, R.A.	Stn. Attendant	Mason City, Ia.	1		Rehm, Arthur	Loco. Engineer	Marquette, Ia.	1	
Hasler, Irving	Loco. Depot	Whittemore, Ia.	1		Reynier, G.M.	Clerk	Rapid City, S.D.	2	
Hickson, Mrs. T.	Wife of R.H.F.	Sioux City, Ia.	1		Roth, Kenneth	Laborer	Mason City, Ia.	1	
Iliff, Mrs. L.C.	Wife of Chf. Clk.	Sioux City, Ia.	1		Shoemaker, J.B.	Asst. Agent	Sioux City, Ia.	2	
Jelkin, John	Engineman	Rapid City, S.D.	1		Shugart, C.L.	Loco. Engineer	Sioux City, Ia.	1	
Johnson, A.A.	Ret. E. & B. Frmn.	Mitchell, S.D.	1		Skopec, Louis	Flagman	Mason City, Ia.	1	
Johnson, C.F.	Engineer	Sioux City, Ia.	1		Snow, H.C.	Freight Agent	Sioux City, Ia.		1
Joynt, F.H.	Station Force	Sioux City, Ia.	1		Sopoci, S.	Sec. Foreman	Tripp, S.D.	1	
Kelly, M.E.	Loco. Engr.	Mitchell, S.D.	1		Walter, Harry A.	Engineer	Mason City, Ia.	1	
Kemp, Colonel S.	Flagman	Sioux City, Ia.	1		Walter, Louis I.	Trainmaster	Mason City, Ia.	1	
Kinney, H.L.	Chf. Clk. Frt. Off.	Charles City, Ia.	1	1	Wendt, G.F.	Engineer	Mason City, Ia.	5	
Kirsch, Frank M.	Car Inspector	Mason City, Ia.	1		West, Mrs. P.	Wife of Crpntr.	Mitchell, S.D.	1	
Knoernschill, A.E.	Loco. Dept.	Sioux Falls, S.D.	1		Wingett, E.J.	Conductor	Sioux City, Ia.	1	
Larson, E.G.	Conductor	Mason City, Ia.	1	2	Winter, Vern	Chauffeur	Mason City, Ia.	1	
Lavinger, W.V.	Storehelper	Sioux City, Ia.	1		Woodhouse, W.H.	Baggageman	Mason City, Ia.	4	
			1		Woonas, J.A.	Yard Foreman	Mason City, Ia.	5	
			1		Zack, Albert	Electrician	Mason City, Ia.	3	
								97	8

We are taking care of necessary war traffic and can take care of more. . . . Your traffic tips can help our railroad do a bigger job.

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Iowa and Southern Minnesota Division					Milwaukee Division				
Bartley, Jake	Conductor	Austin, Minn.	1		Brown C.A.	Cashier	Beaver Dam, Wis.	1	
Collins, Francis	Trainman	Pine Island, Minn.		1	Drake, G.H.	Warehouseman	Beaver Dam, Wis.		2
Dosey, E.H.	Cashier	Bloomington, Minn.			Fiebelkorn, W.C.	Chief Clerk	Beaver Dam, Wis.	1	
Finnegan, A.W.	Agent-Tlgrphr.	Grafton, Iowa	1		House, W.	Sec. Foreman	Fox Lake, Wis.		4
Hayes, Albert	Operator	Albert Lea, Minn.	6	39	Kuhn, H.C.	Clerk	Beaver Dam, Wis.	1	
Heidtke, B.J.	Sec. Foreman	Brownsdale, Minn.	1		Laurence, A.	Sec. Foreman	Horicon, Wis.	3	
Holden, Helen M.	Teleg. Operator	Austin, Minn.	1		McCann, Raymond	Instrumentman	Milwaukee, Wis.	1	
Horton, A.A.	Agent	Fairmont, Minn.	1		McDonald, W.F.	Div. Engineer	Milwaukee, Wis.	1	
Johnson, Chas.	Agent-Operator	Sherburn, Minn.	1	1	Meyers, J.C.	Agent	Beaver Dam, Wis.	2	
Johnson, Ray	Cashier	Fairmont, Minn.	1	2	Mueller, A.A.	Operator	Beaver Dam, Wis.	3	
Josephson, George	Sec. Laborer	Brownsdale, Minn.	1		Noel, M.E.	Roadmaster	Horicon, Wis.	1	
Kennedy, P.X.	Agent-Tlgrphr.	Montgomery, Minn.	1	2	Shelppfeffer, Rob	Sec. Laborer	Sec. Laborer	Horicon, Wis.	1
Majusiak, S.A.	Sec. Foreman	Medford, Minn.	1	1	Tohm, W.F.	Conductor	Milwaukee, Wis.	1	
Malek, Mrs. A.	Agent's Wife	Bryant, S.D.	2		Willers, John	Sec. Foreman	Horicon, Wis.	1	
McShane, Mrs.	Track Dept.	Austin, Minn.	1					17	6
Olson, Charles	Son of Agent	Brownsdale, Minn.	3						
Olson, F.J.	Operator	Albert Lea, Minn.	2						
Peterson, R.A.	Agent-Operator	Winnebago, Minn.		3					
Playle, F.C.	Contract Drymn.	Brownsdale, Minn.	1						
Fless, W.C.	Agent	Austin, Minn.	2						
Schulze, R.W.	Operator	Pipestone, Minn.	3	1					
Soderholm, C.E.	Rate Clerk	Rosemont, Minn.	1	1					
Summers, George H.	Clerk	Mankato, Minn.	2	1					
Swank, H.J.	File Clerk	Austin, Minn.	1						
Trueb, T.A.	Storekeeper	Madison, S.D.	1						
Vogel, K.	B. & B. Foreman	Wells, Minn.	1						
Wahlin, Wm. G.	Agent	Matawan, Minn.		2					
			29	56					
Kansas City Division					Milwaukee Terminals and Shops				
Blackman, M.K.	Second Operator	Moravia, Iowa	1	2	Belond, H.	AAR Inspector	Milwaukee, Wis.	7	
Cherwinker, Fay	Sec. Foreman	Haskins, Ia.		2	Bilty, G.J.	Car Foreman	Milwaukee, Wis.	1	
Fry, Mrs. Wm.	Wife of Ret. Engr.	Ottumwa, Ia.	1		Braun, Walter	Frnm. Frt. Car Shp.	Milwaukee, Wis.	2	
Fuhr, W.E.	Rodman	Ottumwa, Ia.	1		Esser, Leon	Secy. to G.S.K.	Milwaukee, Wis.	1	
Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	1		Filut, S.C.	Chf. Clerk to SCD	Milwaukee, Wis.	1	
Goudy, Porter	Mach. Helper	Ottumwa, Ia.	1		Foesch, Walter	Clerk	Milwaukee, Wis.	1	1
Green, J.D.	Conductor	Ottumwa, Ia.	1		Freitag, James H.	Police Dept.	Milwaukee, Wis.	2	
Hammond, E.R.	Chf. Clk. to Agt.	Ottumwa, Ia.	1	1	Glaser, Ernst	Clk. Store Dept.	Milwaukee, Wis.	1	
Hampshire, J.F.	Car Clerk	Ottumwa, Ia.		2	Hamann, Mrs. Edith	Clerk-Steno.	Milwaukee, Wis.	1	
Henson, Clyde	Sec. Foreman	No. English, Ia.	1	2	Hayes, John	Lieut. of Police	Milwaukee, Wis.	1	
Monaco, S.J.	Messenger	Kansas City, Mo.	1	1	Ireland, G.	Dept. Foreman	Milwaukee, Wis.	1	4
O'Malley, A.J.	Rate Clerk	Ottumwa, Ia.	1	1	Jones, Harold L.	Engineman	Milwaukee, Wis.	1	
Riley, Mrs. C.W.	Clerk	Ottumwa, Ia.	1		Kanies, Ralph, A.	Loc. Frt. Office	Milwaukee, Wis.	1	
Ward, C.L.	Bill Clerk	Ottumwa, Ia.	1		Keller, E.A.	Frt. Office	Milwaukee, Wis.	2	
Wittenmyer, Mrs. K.L.	Clerk	Ottumwa, Ia.		1	Kline, R.K.	Teleg. Acctnt.	Milwaukee, Wis.	1	
			8	9	Krause, Edward	Electrician	Milwaukee, Wis.	1	
					Lahm, F.	Appr.	Milwaukee, Wis.	1	
					Light, Mrs. J.A.	Yard Clerk	Milwaukee, Wis.		1
					Lofy, Joseph	Widow of Trav.	Milwaukee, Wis.	1	
					Lutze, Edward	Lineman	Milwaukee, Wis.	1	
					Masters, Clyde C.	Boilermaker	Milwaukee, Wis.	1	
					McLaughlin, Mrs. Harold	Sgt. of Police	Milwaukee, Wis.	1	
					Metzger, Delton	Car Dept.	Milwaukee, Wis.	1	
					Michalski, C.	Pass. Car Shops	Milwaukee, Wis.	1	
					Miskimins, Roy	Pipe Shop	Milwaukee, Wis.	1	
					Mulholland, L.L.	Carman	Milwaukee, Wis.	2	
					Myers, Jacob	F.S.I.	Milwaukee, Wis.	1	2
					Owsley, Robert	Carman	Milwaukee, Wis.	1	
					Pershing, Myrtle	Carman Helper	Milwaukee, Wis.	1	
					Pfaff, Frances	Freight Office	No. Milwaukee, Wis.	2	
					Pritzlaff, Elsa	Chf. Teleph. Opr.	Milwaukee, Wis.	1	
						Foundry	Milwaukee, Wis.	1	
						Dept.	Milwaukee, Wis.	2	
						Steamfitter	Milwaukee, Wis.	1	
						Tinsmith	Milwaukee, Wis.	1	
						Loc. Frt. Office	Milwaukee, Wis.	2	
						Mach. Hand	Milwaukee, Wis.	1	
						Hist. Recd. Clk.	Milwaukee, Wis.	1	
						Gen. Clerk	Milwaukee, Wis.	1	1
						Asst. Engineer	Milwaukee, Wis.	1	
						Air Brake Man	Milwaukee, Wis.	1	
						Locomotive, Dept.	Milwaukee, Wis.	1	
								50	9
La Crosse and River Division					Rocky Mountain Division				
Baker, Carl	Carman	La Crosse, Wis.	1		Athern, J.F.	Police Dept.	Deer Lodge, Mont.	1	
Blanchfield, E.C.	Rate Clerk	Merrill, Wis.	2		Bacon, C.C.	Conductor	Lewistown, Mont.	1	
Brave, Clarence	Station Force	Wis. Rapids, Wis.		1	Bertram, Henry	Warehouse Frmn.	Lewistown, Mont.	1	
Butcher, E.B.	Clerk	Oconomowoc, Wis.	1	2	Brautigam, W.E.	Rndhs. Foreman	Deer Lodge, Mont.	1	
Day, A.L.	Maintainer	Kellog, Minn.	1		Campbell, J.W.	Police Dept.	Deer Lodge, Mont.	2	
Dietz, J.H.	Car Foreman	La Crosse, Wis.	1		Davis, C.F.	Engineer	Deer Lodge, Mont.	1	
Draves, C.	Conductor	Milwaukee, Wis.	1		Dell, H.F.	Chief Clerk	Deer Lodge, Mont.	1	
Frazier, I.L.	Yard Clerk	Merrill, Wis.	3		Finkbinder, S.W.	Carman	Lewistown, Mont.	1	
Fries, J.J.	Chief Clerk	Merrill, Wis.	2		Foster, E.H.	Chief Clerk	Deer Lodge, Mont.	1	
Frye, M.J.	Cashier	Merrill, Wis.	3		Greetan, William	Clerk	Deer Lodge, Mont.	1	
Genrich, Herman	Shop Foreman	Tomah, Wis.	1		Haanes, C.	Roadmaster	Lewistown, Mont.	1	
Hanson, W.G.	Agent	Lake City, Minn.	1		Hansen, Mabel, V.	Stenographer	Butte, Mont.	1	
Karow, C.A.	Cashier	Winona, Minn.	2		Haugen, John	Equip. Mntr.	Butte, Mont.	1	
Karow, Mrs. Daisy	Exp. Clk. & Steno.	Winona, Minn.	2		Holmberg, Edith	Clerk	Deer Lodge, Mont.	2	
Kennelly, John	Machinist	Tomah, Wis.	1		Hopkins, E.L.	Operator	Deer Lodge, Mont.	2	
Kopacek, J.	Carman	La Crosse, Wis.	2		Hopkins, Mrs. E.L.	Wife of Operator	Deer Lodge, Mont.	1	
Larson, Leo	Carman	La Crosse, Wis.	1		Kester, Guy	Gen. Clerk	Lewistown, Mont.	1	
Miller, Mrs. W.H.	Wife of Sec. Ldr.	Poynette, Wis.	2		Kidd, A.R.	Shop Foreman	Deer Lodge, Mont.	1	
Ott, Cobert	Fireman	La Crosse, Wis.	1		Kirwan, P.L.	Conductor	Deer Lodge, Mont.	1	
Owecke, Harry	Rate Clerk	Winona, Minn.	2		Kummrow, F.K.	Car Foreman	Deer Lodge, Mont.	1	
Richards, Frank	Carman	La Crosse, Wis.	7		Marquette, F.F.	Conductor	Deer Lodge, Mont.	1	
Ruder, George	Warehouse Frmn.	Merrill, Wis.	2	1	Mentzel, John P.	Section Foreman	Drummond, Mont.	2	
Ruder, William	Trucker	Merrill, Wis.	2	1	Meyer, H.R.	Storekeeper	Deer Lodge, Mont.	1	
Singer, J.W.	Operator	Merrill, Wis.	1		Mundt, Ed	Car Foreman	Lewistown, Mont.	1	
Thomasgard, B.	Carman	La Crosse, Wis.	1		Newbury, Mabel	Clerk	Lewistown, Mont.	1	
Vaught, E.J.	Agent	Hubbellton, Wis.	2		Nummendor, C.A.	Asst. Supt.	Lewistown, Mont.	1	
Wheeler, Morton	Bill Clerk	Winona, Minn.	2		Plachta, F.J.	T. & T. Lineman	Lewistown, Mont.	1	
			47	5	Reuther, Ann B.	Rate Clerk	Lewistown, Mont.	1	
					Richardson, P.	Yard Foreman	Deer Lodge, Mont.	1	
					Rittenhouse, D.	Millman	Deer Lodge, Mont.	1	
					Roark, H.W.	Dist. Adjuster	Missoula, Mont.	1	
					Rock, C.E.	Brakeman	Deer Lodge, Mont.	1	
					Rose, E.M.	Carman	Deer Lodge, Mont.	1	
					Sawtell, J.E.	Janitor	Lewistown, Mont.	1	
			28	25					
Madison Division					<i>Continued on page 24</i>				
Agner, C.H.	Trn. Dispatcher	Madison, Wis.	1						
Blethen, W.W.	Stenographer	Madison, Wis.	2						
Coleman, James	Ret. Clerk	Madison, Wis.	7						
Dahnke, J.F.	Agent	Monticello, Wis.		22					
Day, Henry	Conductor	Madison, Wis.	2						
Haffery, Howard	Car Dept.	Janesville, Wis.		2					
Holcomb, C.	Conductor	Platteville, Wis.	1						
Kilian, A.M.	Chief Dsptrchr.	Madison, Wis.	2						
Kingston, P.J.	Conductor	Madison, Wis.	2						
Kline, O.S.	Trn. Dsptrchr.	Madison, Wis.	1						
Kurth, I.A.	Trn. Dsptrchr.	Madison, Wis.	1						
Lemanski, Frank	Dsptrchr's Clk.	Madison, Wis.	1						
McDonnell, W.J.	Trn. Dispatcher	Madison, Wis.	1						
Monahan, W.	Ret. Foreman	Janesville, Wis.	4						
Parkin, C.A.	Trn. Dispatcher	Madison, Wis.	2						
Sommerfeldt, B.C.	Rate Clerk	Janesville, Wis.	1	1					
Zelinka, L.	Operator	Edgerton, Wis.	1						
			28	25					

