



MAY, 1943

The MILWAUKEE MAGAZINE

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

Striking Measure of Freight Traffic Increase

The increase in freight traffic now being handled by the railroads over the 1941 volume is alone greater than the total traffic transported by trucks, Great Lakes and other inland waterway carriers, pipe lines and airways in 1941. In view of the fact that the wartime increase in rail passenger volume has been relatively greater than the increase in freight volume, this comparison indicates what a sad state the country would be in now if theories that development of other forms of transportation were making railroads "obsolete" had been accepted generally in the pre-war period.

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 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 co-operation 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 sharing 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."

Military Movements by Truck and Rail

Army freight transported monthly by commercial trucks amounts at present to about 400,000 tons. Contrasted with a movement of 5,600,000 tons of Army freight moved by rail in a single month, the truck total does not loom large. Tons moved by the two means of transport, however, do not really reflect the great difference in the amount of transportation service performed by each. The average rail haul per ton is several times

Troop Movement Compared with First World War

In the first 12 months of the present war the railroads moved three times as many members of the armed forces as were moved in the first year of World War I. More troops were moved by rail in the first year of this war than were moved in all of World War I. In the first war troops were moving in one general direction. In this war they are moving in all directions and moving more frequently. In 1917 and 1918 the average soldier moved from home to camp to port. The average soldier in the present war is moved a minimum of six times by rail before embarking for overseas duty.

Costs of Inland Waterways Service to Taxpayers

Annual maintenance charges on the Upper Mississippi Waterway—the Mississippi section above St. Louis—averaged \$2,726 a river mile in the five-year period ended with 1941. This maintenance charge is a recurring yearly charge against the federal government and is paid by taxpayers, and not in any sense by direct users of river transportation service. It clearly is a part of the cost of maintaining service on the river.

The situation is even worse on the Missouri, where average annual maintenance charges in the same five-year period were \$3,598 a mile, on the section below Kansas City. On the Ohio River, annual maintenance and operating charges, all paid by the federal government, averaged \$4,441 a river mile in this five-year period.

River distances between principal points, also served by rail, of course, are longer than the rail distances. Mile for mile, though, the average annual costs for railway maintenance are lower than for maintenance of navigable channels on the canalized rivers. But taxpayers do not directly pay any part of the annual cost of maintaining railways, whereas they pay all the maintenance costs of the waterways.

greater than the average truck haul.

The same situation exists with respect to rail and bus transport of troops. At present the Army is giving the bus lines about 500,000 passengers a month, but the average hauls are relatively short. The Army gave the railroads an average of about a million passengers a month through the first year of the war, practically all of them for long distance travel. In all recent months the number of troops moving by rail has been greater than during corresponding months in the fore part of last year.



"They Give Their You Lend

LAST year the Treasury Department asked the railroads to establish a payroll deduction plan to make it more convenient for employes to invest in War Savings Bonds. The railroads were also asked to urge employes to take advantage of this plan, explaining to them that this method of lending money to the government was desired because it provided for continuous monthly payments upon which the Treasury Department could depend.

The railroad has been glad to assume the considerable expense involved in maintaining an organization to keep records of payments, and to prepare the Bonds, and it has made every effort to see that employes understood what the Treasury Department expected of them.

A year has passed since this campaign started. Early in March, as I stated in the April number of the Magazine, we achieved our first goal—90 per cent participation on the payroll deduction basis. This was a fine accomplishment. The other, and

equally important, goal set for us by the Treasury Department—10 per cent of payroll—is still ahead of us, as we have not yet attained 6 per cent. Other railroads in this territory have done better, and what they have done we can do.

Our average deduction on a 10 per cent basis would be about \$20, but

our present average is only \$12.50. Many are doing better than 10 per cent—many more are doing far less, and some are doing nothing. Many prefer to buy Bonds for cash, which holds back the record of their fellow employes, because we are given no credit whatever by the government for such purchases.



We hear of various objections to the payroll deduction basis. Of the 30,575 people regularly employed on this road, the 27,340 who are subscribers could offer the same objections, but are willing to carry out the wishes of their government.

The cost of living is higher for everyone, and victory and income taxes, the Red Cross and other cam-

Lives Your Money"



paigns, take their toll from earnings. The government, which is in a position to know, tells us that this war cannot be financed by money that easily can be spared. It is necessary that those who remain at home invest to their limit in Bonds.

The government also urges greater investment in War Savings Bonds as a curb to inflation. There are not enough goods available to supply the demand created by the increased

amount of money in circulation. Unless this situation is controlled, we will face a serious inflation, with prices mounting higher and higher until the dollar is worth only a fraction of its normal value. To the extent that we invest money in War Savings Bonds, instead of spending it for goods, we will head off the disaster of inflation, as well as save a nest egg for future needs.

The government realizes that there are some who are not able to devote 10 per cent of their pay to the purchase of Bonds. There are others who can do more. I think we must admit that an average of 10 per cent is not too much to expect of us. After all, what is asked of us at home is so very little when measured by the total sacrifice of our boys at the front.

Let us do our part—do it gladly
—and do it now!

A. E. Johnson Appointed Assistant to Chief Purchasing Officer



A. E. Johnson

A. E. Johnson was appointed to the position of assistant to chief purchasing officer on Apr. 1, succeeding W. A. Linn, who has retired.

Mr. Johnson, a native of Tacoma Wash., entered the store department in 1918 as secretary to the assistant general storekeeper in Tacoma. In 1924 he was advanced to storekeeper at Othello, Wash., and in 1925 was made chief clerk to D. C. Curtis, chief purchasing officer, Chicago. He became the road's fuel agent in 1931; while serving in that capacity other purchasing assignments, including lumber, ties and treatment, were taken over from time to time. As assistant to chief purchasing officer he will also handle oils and lubricants.

Mr. Johnson's headquarters will continue to be in Chicago.

A Note of Appreciation

The following gratifying remarks are quoted from a letter recently received by Mr. Scandrett:

"No one will ever dare say a disparaging word about the Milwaukee Railroad in my hearing or there will be a large argument, for I have never received such perfect service as it gave me. From Mr. Boynton in Los Angeles, who secured all my reservations for me, to Mr. Blair in Chicago, who whisked me through the city in twenty-five minutes, to make the Terre Haute connection—I received the most courteous attention.

"Incidentally, I think that part of the road which goes through the Bitter Root Mountains offers the most beautiful scenery that I have ever seen.

"Most sincerely,
"Florence N. Fitch."

Fabrique Cogdell

Fabrique Cogdell, traveling passenger agent, Chicago, passed away on Mar. 31 at the age of 51 after having served the Milwaukee Road for more than 29 years. Death came to "Fab" Cogdell, as he was known throughout the railroad, after a long illness. The burial was in Buffalo, N. Y.

Mr. Cogdell's service with the road began in February, 1914, when he was employed as a stenographer-clerk in Kansas City, Mo. By March, 1918, at which time he enlisted in the Navy, he was ticket clerk in the Kansas City office. During the war he was a chief petty officer aboard the U.S.S. *Susquehanna*, and upon receiving his honorable discharge from the Navy, did government accounting work in Chicago for the Milwaukee Road preparatory to the railroad's returning to private ownership. In January, 1920, he was appointed depot passenger agent in Chicago, and shortly thereafter returned to Kansas City as city passenger agent. From November, 1920, until the time of his death, Mr. Cogdell served as traveling passenger agent, first in Salt Lake City, and later in Cleveland, Pittsburgh, St. Paul and Chicago. For the last 17 years he was assigned to the office of First Assistant General Passenger Agent Jos. Caldwell.

Mr. Cogdell is survived by his widow, Anne B. Cogdell, and three sons, Jack, 14, and Frank and Gary, five-year-old twins.

Appointments

Operating Department

Effective Apr. 1, 1943:

J. R. Weatherly is appointed train rules examiner for Lines West with headquarters at Butte, Mont.

Amos Monthie is appointed traveling engineer of the Kansas City Division with headquarters at Coburg, Mo.

J. N. Malvin is appointed trainmaster of the Twin City Terminals and Duluth Line, with headquarters at Minneapolis, Minn., vice S. F. Philpot, who has been granted leave of absence for service with the Office of Defense Transportation.

Purchasing Department

Effective Apr. 1, 1943:

A. E. Johnson is appointed assistant to chief purchasing officer.

W. A. Linn, Assistant to Chief Purchasing Officer, Retires

There is now one more reason why the first day of April is a memorable one in the life of W. A. Linn, assistant to chief purchasing officer in Chicago. It was on Apr. 1, 1882, that he began working for the road in the accounting department in Milwaukee. Five years later he was transferred to the purchasing department and on Apr. 1, 1890, became chief clerk to the chief purchasing officer. On Apr. 1, 1943, after 61 years of service, he retired with an enviable record of accomplishments to his credit.

From the position of chief clerk, Mr. Linn was promoted to assistant purchasing agent and in 1917 became purchasing agent. In 1921 he retired temporarily from that position because of ill health, returning in 1925 as assistant to chief purchasing officer, the post he held at the time of his retirement.

Mr. Linn has two daughters and a son, all of whom live in Chicago. He has two grandsons in the Army; one is a captain stationed at Fort Riley, Kan., and the other is a meteorologist at Grand Rapids, Mich.

Mr. Linn is succeeded in the position of assistant to chief purchasing officer by A. E. Johnson.

B. F. Hoehn

Benjamin Franklin Hoehn, who served the road as superintendent on several divisions before retiring on Dec. 16, 1937, passed away in Milwaukee, Wis., on Apr. 4, at the age of 71.

Mr. Hoehn served as operator at various points on a number of railroads before coming to the Milwaukee Road in 1895 as operator at Galewood and Western Avenue in Chicago. He rose rapidly through the ranks, serving as dispatcher, chief dispatcher and trainmaster at various points on the railroad. In 1918 he became superintendent of the Milwaukee Terminals. Subsequently he was superintendent of the Kansas City Division and the old Valley Division. At the time of his retirement he was serving as assistant superintendent in Wausau, Wis.

He is survived by his widow, Mrs. Bertha Hoehn of Milwaukee, and two daughters. To them the sympathy of Mr. Hoehn's multitude of friends is extended.

Esther E. Paul Heads Woman's Traffic Club

Miss Esther E. Paul, secretary to P. H. Draver, assistant general freight agent, Milwaukee, Wis., was recently elected president of the Woman's Traffic Club of Milwaukee, Wis.

The Woman's Traffic Club membership is composed of employes of all railroads, local and foreign offices, and traffic department employes of industrial plants in the city. The club is a member of the Associated Traffic Clubs of America and of the Milwaukee County Federation of Women's Clubs.

Miss Paul, prior to being chosen president, was secretary in 1941 and vice president in 1942.

Business meetings are held the second Monday of each month at the Schroeder Hotel where the members get together for dinner, followed by a business meeting. The club was organized in 1941 with a membership of only 35 and now boasts a membership close to 100. Miss Paul is an active member of the Milwaukee Hiawatha Service Club.

Band Honors H. A. Scandrett



Robert Burr, president of the Milwaukee Hiawatha Service Club Band, is shown presenting one of the records to Mr. Scandrett in honor of his birthday, Apr. 8. Left to right are: Norman Pfenning, band librarian; Robert Burr; Eugene Weber, band director; Mr. Scandrett; and Martin Jos. Biller, president general of the Hiawatha Service Club of Milwaukee.

THE Milwaukee Hiawatha Service Club Band made a friendly gesture toward Mr. Scandrett on Apr. 8 when its representatives, headed by

President Robert Burr, observed his birthday by presenting him with four recordings which had been prepared particularly for the occasion.

The selections on the two double-faced records were *Happy Birthday, Stars and Stripes Forever, Festal Day*, and *Straussiana*. Each was an original arrangement by the talented director, Eugene Weber, a switchman in Milwaukee.

More Ten Percenters

And Then Some!

IT looks as though some of the departmental groups on our railroad are really getting mad. From far and near we're receiving word of new groups who have gone over the top—and some of them didn't even slow down when they passed it.

It's a good sign. The madder we get about this war, the harder we'll work to win it and unless we get mad enough to subscribe good big chunks of our earnings for War Bonds every month, regularly, by payroll deduction, we won't be showing much evidence of our desire to win the war quickly.

Look what these groups have done:

★ Track Department—Lennox, S. D.

Here's a hard one to top: A group with a fifty-percenter in it*: L. C. Blanchard, roadmaster, submits his belief that the section crew at Lennox has produced the most outstanding record of any on the railroad. In the aggregate, the members of this five-man crew are subscribing 24.3 percent of their monthly earnings for War Bonds, as follows:

Name	Position	Percentage of Earnings Subscribed
Clarence F. Ogdan	Foreman	24.8
Howard Ben Stack	Trackman	16.7
*Claus Otten	Trackman	50.0
Harm Stack	Trackman	12.0
Ben Stack, Sr.	Trackman	18.0

It makes a fellow feel proud to work for a railroad with a crew like this one—

and it also makes the rest of us wonder whether we're doing all we can if we're not doing as much. This is a crew that wants to win the war—and win it right now! Only in America could such a spirit of voluntary helpfulness be found. Lennox, S. D., and the I&D Division can be mighty proud of this section crew. Hitler likely won't read this, but he'll feel the weight of that 24.3 percent.

★ Track Department—Spencer, Ia.

The other 13 sections in Roadmaster Blanchard's territory and the roadmaster's office at Spencer, Ia. (including the section crew at Lennox), are also over the top, the average for all the sections being 12.2 percent of monthly earnings subscribed for War Bonds. The track department on the I&D seems to be setting the pace for the railroad. Let's give 'em three cheers, and they'll cheer right back at you if you can pass 'em.

★ Police Department—Miles City, Mont.

Captain Greer says he saw last month's issue of the Milwaukee Magazine in which the standings of some of the groups were shown, and wants it known that the 24 members of the police department in his district are subscribing an aggregate of 13.3 percent of their earnings; and, he added, "We feel somewhat proud of it."

The rest of the railroad feels proud of it, too, and we don't mean *somewhat*.

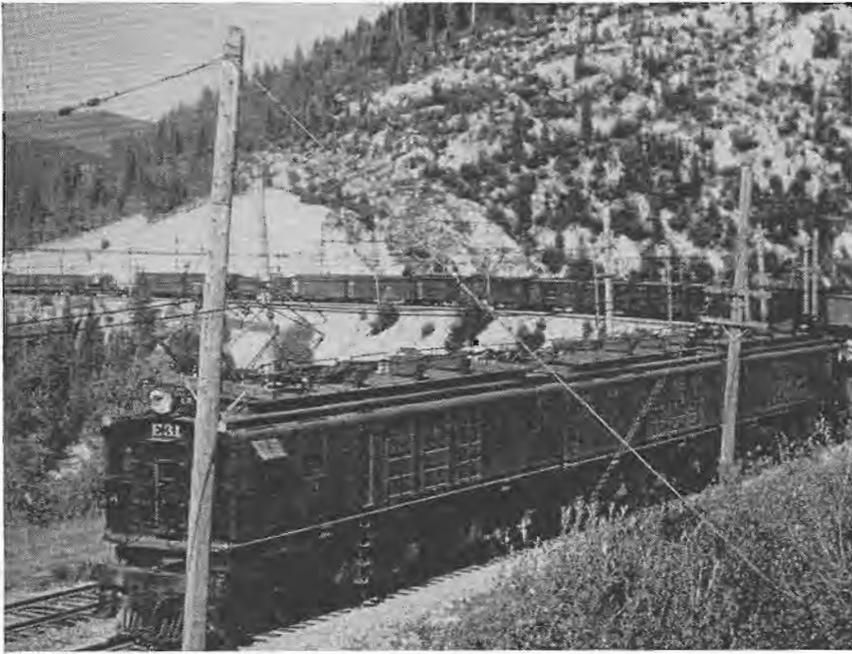
★ Car Department—Mason City, Ia.

They're over the top! The 21 employes of the car department at Mason City, Ia., are subscribing an average of 10.4 percent of their monthly earnings for War Bonds. Every employe is a subscriber and the individual subscriptions run to as high as 15 percent.

★ Engineering Department—Aberdeen, S. D.

K. L. Clark, division engineer at Aberdeen, reports that the six members of his department have signed up for an average monthly deduction of 13.3 percent of their salaries for War Bonds.

There'll be more "plus 10 percent" groups to report later. We're anxious to let the rest of the railroad know who has joined the ranks of the Ten Percenters. If your group is getting close to the mark, give it enough added push to send it over the top and let us know when you've made the grade. The groups that get into the 10 percent class have the comfortable knowledge that they are voluntarily doing what Uncle Sam has asked them to do.



A powerful three-unit electric motor takes a trans-continental freight around a curve near East Portal, Mont., in the Bitter Root Mountains.

Electric Locomotives "Keep 'em Rolling"

by E. H. Bowers

WAR on the Pacific front has focused attention on the value of the Milwaukee Road's 656 miles of electrification over four great mountain ranges. Our electrified system looms as an important factor in the flexibility which has enabled our western extension, as a vital link in the line of communication between the war plants in the East and the fighting fronts on the Pacific, to handle the greatest tonnage load in its history with an efficiency which has won the praise of high officials of the government and the armed services.

In September, 1939, the last month of peacetime conditions, we handled 177,834,000 gross ton miles of freight in our electrified zones. After Pearl Harbor the flood of war material pouring over our line to the Pacific had increased the gross ton miles handled in the electrified districts to 339,570,000 in September, 1942. An increase of 91 per cent over a period of only three years, with no opportunity to increase motive power proportionately, is a staggering load. It was with anxious eyes that our operating officials and the supply officers of the armed services scanned the operating reports for signs of faltering as the giant freight motors buckled down to the task of moving that enormous load

over the mountains to the ships waiting impatiently at Seattle and Tacoma for munitions desperately needed on our far-flung battle fronts.

Efficiency of Electrified Operation Proved

But to Reinier Beeuwkes, chief electrical engineer, and his staff, to operating officials of our Rocky Mountain and Coast divisions, to dispatchers, enginemen and train crews, this great responsibility meant only another opportunity to prove the efficiency of electrified railroad operation under emergency conditions.

The load on train No. 264 was increased on the big hill over the Bitter Roots between Avery, Ida., and East Portal, Mont., from 2,500 to 6,150 tons. An example of the flexibility of electrified power is that it quickly and efficiently could be adapted to the load as needed. By adding one unit to the two-unit motor, the power of the road engine was increased by 50 per cent. It was then necessary only to add helper power as needed. Similar changes were made on the hill between Cedar Falls and Hyak on the west slope of the Cascades. With these, and a few other minor changes, our electrified power proceeded to turn in a performance record that earned the admiration and gratitude of a nation at war.

Other Advantages of Electrified Operation

In addition to the efficiency and flexibility of electrified operation, there are other advantages that are of paramount importance under wartime conditions. Consider the saving in vital fuel supplies. With steam operation, it would have required 42,000 tons of coal, or 5,300,000 gallons of fuel oil, to develop the power to handle the tonnage moved in our electrified zone last October.

Important as is the saving of the coal and oil, the conservation of the cars that would have been required to carry them is no less of a contribution to the war effort. There were 840 coal gondolas, or 530 tank cars, released for other essential service because of the fact that our electric locomotives carry their fuel supply in a slender copper wire over head.

Now that America's reservoir of manpower is coming close to the bottom of the barrel, we should not overlook the fact that the considerable force of men it would require to handle fueling facilities, such as would be necessary if we had steam operation in this zone, are available for other services. Another proof of the efficiency and flexibility of our electrified operation is the fact that it has been able to assume its wartime load with only a small increase in the force of men required to maintain and service it.

Regenerative Braking Solves a Problem

Perhaps the most outstanding single feature of the electric locomotives is the solution by the use of regenerative braking of the difficult braking problem on the long sustained grades in the mountain ranges. In steam operation the entire energy of a descending train must be dissipated by the friction of the brake shoes on the wheels. This explains why brake shoes frequently become red hot. The use of retainers causes further delay, and it is necessary for the trainmen to "decorate," by no means a pleasant job, particularly during cold and stormy weather. All these difficulties are eliminated by regeneration, which also saves vital materials by decreasing brake shoe wear—as air brakes are used only in emergencies, or in bringing the train to a full stop.

Although installed in 1915 to 1920, our electrified system has proved itself able to meet every wartime demand, and contribute to a record for efficient operation of which every Milwaukee Roader may rightly be proud.

(Continued on page 17)

New Passenger Station Opened at Camp McCoy

WHEN the spacious new passenger depot at Camp McCoy, Wis., went into service on Apr. 14, not a bugle was sounded nor a speech made; the floral wreaths and the formalities which mark such occasions in peacetime were conspicuous by their absence. The Army and the station force had other things to think about.

W. E. Swingle, agent-trainmaster, and the six men who help him take care of the mounting business at the camp, very appropriately opened the new station by arriving at 7 o'clock in the morning and putting in a long, hard day's work. When the writer left the scene at 5 o'clock in the evening, the station was filled with soldiers, some traveling, others merely looking the premises over, and in the large office our men were still hard at it, oblivious of the time, as they fought their way through the bustle and confusion of opening day and kept a steady finger on the goings and comings of trains. The new facility is operated jointly with the Chicago & North Western, and on the C&NW side of the office the brisk activity was duplicated. It was as fine a job of "dedicating" as you ever saw.

Mr. Swingle not only serves the road in the twin capacities of agent and trainmaster, but is also the representative of the Western Railway Bureau and the Association of American Railroads at the camp.

Camp McCoy has grown since those busy days in August, 1940, when 23 Milwaukee Road special trains, loaded with men and equipment, moved from Chicago and Kansas City to the camp in two days in connection with the nationwide maneuvers carried out by the Army and National Guard.

That movement was in the nature of a dress rehearsal. Now that the show is actually on, special trains are moving in and out of the camp almost every day, sometimes several a day, and the en-

largement of the camp, which is now nearing completion, will increase this operational task even more.

There is now a "new" Camp McCoy in addition to the old one. It is located a few miles east of the old camp and is served by the new station. The two sites occupy thousands of acres, making it the largest camp in the Sixth Service Command, which includes Michigan, Wisconsin, and Illinois. As now laid out, it is probably the largest camp in the north central states. As such it is the present training center for the 2nd Infantry Division, under the command of Maj. Gen. W. M. Robertson. The post is commanded by Col. George M. MacMullin.

Camp McCoy is also regarded as the home of what the Army calls the "Limited Service School," since it was the first camp where men who

were physically unsuited for active battle duty were put through a five-week course of training; from the school they were dispatched into many branches of the Army for such service as they were capable of performing.

The Milwaukee Road is proud to be able to adjust its facilities and service in such a way as to keep pace with the growing Army.



Col. George M. MacMullin, Camp McCoy post commander, dropped around to the new station on opening day to pay his respects. He is shown in conversation with W. E. Swingle, our agent-trainmaster at the camp station. (The pictures on this page were taken by the Army Signal Corps.)



The new station at Camp McCoy is 100 feet long and more than half of the space is occupied by an enormous waiting room. The building is of a style that harmonizes with the other structures at the camp.

SERVICE CLUBS

Ottumwa Club Helps Dedicate Liberty Lounge

by J. B. Dede

For several weeks the Ottumwa Service Club and Milwaukee Road Women's Club made plans to welcome the first arrivals at the new Naval Air Base located in Ottumwa, Ia., which is considered one

of the largest of its kind in the Middle West. The two clubs planned to have the first party to welcome the Navy men upon their arrival; they asked that the party be formal. The Service Club and Women's



The girls put flowers in their hair—just for the sailors.



Above. The Liberty Lounge in Ottumwa, Ia., has a number of things to recommend it—including a real log cabin built right into the room. Bert Willmore of Los Angeles and Robert Fox of Eugene, Ore., are shown playing ping pong, while at the table are Fred Barocco and Remy Delacroix of New Orleans. Leaning against the cabin is Marine Sgt. Fred W. Stevens of San Francisco.

Below. The representatives of the Service Club and Women's Club who formed the committee which sponsored the formal dances in connection with the dedication of the Liberty Lounge. Mrs. J. Lloyd Frost, committee general chairman, is at the extreme right.

Club committees, with Mrs. J. Lloyd Frost as general chairman, sponsored the formal dances on Mar. 24, and 25, in connection with the opening of the Liberty Lounge located in the Y.M.C.A. for service men.

The two clubs were active in helping to furnish the Liberty Lounge, the unique feature of which is the indoor log cabin that has been built within the lounge. The cabin has a library, writing desk, and a real fireplace, as well as other accommodations.

The pamphlet of welcome which was presented to each serviceman contained a poem written by Mrs. J. Lloyd Frost which better explains the purpose of the lounge:

This Liberty Lounge is meant just for you,
 Who wear our country's uniform blue;
 We welcome the khaki and mixture of hue,
 So come visit and rest with friends old
 or new,
 For this Liberty Lounge is meant just for
 you;



We want you to share this coziest nook,
And write down your name in our guest
book;

A place you will find with the name of
your state,
For your rank and position, as well as the
date,

Now sit by our fireside and read from
our books,
You'll find on the shelf in this coziest nook.
Play of the games or sit and relax,
And ask for the things which you feel this
room lacks.

Suggestions are welcome by those who
have tried to bring comfort and
pleasure to those who abide,

Who come to our city or live just outside;
The piano is here for those who can play,
So lend of your talent and shed a bright
ray,

For music, I'm sure, will bring plenty of
cheer,
To the men who can't play but prefer just
to hear,

The songs that you play, be they old or
new,
You'll find in the bench were meant just
for you.

Read our Bible, and breathe up a prayer;
Thank God for the Flag, a symbol so rare.

These are the gifts by now you have
found
Your friends have placed in this Liberty
Lounge."

The dedication and formal dance were identical both nights in order to provide for attendance of the post and starboard watches at the Naval Station. Music for the dance was furnished by the 11 piece Naval Orchestra. Turning over the new lounge to the enlisted men at a brief ceremony during the dance, short talks were made by Capt. Bradford E. Grow, commandant of the Naval Station. Manley Stevens, president of the board of the Y.M.C.A. presented the lounge to the servicemen, saying in part, "This lounge is for the benefit of all servicemen. The name was chosen to combine the idea that you men are fighting for American liberty, and that the lounge is yours during the time you are on liberty from duty." Don Bennett of the Navy gave the acceptance speech for the men of the service.

Following the presentation, open-faced sandwiches, candy, mixed nuts and coffee were served. Mrs. R. Dobratz and Mrs. Fred Wilford poured the coffee, the table was decorated with red, white and blue fresh flowers arranged in a "V" shape, with red, white and blue candle tapers at each end of the table. The candy was in the shape of red, white and blue stars. The young ladies were those who had registered with the Y.W.C.A. to attend such parties for the entertainment of the servicemen. Over 400 servicemen were in attendance for the two-night party.

The party was so well accepted by the men that the Y.M.C.A. asked the two clubs to sponsor a party each month, which will be done. Also Mrs. Frost is to be the Navy mother and will be in the liberty lounge at least two hours each day.

There's enough metal in a broken-down farm tractor to make thirty-eight .30 calibre machine guns.

May, 1943

ACTIVITIES IN GENERAL

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

Stone City Club

B. J. Glimpse, chairman of the Stone City Service Club, recently received word from the War Department that his son had been killed in the Southwest Pacific. Details of his death were meagre, but the

message said that he was killed in an airplane crash on Jan. 2. Whether or not the plane was in action against the enemy at the time it crashed was not revealed. Staff Sgt. Charles Glimpse enlisted in the Army on Dec. 1, 1941 and attended a mechanic's school at Chanute Field, Ill. He later attended a gunnery school at Las Vegas, Nev. He was graduated as a gunnery engineer at an Air Corps school at Topeka, Kan. last September. Surviving are the parents and one brother, Robert Glimpse.



These members of our Victory Committee in Milwaukee recently wrapped and mailed 406 boxes of assorted delicacies and necessities to Milwaukee Road men who are in this country. They also sent a great many envelopes containing gifts and greeting cards to men overseas.

Black Hills Club Holds Basket Social

By R. I. Colvin

The Black Hills Service Club, Rapid City, S. D., held a basket social at their club rooms on Mar. 30. From both the social and financial standpoints it was a splendid success. Under the direction of C. P. Olson, chairman, and with the hearty cooperation of the entertainment committee, the entire evening was devoted to forms of entertainment popular 50 years ago.

"Charades," "Returning something I borrowed," "Famous People," community singing, followed by the auctioning of the baskets (and not a one of those baskets contained any evidence that the lady who prepared it was aware that food rationing is in effect) combined to prove conclusively that fun can still be had from simple things.

Modern living and so-called forms of "modern" entertainment have made many of us look pityingly on the old days. We shouldn't because a well-entertained group of Milwaukee employes is pretty well of the opinion that granddad and grandmother did have fun, wholesome fun, with no dark brown taste as a morning reminder.

SERVICE CLUB SIDE-LIGHTS

By Lisle Young
Public Relations Representative
Aberdeen, S. D.

Madison Club

The March activity of the Madison Service Club was in the nature of a gaily decorated booth at the four-day style show sponsored by the Izaak Walton League of Madison. This was the fourth consecutive year that the club has maintained this booth and it is always a colorful spot in its Milwaukee Road maroon-and-gold dress. This year, besides keeping the public mindful of the important part our railroad is playing in the war effort, the booth sold War Bonds and encouraged Victory Gardens. The credit for the decorating and manning of this booth for the four days goes to Fay Crabbs and his committee.

James River Valley Club

On Apr. 15 a regular meeting of the James River Valley Club was held in the depot at Redfield. This area club has continued to hold its regular monthly meetings in spite of trying travel conditions. In order to meet the newly appointed superintendent, F. R. Doud, this meeting was attended by approximately all of the

Spring Clean-Up

division officers. Mr. Doud gave a very fine talk, explaining and urging the use of the traffic tip cards, the importance of holding regular meetings of our Service Clubs, and touching on claim prevention and safety.

Tony Spatafore reported that the James River Service Honor Roll would be completed within the next week and that it would be displayed at each town between Aberdeen and Mitchell, after which its permanent home would be chosen by Chairman Witte.



Nick Westover, newly elected chairman of the Aberdeen (S. D.) Service Club.

Sioux Falls Club Entertains Guests

On Apr. 6 the Sioux Falls shipping clerks were guests of the Sioux Falls Milwaukee Service Club at their fourth annual appreciation party held in the Elks clubrooms. A. G. Dupuis, assistant public relations officer, Chicago, gave a fine talk on the efficiency with which the American railroads, and specifically our Milwaukee Road, have performed the tremendous task of transporting the greatest share of men and equipment. Mr. Dupuis pointed out that this efficiency didn't "just happen." Through the farsightedness of our managers, our equipment was in readiness for an emergency, our tracks were properly maintained, and our men were trained for their jobs.

Musical numbers, games and a tasty Dutch lunch rounded out a fine evening's entertainment. Of course, with meat rationing, there was a noticeable absence of meat, but it is surprising what a tasty lunch can be made of hard boiled eggs, cheese crackers, pretzels and beverage. Jake Wohlenberg was chairman of the party committee, and Chairman Kemp presided over the meeting.

Three weeks prior to the shipping clerks' party, the club was asked to show some of the Milwaukee colored films. The Lion's Club members were entertained at their noon luncheon with these pictures, and two performances were given in the evening for the benefit of the USO.

"Has anybody ever been lost in crossing here?" asked a timid woman, who had hired a boatman to ferry her across a river.

"No'm," was the reply. "Mah brotheh was drowned heah last week, but we found him the nex' day."

THE time again is at hand when the winter's accumulation of debris must be cleaned up and disposed of and conditions and practices which are recognized as hazardous, but tolerated during the bad weather, must be eliminated.

There is only one way to begin a job of this kind and that is to start with an all-inclusive inspection, from roof to basement in all buildings and throughout all yards, platforms, piers and leased properties. A superintendent's committee, including a man who can recognize electrical defects, has functioned nicely on most divisions in past years and is again recommended.