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Rocky Mountain Division—Continued					Twin City Terminals Division				
Scott, H.E.	Perish. Frt. Insp.	Deer Lodge, Mont.	1		Bornquist, I.W.	Car Dept.	Minneapolis, Minn.	1	
Sears, E.	Div. Mstr. Mech.	Deer Lodge, Mont.	1		Conway, E.F.	Capt. of Police	Minneapolis, Minn.	1	
Short, Laff		Lewistown, Mont.	1		Galbraith, Frank	Machinist	St. Paul, Minn.	1	
Strong, C.R.	Office Engr.	Butte, Mont.	1		Gallagan, J.J.	Police Dept.	Minneapolis, Minn.		1
Strong, J.A.	Carman	Deer Lodge, Mont.	1		Grun, J.S.	Asst. Chf. Opr.	Minneapolis, Minn.		1
Strong, Mrs. J.A.	Wife of Carman	Deer Lodge, Mont.	1		Hanson, Carl	Carman	Minneapolis, Minn.	1	
Tackmeir, Bern	Trucker	Butte, Mont.	1		Heim, J.E.	Boiler Shop	Minneapolis, Minn.	3	
Thompson, W.J.	Operator	Lewistown, Mont.	2		Kalberg, Julius	Chauffeur	Minneapolis, Minn.	1	
Ugland, George	Chief Clerk	Deer Lodge, Mont.	1		Lewis, A.G.	Police Dept.	Minneapolis, Minn.	1	
Vanderwalker O.C.	Conductor	Deer Lodge, Mont.	1		Luce, C.	Police Dept.	Minneapolis, Minn.	1	
Vanderwerken, S.C.	Ret. Machinist	Deer Lodge, Mont.	1		Lugow, J.C.	Clerk	Minneapolis, Minn.	3	
Vanderwerken, Mrs. S.D.	Wife of Ret. Mach	Deer Lodge, Mont.	1		McLaren, K.H.	Lieut. of Police	Minneapolis, Minn.	1	
Williams, C.E.	Trav. Engr.	Deer Lodge, Mont.	1		Mehofer, Walter	Car Inspector	St. Paul, Minn.	2	
Willoughby, F.E.	Wrecker Frmn.	Deer Lodge, Mont.	1		Moloney, John	Police Dept.	Minneapolis, Minn.	1	
Wilson, L.E.	Conductor	Deer Lodge, Mont.	1		Muir, I.L.	Sec. Stockman	Minneapolis, Minn.	1	
Woolman, A.A.	Electrician	Deer Lodge, Mont.	1		Nelson, B.F.	Loc. Frt. Office	Minneapolis, Minn.	1	
Young, T.J.	Conductor	Deer Lodge, Mont.	1		Neumann, William	Car Dept.	St. Paul, Minn.	2	
			56	0	Olson, Clarence	Car Oiler	St. Paul, Minn.	2	
					Penny, A.	Car Foreman	Minneapolis, Minn.	2	
					Pothen, Julius	Sheetmetal Wkr.	St. Paul, Minn.	1	
					Ryan, Winifred	Steno-Clerk	Minneapolis, Minn.	4	
					Sjoquist, Mrs. F.	Wife of Welder	Minneapolis, Minn.	1	
					Smith, S.H.	Clerk	Minneapolis, Minn.	1	
					Templeton, Allan C.	Clerk	Minneapolis, Minn.	1	
					Tunell, Charles L.	Loco. Dept.	Minneapolis, Minn.	1	
					Weir, F.R.	Police Dept.	St. Paul, Minn.	1	
					Wendell, Eloy	Carman	Minneapolis, Minn.	1	
								38	1
Seattle General Offices					Off Line Offices and Miscellaneous Group				
Barkley, A.H.	Office of Asst. to Trustee	Seattle, Wash.	4		Kalayjian, D.S.	Co. Doctor	Parker, S.D.	1	
Britt, N.C.	Purch. Dept.	Seattle, Wash.	1		Kelly, W.R.	Co. Doctor	Milwaukee, Wis.	1	
Crane, E.B.	Princ. Asst. Engr.	Seattle, Wash.	1					2	0
Gale, Elsie M.	Purch. Dept.	Seattle, Wash.	1	1					
Haley, D.A.	Asst. Car. Dstrbtr	Seattle, Wash.	1						
La Fortune, Valeria	Stenographer	Seattle, Wash.	1						
McElwain, W.Z.	Rate Clerk	Seattle, Wash.	1						
McGalliard, S.L.	Investigator	Seattle, Wash.	2						
Moen, A.J.	Asst. Engr.	Seattle, Wash.	1						
Nelson, Mildred	Steno-Traffic	Seattle, Wash.	1						
Pinson, J.F.	Asst. Engr.	Seattle, Wash.	1						
Reynolds, C.W.	Purchasing Dept.	Seattle, Wash.	1						
Reynolds, Frank D.	Telegrapher	Seattle, Wash.	1						
Ring, Lila	Clerk, Frt. Clm.	Seattle, Wash.	1						
Sanders, Mrs. R.C.	Wife of GFA	Seattle, Wash.	1	1					
Sanderson, C.E.	Vice-Pres., Milw. Land	Seattle, Wash.	1						
Smith, E.J.	Ret. Wrhsmn.	Seattle, Wash.	1						
Smith, L.W.	Asst. Supt., Tel. & Sig.	Seattle, Wash.	2						
Strassman, J.N.	Auditor	Seattle, Wash.	1	6					
Whatmore, H.R.	Adjustor, Frt. Clm.	Seattle, Wash.	1						
Zaradka, W.J.	Secy. to Gen. Mgr.	Seattle, Wash.	1						
			25	8					
Superior Division					KID SALVAGE				
Baldrice, Robert	Gen. Clerk	Iron Mountain, Mich.	2						
Brennan, J.M.	Storekeeper	Green Bay, Wis.	2						
Brundel, Dan	Clerk	Green Bay, Wis.	1						
Buechler, F.T.	Superintendent	Green Bay, Wis.		12					
Bundy, Otto	B. & B. Crpnr.	Green Bay, Wis.	1						
Goodell, A.R.	Agent	Lena, Wis.	1						
Grade, E.A.	Dispatcher	Green Bay, Wis.	2						
Johnson, Julia	Clerk	Green Bay, Wis.	2						
La Veau, F.J.	Agent	Republic, Mich.	2						
Lowell, V.E.	Dispatcher	Green Bay, Wis.	1						
McClellan, R.C.	Operator	Menominee, Mich.	1						
McLean, W.H.	Wrhse. Frmn.	Green Bay, Wis.	1	18					
Phillips, Mrs. J.B.	Wife of Time Revisor	Green Bay, Wis.	1						
Procter, W.E.	Switchman	Green Bay, Wis.	1						
Wisner, John	Fireman	Menominee, Mich.	1						
			17	31					
Terre Haute Division									
Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		9					
Kindred, G.H.	Agent	Seymour, Ind.		2					
Thunherst, Herman	Police Dept.	Terre Haute, Ind.	1						
			1	11					
Trans-Missouri Division									
Carlson, E.C.	Ticket Clerk	Miles City, Mont.	1						
Casebolt, J.M.	Sec. Foreman	Hettinger, N.D.	1						
Child, M.H.	Sec. Foreman	Bucyrus, N.D.	1						
Isaacs, William	Storehelper	Miles City, Mont.	1						
Klien, J.J. Jr.	Mech. Dept.	Mobridge, S.D.	1						
Nugent, Tom	Operating	Miles City, Mont.	1	4					
Olson, A.M.	Roadmaster	Mobridge, S.D.	1						
Score, John	Laborer	Miles City, Mont.	2						
Tripp, Mrs. O.B.	Wife of Agent	Hettinger, N.D.	2						
Warner, E.H.	Police Dept.	Mobridge, S.D.	1						
Wilke, A.W.	Police Dept.	Mobridge, S.D.	1						
Wilke, Clarice	Wife of Police Dept. Emp.	Mobridge, S.D.	1						
			13	4					

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

I&SM Division

East End

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



Harley Langdon, former special officer at Austin, has been commissioned a second lieutenant and while home on furlough visited at the office. He is being transferred from Fort Sill, Okla., to Camp Gordon, Ga.

Engineer Fred Peck advises his second operation was successful, and while he is still a patient at Kaylor Hospital in Rochester, he hopes to be able to enjoy some fishing in northern Minnesota the latter part of June.

Mrs. Healy, wife of Section Foreman John Healy, had the misfortune to fracture her arm in two places the evening of May 4 while getting the evening paper. The wind blew the door open with such force that Mrs. Healy was thrown to the sidewalk.

Received a nice card from D. L. "Skinny" Tallmadge, who is with a railroad battalion somewhere in Alaska.

Also a letter from Sgt. Ralph McCoy, who is with a railroad battalion stationed at Camp Claiborne, La. "Phono" says he likes it fine, but the weather is too hot. Wish we could exchange some of our cold weather for a little of that.

Engineer Roy Harrington and his wife visited in San Diego, Calif., about three weeks, where Roy's brother is stationed at the submarine base of the Navy. They returned May 9 and report "a wonderful trip."

Madison Area

Jim Gregerson
 Correspondent
 Warehouse Foreman
 Madison, S. D.



Norm Martinson has an extra gang putting in ties east of Madison. The manpower question has been difficult, but now Norm has things going so that the gang is getting in their quota.

Bud Hoisington of the roundhouse force is going to take the big leap June 2. You engineers better check to see that you have a full tank of water about that date.

The Service Club had a very good meeting the middle of April. Supt. Dodds and Lisle Young were guests. As usual, Sam Johnson got in the last and best story. For the second time Alfred Alme didn't get the jackpot because of absence.

Snap Lincoln, fireman, now stationed in Oregon, has written of some of his experiences. He is firing a boiler for the camp. He says no dust allowed and the brass must shine.

H. G. Gregerson, agent, had a heart attack while in church Sunday, May 9. He

is resting much better now but will have to spend a few days in the hospital.

Al Brakke, conductor, is in the hospital with a lame leg.

Dale Wilson, son of Oscar Wilson, was home on furlough from duties with the Navy. He is resting after contracting malaria during action in the Southwest Pacific.

Bill Green, son of Harry Green, roundhouse foreman, is home on a short furlough. He is now a bomb disposal officer. The job is all yours, Bill, for I haven't heard anyone say they would bump you off the job.

First District

L. R. Stokes, Correspondent
 Operator, Faribault, Minn.

Section Foreman Ed Reichow, Farmington, has decided to retire after 44 years of continuous service with the Milwaukee Road. Ed started work as section laborer July 25, 1899, and was promoted to section foreman Sept. 14, 1900, and continued in that capacity until his retirement May 3. His many friends wish him continued health and happiness.

Mrs. E. Sexter, wife of operator, Faribault, spent two weeks with son Lowell somewhere in the East. Lowell, formerly of the ticket office in Minneapolis, is now in the Navy.

Carl Soderholm, who has been acting as rate clerk at Rosemount, has returned to his home division at Red Wing.

John Moe, Jr., son of J. T. Moe, agent, Northfield, has been inducted into the Army and is stationed in California.

Don Sheehan, clerk in freighthouse, Northfield, passed out the cigars a couple of weeks ago. It was a baby girl.

Denton of New York. Katherine will be remembered as the daughter of A. M. Maxeiner, former agent at Lewistown.

Mrs. C. A. Nummerdor, wife of Ass't Supt. Nummerdor, won first in singles and second in doubles in the Ladies' Bowling Tournament. Mrs. M. J. Boyd, wife of Agent Boyd at Lewistown, won third place in the doubles.

W. A. (Walt) Storey, engineer, is reported seriously ill at the local hospital. We all hope for his speedy recovery.



Edward F. Reichow, section foreman at Farmington, Minn., who is retiring after 44 years of continuous service with the road. He has been a foreman since Sept. 14, 1900.

Rocky Mountain Division

Northern Montana Branch

Helen E. Matthews, Correspondent
 Lewistown, Mont.

Corp. Dan Grogan of the Coast Guard Artillery and his mother, Mrs. Neil Grogan of Butte, spent a few days in Lewistown visiting friends. Dan is the son of Night Chief Dispatcher and Mrs. Grogan of Butte.

Corp. Ernest Samuels, brakeman and son of Mr. and Mrs. Gus Samuels of the car department, was home visiting his parents and friends. Corp. Samuels is stationed at Pocatello, Ida.

Engineer W. E. Douglas passed away suddenly Easter Sunday. Bill was an engineer on the Winnett line for a good many years and was serving as chairman of the Milwaukee Service Club at Lewistown at the time of his passing. We extend our deepest sympathy to Mrs. Douglas, who resides at Lewistown, and to his daughter, Mrs. Dorothy Belote, of Brawley, Calif.

Oliver Porter, cashier at the Lewistown freight depot, just returned from his vacation. He visited with his daughter, Helen Gail of Chicago, and with Mrs. Katherine

Superior Division

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



Charles E. Betts, retired agent at Abrams, Wis., died on Mar. 4. William Schniess, retired operator at Chilton, Wis., passed away Apr. 15.

Our new trainmaster at Green Bay is Peter J. Weiland who has been transferred from Austin, Minn., to take the place of Trainmaster James M. Moudry who has been transferred to Portage, Wis. We had a farewell dinner for Jim at the Beaumont Hotel and presented him with a gift. We wish him the best of luck on his new assignment.

The new perishable freight inspector replacing Julius J. Neveu is Roy W. De Vriess from Hollandale, Minn.

Mr. Buechler had been on the sick list for some time, but is now back at work.

We have recently inaugurated trucking service on the Superior Division between Milwaukee, Wis., and Iron River, Mich.,

and it seems to be working out fine. This is under the supervision of R. B. Barry.

The food situation around Green Bay should be greatly improved this year with all the victory gardens especially with the one being planted by Chief Dispatcher J. T. Dinwoodie and Trick Train Dispatcher P. M. Maierle. They are going into it in a big way. Rented a big lot, had it plowed, and the spuds are just about all planted, but according to rumors, they will be a long time coming to the surface as they were planted with a spade.

Milwaukee Shops

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

Harold Montgomery
Correspondent



"Bobo" Engelke is figuring on a food shortage, or red ration ticket shortage, as he is now fattening up 30 Leghorn roosters. He also might go into the egg business with a few additions here and there. By the by, "Bobo" has a huge farm near Butler, Wis.

On May 1, Ernest North, locomotive draftsman, was commissioned a first lieutenant in a Railway Shop Battalion. Proud of "Our Ernie" being first of the office to be thusly honored, the M. E. dept. paid tribute in a body as H. G. Miller, mechanical engineer, gave Ernest a pen and pencil set and a "plaque of appreciation" signed by all the M. E. force. Best wishes and good luck, old boy.

A big farewell party for Lieut. E. North was a huge success and will be remembered for some time to come. Syl Lester, accordionist, and Art (Hot Lips) Schultz, "saxophonist," furnished the hot music. "June Bugs in May" made a big hit with those present. Ralph Midgley stepped in late and the party started all over again only this time as a farewell to Ralph who also was commissioned first lieutenant of Railway Battalion from the freight shop.