I hardly think you need any special urging to make these inspections. You have been told repeatedly that buildings and materials destroyed by fire are irreplaceable. The way to avoid fires is to locate the hazards through inspections and eliminate them before trouble results. There is work involved, but it is necessary and unavoidable work.

Control of weeds is going to be of unusual importance this year. The growth is and will continue to be heavy and any division that delays its program in this respect is certain to be the victim of many fires, both in railroad property and in acreage adjoining the right-of-way. It isn't news to you that food is all-important now. We don't want the embarrassment or ex-

pense that will follow destruction of crops because of our failure to keep the right-of-way clean.

Let's not forget that conservation of food and material is vital to the war effort. Good supervisors will tolerate no neglect that might result in needless waste or destruction.

L. J. BENSON
ASSISTANT TO CHIEF OPERATING OFFICER

"SWITCH ANNIE", MILWAUKEE ROAD VETERAN, DIES

Mrs. Anna Green, 84 years old, better known as "Switch Annie," passed away in Milwaukee, Wis., on Apr. 6.

There was a time when Mrs. Green was the only regularly appointed woman switch tender in the United States. At the age of 12 she helped her father turn switches for the Milwaukee Road. When she was 15 her father was killed by a locomotive, and Annie was named to succeed him. She continued to fill the job of switchwoman until she was 32, when she married Charles W. Green, a Milwaukee Road yardmaster.



Mrs. Edmund Clubb, wife of the second secretary to the American Embassy in Chungking, China, who spoke at the Mar. 24 meeting of the St. Paul Service Club, is shown with some of the leading figures in the club. Left to right are: Alice Treherne Herrick, chairman of the Entertainment Committee; Arthur F. Matschke, secretary; Mrs. Clubb; Roy Ringus, treasurer; and Marion Cashill, president.

MRS. EDMUND CLUBB, wife of the second secretary to the American Embassy, Chungking, China, spoke at the St. Paul Service Club meeting at the Union Depot on Mar. 24, giving a fascinating discourse on some of her experiences while a resident of Hankow, Peking and Shanghai for 12 years. Mrs. Clubb touched on some of the Chinese customs, their mode of living, and conditions in parts of China since the outset of the war.

She spoke briefly on Japan, having visited there before the war. Mrs. Clubb's husband was taken prisoner by the Japs on Dec. 7, 1941, while in French Indo-China, where he was held until July 26, 1942, at which time a diplomatic exchange of prisoners was made. She is at present making her home in St. Paul, but intends to return to China with her husband and two children when the war is over.

THE MILWAUKEE MAGAZINE

Billy Stack Has Left the Rails



William C. Stackpole, train dispatcher and car distributor at Minneapolis, is shown in his office on Mar. 31, the day before his retirement became effective.

by F. P. Rogers

YES, SIR, Billy Stack, otherwise known as William Chauncey Stackpole, has retired from active service after completing 64 full years of continuous service with the Milwaukee Road.

Quite a remarkable record, when you consider that 64 years is a longer period of time that the average life expectancy, but Bill Stackpole is quite a remarkable fellow, as all who know him will agree.

He was born at Prairie du Chien, Wis., on May 25, 1863, and after completing his grammar school education in this live river town, started his long business career as a messenger boy; when not busily engaged delivering messages, Bill was taught telegraphy by Agent Dan Bohan.

He had opportunity to become a brakeman or a machinist, but the sound of the "ticker" fascinated Bill and he longed to see the outside world with which he communicated on the wire.

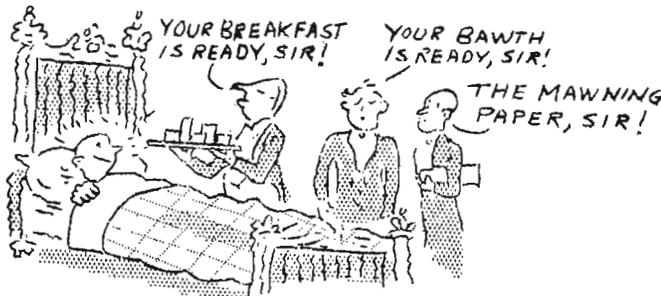
Railroads were in their infancy and there were many opportunities for bright young lads when the lines were extended, new divisions organized and new stations opened. Thus it was that Bill soon found himself filling the job of telegraph operator at Farmington, Minn., but, notwithstanding the fact that the duties of a telegraph operator in those days were many and varied, Bill could not find enough work to keep him busy, so after four months at Farmington, he requested Chief Dispatcher John S. Ryan to transfer him to a job where he could keep busy.

Shortly thereafter, Billy Stack was trans-

ferred to North McGregor, Iowa, (now Marquette) where he found plenty of work for two years on the night shift and two years on the day shift. In the spring of 1885, Billy was ordered to Minneapolis, where he was installed as a train dispatcher on the I&M Division, which position he held for 15 years; then he transferred to the River Division, at Minneapolis, where he served as train dispatcher, chief dispatcher and car distributor until the

River Division dispatchers' office was moved to LaCrosse, at which time Stack was transferred to the Twin City Terminals as general car supervisor, which position he filled until his retirement on Apr. 1, 1943.

Billy Stack, never large in stature, was a giant in his capacity for work. His usual office hours were from 7:30 a. m. to 5:30 p. m., and there never was a really idle moment in his life. But, he also knew that all work and no play would make him a dull boy, and he believed with the poet, Tom Moore, that "As we journey through life, we should live by the way." It is this creed, we believe, that has kept Billy Stack young in mind, heart and body—he knew when to work and when to relax. He was the senior train dispatcher on the Milwaukee Road, his name appearing first on the seniority list with a date of June, 1885. He is also tops in the esteem of his many friends throughout the Northwest. He was one of the first telegraphers to use a "bug," or sending machine, but in later



This sketch, which subtly conveys the artist's conception of the life of Riley, the retired man, appeared on the announcements of the farewell dinner which was held in Mr. Stackpole's honor.

years dispensed with the "bug" and could send perfect Morse.

Through the years, Bill has made a legion of friends in and out of the railroad fraternity and his many lodge affiliations, all of whom were represented at the farewell dinner, tendered in his honor on the

evening of Apr. 1, were 85 of his closest friends and cronies gathered to tell Billy Stack what they really thought of him. Notwithstanding having attended many similar affairs, we have seldom, if ever, seen such a genuine, sincere expression of friendship displayed for a fellow worker by everyone present.

After listening to the adulations of his friends all evening, Bill stood up before the microphone and tackled what was probably the toughest job that had ever confronted him; but, running true to form (all five feet five of him) and in a clear, firm voice, Bill thanked all of his friends from the bottom of his heart and imparted to them his formula for living which, briefly, is "Always be a gentleman."

No doubt that accounts for the large circle of friends that Bill has among the fair sex, he being by all odds the most popular gentleman that ever attended the many parties given by the Milwaukee Women's Club in the Twin Cities, at which he had to dance at least once with every woman present.

Billy Stack will be 80 years young on May 25, and now that he has signed off and retired from the busy workaday world, it is the sincere wish of all of his friends that he spend the next span of his life in comfort and contentment close to his own fireside, where he can get the news of the outside world through the beautiful radio which was given him by his friends.

"The people of the United States owe a debt to the nation's railroads that will be most difficult to repay. After virtually relegating them to the status of a stepchild, they called upon the railroads immediately after the attack on Pearl Harbor to supply most of their transport needs. Accepting the task, the railroads last year did the greatest transportation job in the history of this or any nation. Traffic disruptions made the nation more dependent on rail transportation than at any other period. To the railroads fell the job of maintaining a steady flow of materials to war industries and then moving the weapons they produced to ports and training centers. Millions of men in the armed services had to be transported and essential civilian transport needs had to be met. The railroads have handled this enormous volume of traffic with remarkable efficiency. Billions of dollars are being spent by the government to expand other industries, but the railroads have done their war job well without any outside assistance."

New York Times,
January 4, 1943.

Mother (on bus): "Hush, if you're not a good boy I'll slap you."

Boy: "You slap me and I'll tell the conductor my real age!"

"What's the first thing to do when cleaning your rifle?" demanded the sergeant.

"Look at the number," said the new soldier.

"And what's the big idea?" asked the sergeant.

"To make sure I don't clean somebody else's," said the soldier.

Proud Mother: "They promoted my son Jerry for hitting the sergeant. They made him a Court Martial."



Front and Center!



Pvt. Howard N. Ferris



Lt. Erwin S. Ferris

R. K. Ferris of Mason City, Ia., a fireman who has been with the road for 32 years, has two sons in the Army.

Pvt. Howard N. Ferris, an electrical specialist, is stationed "somewhere in the South" with the Air Corps.

Lt. Erwin S. Ferris is an aviation instructor at Stockton, Calif.



Raymond E. Siebert, U.S.N.

Raymond E. Siebert, a former switchman in the Chicago Terminals, is an acting chief motor machinist in the Amphibious Force of the Navy. He is now stationed at Solomon Branch, Washington, D. C.



Pvt. Laurence R. Engravallo

Pvt. Laurence R. Engravallo, formerly employed at the roundhouse in Mitchell, S. D., is the son of Laurence Engravallo of Mitchell. At present he is stationed at Fort Knox, Ky.



William Lee, U.S.N.

William Lee, machinist's mate 2nd class in the Navy, is in service with the fleet and has seen a great deal of action. Paul, a brother, is with the Marines. Car Inspector Ray Lee of Perry, Ia., is the father of the boys.



Lt. Robert Steed

Lt. Robert Steed, a dental officer in the Navy, was on one of the transports which took Marines to Guadalcanal for the initial landing. His father, C. C. Steed, is a clerk in the signal department, Milwaukee.



Pvt. R. M. Mathison

Pvt. R. M. Mathison, formerly employed in the Fullerton Avenue office, Chicago, is somewhere in the Pacific area. His father is Switchman M. H. Mathison of Chicago.



Lucille B. Lillie, yeoman 3rd class

Lucille B. Lillie, daughter of Engineer Chris Lillie of Sioux City, Ia., enlisted in the WAVES last November and now, as a yeoman 3rd class, is stationed at Washington, D. C.



Capt. W. P. Blake

Capt. W. P. Blake, with an artillery outfit at an undisclosed base, was formerly connected with our engineering department at Milwaukee and Miles City. His father is H. C. Blake, assistant engineer at Minneapolis, Minn.



Jonas Boe, U.S.N.

Jonas Boe, who was employed in the telegraph office, Chicago, for six years before joining the Navy in February, 1942, is a storekeeper 2nd class, stationed at the Flushing Avenue Receiving Station, Brooklyn, N. Y.



Pfc. James P. McCauley

Pfc. James P. McCauley, stationed at Camp Phillips, Salina, Kan., with the Military Police, is a motorcycle instructor. He was formerly employed in the maintenance of way department at Spencer, Ia.



Pvt. Glen Howe



Pvt. Loyd Howe



Pvt. Henry Howe



Joe Howe, U.S.N.



Emmet Howe, U.S.N.

WHEN the five Howe brothers went to war they established what the Milwaukee Magazine believes to be a record among Milwaukee Road families. C. E. Morgan, superintendent of work equipment and welding, Chicago, says that all five of these boys worked for him; Joe was employed as an operator of a weed mower, and Glen, Loyd, Henry and Emmett worked in bolt tightening and welding gangs.

Their mother, Mrs. Joe James of Mystic, Ia., has eight sons—seven by her first husband and one by her second. Her eldest son, Bennie Howe, served with the army of occupation in Germany for three years after the last war. That makes six sons, altogether, to serve their country.

No very recent information is available regarding the five Howe brothers now in service, but the following is in accordance with the latest report:

Pvt. Glen Howe joined the Army in March, 1941, and is with the Infantry somewhere in the Pacific theater.

Pvt. Loyd Howe joined the Army in March, 1941, and is with an engineering outfit in England or Africa.

Pvt. Henry Howe joined the Army in August, 1942, and is at Clearwater, Fla., in the Air Corps.

Joe Howe joined the Navy in December, 1941; he is now aboard a destroyer somewhere in the Atlantic.

Emmett Howe joined the Navy last fall and is a cook 3rd class at the Great Lakes Naval Training Station, near Chicago.



Aviation Cadet Gordon E. Lekson

Aviation Cadet Gordon Eric Lekson, who enlisted in the Naval Reserve last June, is the son of Mrs. Linnea Lekson Radde, evening telephone operator at the St. Paul freight house. He is in training at the Naval Air Base, Ottumwa, Ia. At the time of his graduation from Minneapolis Central High School, the American Legion Award was given him as the student most outstanding in scholarship and courage.



Pfc. Neal Wilson

Pfc. Neal Wilson, stationed at Daniel Field, Augusta, Ga., is the son of George Wilson, a yard foreman in St. Paul.



T/5 P. W. Glander

P. W. Glander, Jr., technician 5th class, is stationed at Camp Hood, Tex. He is the son of P. W. Glander, operator at Webster, S. D., a nephew of A. M. Glander, chief carpenter at Mason City, Ia., and was himself employed as a station helper and clerk on the H&D Division.



Sgt. Raymond Tansey

Sgt. Raymond Tansey, formerly a clerk in the general freight department, Chicago, and husband of the former Miss Shirley Simmons, secretary to J. J. Landrigan, assistant general freight agent, Chicago, is in the Air Force, stationed at McChord Field, Wash.



Lyle F. Ervin, U.S.N.

Lyle F. Ervin, son of Switchman Harry Ervin of Mason City, Ia., is a fireman 1st class on a submarine in the Pacific. He recently received a note of commendation from Rear Admiral Withers, submarine commander of the Pacific Fleet, and an individual citation from the commanding officer of his ship for the part he played in destroying an enemy freighter while his ship was on patrol. Lyle enlisted in March, 1940, and has not been home since.



Lt. Leonard Williams, Jr.

Lt. Leonard Williams, Jr., son of L. Williams, coal house man at Mitchell, S. D., is an instructor in a rifle platoon at Camp Butner, N. C.



Edward Ludwig and son, Edward, U.S.N.

Edward Ludwig of the freight auditor's office, Chicago, is shown with his son, Edward, who is a seaman 1st class. He enlisted last September, and is now stationed at the Navy Yard, Washington, D. C.

Letter from Guadalcanal

Dear Mr. Crim:

We are writing to say
Thank you for stopping the train
at DePere for us. We enjoyed the
train ride very much. We are
sending you a picture of us waiting
for the train. We hope you like
it. We are also sending you a
picture of the train we are
building.

Roosevelt Kindergarten
Hazel Lambert, teacher

Ronald

Sylvia
Mary Ann
PATSY
Georgia Ann
BOBBY JO
Judy
Tojo
Susan
Virginia
Bill
SHIRELY
NANCY

JIM
DKK
LUCILLE
Elizabeth
BARBARA
NANCYA

March 11th - 1943

Jim Work
4/13

The urgent need for increased production and transportation of war material and food for our fighting men was never more vividly described than in this moving letter written by Sgt. James W. Hurlbut, Marine combat correspondent with the forces in the Solomons, to his wife in the United States.

"DEAREST EVE:

"We heard this morning a Nip task force was headed this way. We've been preparing for it all day. When the beach observers reported an unidentified ship on the horizon, we all expected the worst.

"But it turned out to be a Navy transport. It was just a battered little four-stacker destroyer converted into an auxiliary cargo vessel. It needed a paint job. But it was the first American ship we'd seen since the original landing.

"Imagine yourself existing for a couple of weeks with unbleached Japanese rice as the main dish of every meal. On every grain of that rice there generally were two or three worms. We didn't bother to brush the worms off either, because they were the only fresh meat available. You'll get some idea of what a boatload of food from the States means to us.

"There were some passengers aboard, too. Ground crew personnel for the airfield. That must mean our air support will be here soon. The Jap bombers have been coming in here every day, flying formation like a flock of geese. They won't look so pretty when our fighter planes get into them.