The 1942-43 Milwaukee Road Bowling League season came to a close with the test department Olympians as "Champions." Below are the final figures on roll off.

Test Dept. ("Olympians")

L. Voltz	156	179	174	509
L. MacAllister	197	160	160	617
L. Grant	177	119	173	469
W. Kilimann	196	160	157	513
H. Zunker	251	172	171	594
Handicap	111	111	111	333
	1088	901	946	2935

Blacksmith ("Sioux")

J. Kuether	160	168	136	464
G. Reichart	139	171	164	474
C. Rischmann	146	165	192	503
R. Baum	159	141	168	468
C. Kuether	286	188	165	639
Handicap	103	103	103	309
	993	936	928	2857

(Note the battle of "anchors" 251 to 286, 1st game.)

The "Olympians" proved their right to be in the roll-off by defeating the "Pioneers" two straight in their private roll-off as co-finishers of first place for second half. L. Voltz carried guns in this series assisted by W. Kilimann and Zunker. Al Jung and Lester Winding made up the rest of the winning team which was presented with an engraved league trophy. Business forced Capt. Al Jung out of town, but he hurried back to lead the cheering in the final game.

Newly elected officers for 1943-44 Milwaukee Road Bowling League:

President—H. J. Montgomery.
Vice-President—Walter Marshall.
Secretary—Art L. Schultz.

Howard H. Melzer has become a father. Yes, it happened May 6, at 7:27½ p. m. The new 8 lb. 6 oz. Richard James (and don't call him Dickie or Junior either) and mother are doing fine. At 7:30 p. m. Howard stopped in at the nearest milk depot and had the clerk mix up a "double malted" (Mag Lagried please note) to offset the terrific strain of the hard day. Candy and cigars were appreciated.

Allan Hanson, inducted into the Army, left for parts unknown Apr. 23. Sorry to

see you go, Allan, and best wishes from all go with you for good luck and safe return.

Ken Armstrong (not related to Jackie) again became a proud papa. A little brother for his daughter was born Apr. 19, weight 6 lb. 6 oz. Congratulations to the now "Armstrong Foursome."

Hank Kundert and John Schnell are back in the groove again after a 6 week siege. You can't keep a couple of good men down—long. Please stay away from John Hammill, the bell ringer, boys—Please!!

Lester Flegiel, our new ambulance driver and bill clerk at S.C.D., will take the matrimonial dive on June 12 here in Milwaukee. The lucky young miss is Arline Gosenheimer.

Clarence (Moco the Mag) Wellnitz, now taking over Gus Otto's (electrical foreman of car department) duties, was seen using some of that "black magic" over at a lawn bowling meeting of which Raymond Petrie is a leading member. Moco doesn't bowl but kept the party wide awake with his seemingly impossible line of tricks.

Joe Drinka has been appointed chief advisor to the new bowling president—a check mate for Octoberg Odegaard, chief advisor to the secretary.

Jack Armstrong's ball club went—plop! Thanks, fellows, for your offers to play, but the lack of a backer makes it advisable to set aside for the duration. "Jackie" will be seen in action in Shorewood this season pitching (not hay) in Business Men's League.

Visiting soldiers: Sergt. Dick Severson, Corp. Dick Schaeffer, and Corp. Joseph Klewein. Glad to see you fellows looking so trim.

Locomotive Department

John A. Macht
Correspondent

Office



Almost had a quarantine sign on the office door as Dorothy Pettel broke out in all sorts of cute little red spots. Glad to report Dorothy is now her normal color and back at work.

Everyone is wondering why Walter Foesch is walking around with that anxious look of anticipation on his face. Yes! he is expecting—a brood of chickens. He borrowed a hen from a farmer and put it to work immediately on about 15 eggs. Here's hoping he gets results.

Reuben Sjoquist, now located at Ft. Sheridan, dropped in the office for a visit looking quite dapper in his uniform, and says he oftentimes works 25 hours a day.

Patricia Ann Joyce has the honor of being the first girl ever to be employed in the roundhouse office at Milwaukee.

We are glad to report Machinist Helper Barney Kulinski back at work after doing his bit in the Army. He is over 38. We are sure the Army was sorry to lose him.

Machinist Apprentice Paul Marnell is the proud father of a baby girl, born May 14, weight 6 lbs. 9 oz.

Machinist Bill Roeming is now a member of the board of directors of the Locomotive Department Credit Union. The Credit Union is sure to benefit by his wise counsel.



Unit 13 of the Milwaukee Hiawatha Service Club supplements the work of the Milwaukee Victory Committee by regularly mailing copies of the "Green Sheet" section of the Milwaukee Journal to former employes from North Milwaukee station who are now in service. Each bundle contains issues for six consecutive days; approximately 40 bundles are sent weekly. L. to R. are: Bruno Kowalski, chairman of the unit; Martin Jos. Biller, general chairman of the Service Club, and Elmer Keller, secretary-treasurer of the unit.

Coast Division

Spokane and Inland Empire

George Flynn, Division Editor
City Ticket Office

Our latest employe to enter the armed forces is Brakeman L. M. Hanson.

Pvt. Claire P. Mason, Spirit Lake, who is now in a railway battalion stationed at Fort Wayne, Ind., spent a furlough with his wife and other relatives in Spirit Lake.

Agent C. B. Barrett of Tekoa, Wash., has been at Rochester, Minn., for a physical examination. Mrs. Barrett is acting as relief agent at Tekoa during his absence.

A large number of high school boys are being worked at several points on the division on Saturdays, Sundays and holidays, putting in ties, surfacing track and other maintenance work, because of the labor shortage in this area.

Chief Dispatcher P. L. Hays is still confined to his home on account of illness; his work is being handled by F. B. Beal.

Wade Hauser, head of the sheep department, Rath Packing Co., Waterloo, Ia., and formerly employed by our agricultural dept., called on many of his old friends of the railroad in this area. Mr. Hauser was on a sheep buying trip.

Shovel Engineer R. Ferguson has moved shovel 25 into Spokane bridge pit, and is loading gravel to make the grade raise at Omega, where high water was experienced this spring. With Operator Robert G. Randall in charge, shovel 35 has been unloaded at LaVista and is being used to ditch and widen cuts along Rock Lake, between La Vista and Kenova.

Shipments of sheep from the Columbia Basin country to the range in the mountains of eastern Washington and Idaho have begun; 20 cars were unloaded at Seasons, Ida., early in the month, and other shipments will be made soon to Manito, Wash., Setters, and other points in Idaho.

Seattle Terminals

Lois C. Moseley,
Correspondent, Office of
Assistant Superintendent



Hon. Jackie Warner, Mayor of Vantown (Van Asselt to you) has taken a longer stride to cover the territory that has given him increased responsibilities, as the blessed event of three additional tracks brings the capacity to approximately 550 cars. This is also keeping Asst. Chief Clerk Eddie Cartwright on the jump. Pat Angelo's extra gang performed the installation. Sam Wilson's contribution to Stacy St. yard is also in the way of an additional three tracks, and the general repair of switches, etc., keeps his department very much in evidence around here.

Knocking out a wall here, cutting in a door or two, new fluorescent lighting and yards of new linoleum is certainly doing things towards a bigger'n'better yard office for Chief Clerk Nordquist and crew. H. O. Bangs, general yardmaster, and J. S. Cole, car supervisor, are also getting a few wrinkles ironed out of their office. Looks right smart.

Jimmy Frazzini of the car department is still keeping the medical profession guessing. He is convalescing from his sixth surgical operation. Vantown isn't the same ol' place, Jimmy, so hurry back.



The "Olympians" from the test department in Milwaukee are the 1943 champions of the Milwaukee Road Bowling League there. The members of this top-notch team are, l. to r.: Lester Winding, Wm. Kilimann, Lewis McAllister, Leland Voltz, Alvin Jung (captain), Harvey Zunker (league leader—194 avg.), and Leland Grant.

With a graduating daughter to visit in Iowa and husband in the Army Air Corps in Dallas, Mrs. Grace Hamilton is definitely leading the "what's what" in vacations thus far, but let's not forget Asst. Yardmaster "Fibber" Hanley and his fish???

FLASH! Chief Clerk F. W. Rasmussen of the Seattle freight house and his charming wife have separated—but wait, we merely mean that Mrs. Rasmussen has removed herself from "that there" freight office to join the yard force pro tem.

We have a mighty fine ball player in our midst, folks, and you can watch for his name in the big leagues after this fight is over. He is none other than Yard Brakeman R. L. Hedington, third baseman for the Everett Pilchucks—Vessir!

Seattle General Offices

J. M. Wilhelm,
Correspondent, General
Claim Department



The writer was visited on May 1 by Marc Green, editor of this magazine, who notified him that he was to fill the brogans of E. H. (Eddie) Bowers as correspondent for the Seattle general offices. The task of matching Eddie's picturesque journalism seems rather huge; however, we'll do our derndest.

The buttons on the vest of Assistant General Attorney Thomas H. McGuire have been suffering from rather severe strain lately, and rightfully so, for Tom, Jr., age 19, a new member of the Army Coast Artillery, has gone to Virginia to report for his basic training. Young Tom should prove a valuable addition to our armed forces as he was doing exceptionally well at the University of Washington majoring in engineering.

Treasurer Sam Greengard's smile was a little broader than usual the other day when he stated the Seattle general offices alone had sold \$5,000 worth of War Bonds the first week of the latest bond drive.

Howard W. Sievers, son of Harry Sievers, chief clerk in the auditing dept., after spending a year and a half with the infantry on Guadalcanal, V-mails his dad he is living the life of Riley. He has recently been transferred to (censored) where he has been "luxurying" on thick juicy steaks, milk, fresh fruit, and vegetables. Sounds like Shangri La, eh wot?

We have been advised by Mrs. A. L.

Sedgwick, wife of our assistant real estate agent, now a major in the Army, that he has recently been stationed in North Africa and is having no end of amusement with their narrow-gauge tracks and equipment.

Activities of the month of April were highlighted by the annual Milwaukee Bowling Club banquet held May 26 at the Hungerford Hotel in Seattle. Your correspondent had the pleasure of being an occasional "filler-inner" during the season and was quite overwhelmed with the air of good fellowship among the members. After a five-course turkey dinner, Louie Wiegand, cashier at the local freight house, was honored for his loyalty and efforts expended in the Club's behalf and received a lasting round of applause which he so rightfully deserved, with John O'Meara, chief clerk in the traffic dept., doing the presentation. Both John O'Meara and Attorney Maurice Mumford displayed amazing versatility with a program of entertainment that will long be remembered. After the entertainment, speeches, etc., the club went to the Ideal Bowling Alley for one last fling, and had it not been for some elaborate heckling from the "gallery," your correspondent is sure that "Scoop" Breese would have walked away with top honors.

Miss Etta Lawrence, the latest addition to the general manager's staff (mentioned in the May issue) is making sure she is the baby of that family. She is now at home with the measles, and the boys have a bet on as to whether the next siege will be mumps or chicken pox.

L. C. Robinson, telegrapher in the Seattle relay office, has just returned from his best vacation to date. He and Mrs. Robinson left Seattle Mar. 31, spent a few days in Chicago and also surprised Mrs. Robinson's sister in Kansas City. Their main objective was their son Lawrence, a member of the Army Medical Corps stationed in Abilene, Tex., and he was one happy boy to see the folks.

Albert P. Chapman, Jr., 78, who was employed by the road for 54 years prior to his retirement six years ago, the last four years of which service period were spent as city passenger and ticket agent in Tacoma, passed away in Tacoma on May 6. Mr. Chapman learned telegraphy in 1881 and, after serving the road in minor positions, became city ticket agent in Chicago in 1900, remaining in that position until 1911. From 1911 to 1917 he was general agent passenger department at Seattle. He later was assistant general passenger agent at Seattle until 1926 when he went to Victoria, B. C., where he was general agent

until 1933; at that time he went to Tacoma as city passenger and ticket agent. He is survived by his wife and two sons, to whom is extended our sympathy.

Tacoma

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



We regret having to register the death of Ralph Bement, who was well known to many of the old timers as assistant agent at the local office, Tacoma, and later as chief yard clerk at Tacoma; he died very suddenly Apr. 25 at his home here of heart disease, from which he had been suffering for years. His wife, son Prentiss, and daughter Florence survive.

We also extend sympathy to the families of the following:

Sam Clayman of Tacoma, a passenger conductor on the main line, who died May 1; Joe Clark, retired blacksmith, who died Apr. 26.

Hope F. Achenbach, retired B. & B. foreman, who retired in March, 1937, passed away at his home in Seattle, Apr. 12, at the age of 77 years.

Albert P. Chapman, formerly city passenger and ticket agent at Tacoma, but retired from active duty six years ago, died May 6 at his home in Tacoma. He had been in the service of the line for 56 years; he was city ticket agent in Chicago when the line was built to the coast, and from 1911 to 1926 was general agent and then assistant general passenger agent at Seattle; in 1933 he came to Tacoma until he

retired in 1937. He reached the age of 78; he is survived by his widow and two sons.

Car Foreman W. L. Delancy has been at the hospital for the past few weeks; he is slowly recovering from a serious operation. Our heartiest good wishes for an early recovery.

Roundhouse Foreman J. E. Brady is still under the weather as a result of protracted illness; we hope he may soon recover his accustomed health.

Ray Fletcher of the store department and president of the Milwaukee Bowling League, has been ill for several weeks, but is now slowly improving.

Mrs. Amanda Stewart, a sister of Oscar Luna, former president of the Milwaukee Service Club at Tacoma, is now on the expense desk, relieving Mrs. Katherine Shea, who is seriously ill and has to undergo an operation. We wish Mrs. Shea an early recovery.

B. D. Wadsworth, operator at Chehalis, has been appointed agent at White Bluffs; his place at Chehalis was taken by Margaret R. Dreger.

Conductor Roy B. Craig, Sr., of the Coast Division, has been appointed trainmaster with headquarters at Othello.

Operator O. L. Wheeler, of the Tacoma relay office, has been appointed special representative of the superintendent, with duties assigned to the Hanford line, where a large federal project is now under way.

Maj. W. E. Cummins (formerly Captain) was a recent caller at the superintendent's office; he will be familiar to our readers as the former conductor on Nos. 15 and 16 at Spokane, but he is now wrestling with clearing delayed freight for overseas shipment—and doing a good job of it, too. His many friends here were

certainly glad to see him and to hear of his promotion.

Jimmy Irvin, the youngest telegraph operator on the Coast Division, will soon finish his term at the Stadium High School and will then be a candidate for the extra list.

Ernest Dahlquist and Miss Nell Allen are new employes in the superintendent's office, Tacoma.

E. J. Collins and Dave Stanley have retired from active service at the shops; we wish them a long and peaceful retirement.

Major Wilbur E. Roberts has returned from the war, having been released by the Army, and is now again engaged in the more peaceful occupation of the store department.

The store department bowling team won the second half of the bowling tournament, but then went against the coach yard bowling team, winners of the first half—and lost!

Local Freight Office and Marine Department

F. W. Rasmussen,
Correspondent
Local Freight Office



Stanley Holtum who has been working as freight inspector out of asst. freight claim agent's office for some time is back on his old job as chief claim clerk and his place in the general office has been taken by M. P. Cellyham.

Grace C. Rasmussen who worked as roadmaster's clerk during World War No. 1 is back with the railroad again, this time as a demurrage clerk in local freight office.

Harry Anderson of the bill room has been appointed as adjuster in helping out in handling the large volume of government business.

Miss Mildred Gist of the car desk took an airplane for Denver on May 4. We understand matrimony is the main reason.