"Believe me, that cocky little tub sitting out in the harbor looks like a combination of the *Queen Mary* and the battleship *Wyoming* to the Marines.

"I never thought I'd see the day when thousands of Marines would stand on a beach and cheer the Navy with such enthusiasm. It happened this afternoon on Guadalcanal.

"Love,

"JIM."

The roof-spotter was excited. "There's a bomb falling," he telephoned down. "It's coming so near I could catch it."

A moment later there was a terrific explosion. His colleague below snapped one word into the telephone: "Butter fingers!"

Devil: "What are you laughing at?"

Imp: "Oh, I just had a woman locked up in a room with a thousand hats and no mirrors."

Hirohito, Mussolini and Hitler were sitting around talking when Hirohito said: "Well, when the war is over I am going to rule the world."

"You're wrong," said Mussolini. "I am going to rule the world. You know, the Lord said the meek shall inherit the earth."

Whereupon Hitler spoke up angrily: "That's a lie; I never said any such thing."

THE above, like every masterpiece, needs little explanation—it tells its own story and captions the pictures, too. It might be well to explain in passing, however, that "Dear Mr. Crim" is E. D. Crim, our city ticket agent at Green Bay, and the ride the tots took was from DePere, Wis., to Green Bay, a distance of about five miles. The adults in the picture below are, left to right, H. A. Goodell, our DePere agent, Mr. Crim, and Miss Hazel Lambert, the kindergarten teacher; and the picture, in our opinion, is no less than wonderful.

Obviously, the writing was done by Sylvia, the first of the signers, and to her go our respects. To the others, from Mary Ann through to "Nancya," our utmost admiration, for they stuck it out to the end.



RETIREMENTS

The Following Employes' Applications for Retirement Were Recorded in March, 1943

CHICAGO GENERAL OFFICES

Strass, H. J. Clerk, Aud. of Expend.
Office Chicago, Ill.

CHICAGO TERMINALS

Henderson, C. L. Machinist Chicago, Ill.
Mandelky, S. J. Record Clerk, Car Dept. Chicago, Ill.
Monroe, J. W. Sleeping Car Porter Chicago, Ill.
Nowak, P. Gateman, Police Dept. Chicago, Ill.

COAST DIVISION

Swalley, E. L. Conductor Tacoma, Wash.
Vanhorn, B. B. Fire Patrolman Mineral, Wash.
Wright, W. H. Stationery Fireman,
Loco. Dept. Tacoma, Wash.

DUBUQUE AND ILLINOIS DIVISION

Douglas, A. Machinist Helper McGregor, Iowa
Lahre, H. L. Machinist Savanna, Ill.

HASTINGS AND DAKOTA DIVISION

Collins, G. F. Loco. Engineer Minneapolis, Minn.
Comonele, N. Laborer, Loco. Dept. Aberdeen, S. D.

IOWA DIVISION

Rogers, H. C. B&B Carpenter Oxford Jct., Iowa
Stoner, J. Loco. Engineer Perry, Iowa
Street, C. E. Loco. Engineer Cedar Rapids, Iowa

IOWA AND DAKOTA DIVISION

Salomonson, O. Section Foreman Sioux Falls, S. D.
Thieman, E. R. Box Packer, Loco. Dept. Sioux City, Iowa

KANSAS CITY DIVISION

Doser, J. F. Conductor Ottumwa, Iowa
Prather, J. A. Section Foreman Mystic, Iowa
Torriss, S. M. Freight Handler Kansas City, Mo.

LA CROSSE AND RIVER DIVISION

Fenner, E. G. Conductor Portage, Wis.
Howe, G. F. Asst. Foreman La Crosse, Wis.
Hunt, W. F. Loco. Engineer La Crosse, Wis.
Kearney, R. H. Conductor La Crosse, Wis.
Okeefe, C. M. Switchman Portage, Wis.

MADISON DIVISION

Cameron, H. J. Bridge Carpenter Prairie du Chien, Wis.
Olson, W. C. Operator Janesville, Wis.

MILWAUKEE DIVISION

Beske, G. W. Custodian Atwater, Wis.
Ingram, T. J. Loco. Engineer Ladd, Ill.

MILWAUKEE TERMINALS

Babinec, J. J. Box Packer, Car Dept. Milwaukee, Wis.
Bauer, F. W. Machinist Helper Milwaukee, Wis.
Bilty, C. H. Mechanical Engr Milwaukee, Wis.
Bittner, H. J. Machinist Milwaukee, Wis.
Haas, F. J. Blacksmith Milwaukee, Wis.
Heerkes, J. K. Carman Milwaukee, Wis.
Kroening, H. A. Boilermaker Helper Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

Matsuura, N. Ex. Gang Laborer Butte, Mont.

SUPERIOR DIVISION

Paulson, J. E. Car Repairer Green Bay, Wis.
Wantz, R. C. Machinist Channing, Mich.

TERRE HAUTE DIVISION

Davis, E. H. Towerman, Police
Dept. Terre Haute, Ind.
Yaw, J. W. Boilermaker Helper,
Loco. Dept. Terre Haute, Ind.

TRANS-MISSOURI DIVISION

Hilleman, G. F. Brakeman Miles City, Mont.
Slater, A. G. Machinist Miles City, Mont.
Tarbox, C. D. Conductor Miles City, Mont.

TWIN CITY TERMINALS

Mathisen, S. M. Brick Layer,
Loco. Dept. Minneapolis, Minn.
Murthberg, E. C. Machinist Minneapolis, Minn.
Nordli, J. M. Freight Stower Minneapolis, Minn.
Skarlold, J. G. Chief Operator,
Tel. & Sig. Minneapolis, Minn.

Safety First

Yes, today is the day—you either finish your day's work safely or you ride in an ambulance. Today, then, is the day to prevent an accident or injury. No man figures on meeting with an accident when he leaves home for work, but hardly a day goes by that some man is not taken off his job, injured and unhappy and taken for a ride to the doctor.

Today, then, will decide. Confine your safety endeavor to one day at a time—don't worry about tomorrow. If you take care of today, tomorrow will take care of itself, for you will be on hand to take care of that too.

Guard against injury each day—every hour of the day, yes, and every minute of the day. It is only thus that injuries can be prevented. In other words, keep your mind constantly on what you are doing and you'll always be home for supper, where the folks are expecting you. Remember—alert today, alive tomorrow.

Our Safety Record to Date

	1942	1943	Increase
Fatalities	2	6	200%
Reportable Inj.	178	231	30%
Lost Time Inj.	55	93	69%

May, 1943

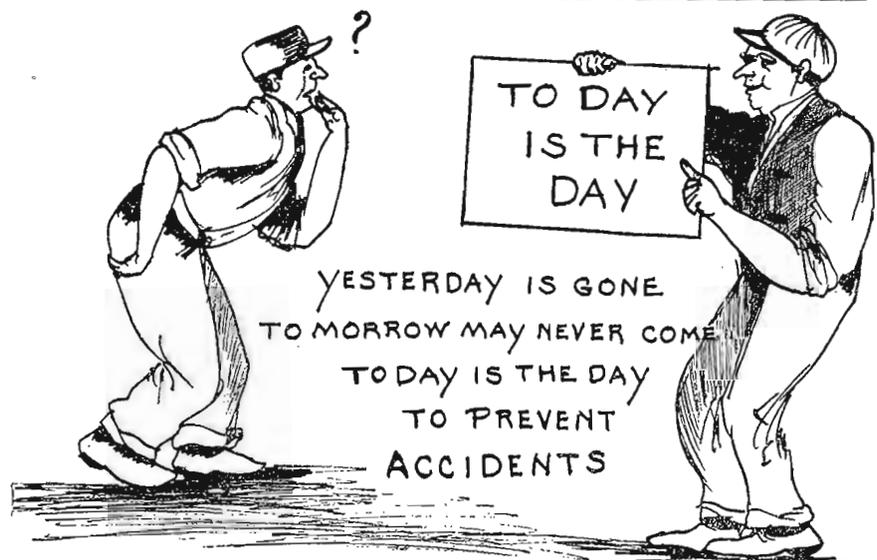
Electric Motors "Keep 'Em Rolling"

(Continued from page 8)

Way back in 1916, C. A. Goodnow, then vice-president in charge of electrification, forecast the success of our electrified operation when he said, "Our electrification has been tested by the worst winter in the memory of modern railroaders—but the elec-

tric locomotives went right on rolling along."

Now our railroad is being faced with another kind of test—and the mighty "motors" are still "keeping 'em rolling."





The Milwaukee Railroad WOMEN'S CLUB

Seattle Chapter

MRS. J. N. STRASSMAN, *Historian*

Our chapter had no regular meeting in January because of unusual weather conditions, so it was not until our February meeting that we had the opportunity to enjoy our new club room. If we are a bit crowded it is because our hearts are swollen with pride to think that the furnishings and equipment that each of us has had a part in accumulating are being used so appreciatively by our service men in the Canteen in our former quarters.

Most of our energies have been expended this past year on Red Cross work, but even we did not realize how much we had accomplished until our Chairman, Mrs. Clyde Medley, read the full report. We are credited with over 2000 completed articles in the sewing department and 10 sweaters in the knitting department. Mrs. Malcolm McEwan is taking over the duties of Red Cross Chairman and we are fortunate to have so able an executive assume so difficult a task.

Our retiring President, Mrs. Roland C. Sanders, handed the gavel to Mrs. A. W. Magill, incoming President. Other 1943 officers are: first vice pres., Mrs. A. J. Hillman; second vice pres., Mrs. J. T. Norquist; rec. sec'y, Mrs. F. W. Rasmussen; corr. sec'y, Mrs. E. D. Kennedy; treas., Mrs. E. M. Marx; historian, Mrs. J. N. Strassman.

Montevideo Chapter

LILLIAN SCHMETZLER, *Historian*

Chapter met Mar. 5 with a very nice attendance, altho' weather very cold. Reports of various chairman were given. Many sympathy cards as well as flowers to those ill at the hospital were acknowledged. A very interesting letter from one of our young men in South Africa thanking the club for the gift sent at Christmas was read.

The club doubled its contribution to the Red Cross fund. Red Cross Chairman, Elizabeth May, reported 167 hours of work, one sweater and a layette made. Mrs. Madden, Ways and Means, reported the card party of February a fine success. Mrs. Loftdahl had a very enjoyable program of music and singing for us. Dainty refreshments were served by Mrs. Mayer and Mrs. Burke.

Butte Chapter

MRS. PÉTE OLSON, *Historian*

The Women's Club and Men's Service Club held a joint meeting April 5 with Mrs. W. T. O'Reilly, acting president, presiding. After a short business session bridge was played and refreshments served to 22 members.

Hostesses were Mmes. C. G. Bleichner, N. B. Lupton, Peter Skelly, Chas. McPherson, and E. T. McPherson.

Several members have been very active in different branches of the Red Cross. Mrs. A. C. Kohlhasse, chairman, reported

119 hours spent serving on different garments. Good cheer chairman reported 12 calls made. Letters were read from several of our boys who are in the service, thanking the club for Christmas boxes sent them. Members voted donations of \$5 each to the Red Cross and A.W.V.S.

Marion Chapter

MRS. RICHARD BRISTOL, *Historian*

Marion Club had a picnic supper its regular meeting day. Seventy members and their families were present. Committees for the year were appointed. The club donated \$5 to the Red Cross drive. Cards were played following the meeting. Mrs. W. E. Failor, Mrs. Emil Petrusch, Mrs. Robert Cessford, Mrs. John Grote and Mrs. Stanley Thomas were supper chairmen.

Lewistown Chapter

MRS. J. P. SMELTZER, *Historian*

After a dessert luncheon served by Mrs. C. K. Hatton and Mrs. Charles Koch January meeting opened with the 1942 officers presiding, having been elected to serve another year. Mrs. Joe Stevens gave a talk on Nurse's Aide.

February meeting was very well attended even though we had sub-zero weather. It was voted to spend one day a week at the surgical dressing rooms and everybody was urged to turn out. The committee on the Service Men's Canteen reported that the boys were high in their praise of the wonderful food served by and hospitality of our ladies who were hostesses for our chapter at the Canteen.

Spencer Chapter

MRS. CARL FRENCH, *Historian*

At our meeting April 9 we celebrated the anniversary of our club with a pot luck supper at the community room of the Farmers Trust & Savings Bank, Mrs. P. I. McCauley, president, presiding. A social time, with cards, followed the business session. Husbands were present.

March meeting was held at home of Mrs. Ferguson, being called to order by vice president. Bingo party to be held was discussed. February meeting was held at home of Mrs. Roy Hanna. Mrs. Vince Rose and committee served a nice lunch.

Marmarth Chapter

MRS. W. J. CHILDERS, *Historian*

Meeting was held March 11 with President Mrs. R. C. Rushford, presiding. Reports: Mrs. H. E. Dernbach, Good Cheer, eight calls, two messages and letters received from 10 of the 12 Milwaukee boys in service thanking for gifts sent them at Xmas. Mrs. G. B. Childers reported membership, 21 voting, 22 contributing; Mrs. John Richmond, Red Cross, reported 314 hours spent, in which we made two sweaters, four helmets, six mufflers, nine pairs of wristlets and six surgical gowns.

1943 officers are: Pres., Mrs. R. C. Rushford; 1st Vice Pres., Mrs. Geo. B. Childers; 2nd Vice Pres., Mrs. Roy Erickson; Sec'y, Mrs. S. L. Richberg; Treas., Mrs. Jas. Shaber; Historian, Mrs. W. J. Childers. Chairmen of committees: Constitution, Mrs. Pearl Pengray; Welfare, Mrs. John Richmond; Good Cheer, Mrs. H. E. Dernbach; Membership and Publicity, Mrs. G. B. Childers; Ways and Means, Mrs. Ed. Striebel; Social and Program, Mrs. Wm. S. Striebel; House and Purchasing, Mrs. Harry Wood; Safety First, Mrs. Leo Rushfield; Library, Mrs. T. A. Childers; Auditing, Mrs. O. M. Maxfield; Refreshments, Mrs. A. Maxfield.

Drawings were held for our \$1 voting, and 25c contributing prizes, which are turned back to club to buy War Stamps toward a Bond. We are very proud of our \$25 Bond and are saving for another. Refreshments were served by Mmes. No-rem, Guy Johnson, and L. Rushfield.

Portage Chapter

MRS. J. H. PIKE, *Historian*

Sixty members were present at meeting held Feb. 1. Mrs. Gothompson and Mrs. Earl Smith, our representatives on the Council for Camp Truax, Madison, reported that \$1,000 had been raised for the camp at a Victory carnival held in the city, also that a Valentine party was to be given for the boys at the camp and in detail the articles still needed at the camp.

Following the business meeting, Miss Etta Lindskog, Secretary General, gave a very helpful talk, reviewing the splendid activities carried on by the club in the past years and encouraging the group to the same efforts in the future. Delicious refreshments were served by Mrs. Harold Sarbacker and her committee, followed by cards and bingo.

Dubuque Chapter

MRS. A. J. BENSCH, *Historian*

March meeting was held on the 15th. Red Cross reported 225 hours given by members. We were very happy to be able to help a family who had lost most of its possessions through fire. Committee reports were very encouraging. We regret greatly the loss of our president, Mrs. Kaiser, who left April 1 to join her husband at Tomah.

Our chapter served a pot luck luncheon at February meeting to about 30 members and had Miss Lindskog as our guest. We were all very happy to have her with us and to hear the interesting talk which she gave. Mrs. Kaiser presided. Members reported 100 hours making surgical dressings, 15 hours for the Grey Ladies.

Minneapolis Chapter

MRS. H. M. HAUSER, *Historian*

On Feb. 2, 18 members of the Board met at the Covered Wagon for luncheon. A short business meeting was held Feb. 22. Reports: Red Cross, 110 hours on surgical dressing, \$500 Bond bought, \$200 Bond

sold; Good Cheer, five telephone calls, 16 cards; Welfare, \$22, three families aided.