Jewell Campbell, of the yard office and supt. transportation office, left a short time ago for Topeka, Kas., where he will visit his father and mother and his old home. Mr. Campbell's father is agent for the Union Pacific Ry. at that point. Jewell was confined to the hospital in Seattle for several weeks.

Lorenzo Fox, retired warehouse foreman, Theo Wahl, retired checker, and Jack Scanlon, retired conductor, all of Seattle, also Conductor Kinder, retired conductor from lines east, are all now employed by the War Department as guards.

New employes in the local freight office are Miss Isabella Morgan, who has taken a position as stenographer in the claim department, Miss Jean Morgan, and Miss Ida Disperati, who are employed in bill room.

Trans-Missouri Division

West End

Pearl Huff, Correspondent
Miles City, Mont.

Staff Sergeant Jos. Perschillo, son of Mr. and Mrs. Adam Perschillo, Miles City, who was wounded at Wheeler Field during the Jap blitz on Dec. 7, 1941, while performing meritorious acts of essential service, has been awarded the Purple Heart by order of Major General Willis H. Hale, Commanding General of the 7th Air Force. Then a private, Joe drove a burning tanker

A "Contrib" from The Interstate Co.

Operators of the Station Lunchrooms and Stands

EVERYONE is busy, the factories are humming with their huge task of producing materials for the use of our boys in their effort to make Adolph, Tojo and Musso cry "Uncle." Trains are speeding across the country, transporting men and materials to the places where they are needed—and what a job they are all doing!

We of The Interstate Co. seriously feel our responsibility and our part in the transportation system as we serve at the station restaurants a goodly portion of the away-from-home meals eaten by the railroad men. We have our problems. The "help" situation is critical since the restaurants as an industry have not yet been declared essential by the War Manpower Commission, and potential employes prefer to accept work in plants producing war materials rather than in restaurants. They fail to realize that the men engaged in war production must eat if they are to maintain their efficiency in the performance of their duties. The need is real, and the operation of the station restaurants is essential.

In this issue of the Milwaukee Magazine is an announcement which suggests how the "women-folks" can help in providing meals for the "men-folks." If you can spare any time from your homes either for full time or short hour work, you can aid in the war effort by assisting us in serving meals to your husbands and fathers.

Under the food rationing system invoked by the government to share the available food with our armed forces and our allies, the quantities allocated to the restaurants have been drastically restricted; in fact, we contend that the restriction is too drastic to admit of serving a sufficient quantity—particularly meats—to satisfy men engaged in such strenuous work. We have this matter up with the O.P.A. officials in Washington and hope that a supplemental allotment will be granted.

We welcome your cooperation in our part of this all-out effort to win the war at the earliest possible moment, and to retain the peace for this and future generations.

from the vicinity of others when one of the several gasoline-laden trailers caught fire during the attack. He detached the trailer from the tractor and left the burning trailer where the fire would not endanger the equipment. Joe's father is employed as a neiper in the shops at Miles City.

Sergeant Virgil Rask, stationed with the Engineers Battalion in Iran, has written his folks he is enjoying the life of the Army and is glad he is able to do something for his country. He is the son of Louis Rask, carman at Miles City.

Miss Florence G. Wright of Miles City, and daughter of Mr. and Mrs. W. W. Wright who recently joined the WAAC Branch No. 1 Army Administration School in Texas, will take a six weeks' course in Army Administration in the Stephen F. Austin State College.

Miss Mary Jean Ballentine, daughter of Mr. and Mrs. W. A. Ballentine at Miles City, and Miss Sally Marie Falkner, granddaughter of Mr. and Mrs. R. M. Douglass of Miles City, were elected to the National Honor Society this month at Custer County High School.

Mrs. Agnes Rowe of Washington, D. C., who for several years was secretary in the Agricultural Department, has been appointed secretary of the House Committee on Irrigation and Reclamation. Mrs. Rowe was formerly Miss Agnes Striker, daughter of Mr. and Mrs. W. E. Striker of Miles City.

Pvt. R. D. McEldery, son of Mr. and Mrs. C. H. McEldery, is attending Iowa State Teachers College, Cedar Falls, Ia., for a course of Army Air Force instruction, which will last approximately five months prior to his appointment as an aviation cadet.

Miss Wanda Esslinger, daughter of Mr. and Mrs. W. J. Esslinger, Miles City, was salutatorian of the 1943 graduation class, Custer County High School, having the second highest grade through the four year course in a class of 91. She is also a member of the National Honor Society.

East End

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



Mrs. Christine Carter, widow of Engineer Elden J. Carter, passed away suddenly from a heart attack on Monday, Apr. 19. The remains were taken to Luverne, Minn., for burial beside her husband.

We extend congratulations to Rev. Kenneth Shelley and wife on the arrival of a son on Apr. 22. Rev. Shelley works part time at the Moberg freight depot. And to Agent Albert Schweitzer and wife of Firesteel, S. D., on the arrival of a daughter on May 6—she has been named Kathryn Ann. We also congratulate Omar Maxfield on his well-deserved promotion to roundhouse foreman at Marmarth, N. D., succeeding Henry A. Wood, who was transferred to Miles City in March.

Friends we are missing from our midst are Engineer Roy Keating and wife and son Kenneth, who have moved to Marmarth where they will make their home.

We hear good reports of the improvement in the health of Conductor and Mrs. H. V. Wyman. They are spending some time with a niece at Janesville, Wis.

Dr. A. W. Spiry, chief surgeon at the Milwaukee Hospital, has returned from

Chicago, where he took a post graduate course at the Cook County Graduate School of Medicine.

Among our boys in service who have been home on a visit are Corp. Robert Clark and wife, at the home of his parents, Conductor and Mrs. L. W. Clark, and sister, Nancy Gay. Corp. Clark, formerly relief agent on the Trans-Missouri, has been stationed at Ft. Leonard, Wood, Mo., and is now being transferred to Oregon. Master Sergeant Claude Fisher, son of Engineer Adna Fisher and wife, is spending some time here while recuperating from shrapnel wounds incurred while serving as dive bomber pilot at Guadalcanal for three months. Sergeant Fisher gave a talk at our bond rally and some of his experiences were thrilling, to say the least. He enlisted in the Marines 17 months ago.

Owen S. Tripp, 18-year-old son of Agent and Mrs. M. A. Tripp of Marmarth, has been inducted into the Army and is now stationed at Fort Lewis, Wash.

Ray Slaughter, who enlisted in the Navy in January, 1942, has been released on account of poor health and is back at his old job again as storekeeper at Moberg.

LaCrosse & River Division

Second District

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

For the past nine years the depot restaurant at Wabasha has been operated by Mr. and Mrs. Christ Reister and their daughter Mabel. This restaurant has become famous over the division for its scrupulous cleanliness and excellent food, Mrs. Reister baking all the pastries, doughnuts, etc., and serving meals with a really "home-cooked" flavor. It was the only restaurant in Wabasha giving 24 hour service and was a popular eating place with the people of the community as well as the railroad employes. Due to the shortage of food supplies the doors were closed to the public on Apr. 15. However, the local railroad boys refused to allow the Reister family to leave without a testimonial from them. At six o'clock on the date mentioned they gathered in the dining room and were seated at one long table with Mr. and Mrs. Reister and Miss Mabel as guests of honor. A bountiful three-course dinner was served by Mrs. Pearl Bundy and Mrs. Floyd Reister.

Mrs. Reister and Miss Mabel were presented with wardrobe and overnight cases, while Mr. Reister's gift was a man-to-man remembrance. We are all sorry to have this fine family leave us. They will be genuinely missed.

In connection with the farewell of the Reister family, this correspondent has been asked to publish their thanks to the train and enginemen who patronized the restaurant; also a "thank you" to the brakemen on No. 58 and

Attention!

WIVES AND DAUGHTERS OF RAILROAD MEN

YOU can aid in the War Effort and assist us in serving meals to your husbands and fathers, and the men in the armed forces in our Station Restaurants, either short hours or full time.

See our local manager, or Write our General Manager,
Mr. V. E. Gronquist
Metropolitan Life Building
Minneapolis, Minnesota

The Interstate Co.

the operators at Red Wing and Wabasha who arranged and handled the lunch orders for that train.

We extend our best wishes for the future to Mr. and Mrs. Melvin A. McGoon who were married Mar. 6. Melvin is agent at Weaver.

Red Wing station is now in the "Hundred Thousand" class, the earnings of that station having passed that mark a month or so ago.

Carl Ellingson, roadmaster's clerk at Red Wing, is a busy man these days, what with the laying of the new track and his turnip



Here is the Lennox, S. D., section crew which was mentioned in the last issue as having subscribed, in the aggregate, 24.3 per cent of their monthly earnings for the purchase of War Bonds by payroll deduction. Their names are listed below, together with the percentage of his wages that each is subscribing.
L. to R.: Ben Stack, Sr., 18%; Claus Otten, 50%; Harm Stack, 12%; Howard Ben Stack, 16.7%; Clarence F. Ogden (foreman), 24.8%.

patch, otherwise known as a "Victory Garden." The maintenance of way department has taken to hiring high school boys and he states it sure is some job to keep them in line.

First District

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

I was a.w.o.l last month, getting acquainted with the insides of our local hospital while having my appendix removed. Back on the job, all I have to show for it is some nice cards and a slight case of nurse-i-tis. Five nurses are too many for one patient! I want to thank our Milwaukee Road Women's club for the nice basket of fruit.

Received some nice letters from Brake-man Jim Robinson, who is in Texas with the Air Corps and Herb Witt, Jr., with the Signal Corps in Missouri.

Old timers seeking Tom Bloomfield's sanctum at Portage—the "dog-house" or yard office to you—will be surprised to see how it has blossomed out with lockers for the switchmen and the new trainmaster's office now occupied by Trainmaster J. M. Moudry.

Veteran Conductor William Shafer, 75, retired, passed away at his home in La Crosse. His wife died some years ago. His son John is a conductor on the River division between LaCrosse and Minneapolis. He was a lover of the outdoors, fishing and hunting along the Mississippi. He was also the author of many articles and poems which were published in our magazine. We will miss him. The sympathy of our division is extended to his bereaved ones.

Chicago General Offices

Purchasing Department

Lurena Whidden,
Correspondent



If anyone is hunting up material for a best seller, all he has to do is visit the rationing board of Elmwood Park. Grover Doody, who is chairman of it, is certain that a book as popular as *Gone With the Wind* could be written on the mechanics of rationing. Little do we plain citizens realize what goes on behind those precious booklets; what a terrific amount of work is required to distribute fairly coffee, meat, gas, shoes (need we say more?). Just ask Woody or Mort Hammel. They can tell you the tragic side of it all (the lost ration book), or the comic side (the girl who thought that winking could solve her gas problem), or the headache side (exceptions and deceptions).

One late afternoon last week Frank Casey announced that at five minutes to five we would have our pictures taken. As the dead-line approached, there was a mad rush for mirrors, combs, coats, a scramble for chair positions, a few last minute adjustments, a settling of the expression (preferably a smile), and then—silence. The result is a very satisfactory group picture, which our families can use for reference when we rattle on at the dinner table that Ray Radicke brought us another bond today and that Milton Bennett said this and Jimmy Maloney said that, etc., etc., ad infinitum . . . Doody created quite a

BACK OF EVERY ACCIDENT IS CARELESSNESS, IGNORANCE or NEGLIGENCE



stir a few days later when he brought down the picture that was taken in 1936. The remarks ranged from rather personal observations to the general surprise at the small office force, and especially at the small number of women.

Edith Ritter and Evelyn Lundin keep their rubbers in the same locker. Edith's are size eight; Evelyn's size four. "Isn't that lucky!" cried Edith. "We certainly won't get them mixed up." A few weeks after that, Edith started to don her rubbers at five o'clock. "Goodness, these are tight," she complained. "My shoes must still be wet." It wasn't until she had reached Adams that she suddenly realized that the incredible had happened. She had put on Evelyn's size four rubbers.

When Carl Skjoldager found a little round chocolate cake decorated with silver beads and two toothpicks on his desk the day of his birth, May 8, he was told it came down from Milwaukee in the mail pouch. Surely Marian Gaddini didn't have a thing to do with it.

Two of our representatives participated in the Milwaukee Choral Club Concert Wednesday evening, May 12. Fanny Gooch, and Birdie Kuhn both contributed to the alto section. Unfortunately, Gussie Weinrich, another faithful member, was unable to appear, since she was recuperating from an accident. A taxi had hit her during lunch period a few days previously. Luckily, it wasn't serious, and we are happy to hear that she is coming along nicely.

On one of the coldest days of May, we nearly had spring fever, listening to Jeanne Goeltz tell about her week in French Lick. Tales of eating, sleeping, playing golf, dancing, and negro waiters gliding up and down stairs balancing trays on their heads, were all very relaxing. When we asked Jeanne if anything amusing happened she said that the only funny thing she could think of was her golf.

News from Everywhere

Frieda Henning and her husband have driven—yes, driven—out to California. Frieda sent us a post card May 7 from Bryce Canyon National Park, Utah, saying, "Never dreamed we had such beautiful country." Will she reach California safely? Will she see any movie stars? Will the gas hold out? Will the tires hold out? Don't miss the next installment of this exciting serial in next month's magazine.

The Range Finder School to which Bob Nordin was sent is in San Diego, Calif. From his letter of Apr. 25 we learn that "San Diego is a center of a mess of camps and stations, and if you really want to see something you should see the ocean of uniforms in Plaza Square on a Saturday night—wow—girls, here's the spot for you . . . The real Navy is out here, no dry land sailors . . . you either do—well, you always do anyway."

Pfc. Don Russo was able to leave Camp

Adair, Ore., for a fifteen-day leave this month. It was his mustache week when he dropped in to see us, and so he didn't look strange, even with the additional 20 lbs. which, incidentally, are an improvement. He explained that he shaves and grows his mustaches in order to disguise himself when he appears with different girls—dangerous business, we think. Dorrell Thelander asked him whether he wore his hat straight or cocked, and Don answered, "Cocked. The other way looks too much like"—and he gave the "Heil, Hitler" salute.

Two letters worthy of mention have come to us from Pfc. John Beton, still at Camp Carson, Colo. The first, written on Apr. 25, contained this interesting anecdote: "Guess who was out here yesterday. President Roosevelt and all his available staff came to visit us and give us the once over. My co. and two other co.'s were chosen as his honor guards and we sure felt proud to have him inspect us. He drove within 10 ft. of me and I really got a good look at him. He sort of had a grim expression on his face and not the usual smile and hat waving he usually sports. . . . Our tank destroyer outfit gave a demonstration of desert warfare and he seemed very well pleased with it. . . . After the inspection our battalion gave a parade in his honor and it was really terrific."

John is to be congratulated. His letter of May 8 informed us that in the latter part of June he will be sent to the University of Wyoming for further training. The only appointment which would please him more would be one to the University of Minnesota, since his girl friend lives only four blocks away. And he seems to think it's not too much to hope for!

Bob Reiter has been very uncooperative. After our glorious send-off last time he's still here! Every once in a while he'll look at the calendar and remark, "Well, I ought to make Memorial Day now." Maybe bidding him farewell keeps him with us—like carrying an umbrella when you don't want it to rain. We'll try it again. So long, Bob!

Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent

Did you know Don Malatesta has completely recovered from his recent illness and reports back to Toledo to continue his pilot training? Could it have been the nurses at Station Hospital, formerly Chicago Beach Hotel?



Our genial office boy, John Zielstra, has deserted us for the Navy. Good sailing, John!

The new draft regulations are beginning to take their toll. Among the first to be called for induction are: C. "Red" Spordler and Bob Kintader.

Just as the auditor of passenger and station accounts' office acquires some youthful glamor, we begin to lose some. Edna Krimberg, one of our new mail sorters, left on May 22 for Oklahoma to be near her soldier husband.

Art Freitag proudly wears a two-star service pin. Arthur, Jr., is in Texas and Edward is trying out for paratroops.

A word of praise for the Milwaukee Road Choral Club concert—it was grand and we're proud of Naomi Johnson's very lovely voice. More concerts!

Howard Smith flew in from Camp White, Ore., on furlough and Ed Pagoda was transferred to Pensacola, Fla., where he will receive his Navy Wings. We're certainly represented on both shores and with Geo. Wiegref and Gene Tuchalski doing desert duty we should have no fears.

What has happened to Lou Corsiglia, Hans Klemmer, and Del Morton? How about a card, fellows?

Charles Baker has arrived safely at an unknown destination. Jo thinks it might be Africa.

Doug Elder and Helen Aigner were wed on Apr. 18. We wish you both luck and happiness. For the present, their home will be near Camp Davis where Doug is working for his silver bar.

The WAACs have moved into Fort Brady much to Chris Rogers' delight.

Ralph Funck came in for a short visit before being assigned to sea duty, and Warren Prestes goes to New York to the Coast Guard School.

Car Accountant's Office

Harry M. Trickett
Correspondent



The Victory Club received letter of appreciation from Pvt. Stanley Scott at Camp Swift, Tex., for gifts received and stated he often thinks of his office friends. He requested the club send some cookies as his companions have a big treat out of gifts received by the other fellows.

"Kenny" Giblin has been promoted to sergeant in the Marine Air Corps., stationed at Cherry Point, N. C. He writes of his inability to secure a furlough; however, his name is near the top if any are issued. The more he sees of the big ships the better he likes the small ones, and he would like to get into a dive bombing or a torpedo bomber squadron and get some action, there being little excitement in camp. His father, who served in the Marine Corps during the last war, is now serving as first class petty officer in the Navy, stationed in Chicago.

Pvt. Gerard Nowakowski last reported that he would be sent from Ft. Sill, Okla., to another camp, but no further detail has been forthcoming.

The only donor to the Red Cross blood bank since last report has been Mrs. Bernice Harris on Apr. 24.

The desk of Loretta Brennan was decorated on Apr. 29, when her friends presented her with a table lamp. She was married on May 1.

Mickey Bartecki, formerly of our office, now living in Ft. Wayne, Ind., is the mother of a baby boy born on Apr. 29.

Mary Oehm received a medal from the Chicago Women's Bowling Association for high game of 230.

Two more hearts were made happy upon receiving their engagement rings, as Beatrice Olson returned from her vacation wearing her ring, and Honora Size received hers on May 11.

Clara Wood has been home on sick leave since Apr. 14.

Elsa Dornqwest retired on May 5. Pearl DeLaBarro, who has been on furlough since Feb. 15, is expected to return on June 1.

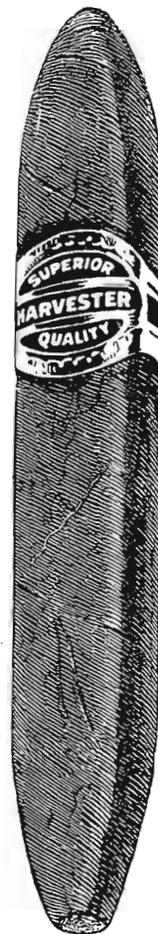
Are you writing to anyone in the service? If not, don't forget we have seven boys from our office serving, and they always welcome any local news.

You're in luck

Nowhere but in America can you buy as fine a smoke as a Harvester Cigar for only six cents. No wonder Harvesters have become an American institution! Try one yourself and see why.

HARVESTER CIGAR 6¢

"The Railroad Man's Smoke"



Auditor of Expenditures Office

Bernie Williams, Correspondent

Wedding bells are making an awful racket around the office this month. Jean Holzman is leaving the good old Milwaukee Road for Oklahoma to be an Army bride...just a USO girl at heart...Marjorie Kauppi is on the verge of a merge with the Army Air Corps, or, rather, just one of the A.A.C...you can't miss that solitaire, it keeps the fifth floor lit up all day long...The girls' bowling league has wound up the season and Jackie Kauppi's kegeling kuties took first place honors...Marge had high single for the year with a resounding 232...Katie Crowley proved herself a tiny but mighty money bowler by running off with the sweepstakes' No. 1 prize...just a couple of ringers...

Among several service visitors recently were Phil Sweeney, formerly of the payroll bureau and now keeping 'em flying with the Air Corps in California...Howie Smith, youngest member of the American Legion Pioneer Post, who has many friends in our office, came in to see us on his furlough from another war...Fred Miller, out of the paymaster's office, now situated in Valparaiso, Ind., for radio training in the Army, was another dropper-inner...Bernie Greenberg and Bob Wilson did return engagements, too...Bob is still on the high seas with that swell Navy we've got...meanwhile the fifth floor is at rest again now that Madelon Brennan's one and only finally got that furlough...

Although the situation is not fully cleared up, we have it on good authority that Trav. Accountant J. J. Buelting has finally taken that goat off L. V. Schwartz' hands...all damages and expenses have been taken care of...we don't believe there

was any truth in the rumor that John was seen exercising the goat outside a Terre Haute hotel...

Rudy Thoren, asst. bureau head of time-keeping bureau, has been hospitalized for a couple of weeks at this writing and his friends extend good wishes for a speedy recovery...

Ethel Clark of the bookkeeping bureau bid all her friends goodbye during May as she left the service of the company...

Dorothy Huseby is currently saying her farewells to her many friends from the old Milwaukee middle district office, Fullerton Avenue and D&SC offices...Dodo is leaving us to return to her home in Milwaukee...

We had some more boys leave for military service this month. Larry Botzon, paymaster's office, left for the Army...and we tried to help him on with a little good-bye gift...Dan Clinnin was another who is now in the pay of our Uncle Sam...

Freight Auditor's Office

J. A. Strohmeier
Correspondent



The freight auditor's office employees appear to be building something to be proud of in observance of the bulletin to refrain from unnecessary travel. Response when vacation news and plans are asked usually is: "Going no place; no vacation trip nor other pleasure trips for the duration."

Military wedding: Corp. Vernon Lindahl, accounting machine room, stationed at Camp Wheeler, Ga., and Miss Gertrude Zellmer, on Saturday, May 8 at 11 o'clock

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and

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Present Day

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FUSEE COMPANY**
Beloit, Wisconsin

Under all conditions and at all times,
T-Z Products give unexcelled service.

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
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T-Z Boiler Wash-Out Plugs

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are daily proving their merit.

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

at St. Roman's church, Chicago. Their home will be in Macon, Ga. The groom's father, Rudolph, has been an employe in office of auditor of expenditure for many years, and Vernon's mother is an active member in the Fullerton Avenue building Red Cross unit.

Navy Wedding: Harriet Nowak, local and interline balance bureau, and Robert Popelski, 2/c, at ten o'clock, morning of May 29, at St. Hyacinth's church, Chicago. Their reception was held at Central Park Hall.

Congratulations and every good wish to all of them from all of us.

University of Wisconsin news is that our Marty Griebnau, Navy Officers Training Corps, Madison, Wis., is one of their star athletes, star baseball player, a pitcher, his section leader, and an assistant leader in Wisconsin "U" athletics. Nice going, Marty.

All of us were shocked and saddened by the sudden death of William Lewis, interline bureau, on Apr. 12, at his apartment, 3600 Magnolia avenue, due to a heart ailment. The funeral was held Apr. 26, under the auspices of Paragon Lodge A.F.A.M. and interment was at Acacia Park.

Will was born at Shamoken, Pa., 54 years ago, and his first work was that of coal miner with his father at the age of 10. Served his country in the Army during World War No. 1, came to work in the freight auditor's office in 1919, and left for four months in 1920, to work on the farm of William Siefert, auditor freight overcharge claims. Returning, he first worked as a general clerk, then five years in company material accounts bureau, seven years as rate revising clerk, and eight years in the interline bureau. We extend sympathy to his relatives and hosts of friends.

Recent visitors: Marine Bob Damm, stationed at Randolph Street and the Lake, Chicago, was in on Apr. 26. Corp. Vern Noelting, accounting machine room, from Deep in the Heart of Texas, dashed through the place May 7, looking like a seasoned vet.

Corp. Jay Betts wrote to his dad, CTHSE accounts, that he likes army life and camp in Kansas, yet would like to get into active combat duty. Jay senior also tells of affectionate Mother's Day letters from all of his three sons in service to a thrilled mother.

Warren Burg, now a staff sergeant, North Africa, wrote to Pauline Fisher that although he is somewhere near Tim O'Meara, he hasn't seen him as yet.

Corp. Andy Duff wrote to Art Stevens, interline, that he is enjoying the company of new army friends at Camp Davis, N. C., that he will miss splendid letters from William Lewis and is grateful for items sent by interline bureau friends.

William Stern, assistant head clerk, review bureau, will celebrate his 25th anniversary as a Milwaukee Road employe June 3. Scheming indicates that there will be much new "cooking" for him, and some of it may be "Eggs for Yeggs."

Harry Meyer, interline, a recent visitor to New York, stopped at Syracuse, Roches-

ter, and Buffalo, and added new items to his collection of rare coins. He enjoyed the Buffalo Science and Art Museum, was delighted with a cordial reception at New York Metropolitan Museum and Chase National Bank. Don't start to talk to him about coins unless you have about four hours to spare.

Art Lindmark Moose has perked up his vocabulary since transferring from rate to interline bureau. At first he was censured as being a demoralizing influence among the elite, by giving vent to his exact thoughts about certain matters. After a series of adaptations he seems to manifest some improvement. He has begun to use a cooling off period, and even employs ebullient expressions such as "Effervescent Analgesic Sodium Acetyl Salicylate" with little or no effort, before "shooting the works." Such is the salutary effect of the good environment afforded by the interline bureau.

Auditor of Overcharge Claims Office

Marie Hotton, Correspondent

Last summer Cora and Bob Blackwell served many a Sunday dinner to Bob's young nephew, Joe Moffett, who was completing his mechanical training at the Navy Pier. This story has an unhappy ending, as on Monday, May 17, Bob attended memorial services at Olean, New York, for Joe, a third class aviation machinist's mate, who was killed in an airplane crash in Hawaii.

Another hole in the ranks—the departure of Jimmy Stamm for military service promoted Bob Dillon to the position of acknowledgment clerk.

Just like the frosting on the cake, we're saving the best for the last. Well, grab your hats, here we go. Yes, Stamm's in the Army now, GI haircut and all, and wants everyone to write to him at Fort Belvoir, Va. Fortune wasn't smiling on the day when Warren Yonker was inducted, for despite his assurance that he's strictly a landlubber, that is, swims only the length of the bath tub and gets seasick on the street car, he found himself the dazed occupant of a hammock at the Great Lakes Naval Training Station.

Once upon a time Howard Atherton questioned the poetic license of the Inquiring Reporter for referring to him as "bouncing in a jeep 'way down in Arkansas." It seems that Howard at that time didn't even rate a jeep. Well, he's bouncing in one now near Indio, Calif., and sharing his tent with rattlers and midnight marauders.

Quoting a letter from Jim Lynch, "and in regard to all that food that you folks don't get—well I finally found out where it goes. I get all of it." Under the stimulus of the seven-course meals which are served at the University of Chicago Radio School. Jim has gained another 10 pounds. Just listen to this: "All the milk, butter, coffee, cream, sugar and everything else are right on the table, and when they're empty all that I do is hold them in the air and a waiter fills them up again." Jim says that it's better than home cooking and, what's more, he's back to drinking out of cups with handles on them.

Library Notes

The immortal characters of Sam Dods-worth, George Babbit, Elmer Gantry and Ann Vickers are now augmented by the addition of Gideon and Peony Planish, Senator Bultitude and Winifred Marduc, who disport themselves between the covers

DELICACIES FOR THE TABLE

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of Sinclair Lewis' new best seller, "Gideon Planish." Step right up, ladies and gentlemen, and meet the philanthropic "organizer" Gideon Planish, Peony, his ever loving and calculating wife, and last but by no means least, the personage of the year, "Windy Winny, the Talking Woman," and all for only five cents a week at the Milwaukee Road Women's Club Library.

Chicago Terminals

Western Avenue

*T. A. Finan
Correspondent
Care of Yardmaster*



Earl Ewin, assistant foreman at Western Avenue, has been called to the colors as a captain of a shop battalion. Good luck, Earl.

Laundry Manager J. J. Taylor has been seriously ill at the Woodlawn Hospital but we are glad to report that he is now on the road to recovery.

2nd Lt. R. Crawford, former dining car waiter, and 2nd Lt. Wm. J. Walling of the commissary department, visited their former departments recently.

There are now 54 former employes of the commissary department in the armed forces.

John W. Davis, a former employe of the Milwaukee, passed away on May 8 at Franklin Boulevard Hospital.

Switchman John E. McAdams is seriously ill at the Lutheran Deaconess Hospital. We are all pulling for Max's quick recovery.

We are sorry to report the death of Engineer Spike Smith, who we reported as being ill in the last issue. Spike, after ending a long career on the Midwest Hiawatha, had been on pension for about one year.

Father D. Duffy, son of Yardmaster Mike Duffy, was ordained a priest on May 1, just a year after his brother, Father Robert, was ordained. Both Father Bob and Father Don are former employes of the Milwaukee.

We are happy to report that Forelady Mary Stancik and Coach Cleaners Sophie Ried and Charity Robertson have become 25 year vets.

Mrs. Isabel Constantine has returned to her former position as secretary to the division engineer after being away on leave of absence for some time. Pleased to have you back again, "Miss Currie."

Do any of our readers know of a former employe now in the armed forces who has not been receiving a copy of this Magazine regularly? If so, advise name and address immediately and we will arrange to have it sent to him.

Galewood Freight Station

*Louis J. Ippolito
Correspondent
Freight Office*



Some of the boys in service write that they are very much disappointed at not hearing from us. It has been our practice to start a chain letter, every one in the office adding a few lines, but for some unforeseen reason it has been discontinued. Won't someone start it again?

June, 1943

Miss Beda Seabloom has joined the WAACs, the first woman from Galewood to enter the service. After three weeks of boot training, she will attend Officers' Training School at Atlanta, Ga.

A new Bond Club was formed at Galewood Office. The committee pledges to buy two bonds a month. A drawing will be held after every payday, and the person holding the lucky number will be awarded a bond.

The first question asked by the new girls when Pfc. George Baine was home on furlough: "Is he married?" Upon being told he was, they proceeded to unglamorize themselves.

Many eventful and interesting stories were told by Dennis Zaboith and Ray Kropp, while home on furlough about their experiences in the Army.

Newly elected members for the Hiawatha Service Club for 1943 Galewood Yard No. 1: Arthur L. Kohn, chairman; William Bajori, secretary and treasurer.

When your correspondent took over these duties, he was promised wholehearted support from his co-workers, but thus far has been unable to get news from any of you. This Magazine is yours—and items sent to me will be published. Let's hear from you.

Bensenville

*Howard Lawrence, Correspondent
Assistant Superintendent's Office*

Word has been received from Mike Reynolds, a former Chicago Terminals employe of long standing. He is enjoying life to the fullest at Inglewood, Calif., the address being 710 South Redondo Blvd., in case any of you old-timers want to get in touch with him.

Staff Sergeant C. M. (Red) Waldron, for many years a switchman in Chicago Terminals, recently returned to Bensenville on a furlough, at which time he took unto himself a wife, the former Mrs. Olive Jones of Oak Park, Ill. She was a former school teacher at Bensenville. Red served in World War No. 1 as a Marine in 1917-18.