An American flag was presented and the Pledge of Allegiance given. The evening was then turned over to Miss Catherine McBride, who attired in "Irregularity Gay 90 fashion," acted as mistress of ceremonies, and with cleverly written dialogue introduced the characters and skits. Miss Hessburg was the soloist of the evening. There were two amusing skits: the Peters Family, from Grandma and down, with all their friends, two very gallant gentlemen among the lot, all attired in Gay 90 apparel. There were selections from the Round House Quartet, also several from the Minnehaha Eastern Star Chorus. After a grand finale by the entire group, coffee and cake were served to 80 guests, who went home with the comfortable feeling of an evening well spent.

Kansas City Chapter

Mrs. H. E. SEVEDGE, *Historian*

February meeting was held the 2nd, following a 12:30 luncheon. Reports: Mrs. McCrum, treasurer, balance Jan. 1, \$209.19; Welfare, one family given aid, \$23.04 spent. Sunshine, 23 calls made. Letters were read from Mrs. Coffman, thanking the club for a Christmas box sent to her son, Edgar Coffman; and from Howard Hill, who says not only he but other boys as well enjoyed his box. Red Cross report: Mrs. Kinder has 30 hours' knitting, Mrs. Morrison 70½ hours' knitting and 16 hours' sewing, Mrs. Bennett had 20 hours' sewing. Mrs. Hills reported \$36.75 cleared. She thanked members and Mr. Steward, Mr. Austin, Mr. Kinder, and Mr. Tigerman for their help.

Our sympathy is extended to the Milwaukee families whose homes were saddened because of death. Mrs. Madison passed away. Her son, Walt Madison, is a switchman on the Milwaukee. Engr. Harry McKinley died Jan. 8. Mrs. McKinley passed away Jan. 29.

Deer Lodge Chapter

Mrs. BELLE PEARS, *Historian*

Feb. 19 meeting opened with Pledge of Allegiance to the Flag. Red Cross Chairman reported 54 garments made and 1,285 hours' time put in by members during January. After a discussion it was decided to try and organize for the purpose of giving eats to the boys in service who pass through Deer Lodge on trains 15 and 16, Mrs. Fred Collins, Chairman.

Following routine business at Mar. 19 meeting, Mrs. Speer, Red Cross County Chairman, gave a very interesting talk on the subject of the Canteen which we voted to have for the boys in service, and told us that the Executive Committee of the County Red Cross had voted us \$200 to get things started. Representatives of several different organizations who are going to help in this work were also present. A meeting of representatives of all organizations who are to take part will be held in the near future to perfect plans.

Wisconsin Rapids Chapter

Mrs. C. FLANIGAN, *Historian*

A special meeting with Miss Etta Lindskog as our guest, was held on April 8 at the home of Mrs. Clarence Brave. Election of officers took place.

Mrs. Carl Akey reported \$75.98 in treasury. She also read a card of appreciation from the Hansen family for flowers sent during their recent bereavement and a

card from Wilbur Dolan, who is ill, thanking the club for flowers.

Our regular meeting date has been changed to the third Thursday. A close check of the social and work habits of members (and their husbands) shows that Thursday would be by far the best day of the week on which to hold a meeting. The third Thursday seemed an especially happy selection.

The new officers chosen are: Pres., Mrs. F. J. O'Malley; Vice Pres., Mrs. A. Sullivan; Sec'y, Mrs. E. Walsh; Historian, Mrs. C. Flanigan. Ways and Means and Memorial Chairman is combined in our active Mrs. Clarence Brave.

Luncheon was served before Miss Lindskog left. Nestling next to a heaping mound of potato salad was a succulent weiner for each guest. It is rumored that our hostess is now busy recounting her red ration coupons. Members left the meeting with the satisfied look that comes from having recently eaten rationed meat!

Wausau Chapter

Mrs. A. W. KASTEN, *Historian*

Our club met Mar. 9 with a good attendance, and voted to donate the proceeds of \$6.55 from a card party to the Red Cross. Good Cheer Chairman reported a meal served to 30 persons at the funeral of Mrs. John Brown, a club member.

February meeting was held on the 9th. Thank you letters were read from our boys in service for the Christmas gift boxes they received from our chapter. It was voted to donate \$5 toward the Recreation Center at Camp McCoy. The matter of donating good books to the service men was also discussed and approved.

Miles City Chapter

Mrs. C. E. REHM, *Historian*

The patriotic center piece of small flags and red, white, and blue candles on the lunch table set the keynote for our February meeting, which opened with the salute and pledge to our flag. Reports showed much work being done on the home front: Welfare, \$27.85 spent; Good Cheer, 258 calls made, 37 good cheer and sympathy cards sent, 30 families reached. Mrs. Farr based her interesting Safety First talk on saving man power and guarding against accidents in blackouts. Mrs. Brisbane's report on Red Cross speaks for itself, 118 hours and 80 garments completed in January. Mrs. B. E. J. Carr gave a most interesting talk on the Nurses Aide course. A number of very interesting thank you letters were read from our boys in the armed forces.

A light lunch was served to 75 members and visitors by Mrs. Shine, Mrs. Brady, and Mrs. Rehn, after which an original patriotic skit entitled "Salvage" was given by a group of young women from the Junior Woman's Club of Miles City. This was entertaining and instructive.

Austin Chapter

Mrs. L. W. BARNES, *Historian*

Members met for a combined Board and general meeting Mar. 6, commencing with a 6:30 picnic supper. This was the occasion of the annual party, at which the men entertained. The St. Patrick's Day theme was carried out in the table decorations, which were very effective. Preceding the supper the committee in charge presented the President, Mrs. E. J. Full, with a corsage, and a boutonniere to Mr. Full. Community singing was then enjoyed, following which a short business meeting was con-

ducted by Mrs. Full. Reports of the various committees were heard. Sunshine Chairman Mrs. L. L. McGovern reported flowers sent to various members, 12 personal and 24 telephone calls made during February. Mrs. O. C. Peed, Welfare Chairman, reported aid given one family. Membership Chairman Mrs. Arthur Reilly reported 26 voting and 62 contributing members to date. Plans are under way for the organization of the Milwaukee Road Victory Club, with a committee composed of Mrs. E. J. Full, Mrs. W. G. Ende and Mrs. L. W. Barnes being appointed from our chapter to work with the Service Club in carrying on this work. Members have set aside Thursday morning of each week to work on Red Cross surgical dressings. Two new members, Mr. and Mrs. Mulhalen, were welcomed into our club.

W. J. Lieb gave a brief talk reviewing the legend of St. Patrick and the origin of the Shamrock, and also displayed a replica of the Milwaukee Road Service Flag, showing 3,000 employes of the railroad in the service of our country. Membership and door prizes were awarded. Bingo games followed, with beautiful potted plants as prizes. The party was very enjoyable and credit should go to Chairman George Wood and his assistants.

New Lisbon Chapter

Mrs. GEORGE OAKES, *Historian*

On Jan. 12 meeting was held at home of Mrs. A. Darrow, Vice President Mrs. R. F. Oakes presiding. Good cheer report was 23 personal and phone calls made and 95 messages of cheer sent. Ways and means profit was \$4.40. Red Cross chairman reported two sweaters and four pairs of pajamas made, 92 hours. Welfare chairman reported \$5 donated to the Army Hospital at Camp Williams.

Chairmen for the ensuing year are: Mrs. Wm. Becker, Constitution; Mrs. R. F. Oakes, Welfare; Mrs. L. Daniels, Good Cheer; Mrs. J. Barnes, Ways and Means; Mrs. E. Karnes, House and Purchasing; Mrs. R. Bullis, Entertainment; Mrs. J. Walden, Safety; Mrs. Wm. Kallies, Auditing; Mrs. D. Wescott, Publicity; Mrs. J. McKegney, Red Cross; Mrs. E. Ganga-ware, Membership.

After adjournment luncheon was served by Mesdames Darrow, Daniels, Zeilsdorf, Bernard, Kallies and Barnes.

Spokane Chapter

Mrs. W. H. HUNTER, *Historian*

At our January meeting Mrs. Earl Berkey, president, named the following chairmen for 1942: Mrs. Jos. Lawrence, Social; Mrs. Chas. Lillwitz, Constitution; Mrs. W. A. Harnack, Welfare; Mrs. Lillwitz, Good Cheer; Mrs. A. L. Meeks, Ways and Means; Mrs. H. Fallscheer, Membership; Miss M. McAuley, Program; Mrs. Clyde Amick, Auditing; Mrs. Harnack, House and Purchasing; Mrs. Ethel Perry, Telephone and Red Cross.

Mrs. M. C. Helmer, retiring president, was presented with a gift, Mrs. Nathan Jones making the presentation in behalf of the board members. The afternoon was concluded with refreshments, Mrs. Joe Lawrence presiding over the tea table. There was a good attendance.

Sparta Unit-Tomah Chapter

Mrs. WM. HOVEY, *Chairman*

In spite of cold weather, Jan. 14 meeting at home of Mrs. Jess Cross, with Mrs. Amelia Duvie assisting hostess, was well attended. Mrs. Peter Hansgen presided.

Reports, \$2 donated in March of Dimes, ways and means \$1, good cheer cards two, calls four. Our ladies were asked by our Mayor to assist in the house to house canvass of the March of Dimes. The drive for funds for the National Foundation for Infantile Paralysis results proved second high with a purse of \$31.40. A new game (White Elephant) and a delicious plate lunch were enjoyed by all.

Madison, S. D., Chapter

MRS. CARL A. BERG, *Historian*

Officers for 1943 were installed at the Jan. 12 meeting with Mrs. Lyle Mathison, the retiring president, acting as installing officer. A gift was presented to Mrs. Mathison from the group in appreciation of her fine service as president during the year. Mrs. Martin Mathison, the new president, named the following committee chairmen: Constitution, Mrs. R. D. Moe; Sunshine, Mrs. Ben Long; Refreshments, Mrs. Robert Mathis; Ways and Means, Mrs. John Broderick; Program, Mrs. Ivan Callies; Welfare, Mrs. Earle Gere; Social, Mrs. Verne Eggebraaten; Auditing, Mrs. C. A. Berg; House Purchasing, Mrs. Fred Williams; Membership, Mrs. Lyle Mathison; Red Cross, Mrs. George McKinney; Rental, Mrs. H. G. Gregerson; Safety, Mrs. Larry Campbell.

A social hour followed and lunch was served with some of the members remaining for a game of cards.

Sioux Falls Chapter

MRS. JOHN B. NELSON, *Historian*

Our meeting Feb. 9 was at the home of Mrs. Don Galland, Mrs. Albert Spencer, president, presiding. There was a large attendance. Reports of chairmen were given and many thank you cards were read from our sick and shut-in members and from the boys in service. A bridge party was given at the club rooms on Feb. 17. Many members are giving time to the Red Cross for its many needs, and we hope to organize a class in home nursing.

At the conclusion of the meeting a social hour was passed and all enjoyed the fine refreshments served by the hostess.

Mobridge Chapter

MRS. SIDNEY HAGAN, *Historian*

February meeting held the 15th, called to order by our new president, Mrs. Fraher. It was decided by the club to have a white elephant sale at our next meeting with Mrs. William McFarland as chairman. The club also approved continuing the giving of musical awards to the most outstanding senior students belonging to our railroad family, one to a boy and one to a girl. Mrs. Kathryn Schneider was the lucky recipient of the bank night drawing. Hostesses were Mrs. Walter Byington, Mrs. Paul Byington and Mrs. Arvidson.

Bensenville Chapter

MRS. WHEELER GAGE, *Historian*

Bensenville Chapter held its meeting on Feb. 3 with Mrs. James Calligan presiding. Luncheon in charge of Mmes. Harney, Tonning and Rabun preceded the business session. Sunshine report showed 19 phone calls, four personal calls and 14 cards sent. Mrs. Newcomer reported the library now has 1,710 books and rental for January was \$13.60. Mrs. Sturm donated a pretty luncheon cloth which was sold. Bridge and pinocle were enjoyed.

Our clubhouse is a very busy place each Tuesday, also Friday nights, with Red

Cross work in charge of Mrs. Oakes. There were 6,565 dressings completed in 422 hours during January. Our Bingo parties, held the first and third Mondays of the month, have been successful socially and financially. Mrs. Phil Schneck, our new ways and means chairman, is doing a fine job. We are indebted to Mr. Newcomer for the nice standard he made for our lovely flag.

Savanna Chapter

MRS. KENNETH J. McCALL, *Historian*

At our February meeting it was decided to expend some money on improvements in the clubhouse kitchen. Committee reports were read. After the brief business meeting cards were played. The hostesses serving a delectable salad and coffee were: Mrs. Gladys Bradley, Mrs. Lloyd Hinsch, Mrs. Clyde Kinney and Mrs. N. F. Kelsey.

Members served more than 175 at the buffet supper Sunday evening in the Savanna USO Club. The menu served included spaghetti and meat balls, escalloped potatoes, cold slaw, pickles, relish, rolls, ice cream, cake and coffee. Many of the men were heard to say they enjoyed the supper more than any of which they had partaken. The club took over the serving at the U. S. O. for one week, six members taking charge each evening, assisted by other members. Food donations were solicited by them.

La Crosse Chapter

MRS. C. J. WETHE, *Historian*

At Feb. 3 meeting a card party was held, the proceeds of which were used to purchase a \$25 chair for the use of soldiers at Camp McCoy. A plaque inscribed with "Milwaukee Railroad Women's Club" was placed on the chair.

March 3 meeting was opened with pledging allegiance to the flag. Mrs. Obermore was welcomed into the club. Treasurer reported \$97.76 on hand. Sunshine Chairman reported 14 cards received expressing thanks for flowers and plants sent, 13 personal and phone calls made. Letters were read from the Girl Scouts requesting worn out silk and nylon hosiery and from the Red Cross. Five dollars was donated to the Red cross. Penny march, 39c. It was decided to have a potluck luncheon at April 7 meeting. All Milwaukee ladies who do not belong to our club, please come and spend a social afternoon with us.

A dessert luncheon was served; hostesses were Mmes. Hanson, Koepecke and Larkin.

Madison, Wis., Chapter

MRS. KENNETH KUNZ, *Historian*

We were pleased to have as our guest at our February meeting Miss Etta Lindskog, Secretary General. Our new members were glad to meet Miss Lindskog for the first time and our older members to renew their acquaintance with her. Mrs. O. S. Kline, our new president, presided over the meeting. Reports were read, Good Cheer Chairman reporting 15 cards sent and a number of calls made. Mrs. F. Green was appointed Red Cross Chairman, Mrs. J. J. Leitz co-chairman. The usual prize package and bank dollar were awarded. A social hour followed, with Mrs. L. Kraut, Chairman, assisted by Mrs. Peck, Mrs. Gleason, and Mrs. Blazek serving refreshments.

March meeting was held on the 5th. Mrs. Welke, Good Cheer Chairman, reported sending 12 cards and making 15 phone calls. Our treasurer, Mrs. I. Ken-

ney, reported buying two \$100 War Bonds, of which we are very proud. A group of ladies from our chapter baked 200 cookies for the local U.S.O. Center during February. Penny March and collection for the prize package amounted to \$1.40. Social Committee consisted of Mrs. Thos. Devine, Chairman, Mmes. Malec, Rogers, Rellihan, and Kline.

Mitchell Chapter

MRS. BEN HOLT, *Historian*

Regular meeting was held Feb. 8. Mrs. D. I. Caldwell, newly elected president, opened the meeting with members pledging allegiance to the flag and repeating the club motto. Mrs. Sloan, Sunshine Chairman, reported 10 cards and one plant sent. Mrs. J. F. Bohan, Membership Chairman, reported 21 voting members and five contributing members. Mrs. Paul Olson, Program Chairman for the month, arranged for bingo, which was enjoyed. Mitchell Chapter members have been very active in Red Cross work. Mrs. Ed Kirsch and her committee served refreshments, with Valentine theme carried out.