W. Birkholz, former switchman in Chicago Terminals, but now at Keesler Field, Miss., writes that he is rapidly adjusting himself to the rigors of army life and rarin' to go in earnest.

Charlie Moskovitz, previously employed as asst. chief clerk in the superintendent of terminals' office, dropped into town recently on a furlough. He is now a technical sergeant in an ordnance outfit at Camp Gordon Johnson, La., and from his appearance, army life is certainly agreeing with him.

I&D Division

Marquette-Sanborn

Our sympathy is extended to the M. E. Kelly family. Mrs. Kelly passed away May 1, 1943.

As this magazine goes to press we are very happy to learn that Marie E. Randall, division correspondent, is doing nicely after a very serious illness. The entire staff at Mason City wish her the best of luck on her road to recovery.

A new flag pole has been erected at the platform of our station at Mason City and now one more American Flag is flying above our city. It greets the incoming and outgoing passengers of the railroad, as well as whoever has occasion to travel down

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South Pennsylvania Avenue. It is a patriotic stimulus for more than 300 employees of the Milwaukee Road in Mason City.

Truman (Bud) Gravelie, formerly with the engineering department, visited the Mason City offices May 10. Bud just completed officer's training at Gainesville, Fla., was commissioned second lieutenant, and will be stationed at Atlanta, Ga.

Harold VonderLinde, machinist helper, Mason City, joined Uncle Sam's forces May 12.

Machinist Joe Fiala, Mason City, left May 4 for Fort Slocum for induction into a Railway Shop Battalion as second lieutenant.

Machinist Joe Shovein has received word from his son Bob, formerly employed in the Mason City roundhouse but now in the Merchant Marine, that his ship had been attacked but he was fortunate enough to come through with only a scarred hand. Here's hoping Lady Luck will continue to follow Bob.

Roy D. Lyman, yard clerk, received word from the War Department that his son Ora is now a prisoner in Italy. A few weeks ago Mr. Lyman received word that he was missing in action.

Charles Mason Barr, son of Engineer Mason Barr, arrived in Mason City May 12 for a visit with his parents. Charles is in the Navy and stationed in the Southwest Pacific. He made the trip by plane from New Guinea to Omaha.

Larry G. Wean, engineering department, is the father of a new baby girl born Apr. 30, named Poullette. Larry bore up very well.

Aldro Calvert, B&B carpenter who has returned from the Army, has now enlisted in the Matrimony Brigade—he recently took unto himself a bride and now he is taking orders from General Sally.

Robert Johnson, son of retired Conductor John A. Johnson, was recently a visitor in Mason City. He has just been commissioned a second lieutenant, and will be stationed at Camp Robinson, Ark.

We extend congratulations and best wishes to Mr. and Mrs. Oscar Larson. They were married Apr. 13 at the Little Brown Church, Nashua, Ia. Mr. Larson is our genial car foreman.

* * *

The quack was selling an elixir which he declared would make men live to a great age.

"Look at me," he declared. "Hale and hearty, and I'm over 300 years old."

"Is he really that old?" asked a listener of the youthful assistant.

"I can't say," replied the assistant. "I've only worked for him 100 years."

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to absorb horizontal shocks

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CHICAGO

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MONTREAL

Sioux City and Western Branch Lines

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

New arrivals—Robert Leroy Mang, 8 lbs. 12 oz., born in Sioux City to Train Dispatcher and Mrs. Wm. J. Mang. The cigars were wonderful.

Retired Engineer Philip J. Zimmerman is seriously ill in the Methodist Hospital at Sioux City, Ia.

Operator E. W. Harkrader is back on the job on third trick at West Yard after quite a siege of sickness. We are all glad to see Ed back on the job.

Engineer Christopher Mason Lillie of Sioux City passed away in his home Apr. 26 after a long illness. He was born in Reece, Kan., June 19, 1892, and had been in the service of this company since Apr. 22, 1916. Surviving are the widow, one son, and two daughters. A picture of one of the daughters, Yeoman 3rd Class Lucille B. Lillie, appeared in the "Front and Center" picture section of the May issue of the Magazine.

L. W. Miller, machinist helper at Sioux City shops for many years, has retired.

The war came close to home to Carman Omar Thibodeau recently when two robbers pointed guns at him in his grocery store and relieved him of his bank roll. However, one of the men was captured and is now in jail.

Coach Cleaner Warren F. Piatt will lend a sympathetic ear in the future to all safety first suggestions. He has just taken an extensive rest cure in a local hospital caused by his automobile falling on top of him while he was working on the chassis.

The youngest agent-operator on this division is Calvin Carroll, now working at West Yard, Sioux City, Ia., with a birth date of Mar. 7, 1926.

Sanborn-Rapid City

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

Mr. and Mrs. J. T. Maguire of the local roundhouse announce the marriage of their daughter Margaret to Pvt. E. A. Bell, of Sabula, Ia.

Conductor Gust Radloff of Sanborn, Ia., has returned to work after a year's illness.

Boilermaker M. Lang of the roundhouse has been confined to his home for the past six weeks with illness.

Paint Foreman Estil Nichols and wife have left for the coast for a visit with their son, Bob, who is in the Navy.

Yard Conductor M. Winters and wife are spending their vacation with their son, who is in the Marines and located at San Diego.

B&B Carpenter D. Long and wife are rejoicing over the arrival of a baby daughter, born the first of May.

Pvt. James Quinn has received his honorable discharge and has returned to duty at the roundhouse.

Pvt. O. Peterson, formerly of the roundhouse, spent several days furlough with his wife and parents.

Pvt. J. Waters is spending his furlough with family at Sanborn.

Machinist F. Moulton and wife received the news from their son that he received his wings from the Navy Air Corps and is stationed in Florida.

We extend our sympathy to Conductor F. J. Grace and family in the death of their daughter, who passed away after a short illness.

To Crossing Flagman Chas. Smith of

THE MILWAUKEE MAGAZINE

Mitchell, goes the honor of having four sons and two sons-in-law in the Army. His son George is located at a camp in Mississippi, Russel in Kentucky, and Arnold and Merle are overseas. Both sons-in-law, D. J. Hammick and L. Craven, are also in overseas duty.



F. E. Winston, a conductor on the Midwest Hiawatha, is the newly elected chairman of the Marion-Cedar Rapids Service Club.

Iowa Division

East End and Branches

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

Hannah Johnson, stenographer in the superintendent's office, recently celebrated her entry into her second childhood coming down with the three day measles, followed up with considerable after effects.

Mrs. A. Lowe, wife of Local Storekeeper A. Lowe, Council Bluffs, Iowa, died in a local hospital after a prolonged illness. The sympathy of the division is extended to the family.

Second Class Seaman Marion Hansen of Marion spent a ten-day furlough with his family. "Babe," before his enlistment in the Navy, was working out of Savanna as a brakeman.

Roundhouse Foreman Geo. Hennessey has returned to his home in Cedar Rapids and is recuperating after a serious operation at Rochester, Minn. To assist the recuperation, Mr. and Mrs. Hennessey received word from the War Department that their son, Lieut. R. Hennessey, who had been reported missing, was now a prisoner of the Japs.

Born to Warrant Officer and Mrs. C. E. Phillips, at St. Luke's Hospital, Cedar Rapids, Ia., a son. Officer Phillips is the son of Engineer C. E. Phillips, Cedar Rapids Yards.

Our little file clerk, Ida Harry, has been spending a couple of weeks in the hospital for an appendectomy and other running repairs. She should be able to leave the hospital soon, and after the convalescent period is over, we should again have all files under control.

Did you hear about the two from the mechanical department at Cedar Rapids who went to Oxford Jct. to look over the Diesel? They bought a couple of chickens (Rhode Island Reds) from a farmer to save their red ration coupons. The farmer tied the chicken's legs together and they were put in the trunk of the car for transportation home. They stopped at a local

cafe for a lunch; on their exit they found a large crowd gathered around the car admiring the chickens perched on the back of the front seat. These two fellows are still trying to solve the mystery how those chickens got out of the trunk and on to the front seat of the car.

Middle and West

Mrs. Mary Chubbuck, mother of Engineer I. J. Chubbuck, and widow of Engineer Frank Chubbuck, died recently at her son's home. She was nearly 90 years of age.

Boys in the Milwaukee family who are helping fight the present war who were home on furlough during the last month included: Staff Sgt. Richard Monthie from the infantry division in San Luis Obispo; Corp. Harold Little of the Air Corps from Lancaster, Calif.; Billy Jones, aerial photographer; Technical Sgt. Robert Dibbern of the Air Corps from Carney, Neb.; Tech. Sgt. Darrell Waters of Amarillo Field, Texas; Corp. Fred Starliper of Camp Shelby, Miss.; Howard Hanen of the Navy at San Diego, Cal.; Sgt. James Shearer of the Marines from Norfolk, Va.; Robert Schippers and Vincent Courtney of the Navy; P. F. C. Leo Nunn from the Army Air Corps at Sioux Falls, S. D.; Harold Noack, Seaman First Class, from Norfolk, Va., where he is working in the Coast Guard Paymaster's office; G. E. Cushman, Phm. 3-C, from the Great Lakes Naval training station; Lt. Richard Conway, Camp Barclay, Tex.; Dick Overton of the Navy; Kenneth Shearer of the Marines, who came from Alaska; and Gene Robinson of the Navy.

An Honor Roll is being prepared showing the names of the employees, sons, daughters, brothers, or other family members of employes on the Middle-West and Des Moines Division, to appear, if possible, in the Magazine. If any employe has a family member for whom the information has not been furnished, please send it to the clerk in care of chief dispatcher's office, Perry, to reach here not later than June 8. Want the list to be complete to that date if possible.

Hospital patients during the last month among the Perry railroad families included Switchman George Franks' wife, Engineer Walter Callahan, Air Cadet Royce Airhart with the Army Air Corps at San Antonio, Tex., Machinist Elmer Swanson, and Mrs. F. L. Hanner.

Car Inspector P. J. Slater and wife and daughter Rose Mary, went to Portland, Ore., in May to see Paul Slater, cook and gunner in the Merchant Marine who had a week's shore leave.

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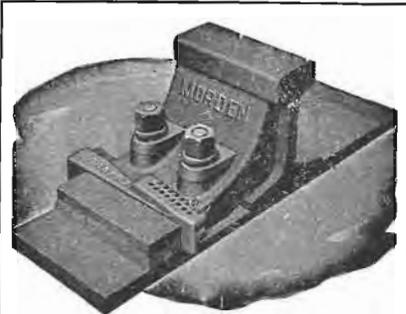
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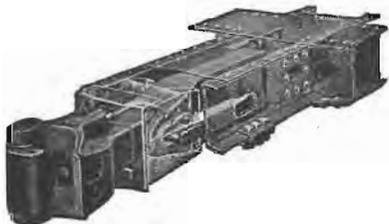
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COLUMBUS, OHIO
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Perry friends of the H. R. Meyer family were sorry to hear of the death of Mr. Meyer which occurred at Deer Lodge, Mont., May 9. Mr. Meyer was store keeper at Perry before being transferred to Deer Lodge. Burial took place in Quincy, Ill.

Maj. Donald Rait, of the Engineers, at Martinsburg, W. Va., came to Perry the forepart of May to accompany his mother, Mrs. W. D. Rait, to his home. Major Rait, whose father was an Iowa Division engineer, is in charge of the construction of a big government hospital in Martinsburg.

The April meeting of the G. I. A. to the B. of L. E. at Perry was an exceptionally important one as the meeting date was the 33rd anniversary of the organization of the division and several of the charter members of the division were present. The day was also the 38th wedding anniversary of Engineer and Mrs. William Young. As part of the program which followed the one o'clock luncheon, a group of the members arranged for the renewal of the wedding vows by the couple, the bride being dressed in her wedding dress and all members of the wedding party being attired in dresses, hats, and other finery taken out of their trunks and attics, which were the last word in style 25 or 30 years ago.

Engine Inspector William Barker, Sr., spent his vacation with his son, who is at Camp Crowder, Mo.

We presume Division Editor W. E. Failor will be too modest to tell of his recent experiences, but as an active member of the Linn County Bond Sales Committee he was one of the few to enjoy the luncheon with Henry Morgenthau on his trip to Cedar Rapids. Earnie also appeared on the WMT radio station programs a couple of times in connection with the bond drive.

Friends on the Iowa Division were pleased to learn of the appointment of Roy B. Craig to the position of Trainmaster at Othello. Roy, who is a brother of Conductor Charles Craig and a nephew of retired Conductor F. S. Craig, like many of the other officials who have gone up the line, started his railroad career on the Iowa Division.

Captain Vaughn Shaw, son of Engineer Ralph Shaw, had a ten-day furlough recently. Captain Shaw is with the armed

forces in England and during his leave visited many interesting places in Scotland. He visited with a Scottish couple who had at one time lived in Perry when he was at home attending high school.

Albert Barth has returned to his work in Perry roundhouse after having served with the armed forces for several months. Albert was released on account of being above the present age limit.

Awards and commissions issued by the War Department to boys of the Milwaukee family during the last month included: Army Good Conduct Ribbon to Corporal Frank J. Murphy, son of Mrs. W. T. Murphy. He is in the Panama Canal zone; second lieutenant's commission to Jack W. Conway, son of Mrs. John Conway. Jack is in the South Pacific area. His brother, Richard A. Conway, was also commissioned a second lieutenant in the medical administrative corps following his graduation from Officer Candidate School.

Eldon Gardner, son of Mr. and Mrs. Elmer Gardner, was commissioned a lieutenant following the completion of the course at the Officer Candidate School at Camp Benning, Ga.

D & I Division

Second District

Lucille Millar
Correspondent
Dubuque Shops



Our sincere sympathy goes to the family of Conductor Carl Grether, who died on Apr. 17 after a brief illness; also, to retired Engineer Dennis Schaffner and family in the death of Mrs. Schaffner on Apr. 5.

Locomotive Engineer Arthur Hennings has been confined to his home due to serious illness—our best wishes for recovery go to him.

All smiles was Conductor S. L. Lange as he boarded the train for California the other day to see his brand new grandson. (Stacey's report will be that it is the biggest, the brightest and the brainiest baby yet, yessirree!)

E. Carl Kreamer, A.R.M. U.S. Naval Air Station, Jacksonville, Fla., was home on furlough recently; also Corp. Ray F. Duehr, Saco, Me.

It was nice to tune in on Miss Hope Peck's lovely soprano voice over WSUI when she graduated from the University of Iowa on Apr. 25. Miss Peck is the daughter of Machinist Ray Peck at Marquette, Ia.

Now this is the story (as Gracie Fields would say) of a goat. This goat's place of birth was in the vicinity of Savanna, Ill., and when J. J. Buelting (of accounting fame) saw it grazing on cans removed from Division Storekeeper Schwartz' basement (which were set out for the Scouts to pick up), he (Mr. B.) knew it was just what Junior Buelting wanted. So he hired a keeper for it and decided since it was to make its future home in Chicago, it better be strong and tough before making the journey. Well, as the days went by the goat got strong, but taking care of it became tough for said keeper and as a result Mr. B. received the following message from Savanna: "Dear Mr. Beault: Your goat has eaten me out of house and home and is now heading for Savanna Ordnance Plant where ammunition is stored, and it would be bad for her digestion. Get it PDQ." (Junior is now the proud possessor of said goat and since she is a lady, put in

your request, kids! They'll have to be accounted for, you know.)
 Now that the African Campaign is over,
 And the Tunisia Battle won;
 We'll soon drop more of our "calling cards"
 On the Land of the Rising Sun.
 Then the "Star in the East" will shine again
 And Peace will reign once more—
 "God Speed That Day" is the prayer we shout
 From East to Western shore!

I TOPPED MY TEN PER CENT DEDUCTION FOR WAR BONDS. DID YOU?

First District

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

Congratulations to Mr. and Mrs. Martin L. Bardill (asst. div. engr.), Savanna, on the arrival of a son, Martin L., Jr., in Finley Hospital, Dubuque, on Apr. 23. We enjoyed the candy and cigars much.

We also had candy and cigars passed around again by "Grandpa" Whitney, janitor at Savanna depot, on the arrival of a grandson, Walter Welcome, on Apr. 30, so we think we fared quite well during April.

B&B Carpenter Edward Larsen, Kirkland, took unto himself a bride on Apr. 16, the former Miss Marjorie E. Kempter of Sabula—and we extend best wishes to them both.

Our military weddings are picking up: Sgt. H. Rain, son of Iowa Division Engineer John Rain, Savanna, was married to Miss Joyce Bodie of Savanna on Apr. 24. Sergt. Rain, who enlisted in the Marine Air Corps 14 months ago, is now with the ferrying command at Great Falls, Mont.

Delores Weaver, daughter of Iowa Division Engineer and Mrs. Fred Weaver, Savanna, became the bride of Corp. John Vincent of San Antonio, Tex., in a ceremony held in the First Methodist Church in Savanna on Apr. 21. Elna Swanson, daughter of Elmer Swanson, mechanical dept. employe, Savanna, became the bride of Cadet J. L. Nightingale in a ceremony at the post chapel in Monroe, La., the early part of April.

Pfc. Dorman D. Bowman, son of Switchman and Mrs. Dorm Bowman, Savanna, has been promoted to corporal at the Ordnance Unit Training Center, Flora, Miss.

Pfc. Walter Savage visited with his parents, Conductor and Mrs. Geo. Savage of Savanna, during the early part of May. Walter is proof technician in the aviation armies section located at Aberdeen Proving Grounds, Md.

Yard Clerk A. J. Cush, Savanna, attended the national convention of the Brotherhood of Railway Clerks, held in the Jefferson Hotel, St. Louis, Mo., during the week of May 10.

It is with sincere regret that we report the passing of two of our Milwaukee veterans:

Retired Engineer Wm. F. (Spike) Smith, whose death occurred in St. Ann's Hospital in Chicago on Apr. 18. Mr. Smith entered the service Nov. 13, 1889, as a fireman, was advanced to a locomotive engineer on Dec. 9, 1897, and retired on Apr. 30, 1942. Up to the day of his retirement he piloted the Midwest Hiawatha between Savanna and Chicago from the time of its inauguration. Captain of Police G. Layton attended the funeral services held on Apr. 20 in Chicago.

William Chipman, retired yardmaster at Savanna, died in Jane Lamb Hospital, Clinton, Ia., on May 1, following a major op-

eration performed the preceding Tuesday. "Chip," as he was known by the railroaders in and around Savanna, served as general yardmaster at Savanna for many years and started a good many of our present railroaders out on their careers as yardmen at Savanna. He retired about five years ago following a service of more than 50 years. A nephew, Geo. Correll, is switchman and extra yardmaster at Savanna.

* * *

"I hear, Uncle Walsh," said Doctor Brown, "that all your folks have the itch."

"Yas suh, Doctah," replied the old darky, "de good Lawd has done fllicted we-all dat way."

"And are you doing anything for it, Uncle?"

"Oh, yas suh, Doctah, yas suh."

"What are you doing?"

"Why suh, Doctah, we-all is scratchin'."

Madison Division

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

H. A. Roeber, electrician with the car department at Madison, has been appointed air conditioning expert on trains Nos. 15 and 16 between Three Forks and Deer Lodge.

Ticket Clerk Frederick Liegois and Miss Mary Hoemke of Madison were married May 1 in the Hunt Chapel of Christ Presbyterian Church, Madison. The newlyweds took a honeymoon trip to Seattle, Wash., to visit Captain and Mrs. F. W. Liegois, formerly of Madison.

Dan DiLoretto, warehouseman, Madison, left for the Army on May 11.

Sgt. Don Allemang, son of Engineer and Mrs. Cash Allemang, has returned to Sacramento, Calif., after spending several days in Madison.

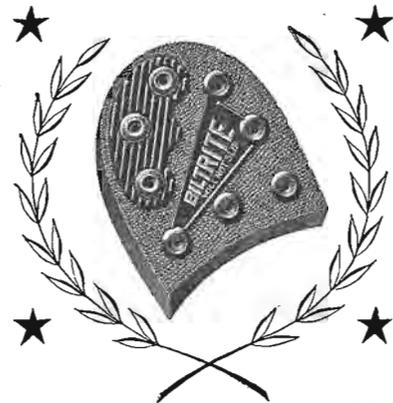
Sgt. Karsten Oldenburg, former Madison Division brakeman, spent a short furlough with his mother in Madison.

Mrs. Fred Bird, wife of Engineer Bird, passed away at a Stoughton hospital on Apr. 21. Sincere sympathy is extended to the Bird family.

Chief Clerk and Mrs. B. M. McNulty of the freight department, Madison, are receiving congratulations on the arrival of

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their first grandchild—a son born to their son James and wife.

Conductor and Mrs. Myron Welty, Madison, have gone to Gainesville, Fla., to visit their son, Sgt. Robert Welty, former Madison Division brakeman.

Engineer Charles Dorn has returned to Madison after spending some months in California to regain his health. Charlie says he is much improved.

Trackman and Mrs. Chas. Anderson of Lone Rock have received official notification from the War Department of the death of their son, Pvt. Evans E. Anderson, in the North Africa battle area. Private Anderson was employed in the track department before enlisting in the Army. The Andersons have three other sons in the service—Charles, who is somewhere in North Africa; Homer of Camp Rucker, Ala., and Milford of Fort Knox, Ky. We extend our deep sympathy to the Anderson family.

Kansas City Division

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

Keeping in pace with the rest of the nation, Ottumwa went over its quota in the recent Red Cross war fund drive. Milwaukee employes contributed \$607 through donations collected by the Service Club committee, while a large number of employees made their contributions through churches and other organizations, which perhaps reduced the Milwaukee Road total about \$200. It is hoped that in the future, all Milwaukee employes and their wives will keep in mind that in any drive, such as the Red Cross, U.S.O., Community Chest, etc., the road, as one of the largest industries in Ottumwa, is always requested to make solicitations among the employes, is credited with the amount collected from the employes, and its standing in the community as a contributor to any such drive is based on the total amount contributed.

Having contacted all news stands in the city and the principals of the various city schools for current magazines; also, soliciting among many friends and acquaintances for discarded up-to-date magazines, Mrs. D. E. Chambers now has a transportation problem to solve. All magazines must be collected and with the gasoline shortage it is a little difficult to accomplish the collecting. Mrs. Chambers personally distributes the magazines to the service men, as a courtesy of the Service Club. She has not heard from her son Jack since last March; he is with the Marines somewhere in the combat zone.

With regret we announce the death of

William Shea, retired maintenance of way engineer, which occurred in the University Hospital in Iowa City on May 13. At the age of 17 he entered the service of the Milwaukee, rapidly progressing to positions of responsibility and in 1884 supervised the building of the railroad from Cedar Rapids to Ottumwa. Since his retirement on May 1, 1941, he had been on his farm in Blakesburg, raising fine cattle.

Our sympathy to Mrs. Sarah Porter, Hedrick, Ia., mother of Section Foreman Frank Porter, who died at the St. Joseph Hospital in Ottumwa on Apr. 16, after being taken seriously ill about 11 p. m. on Apr. 15. He was section foreman on the Kansas City Division for 30 years and for the last eight years had been at Hedrick. He is also survived by a son in Chicago and two daughters in California.

Section Foreman R. G. Scott and wife spent a very interesting vacation in the early part of May on the ranch of an uncle of Mr. Scott's in Ft. Collins, Wyo.

Word has just been received by Merwin L. Taylor that his brother Clifford has been promoted to corporal in the Medical Corps, Ft. Meade, S. D.

After eight weeks of training at the University of Missouri, it is now Donald H. McDaniel, 2nd class petty officer and 2nd class motor machinist (Diesel). After spending a short furlough with his parents in Ottumwa, he left on Apr. 20 for San Francisco. Since arriving there, he has been transferred three times and writes that every change necessitates hunting up new buddies.

We learn that Pvt. Thomas Lancey has recovered sufficiently from injuries sustained while out on maneuvers in February to get back into actual service and is now in Arizona getting desert training.

Violet Ayers, daughter of Engineer Howard Ayers, Ottumwa, is the second young lady from the city to enlist in the women's reserve in the U. S. Marine Corps and is awaiting a call to active service.

Twin City Terminals

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

For many months past we have almost daily heard the tramp of marching feet while the flower of our American manhood in large and small groups made their departure for the various army camps and naval stations. We have walked down the station platform with a son headed for the Marine Corps base at San Diego, and notwithstanding that at first it seemed that this was the last long mile, that feeling was soon dispelled by the enthusiasm and buoyancy of our young warrior who was making his entrance into the great struggle. Needless to say, we have been following his career with a very close personal interest since that eventful day.

These boys and young men have all appeared to be very conscious of the very important part they are to play, and we have admired the fine spirit they have shown and the eagerness with which they sprung into the fray.

Just recently we were treated to a new thrill when looking from our office window we witnessed about 150 young women making their departure for the WAAC training camp at Des Moines. It was a colorful array of blondes, brunettes and red haired Amazons that marched between two lines of proud parents, relatives and friends, and about the only difference that we were able to observe between the departure of the

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WAACs and the service men was the type and size of their baggage. Whereas the service men each carry one small bag, the WAACs, running true to feminine form, were each carrying one large and one small suitcase, and each one tripping along with none of the heavy tramp of marching feet but with light hearts such as you might expect to find in a group of girls going on a vacation.

We trust that we may have the extreme pleasure of witnessing the homecoming of this victorious young army when they return from the war, and that will be the dawn of a better day for them and all of us.

We can hasten that day by our continued purchase of War Bonds.

Minneapolis Local Freight and Traffic Departments

Kay Jiran, Correspondent



The Milwaukee R. R. Bowling Team closed a brilliant season on Apr. 7, but news of results didn't get under the wire in time for last month's issue. The team, composed of Newcomb, Laird, Beringer and Primesberger, tied for first place in the Railroad League with the MN&S team. Our boys had the highest single game total for the year, and also the highest three-game total for the year. Prizes were awarded at the annual banquet held at the Andrews Hotel on Apr. 8.

Vernal Boline, who, prior to his enlistment in the Army Air Force in Apr., 1942, was employed in the Minneapolis freight house, recently flew to Minneapolis in the course of his regular training and enjoyed a short furlough with his mother, incidentally taking advantage of the opportunity to call on his old friends at the freight house.

"It's a boy"—this was the statement accompanying the cigars that Darrell Newcomb of the traffic department so proudly distributed last week. Jack Wynne Newcomb arrived on May 4.

They've done it. The traffic department finally up and moved out of the Metropolitan Life Building after being there so many years it was getting to be a tradition. The new offices are located on the 15th floor of the Rand Tower. They're in the "Club District" now, but they haven't gone high-hat. If your stomach can stand that long elevator ride, go up and take a look at that beautiful view from the new office windows.

Emmett Keenan, former freight office employe, wrote a note to each of his former fellow workers the other day. Emmett is now with the Navy. He hopes he will be home on furlough soon—so do we.

Myrtle Henry of the traffic department is wearing another pearl in her bowling emblem—incidentally, this is her second, and

it is her reward for bowling scratch all the past season.

A V-Mail from Marine Corporal Robert Guyer, former Minneapolis bill clerk, tells us that he is somewhere in the South Pacific. I quote part of Bob's letter:

"We are somewhere in the South Pacific. We felt a little sea-ridden or something at the end of the voyage, but we met with a pleasant surprise at the pier. The local folks were right down to meet us with a brass band, which hopped up our morale most points. The people are about the most hospitable in the world and I like the place a lot. We have a perfect little camp out here. Everything is very informal, of course, and the luxuries have been left far behind. We depend on American canned goods to keep us well fed but we are doing plenty of eating. We had a baseball game out here this afternoon and a couple local lads watched us wide-eyed with amazement. They are trying to arrange an exhibition game by our boys in the small settlement this weekend so all the other folks can see the mystifying game. These people would give their shirt to help us and they are surely fine folks. They have never seen Americans before although they have seen some of the American movies and stand in amazement at our country."

Marvin Bacher is back to work after quite a siege with a bad leg. Mr. Bacher works in the freight house.

The major part of the remodeling of the Local Freight Office is now completed. We have new floors and cabinets and a complete paint job—to say nothing of our new archways and a new cage for Elizabeth. Lest that be taken wrong maybe I better remind you that Elizabeth Hessburg is now assistant cashier at the local freight.

South Minneapolis Shops and Coach Yard

Oriole M. Smythe, Correspondent
 Car Dept.

Spec. 3/c Ernie Benson of U. S. Coast Guards (formerly of the heavy shop crew) but now of Brooklyn, N. Y., writes the weather is beautiful and the girls are all lovely. However, he does plan to spend his coming furlough with the folks in Minneapolis. Pvt. F. C. "Ozzie" Nelson with Evacuation Hospital overseas tells of the big job they are doing mending boys and that he works 12 hours a day and seven days a week—no time and one-half for overtime, of which there is plenty—but doesn't mind as the comfort given the injured lads compensates for the work. Pvt. Gerald Hollingsworth now on maneuvers near Nashville, Tenn., hopes to meet Pvt. Edward G. Ryberg from Camp Gordon Johnston near Tallahassee, Fla., for a talk—moving towards same maneuver area. Newest inductee from car dept. ranks was Car Cleaner Frank Preiner on May 17.

"Welcome back to work" greeted Ella Siegler, personal stenographer, who was

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home ill for past month. Machine operator Andrew P. Johnson was back on the job May 1, following an arthritis siege of two months. Lt. of Police George Beguhl is happy to be at work after a month's illness in the hospital. At present, Car Cleaner Frank Surovick is very ill in St. Mary's Hospital and his friends hope for an early recovery.

Sympathy is extended to surviving relatives of the following deceased employees: John P. Olson, carman at So. Mpls. shops over 30 years, who died on Apr. 14; Ludwig Flor, carman in heavy shop for over 25 years, who passed away on Apr. 24; also Mrs. Thos. Nee (wife of train yard inspector) whose death occurred on May 4.

South Minneapolis Locomotive and Store Depts.

Katherine McBride
Correspondent



Fortunately your correspondent looks well in green—which shade has tinged her complexion through the tough period Apr. 22 through May 9, when Cupid was throwing little darts all over the place, violets bloomed in snowbanks, and even the clock stopped work to watch. Yessir, Love walked in, thinly disguised as one army sergeant and one marine pilot corporal, and their respective fiancées, Lorraine Kline and Winifred Ryan, had to be frequently revived from deep swoons. Winnie got her sparkler the night of May 28, and rushed home to Aberdeen to show Mama—apropos the diamond, Safety Engineer Medinger has ruled she has but two choices—either to buy dark glasses for the rest of us, or put blinders on the ring.

Shop Superintendent Riccius, in Abbott Hospital at this writing pending operation, had the additional misfortune of catching his arm in an elevator door, and the arm is causing him considerable discomfort and anxiety.

Some wounded serviceman is surely going over the top when he gets a slug of Kline-Zinn blood—Lorraine and Emma unloaded a pint at the Blood Bank May 8, and have another appointment in two months. Winnie Ryan, Bertha Burge, Thelma Huff, Norma Fulks, and your correspondent are dated for May 25.