Tomah Chapter

VERA WILDES, *Historian*

Our chapter met Feb. 3 at the American Legion Hall. Welfare Chairman reported \$10.62 spent. There were three boxes of fruit and seven cards sent and one baby blanket presented as reported by the good cheer chairman; \$8.85 was reported taken in by the ways and means chairman. Several of our members are doing Red Cross work and a number of them helped on the War Rationing Board. We are also furnishing cookies for the soldiers at the U. S. O. for a week. A door prize was given and a set of embroidered dish towels was sold. Sunshine collection was taken. Carol Brown entertained us with a tonette solo. Following the program the committee served refreshments.

Chicago-Fullerton Ave. Chapter

CLARA A. CUSH, *Historian*

Dinner was served by Mrs. Irma Rummel and her committee preceding meeting of Mar. 3, which was opened with singing of the Star Spangled Banner. Welfare Chairman announced little aid was necessary; Good Cheer Chairman reported eight men visited at hospital and several cards sent; Ways and Means announced a dinner and card party in Rose Room of Better Homemaking Institute on May 27; Membership, 195 voting and 409 contributing members at close of February; Entertainment, Miss Elvira Witt, Assistant Chairman, introduced Miss Anne Taylor, who gave an interesting talk on her experience as a teacher at the Indian Training School, Tucson, Ariz.

Reports at Feb. 9 meeting were welfare, coal to one family; Good Cheer, three calls, 12 men visited in hospital, six cards sent, and 24 packages of cigarettes passed out at hospital. Miss Witt arranged for members not engaged in Red Cross work to play cards and bunco.

Red Cross: Need for help continues. At close of February, 1,014 hours had been put in by our Red Cross workers, 5,258 surgical dressings, five dresses, 25 baby shirts, two sweaters, and two scarves had been completed, and 260 donations of blood had been given. Thinking of our boys is fine—working for them is much better.

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

Division	Pass. Tips		Frts. Tips		No. of Tips Per 100 Employees		Division	Pass. Tips		Frts. Tips		No. of Tips Per 100 Employees	
Superior Division	23	142	25.1				Trans-Missouri Div.	27	1	3.0			
Seattle Gen. Offices	23	8	17.7				Chicago General	46	6	2.4			
Iowa & S. Minnesota	54	55	12.7				Terre Haute Div.	—	24	2.2			
Dubuque & Illinois	86	33	8.6				La Crosse & River	42	3	2.1			
Milwaukee Division	58	50	8.1				Iowa Division	17	13	1.9			
Rocky Mountain Div.	70	2	7.1				Kansas City Div.	10	4	1.5			
Hastings & Dakota Div.	75	4	6.3				Milwaukee Terminals	42	4	1.1			
Madison Division	33	1	5.1				Coast Division	16	2	1.0			
Chicago Terminals	9	115	4.2				Twin City Terminals	16	4	0.9			
Iowa and Dakota Div.	54	9	4.0				Miscellaneous	—	—	—			
TOTALS								701	480	3.9			

TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING THE MONTH OF MARCH, 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.	Frts.				Pass.	Frts.
Chicago General Offices									
Almen, Florence	Aud. Expend. Off.	Chicago, Ill.	2		Mongelluzzo, S.A.	Transport. Dept.	Chicago, Ill.	1	
Anderson, O.R.	Depot Pass. Agt.	Chicago, Ill.	1		Nelson, Mildred	Transport. Dept.	Chicago, Ill.	1	
Barley, Harriet	Sec. Law Dept.	Chicago, Ill.	1		Nolan, J.J.	Car Distributor	Chicago, Ill.	1	
Barnett, H.W.	Hd. Clk. Frt. Clm.	Chicago, Ill.	4	3	Ornell, E.E.	Arch. Drftsmn.	Chicago, Ill.	1	
Bloom, E.G.	Clk. Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	2		Rennebaum, E.A.	Gen. Frt. Traf. Dept.	Chicago, Ill.	1	
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.	1	1	Roth, Alfred	Draftsman	Chicago, Ill.	2	
Constantine, D.	Scale Inspector	Chicago, Ill.	1		Samp, M.R.	Asst. Eur. Head	Chicago, Ill.	1	
Culver, C.L.	Spec. Tax Agent	Chicago, Ill.	2		Schlotthauer, M.	Secy. Frt. Clm. Dept.	Chicago, Ill.	1	
Dix, C.W.	Rodman	Chicago, Ill.	1		Scofield, E.J.	Dist. Adjuster	Milwaukee, Wis.	2	
Halsey, George	Aud. Pass. & Stn. Accts. Off.	Chicago, Ill.	1		Stellmacher, H.L.	S.C. Conductor	Chicago, Ill.	1	
Isaacs, Nathan	Chief Clk. G.A.	Chicago, Ill.	1		Thelander, L.R.	Asst. Staty. Buy.	Chicago, Ill.	1	
Istok, John	Clk. GA Off.	Chicago, Ill.	1		Vraney, J.E.	Chf. Trav. Auditor	Chicago, Ill.		1
Johnson, B.C.	Asst. Engineer	Chicago, Ill.		1	Wager, J.	Frt. Aud. Office	Chicago, Ill.	1	
Karch, Martha	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1		Wallis, J.B.	Trav. Auditor	Perry, Iowa	1	
Kouba, William	Gen. Mgr.'s Office	Chicago, Ill.	2		Waterbury, C.L.	Div. Engineer	Terre Haute, Ind.	1	
Langton, Tina	Steno-Clerk	Chicago, Ill.	1		Wilhite, Ashley	Secy. to Gen. Supt. Transp.	Chicago, Ill.	1	
Loderhose, G.W.	Ft. Clm. Agent	Chicago, Ill.	1					46	6
Macina, G.G.	Asst. Engr. Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	7						
Coast Division									
					Allen, Blanche	Track Dept.	Spokane, Wash.	2	
					Anderson, G.E.	Asst. Agent	Seattle, Wash.	1	
					Carrotte, Clara	Stenographer	Tacoma, Wash.	2	
					Dahl, Oscar	Ret. Clerk	Tacoma, Wash.	1	
					DeGuire, C.E.	Clerk	Tacoma, Wash.	3	
					Eagle, J.M.	T.B.M.	Tacoma, Wash.	3	
					MacDonald, J.C.	Dist. Stkpr.	Tacoma, Wash.		1
					Olson, A.W.	Asst. Supt.	Tacoma, Wash.	2	
					Owen, C.M.	Agent	Sumner, Wash.		1
					Schuetze, E.C.	Machinist	Tacoma, Wash.	2	
								16	2
Dubuque and Illinois Division									
					Allen, W.R.	Baggage man	Elgin, Ill.	1	
					Ames, John	O.S. & D. Clerk	Dubuque, Iowa		1
					Bashaw, Samuel E.	Station Force	DeKalb, Ill.		1
					Carpenter, Robert	Baggage man	Dubuque, Iowa		1
					Dubmeyer, A.	Welder	Dubuque, Iowa		9
					Felder, Albert	Operator	Guttenberg, Iowa	2	
					Goltz, L.W.	Store Dept.	Marquette, Iowa	1	
					Greener, G.J.	Conductor	Preston, Minn.	3	
					Gregory, Basilio	Loco. Painter	Savanna, Ill.	1	
					Haggie, W.A.	Ret. T.B.M.	Deerfield, Ill.	2	1
					Haugen, M.R.	Store Dept.	Marquette, Iowa	1	
					Hinsch, L.C.	Engr. Dept.	Savanna, Ill.	4	
					Ickes, J.F.	Chief Clerk	Dubuque, Iowa	1	
					Knapp, A.J.	Car Dept.	Marquette, Iowa	1	
					Kraft, Carl	Storehelper	Savanna, Ill.	1	
					Kranfeldt, Wm.	Loco. Engineer	Dubuque, Iowa	1	
					Kurt, Francis	Clerk	Weukon, Iowa	12	18

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

Continued on Page 22

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Dubuque and Illinois Division—continued									
Long, Wm. E.	Ret. Machinist	Savanna, Ill.	2		Hudson, Zane	Station Force	Sheldon, Ia.		2
Lyttle, John	Signal Dept.	Savanna, Ill.	1		Hunt, L.	Sec. Foreman	Vivian, S.D.	1	
Marth, Robert	Clerk, Asst. Supt.	Savanna, Ill.	1		Iliff, Mrs. L.C.	Wife of Chf. Clk.	Mitchell, S.D.	1	
Maus, T.	Laborer	Savanna, Ill.	2		Isaacson, C.A.	Sec. Foreman	Burbank, S.D.	1	
McDermott, Anne	R.H. Clerk	Dubuque, Iowa	2		Johnston, J.	Mach. Helper	Mitchell, S.D.	1	
McGowan, W.G.	Str. Dept. Chf. Clk.	Savanna, Ill.	1		Joynt, F.H.	Cashier	Charles City, Ia.		1
Meyers, Bill	Water Treater	Savanna, Ill.	1		Kemp, Colonel	Flagman	Sioux Falls, S.D.	1	
Millar, L.M.	Clerk	Dubuque, Iowa	1		Kerrigan, J.F.	Sec. Helper	Elk Point, S.D.	3	
Mullan, W.H.	Store Dept.	Marquette, Iowa	1		Leafstons, John	Loco. Engineer	Sioux City, Ia.	1	
Muntz, A.L.	Laborer	Savanna, Ill.	1	1	McCarthy, Daniel	Sec. Laborer	Marion Jct., S.D.	1	
Nutt, Mildred	Clk. Store Dept.	Savanna, Ill.	1		McCaughy, H.J.	Roundhouse Frmn.	Mason City, Iowa	1	
Pullen, Chas.	Rndhse. Clk.	Dubuque, Iowa	2		Myers, Fred G.	Chief Clerk	Sioux Falls, S.D.		1
Raymond, David	Carman	Savanna, Ill.	3		Pappas, Tony	Mach. Helper	Mason City, Ia.	1	
Roberts, William	Sec't. Stockman	Savanna, Ill.	1		Paullin, C.L.	Painter	Mitchell, S.D.	1	
Rokusek, C.	Laborer	Dubuque, Iowa	1		Paullin, F.E.	Clerk	Mitchell, S.D.	7	
Rowley, G.H.	Asst. Supt.	Savanna, Ill.	1		Peterson, A.J.	Engineer	Mason City, Ia.	1	
Schmaling, George J.	B. & E. Dept.	Savanna, Ill.	1		Popper, Emil	Clerk	Sioux City, Ia.	2	
Schrader, F.W.	Agent	Marquette, Iowa	1		Reisdorf, Al	Engineman	Mason City, Ia.	1	
Schwartz, L.V.	Div. Storekeeper	Savanna, Ill.	3		Reyner, Emma	Cashier	Rapid City, S.D.		2
Smith, George W.	B. & B. Dept.	Savanna, Ill.	1		Schiltz, Ray	Machinist	Mitchell, S.D.	1	
Thompson, L.E.	Laborer	Dubuque, Iowa	2		Schmidt, F.E.	Stockman	Mason City, Ia.	1	
Unmacht, H.A.	Gen. Foreman	Dubuque, Iowa	4		Smith, C.I.	Engineer	Rapid City, S.D.	1	
Vogentaller, A.G.	Ret. Carpenter	Dubuque, Iowa	1		Turney, John	Mast. Mech.	Mason City, Ia.	1	
Withhart, F.M.	Baggageman	Savanna, Ill.	21	1	Weideman, W.M.	Engineer	Sioux City, Ia.	1	
			86	33	West, Mrs. Phillip	Wife of B&B Employee	Mitchell, S.D.	2	
					Woodhouse, W.H.	Baggageman	Mason City, Ia.	4	
								54	9

Hastings and Dakota Division				
Aggen, Marjorie	Clerk-Steno	Aberdeen, S.D.	3	
Bradbury, E.M.	Steno., Div. Mast. Mech.	Aberdeen, S.D.	1	
Broten, M.	B. & B. Foreman	Montevideo, Minn.	2	
Burnette, Stan	Rdmstr's Clk.	Aberdeen, S.D.	1	
Christianson, A.C.	Loco. Foreman	Aberdeen, S.D.	1	
Christianson, H.K.	Sec. Foreman	Mellette, S.D.	1	
Drum, R.A.	Conductor	Aberdeen, S.D.	1	
Ellsworth, Ray	Fireman	Aberdeen, S.D.	4	
Falkenhagen, W.M.	Bus Driver	Watertown, S.D.	37	
Fuller, T.L.	Solicitor	Aberdeen, S.D.	3	
Geiser, F.M.	Agent	Hillsview, S.D.	1	1
Geiser, Mrs. F.M.	Wife of Agent	Hillsview, S.D.	1	
Hopp, Pearl, A.	Secy. to Supt.	Aberdeen, S.D.	7	
Huger, R.F.	Operator	Bristol, S.D.	2	
Johnson, Edwin L.	Chief Clerk	Aberdeen, S.D.	1	1
Jones, E.N.	Police Dept.	Aberdeen, S.D.	1	
Lundberg, A.F.	T.B.M.	Aberdeen, S.D.	1	
McCarthy, C. Ruth	Clerk, Law Dept.	Aberdeen, S.D.	1	
Menzia, Anton	Lumberman	Aberdeen, S.D.	3	
Moriarty, W.J.	Clerk, Store Dept.	Aberdeen, S.D.	2	1
Rasdall, M.S.	Stock Yrd. Frmn.	Aberdeen, S.D.	1	
Seiler, Mrs. J.J.	Wife of Clerk	Aberdeen, S.D.	3	
Spatafore, Joe	Yard Foreman	Aberdeen, S.D.	1	
			75	4

Iowa Division				
Barnoske, George	Clerk	Marion, Iowa	1	11
Failor, W.E.	Rdmstr's Clk.	Marion, Iowa	2	
Fisk, C.E.	Loco. Fireman	Cedar Rapids, Iowa	1	
Franke, L.A.	Ret. Conductor	Marion, Iowa	1	
Fuller, Mrs. W.J.	Widow of Condr.	Marion, Iowa	1	
Jenkins, B.A.	Sec. Foreman	Springville, Iowa	1	1
Jess, E.C.	Ret. B. & B. Employ.	Marion, Iowa	1	
McGuire, Alice	B. & B. Clerk	Marion, Iowa	1	
Merkle, H.E.	Dispatcher	Perry, Iowa	1	
Murphy, R.W.	Chief Clerk	Clinton, Iowa	1	1
Power, Carl	Switchman	Cedar Rapids, Iowa	1	
Robertson, Paul	R.H. Laborer	Manilla, Iowa	1	
Smith, George R.	Sec. Foreman	Fayette, Iowa	1	
Sorensen, Jack W.	Cashier-Clerk	Council Bluffs, Iowa	1	
Swanson, Elmer	Mech. Dept.	Perry, Iowa	1	
Wiley, Frank	Cashier, Frt. Hse.	Cedar Rapids, Iowa	1	
Winfrey, L.W.	Yard Foreman	Council Bluffs, Iowa	1	
			17	13

Iowa and Dakota Division				
Anderson, E.E.	Sec. Foreman	Delmont, S.D.	2	
Beery, Everett	Fireknocker	Mason City, Ia.	1	1
Bennett, J.H.	Operator	Sioux City, Ia.	1	
Claney, F.L.	Brakeman	Sioux City, Ia.	1	
Cline, P.M.	Locomotive Dept.	Sioux City, Ia.	1	
Collings, L.H.	Lead Carman	Sioux City, Iowa	1	
Core, S.L.	Roadmaster	Farmingdale, S.D.	1	
Dillabough, Harris	Carman Helper	Mason City, Iowa	1	
Edwards, Roger	Sec. Laborer	Parker, S.D.	1	1
Faltinsky, L.B.	Car Foreman	Sioux City, Ia.	1	
Fish, M.D.	Sec. Foreman	Elk Point, S.D.	1	
Hansen, J.T.	Asst. Supt.	Sioux City, Ia.	2	
Hickson, Mrs. T.	Wife of R.H.F.	Rapid City, S.D.	1	
Higgins, F.M.	Trn. Deptchr.	Mitchell, S.D.	1	
Hladky, Charles	Sec. Laborer	Lesterville, S.D.	1	
Holmes, W.R.	Tariff Clerk	Sioux City, Ia.	1	1
Hornberger, Rchrd.	Laborer	Mason City, Ia.	2	

All our company has to sell is transportation.
The more of this commodity we are able to sell, the more prosperity there will be for everyone connected with it.