Sundays constitute a postman's holiday for Agnes Robertson who can't seem to get away from the railroads—she spends four morning hours at the GN Depot in Canteen service, Red Cross.

Our deepest sympathies are extended to the family of Harry Meyer, Deer Lodge storekeeper, who died suddenly May 8.

Grandpappy Paul Kronebusch says it's an 8 lb. boy for his daughter in Seattle. And I'd swear Paul wasn't a day over 25!

Allan Templeton writes from the Vets' Hospital that his operation was most successful, that he watched same in reflection of overhead lamps and feels reasonably sure he could now perform the same operation himself. Expect him back on the job about June 15.

Glad to see Axel Peterson back on the job. He was down with pneumonia for two weeks in May.

Final season bowling record for Otto

THE MILWAUKEE MAGAZINE

Neuwirth—average 173—high game 240. Otto rolls with his VFW Post. Nice going.

Second Victory Dance

Agent Tim O'Connell handled the ticket distribution for the dance—a nice job. Fortunately the O'Connell-Messicci combine don't know their own strength, or the railroad would be minus two big-time promoters.

Found

A soul who shuns publicity! So by special request we won't mention his name—but want you to know he's the same laddie who called all the Old Time dances for the Service Club's First and Second Victory Dances, and incidentally sold 157 tickets for the latter!

How Goes the Battle?

The locomotive department yielded the following men to the armed service: Army—Ralph Morse, boilermaker helper; Carl Kerner, boilermaker apprentice; Russell Nelson, machinist helper; Tracy Page, laborer. Navy—Harold Foss, blacksmith apprentice; Emil Korinek, electrician helper; and Officers Hotzfeld, Moe, and Hallenberg.

For all the months of preparation, Lt. Bill Hotzfeld was running around here on the eve of his departure shoeless, (from the GI standpoint), but from the ankles up, to all appearances a full-fledged officer. Major John Moe, Lt. Art Hallenberg and Bill are now making like officers at Camp Slocum, N. Y. Bill writes the food and fittings are tops.

Warrant Officer Art Sorensen is the Oh So Proud father of a baby boy born Apr. 28 and christened James Arthur. Art maneuvered a ten-day leave for the occasion. Corp. Berman Fairbanks, Army Hospital, Idaho—to Bill Creighton: "I jumped out of a ship and the door hit my leg. Can't walk yet and it has been two weeks since I hit the door . . . I'm an instructor engineer on a B-17 . . . Some of us fly 60 hours a week . . . Now I'm sweating out my wait until I can holler 'Roger,' meaning 'All OK' . . . Andy Devine just walked in so I'm going to get his autograph for my kid sister. You know, he doesn't sound at all like he does in pictures." Incidentally we understand from Berman's mother that his hands got pretty banged up and letter-writing is arduous for him. Anything the matter with our hands?

Pvt. Les Soderman had a 14-day furlough from Louisiana heat in May, and paid us a visit. Looks considerably more rested and rotund than when inducted in Dec., 1942.

The only real complaint our servicemen seem to hold unanimously is a restlessness to "get going." It's a good healthy gripe, boding well for Uncle Sam. May the same spirit motivate us Home Fronters as we Keep 'em Rolling!

Minneapolis General Offices

Kitty Carll, Correspondent

M. T. Skewes, train rules examiner, is home after a two weeks' sojourn in St. Luke's Hospital, Aberdeen, where he was taken when suddenly stricken with an attack of pneumonia while en route to points west.

Robert W. Barry of the engineering department was inducted in the U. S. Naval Reserve.

Lieut. D. J. Hennes, formerly of the signal department, now in the Signal Corps, returned to school at Fort Monmouth, N. J., after spending a ten-day leave with his parents.

Sorry to report the death of William Freeman on May 17, husband of Ella Freeman, matron in the depot.

The stork left a baby boy at the home of

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LONDON



Part of the group in attendance at the May Dance which was sponsored by the St. Paul Service Club on the night of May 1.

Frank Quirk of the superintendent's office, and a baby girl at the home of E. Hatch, special guard.

Leroy F. Travis has been released from the Army and is back on his job as special police officer.

St. Paul

Alice Treherne Herrick
Correspondent
General Agent's Office



Through the Looking Glass

"Mary, Mary, Quite Contrary, How Does Your Garden Grow?" could be the theme song of our enthusiastic Victory gardeners. Among those who have gone in for gardening in a big way are T. C. Nelson, operator; B. C. Hoen, CFA, and A. V. Barquist, TA, who have plots of ground at Highland Park allotted by the city. The buck the boys laid on the line entitling them to rights on the property, covering cost of plowing, etc., has more than paid dividends to them, in FUN already! Say they *would* like to find a pretty girl willing to pick dandelions, though, to make everything complete. Claim they're going to raise CORN, while some folks waste time raisin' CAIN! Even the following warning of what they may have to contend with hasn't dampened their ardor for their new job. We quote:

Sand in shoes,
Ants in breeches,
Mosquito bites on legs and other portions of anatomy,
Skin rash on hands from poisonous weeds,
Hay fever cough from spreading pollen,
Sitting up all night trying to catch ground moles,
Rabbits and squirrels lying in ambush, waiting for the feast, which has so painstakingly been prepared for them!

"It's a girl!" was the good news that greeted Mr. and Mrs. Norman Schnell (round house), with the arrival of a brand new, bouncing baby at their home Apr. 23.

The 150 employes of the Round House are mighty proud, and rightly so, of the poster they have on display, reading, "WE GAVE 100%—AMERICAN RED CROSS WAR FUND."

Dan Donahue, rip track, returned to work May 1, after an illness dating back to Jan. 16. After being hospitalized and laid up at home for some time, Dan left with the Missus for a visit with their son, in Dallas, Tex., where he had a chance to soak up some sunshine and recuperate.

U.S.N. Ensign James Murphy, son of W. Harold Murphy, chief clerk, master mechanic's office, Aberdeen, S. D., now temporarily stationed at the Naval Base, Minneapolis, attended our St. Paul Service Club May Dance. Were glad to see you, Jimmy. Hope you can come again.

Did You Know That:

"Pat the rear flagman on the Olympian, tosses a bundle of newspapers off the train on every trip he makes east, between Herrick and Avery, Ida., and the minute the train passes, a sheep dog from a nearby ranch house, runs up to the track, picks up the bundle in his mouth and hurries back to his master with them, thereby giving his owner the benefit of the latest news . . . It was disclosed recently that we have musicians in our midst! R. A. Burns, GA, and D. T. Bagnell, Supt., are former members of the AOP (Ancient Order of Organ Pumps), A. H. Wilkins, LS Agent, is an ex-tuba player, and Carl Sorlien (former TA, and now with Uncle Sam), has quite a record as an orchestra leader . . . On Apr. 23 "Sweet William" Wais, TA, and the Missus, celebrated their 26th wedding anniversary . . . Mr. and Mrs. Roy Whaley (rip track), are proud parents of a baby girl weighing 7 lbs., 14 oz., born Apr. 27 . . . C. L. Kennedy, former GNWFA, Minneapolis, has been confined to St. Mary's hospital, Rochester, for several weeks, with an injured hip.

News from the Front:

Freight House—Louis Trodeau wrote our Service Club from Daniel Taylor Model Basin, Washington, D. C., thanking them for the membership card in the Service Club and also for the copy of the Milwaukee Magazine mailed to him each month. Louis expects a furlough soon and hopes to see all of us then . . . **General Agent's Office**—Capt. Robert Burns, son of General Agent R. A. Burns, stationed in the South Pacific on undisclosed island, was recently put in temporary command of his U. S. Marine Aircraft Squadron, during the illness of the regular squadron commander. Latest reports from Robert indicate that he has his hands full, but, nevertheless, pleased with the assignment even

if it is temporary. A/C John L. Mah-er, former rate clerk, could rightly say, "Join the Air Force and See the South," as Jack has been stationed in Texas, Tennessee, Alabama, Louisiana, and was expecting to leave for Basic School at Greenville, Miss., when he wrote recently from Lafayette, La. Claims he's been down South so long he's getting an accent. Continues, "Have passed every test with flying colors so far. Will be flying much larger and faster planes at my next stop. Will also have instrument and night flying there. We started out with 139 men and are now whittled down to 72. It costs the government \$25,000 to train one flyer, so you can be sure they will eliminate anyone who doesn't have the requirements. My previous flying has helped immensely, and I've had no difficulty whatever, so I feel pretty happy about it. Social life is the berries. Got me a gal with a LaSalle and have been catching up on Sugar rationing. I didn't use any coupons for quite a long time. Say 'hello' to everybody, and I wish to thank the Service Club for the Honorary membership." . . . **Local Office**—Bob Chegwyn at U. S. Naval Hospital, Philadelphia, writes: "Wish to thank the Milwaukee Road Service Club for the splendid work they are doing for their employes in the Armed Forces. My sincere thanks for the honorary membership." Bob has been confined to the hospital for 10 weeks, but expected to be discharged soon. Says he's feeling great; in fact, better than ever. . . . Excerpts from a letter from Fred Overby in the Air Corps Technical School, Gulfport, Miss., to Gladys Murphy and "the Gang," reveals Fred has acquired a lot of knowledge on electrical systems, instruments and propellers. Says if anybody has any propeller trouble, to let him know . . . Tech. Sgt. Ray McDonough, Ft. McPherson, Ga., arrived here Apr. 22 for a visit with his sister, Mrs. Marion Cashill, operator, while on furlough. Ray is a former employe of our freight house . . . Allen C. Rothmund, cashier, now has two sons in the Army. Dudley Rothmund, although a resident of Detroit for the past few years, entered Ft. Snelling here Apr. 1, and is now at Camp Wheeler, Ga. . . .

Building bricks can now be made out of milk.

Low shoes are called oxfords because this type of footwear was first made and worn at Oxford, England.

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Put an end to loss of metal; also to costly maintenance by protecting your bridges with NO-OX-ID. Applied over surface without expensive pre-cleaning. Penetrates to parent metal, loosens heavy rust scale making easy cleaning. Final touching up of spots will complete the coating and provide lasting protection.

DEARBORN CHEMICAL COMPANY
310 S. Michigan Ave. Chicago 205 E. 42nd St. New York



National Carbide

**FLOOD LIGHTS
VALUABLE IN
PEACETIME
A NECESSITY
NOW**

Simple In Construction
Economical In Cost
Dependable In Operation

Available in 1,500, 8,000
and 16,000 candlepower
units.



**NATIONAL CARBIDE
CORPORATION**
60 E. 42nd Street
New York, N. Y.



NC - 200

MAIL THIS COUPON

NATIONAL CARBIDE CORP.,
60 E. 42nd St., New York, N. Y.
Please send me circular describing National Car-
bide Floodlights and Lanterns.

I am a on the
(Occupation)

..... of the Milwaukee
(Div.)

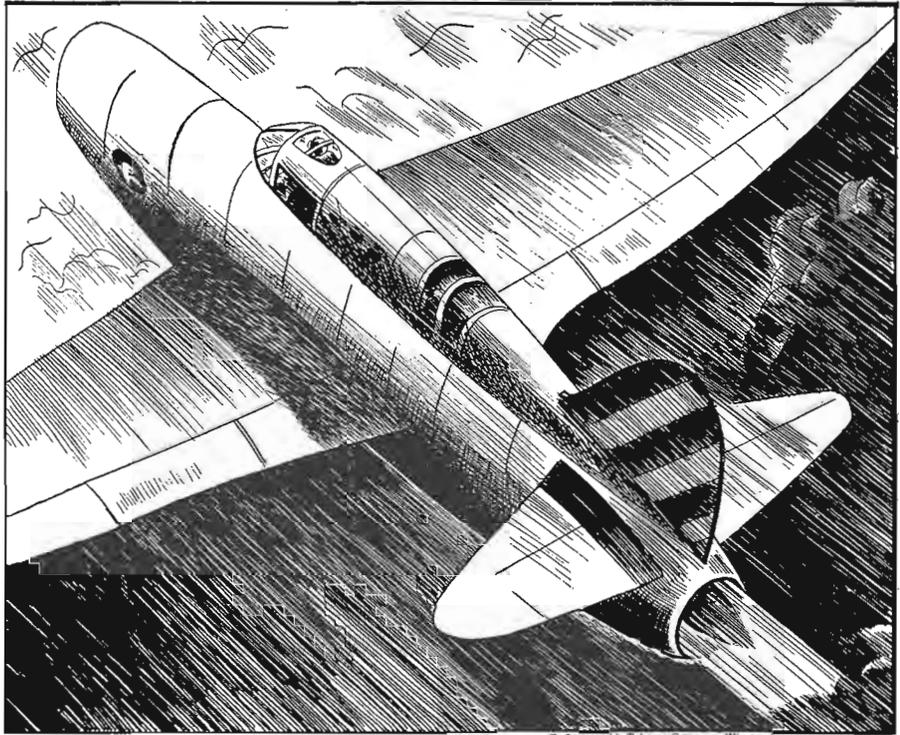
Name

Address

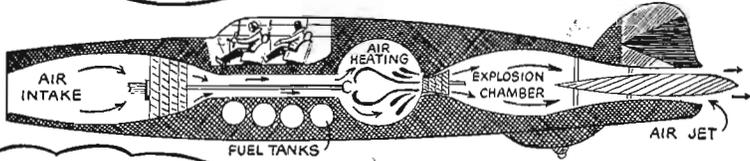
Rocket Plane!

SENSATIONAL NEW WEAPON
FOR VICTORY IN THE AIR

AIR JET
EXPLODING FROM
FUSELAGE
DRIVES
REVOLUTIONARY
NEW AIRSHIP



R. J. Reynolds Tobacco Company, Winston-Salem, North Carolina



BLASTS OF HEATED
AIR EXPLODE FROM
THE TAIL VENT TO
PUSH THIS PLANE AT
TERRIFIC SPEED

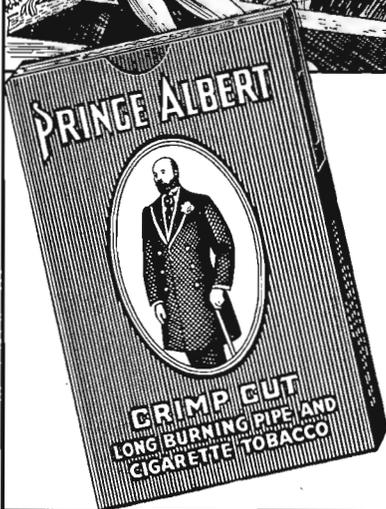
MY!
THAT SHIP
MUST GET
PRETTY HOT!

THE OLD ONES,
YES — BUT
THE NEW MODELS
SHOULD RUN A
LOT COOLER —
LOOK AT THE
SIZE OF THE
MOTOR

IT LOOKS
ABOUT THE
SIZE OF
SEVERAL
PACKAGES
OF P.A.

I SEE YOU APPRECIATE
COOLNESS IN SMOKES, TOO.
PRINCE ALBERT IS A LOT
SMOOTHER AND MILDER,
DON'T YOU THINK?

YOU BET IT IS! P.A.'S
RICH TASTE COMES
THROUGH **EASY** ON MY
TONGUE — IN 'MAKIN'S'
SMOKES OR PIPES!



50
PIPEFULS OF FRAGRANT
TOBACCO IN EVERY HANDY
POCKET PACKAGE OF
PRINCE ALBERT

70
FINE ROLL-YOUR-OWN
CIGARETTES IN EVERY
HANDY POCKET PACKAGE
OF PRINCE ALBERT

PRINCE ALBERT

THE NATIONAL JOY SMOKE

BUY WAR
BONDS AND STAMPS