Iowa and Southern Minnesota Division				
Anderson, E.L.	Brakeman	Austin, Minn.	1	1
Anderson, Hartley	Agent	Zumbrot, Minn.	1	
Bloomfield, R.	Conductor	Austin, Minn.	2	
Bork, Alvin	Sec. Laborer	Plymouth, Ia.	1	
Brophy, H.A.	Engineer	Minneapolis, Minn.	1	
Bruha, F.H.	Agent-Operator	Dexter, Minn.	2	
Cox, O.H.	Agent	Pemberton, Minn.	1	3
Dosey, E.H.	Cashier	Blooming Prairie, Minn.		38
Dosey, Mrs. E.H.	Wife of Cashier	Blooming Prairie, Minn.	1	
Heidtke, B.J.	Sec. Foreman	Brownsdale, Minn.	1	
Hogan, R.F.	Trav. Car Agent	Austin, Minn.	1	
Holden, Helen	Operator	Fairmont, Minn.	1	
Holms, William	Yard Clerk	Austin, Minn.	3	
Horton, A.A.	Agent	Fairmont, Minn.	1	
Horton, Mrs. A.A.	Wife of Agent	Fairmont, Minn.	2	
Hubbard, Mrs. J.L.	Wife of Agent	Naples, S.D.	1	
Janousek, F.	Agent	Webster, Minn.		1
Johnson, Chas.	Agent-Operator	Sherburn, Minn.	5	2
Johnson, Roy	Cashier	Fairmont, Minn.		3
Josephson, George	Sec. Laborer	Brownsdale, Minn.	1	
Kneeskern, D.	Asst. Tkt. Clerk	Austin, Minn.	2	
Malek, Mrs. A.F.	Wife of Agent	Bryant, S.D.	4	
McGovern, L.L.	Chf. Clk. to Supt.	Austin, Minn.	1	
Okre, L.H.	Clerk	Hollendale, Minn.	2	2
Olson, Mrs. F.J.	Wife of Operator	Albert Lea, Minn.	2	
Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	2	
Peterson, H.M.	Station Helper	Spring Valley, Minn.	1	
Peterson, V.A.	Clerk	Pipestone, Minn.		1
Post, Mrs. C.O.	Wife of Pump Repairer	Austin, Minn.	2	
Potter, M.F.	Brakeman	Madison, S.D.	1	
Schulze, R.W.	Operator	Pipestone, Minn.	1	
Severson, L.H.	Cashier	Albert Lea, Minn.	1	
Sexter, K.C.	Agent-Operator	Bixby, Montana	2	
Shipe, John	Engineer	Austin, Minn.	1	
Soderholm, C.E.	Rate Clerk	Rosemount, Minn.		2
Wagner, E.J.	Conductor	Madison, S.D.	1	
Wahlin, W.G.	Agent	Matawan, Minn.		1
Whipple, Mrs. R.J.	Wife of Agent	Blooming Prairie, Minn.	2	
White, Orris	Asst. Baggage Clk	Austin, Minn.	1	
Williams, LeRoy, F.	Rdmstr's Clerk	Austin, Minn.	1	
Wopat, E.L.	Agent	Vienna, S.D.	1	
Wopat, Mrs. E.L.	Wife of Agent	Vienna, S.D.	1	
			54	55

Fill in a card immediately when you find a Prospect.

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Kansas City Division					Lentz, Delbert	Sec. Laborer	Horicon, Wis.	3	2
Baker, C.H.	Div. Time Rev.	Ottumwa, Iowa		1	Love, F.J.	Trn. Disptchr.	Beloit, Wis.	1	
Bean, James	Engineer	Ottumwa, Iowa	1		Mahnke, Adolph	Track Dept.	Horicon, Wis.	1	1
Crane, Beulah	Tracing Clerk	Kansas City, Mo.	1		Marske, M.M.	Telegrapher	Beloit, Wis.	1	
Fisher, Chas.	Fireman	Ottumwa, Iowa	1		McCann, E.J.	C.T.D.	Beloit, Wis.	1	
Gohmann, K.M.	Steno-Clerk	Ottumwa, Iowa	2		McCarthy, M.J.	Steno-Clerk	Racine, Wis.	3	
Hammond, E.R.	Chf. Clk. to Agt.	Ottumwa, Iowa	1		McDonald, W.F.	Div. Engineer	Milwaukee, Wis.	5	
Hampshire, J.F.	Clerk, Frnt. Hse.	Ottumwa, Iowa	1		Meyer, I.C.	Agent	Beaver Dam, Wis.	5	
Henson, Clyde	Sec. Foreman	No. English, Iowa		1	Mueller, A.A.	Operator	Beaver Dam, Wis.	5	
Johns, Chester	Yard Conductor	Ottumwa, Iowa	1		Mullane, E.M.	Clerk	Rockford, Ill.	1	
Riley, Mrs. C.W.	Clerk, Frnt. Hse.	Ottumwa, Iowa		1	Noel, M.E.	Roadmaster	Horicon, Wis.	1	
Ward, C.L.	Clerk, Frnt. Hse.	Ottumwa, Iowa		1	Olson, A.H.	Roadmaster	Horicon, Wis.	7	
Wisehaupt, J.	Engineer	Ottumwa, Iowa	1		Rick, William	Whse. Foreman	Beloit, Wis.		1
Wittermeyer, Leona	Clerk, Frnt. Hse.	Ottumwa, Iowa	1		Schlegel, Sam	Bus Driver	Milwaukee, Wis.	1	1
			10	4	Schmidt, John	Sec. Foreman	Pardeeville, Wis.	2	1
					Sherman, E.R.	Yardmaster	Beloit, Wis.	1	1
					Smith, P.H.	Chief Clerk	Beloit, Wis.	1	1
					Spurgeon, J.T.	Janitor	Beloit, Wis.	1	1
					Strappazon,				
					Mrs. L.E.	Wife of Clerk	Milwaukee, Wis.	1	
					Swanberg, C.C.	Ticket Agent	Beloit, Wis.		1
					Thomas, F.A.	Train Disptchr.	Beloit, Wis.	1	1
					Tingley, L.J.	Yard Engineer	Beloit, Wis.	1	1
					Willers, John	Sec. Foreman	Horicon, Wis.	1	1
								58	50
La Crosse and River Division					Milwaukee Terminals and Shops				
Beggan, Mrs. T.C.	Wife of Carpenter	La Crosse, Wis.	3		Bartlein, Jos.	Foundry	Milwaukee, Wis.	2	
Blanchfield, E.C.	Rate Clerk	Merrill, Wis.	2		Beck, John	Inspector	Milwaukee, Wis.	1	
Bolmgren, E.W.	Div. Engineer	La Crosse, Wis.	2		Beier, August	Car Inspector	Milwaukee, Wis.	1	
Dolan, W.M.	Station Force	Wis. Rapids, Wis.	3		Belond, H.	AAR, Inspector	Milwaukee, Wis.	6	
Frazier, I.L.	Yard Clerk	Merrill, Wis.	1	2	Bilty, G.J.	Car Foreman	Milwaukee, Wis.	2	
Fries, J.J.	Chief Clerk	Merrill, Wis.	2		Braun, Herbert	Steamfitter	Milwaukee, Wis.	1	
Frye, M.	Cashier	Merrill, Wis.	2		Braun, Walter	Foreman	Milwaukee, Wis.	1	
Genrich, Herman	Frog Shop Frmn.	Tomah, Wis.	1		Brugger, Rudy	Tractor Driver	Milwaukee, Wis.	1	
Gentzkow, Rodney	Custodian	Minneiska, Minn.	1		Delehanty, Edw.	Equipment Shop	Milwaukee, Wis.	2	
Hansen, V.M.	B. & B. Dept.	La Crosse, Wis.	1		Dittmar, Irwin	Pass. Car Shop	Milwaukee, Wis.	1	
Karow, C.A.	Cashier	Winona, Minn.	2		Dwyer, Wm. F.	Electrician	Milwaukee, Wis.	3	
Karow, D.C.	Clerk-Steno.	Winona, Minn.	2		Fiebrink, G.F.	Wood Mill Frmn.	Milwaukee, Wis.	2	
McLaughlin, R.F.	Fireman	Watertown, Wis.	1		Fuller, E.H.	Foreman, Str. Dept.	Milwaukee, Wis.	2	
Metrie, Tom	Track Dept.	La Crosse, Wis.	1		Hamann, Edith	Stenographer	Milwaukee, Wis.	1	
Olson, F.S.	Rodman	La Crosse, Wis.	1		Hanson, Edgar	Sig. Draftsman	Milwaukee, Wis.	1	
Owecke, Harry	Rate Clerk	Winona, Minn.	2		Kabacinski, C.	Load Inspector	Milwaukee, Wis.		2
Pooler, F.E.	Capt. of Police	La Crosse, Wis.	2		Keller, J.H.	Welder	Milwaukee, Wis.	1	
Ruder, George	Whse. Frmn.	Merrill, Wis.	3		Knoll, Irma	Clerk	Milwaukee, Wis.	1	
Ruder, William	Trucker	Merrill, Wis.	2		Neuman, John	Fire Patrolman	Milwaukee, Wis.	1	
Severt, Martin	Yard Conductor	Merrill, Wis.	1		Neumann, M.	Boiler Shop	Milwaukee, Wis.	1	
Singer, J.W.	Operator	Merrill, Wis.	1		Owsley, R.A.	Station Force	No. Milwaukee, Wis.	1	
Sowle, Claude	Mech. Dept.	Tomah, Wis.	1		Paulson, Wallace	Carman Helper	Milwaukee, Wis.	1	
Sundat, A.O.	Agent	La Crosse, Wis.	1		Pershing, Myrtle	Chf. Tlphne. Opr.	Milwaukee, Wis.	1	
Wheeler, Morton	Bill Clerk	Winona, Minn.	2	1	Schram, George	Blacksmith Shop	Milwaukee, Wis.	1	
			41	3	Stuppig, F.	Car Inspector	Milwaukee, Wis.	1	
					TeBrake, E.	Equipment Shop	Milwaukee, Wis.	1	2
					Thekan, Anton	Steamfitter	Milwaukee, Wis.	2	
					Thompson, G.H.	Mail & Baggage Agent	Milwaukee, Wis.	1	
					Waclawski, Jos.	Welder	Milwaukee, Wis.	1	
					Wahn, Andrew, Jr.	Carman Helper	Milwaukee, Wis.	1	
					Zirbel, Walter	Air Brake Man	Milwaukee, Wis.	1	
								42	4
Madison Division					Rocky Mountain Division				
Agner, C.H.	Train Disptchr.	Madison, Wis.	2		Athearn, J.F.	Police Dept.	Deer Lodge, Mont.	1	
Coleman, James F.	Ret. Clerk	Madison, Wis.	3		Bertram, Henry	Whse. Foreman	Lewistown, Mont.	1	
Conlin, R. Anita	Clerk	Madison, Wis.	5		Brautigam, W.E.	Rndhse. Foreman	Deer Lodge, Mont.	1	
Dunbar, Floyd	Sec. Foreman	Waukesha, Wis.	1		Buerkle, C.G.	Agent	Butte, Montana		1
Glenn, W.H.	Ret. Flagman	Madison, Wis.	3		Byrne, F.P.	Operator	Deer Lodge, Mont.	1	
Howard, C.A. Jr.	Helper	Darlington, Wis.	4		Campbell, J.W.	Police Dept.	Deer Lodge, Mont.	1	
Kilian, A.M.	Chf. Disptchr.	Madison, Wis.	2		Claxton, John K.	Loc. Attorney	Butte, Montana	1	
Kline, O.S.	Trn. Disptchr.	Madison, Wis.	1		Coffin, W.R.	Conductor	Deer Lodge, Mont.	1	
Krenke, E.F.	Store Dept.	Janesville, Wis.	3		Davis, C.F.	Conductor	Deer Lodge, Mont.	1	
Kurth, I.A.	Trn. Disptchr.	Madison, Wis.	1		Dell, H.F.	Chief Clerk	Deer Lodge, Mont.	1	
Lemanski, F.W.	Disptchr's. Clk.	Madison, Wis.	1		Dorsey, P.S.	Conductor	Deer Lodge, Mont.	1	
McDonnell, W.J.	Trn. Disptchr.	Madison, Wis.	1		Ellingson, John	Carman	Deer Lodge, Mont.	1	
Neese, Ira S.	Cashier	Waukesha, Wis.	2		Finkbeiner, S.W.	Carman	Lewistown, Mont.	2	
Nutter, George W.	Foreman	Richland Center, Wis.	1		Poster, E.H.	Chief Clerk	Deer Lodge, Mont.	1	
			2		Grogan, Neil	Dispatcher	Butte, Mont.	1	
Parkin, C.A.	Trn. Disptchr.	Madison, Wis.	2		Haanes, Ole	Roadmaster	Lewistown, Mont.	1	
Sickinger, H.L.	Cashier	Monroe, Wis.		1	Haanes, Mrs. O.	Wife of Rdmstr.	Lewistown, Mont.	1	
Young, A.E.	Agent	Arena, Wis.	1		Holmberg, Edith	Rndhse. Clerk	Deer Lodge, Mont.	1	
			33	1	Hopkins, E.L.	Operator	Deer Lodge, Mont.	3	
					Hopkins, Mrs. E.L.	Wife of Operator	Deer Lodge, Mont.	1	
					Kennett, N.	Switchman	Lewistown, Mont.	1	
					Kester, Guy	General Clerk	Lewistown, Mont.	1	
					Kester, Ray	General Clerk	Lewistown, Mont.	1	
					Kidd, A.R.	Shop Foreman	Deer Lodge, Mont.	2	
					Kirwan, P.L.	Conductor	Deer Lodge, Mont.	1	
					Kimmrow, F.K.	Car Foreman	Deer Lodge, Mont.	2	
					Leitz, O.H.	Clerk, Station	Great Falls, Mont.		1
					Marquette, F.F.	Conductor	Deer Lodge, Mont.	1	
					Mattson, L.	Operator	Lewistown, Mont.	1	
					McPherson, H.R.	Signal Maintainer	Deer Lodge, Mont.	1	
					Mentsel, John	Sec. Foreman	Drummond, Mont.	2	
					Meyer, H.R.	Storekeeper	Deer Lodge, Mont.	1	
					Middleton, D.E.	Clerk	Deer Lodge, Mont.	1	
					Mundt, George	Car Foreman	Lewistown, Mont.	1	

If you know of anyone who has not yet sent in traffic tips, you can help a lot by getting him started.

Continued on Page 24

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Rocky Mountain Division—Continued					Trans-Missouri Division				
Newbury, Mabel	Clerk	Lewistown, Mont.	2		Anderson, Dora	Cashier	Mobridge, S.D.		1
Nummerdor, C.A.	Asst. Supt.	Lewistown, Mont.	3		Anderson, Roger	Rodman	Miles City, Mont.	4	
Porter, O.S.	Cashier	Lewistown, Mont.	1		Bartsch, Carl	Fireman	Miles City, Mont.	1	
Reuther, Ann	Rate Clerk	Lewistown, Mont.	2		Carr, Mary E.	Stenographer	Miles City, Mont.	3	
Richardson, P.	Yard Foreman	Deer Lodge, Mont.	1		Clark, V.L.	Clerk	Marmarth, W.D.	1	
Rittenhouse, D.W.	Millman	Deer Lodge, Mont.	1		Greer, Custer	Capt. of Police	Miles City, Mont.	2	
Roark, M.W.	Dist. Adjuster	Missoula, Mont.	1		Huff, Pearl	Loco. Clerk	Miles City, Mont.	1	
Rock, C.E.	Brakeman	Deer Lodge, Mont.	1		Kirchoff, L.R.	Stenographer	Miles City, Mont.	1	
Rose, E.M.	Carman	Deer Lodge, Mont.	1		Mayo, S.A.	Ret. Yardmaster	Miles City, Mont.	3	
Samuels, Gus	Carman	Lewistown, Mont.	1		Meakins, H.M.	Police Dept.	Mobridge, S.D.	2	
Sawtell, J.	Car Clerk	Lewistown, Mont.	1		Mitchelhill, J.M.	Instrumentman	Miles City, Mont.	2	
Scott, H.E.	P.F.I.	Deer Lodge, Mont.	1		Norton, S.A.	Fireman	Miles City, Mont.	1	
Sears, E.	Roadmaster	Deer Lodge, Mont.	1		Pohl, L.F.	Asst. Engineer	Miles City, Mont.	1	
Short, Earl	Yard Foreman	Lewistown, Mont.	1		Warner, E.H.	Police Dept.	Mobridge, S.D.	1	
Short, Laff	Switchman	Lewistown, Mont.	1		Wilke, A.W.	Police Dept.	Mobridge, S.D.	4	
Snider, D.R.	1st Asst. Chf. Opr.	Butte, Mont.	1					27	1
Strong, J.A.	Carman	Deer Lodge, Mont.	2						
Ugland, George	Chief Clerk	Deer Lodge, Mont.	1						
Vanderwalker, O.G.	Conductor	Deer Lodge, Mont.	1						
Vanderwerken, S.C.	Ret. Mach.	Deer Lodge, Mont.	1						
Vanderwerken, Mrs. S.C.	Wife of Ret. Mach.	Deer Lodge, Mont.	1						
Williams, C.E.	Trav. Engr.	Deer Lodge, Mont.	1						
Willoughby, F.E.	Wrecker Foreman	Deer Lodge, Mont.	2						
Wilson, L.E.	Conductor	Deer Lodge, Mont.	1						
Woolman, A.A.	Electrician	Deer Lodge, Mont.	1						
Woolner, Hazel	Car Clerk	Butte, Mont.	1						
			70	2					
Seattle General Offices					Twin City Terminals Division				
Andrews, J.H.	Chf. Clk. Frt. Dept.	Seattle, Wash.	1		Baier, H.F.	Cross. Flagman	Minneapolis, Minn.	1	
Barkley, A.H.	Off. of Asst. to Trustee	Seattle, Wash.	2		Bornquist, I.W.	Car Dept.	Minneapolis, Minn.	1	
Bouldin, C.L.	Chief Clerk	Seattle, Wash.	1		Eucklin, L.B.	Power House Engr.	Minneapolis, Minn.	1	
Cumming, J.R.	Asst. Tax. Commsnr.	Seattle, Wash.	1		Campbell, H.R.	Car Foreman	St. Paul, Minn.	1	
Duncan, Eva M.	Gen. Agt's Office	Seattle, Wash.	1		Cashill, Marion	PBX Operator	St. Paul, Minn.	1	
Greengard, S.	Exec. & Law Dept.	Seattle, Wash.	1		Creighton, W.J.	Stre. Dept.	Minneapolis, Minn.	1	2
Haley, D.A.	Asst. Car Distbr.	Seattle, Wash.	1	2	Fahey, J.P.	Agent	Minneapolis, Minn.	1	
Holly, W.H.	Relay Office	Seattle, Wash.	1		Gallagan, J.J.	Police Dept.	Minneapolis, Minn.	1	1
Kelly, Gladys	Steno.-Engr. Dept.	Seattle, Wash.	1		Hanson, Carl	Car Dept.	Minneapolis, Minn.	1	
Kibble, F.B.	Gen. Clerk	Seattle, Wash.	1		Hoyum, Christ	Carman	Minneapolis, Minn.	1	
Kneuhman, J.P.	T.T. Inspector	Seattle, Wash.	2		Knoke, Edward	Car Distributor	Minneapolis, Minn.	1	
Long, R.B.	R/W Agent	Seattle, Wash.	1		McBride, K.A.	Store Dept.	Minneapolis, Minn.	1	
MacLennan, C.D.	Trav. Adjuster	Seattle, Wash.	2		O'Connor, R.J.	Roadmaster	Minneapolis, Minn.	1	
McGalliard, S.O.	Investigator Frt. Clm.	Seattle, Wash.	1	1	Rothmund, Allen C.	Cashier	St. Paul, Minn.	1	
Meyer, N.A.	Supt. Transport.	Seattle, Wash.	1		Ryan, Winifred	Steno-clerk	Minneapolis, Minn.	1	
Nelson, M.W.	Steno. Traf. Dept.	Seattle, Wash.	1		Smythe, Oriole	Stenographer	Minneapolis, Minn.	1	
Pinson, J.F.	Asst. Engr.	Seattle, Wash.	1		Stevens, G.V.	Steno-clerk	Minneapolis, Minn.	1	
Sanders, Mrs. R.C.	Wife of G.F.A.	Seattle, Wash.	1	1	Surau, W.D.	Asst. Diesel Supvr.	Minneapolis, Minn.	1	
Smith, L.W.	Asst. Supt. Tel. & Sig.	Seattle, Wash.	1		Wareham, A.W.	Chief Clerk	Minneapolis, Minn.	1	1
Strassman, J.N.	Auditor	Seattle, Wash.	1	4				16	4
Truscott, Guy	Lieut. of Police	Seattle, Wash.	1						
			23	8					
Superior Division									
Antilla, Fanny	Station Force	Sagola, Mich.	2						
Brennan, J.	Storekeeper	Green Bay, Wis.	2						
Bundy, Otto	B. & B. Carpenter	Marinette, Wis.	6	140					
Davis, Don M.	Agent	Oconto, Wis.	1						
Dinwoodie, J.T.	Chief Disptchr.	Green Bay, Wis.	1						
Flom, Arthur	Asst. Rdmstr.	Iron Mountain, Mich.	1						
Guy, A.T.	Chief Clerk	Menominee, Mich.	1	2					
Johnson, Julia	Clerk	Green Bay, Wis.	1						
LaVeau, F.J.	Agent	Republic, Mich.	3						
Lemerond, F.F.	Carman	Green Bay, Wis.	2						
Phillips, John B.	Supt's Office	Green Bay, Wis.	1						
Reeves, E.S.	Sig. Maintainer	Green Bay, Wis.	1						
Schotten, John	Engineer	Green Bay, Wis.	1						
Wizner, John	Engineer	Menominee, Mich.	1						
			23	142					
Terre Haute Division					<p style="text-align: right;">Bo Brown For O.W.I.</p>				
Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		24					
			0	24					

"Get the habit! Two for one! One traffic tip card versus the two pay checks you get every month."

"When the Hoopers started their Victory Garden I told 'em they'd need more soil!"

Naval Air Base Spur Goes Into Service

THE last spikes were driven into the new two and a half-mile railroad spur between Rutledge, Ia., and the new naval air station north of Ottumwa on Mar. 16, and the first train rolled through the gates. Milwaukee engine 1282 pulled 10 cars of cinders into the 1,440 acre tract. Comdr. D. D. Gurley, commanding office of the station, and Lt. Comdr. H. C. Wilson, officer in charge of building the base, were in the cab of the locomotive. The crew consisted of Engineer Lloyd Wilcox, Fireman Lloyd Frost, Conductor T. P. McGraw, Head Brakeman Wilbur Smith, and Rear Brakeman Clifford McCoy.

The last spikes were driven by Comdr. D. D. Gurley and Lt. Comdr. H. C. Wilson. Horace A. Brown, chairman of the Ottumwa planning board, also participated in the speaking and spike-driving program.

Kansas City Division

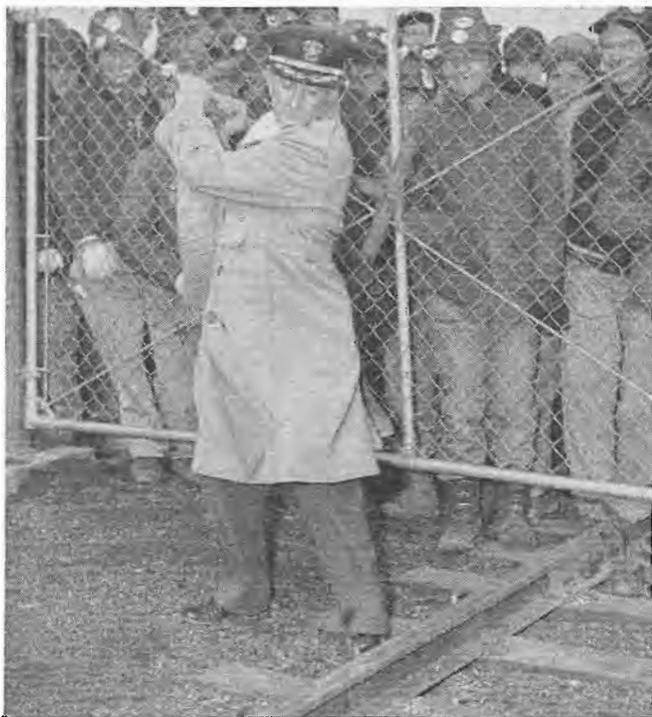
*K. M. Gohmann, Division Editor
 Superintendent's Office
 Ottumwa, Ia.*

March was a month of events on the K.C. division as on the 17th the last spikes were driven in the new spur between Rutledge and the new naval air base. On Mar. 24 and 25 the "Liberty Lounge" for use of servicemen only was dedicated at

Below: Commander D. D. Gurley assists in the driving of the last spikes. (The two pictures on this page are used by courtesy of the Ottumwa Courier.)



Above: The construction men who put in the new spur track between Rutledge, Ia., and the Naval Air Station north of Ottumwa look on with interest as the last spike is driven and their handiwork goes into service on Mar. 16.



the Ottumwa Y.M.C.A.; and the Ottumwa Service Club, jointly with the Milwaukee Women's Club, sponsored the first formal bluejackets dance. Many favorable comments about the dance were heard from the members of the Y.M.C.A. board, Y.W.C.A. board, and particularly from the servicemen themselves. Mrs. J. Lloyd Frost, wife of locomotive engineer, was general chairman and is to be congratulated on the success of the affair.

Effective Apr. 1, A mos Monthie was promoted to traveling engineer on this division,

While in service on train No. 93, Mar. 10, Brakeman H. M. Van Dyke became ill and was taken to the Chillicothe hospital from Laredo, Mo. He was confined to the hospital with double pneumonia until Apr. 3 and is now at home recuperating. Word was received from New Guinea that his brother Marvin was ill at the same time with tropical fever; however, recent report is that he has recovered and is now in Australia. He is flying an observation plane in the field artillery.

The chairman of our Service Club, Norbert E. Davis, machinist, West Yard, has been ill for over a month. On Apr. 13 he left for Chicago to enter the Wesley Memorial Hospital for an operation. Another roundhouse employe, Machinist Dan Roarty, has been in the St. Joseph hospital, Ottumwa, since early March.

We were glad to see Chief Dispatcher Wilson, who made a brief visit to the office on Apr. 8. He has been away since Feb. 20 because of illness.

On Apr. 5 a daughter was born to Mr. and Mrs. Walter Zlogar in the St. Joseph hospital, Ottumwa. Wallie, ensign in the Seabees, is in Honolulu and telephoned his wife on Apr. 7 to get first hand information about the baby girl. Lt. LeRoy Beckert, somewhere in Africa, has a son, born on Mar. 25 in Owosso, Mich., the home of Mrs. Beckert for the duration.

On Mar. 19 Norman C. Givens was graduated from Iowa State College at Ames. After spending a brief vacation with his parents in Ottumwa he returned to Ames, where he will serve as an instructor in electrical engineering to army and navy men, as well as to the other students. His brother, Captain Wm. Givens, of the Marines, is now in Guadalcanal. Both are sons of Superintendent Givens.

Our sympathy to the members of the John F. Moore family of Ottumwa. Engineer Moore died on Apr. 5 at the St. Joseph hospital after a lingering illness. He was 71 years of age and had been in the employ of our company since Aug. 1, 1896.

Staff Sgt. John D. Reed, Jr., son of Engineer J. D. Reed, a gunner in the Army Air Corps at MacDill Field in Florida, wrote that a mechanic on his ship who looked familiar to him, was Berl Shellman of Hillsboro; he also learned that his sister, Gloria Reed, and Shellman's sister, Ical, took nurses' training together in the Jennie Edmundson hospital, Council Bluffs, and have now volunteered for army nursing service.

Engineer Don Norman has been advised that his son, Lawrence, is now a private first class in the Marine Corps. He is now assigned to the South Pacific area.

About a month ago, J. F. Williamson was promoted to chief water tender. He is attending classes in the navy laboratory in Philadelphia, Pa., learning to test water at sea.

Clifford Harrington, son of Brakeman Wm. J. Harrington, has been in the Signal Corps for two months and is located at Camp Crowder, Mo.

Also at Camp Crowder is Hugh T. Smith, who is a member of the military police and has just completed his training there. He entered the Army two months ago, likes it fine and has gained 20 pounds. Conductor H. B. Smith, his wife and son, Richard, spent four days at Camp Crowder in the latter part of March.

Since Mar. 12 Sgt. James Wooley, Jr. has been at Camp Swift, Tex., as assistant to the division chaplain, Lt. Col. Hillier. Sgt. Wooley also serves as organist for army religious services.

Raymond Vannoy, son of Locomotive Engineer Ted O. Vannoy, is now a private first class at Alexander Field, La.

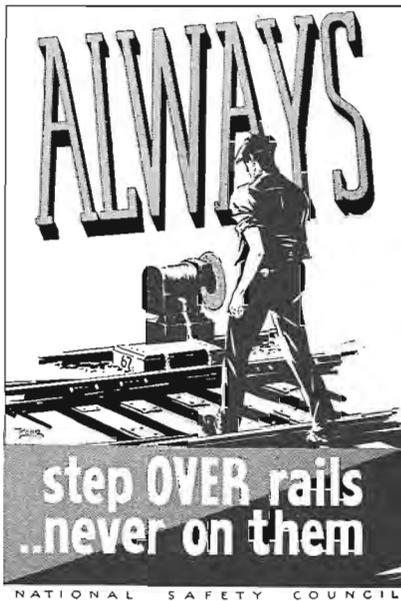
Machinist Wm. F. Grant received advice of the promotion of his son, Wm. F., Jr., from second to first lieutenant. He is attached to the Coast Artillery at San Diego.

Pvt. Lawrence W. Bond of the maintenance of way department, now at Camp Thomas A. Scott, Fort Wayne, Ind. writes to express his thanks for the Magazine and the News Bits; also, received a note from Mrs. Robert Fulton acknowledging receipt of the News Bits and informing us that former brakeman R. W. Fulton is now a warrant officer at Luke Field, Ariz.

Pvt. George Sward is now at Patterson Field in Ohio. He is the son of Section Foreman Oscar Sward at Linby.

L. W. Cupp, fireman first class, now in Africa, wrote that the heat is so intense they go around in shoes and shorts. He said he is glad to note from the Magazine, News Bits, etc., that so many people still buy War Bonds, as the boys in Africa all want to get this thing over as soon as possible.

Week-end of Mar. 27 was a happy one for Dispatcher W. A. Kelsey, when his family was reunited in Ottumwa for a brief time. His son, Charles, of the Navy was on a furlough. Mrs. Kelsey and two daughters from Kansas City, which has



been their home for some time, joined Dispatcher Kelsey and son. Recently the Kelseys moved to Ottumwa, where Mr. Kelsey is now employed as train dispatcher.

We received a lengthy letter from Mrs. Ivan Clark of Laredo, Mo., giving in detail the many interesting experiences of her recent visit to New Orleans, La., with her husband, former B. & B. carpenter, who is now in the Army.

The nephew of Engineer Ambur Towns, Richard E. DeWitt, photographer in the Air Corps, who is somewhere in northern Africa, wrote his uncle that he is using his Milwaukee Hiawatha pencil daily in writing to his friends. His superior officer is Elliott Roosevelt.

Claude McCullough, grandson of Vic Grimsley, Sherman street station employe, Ottumwa, has been promoted to corporal and is stationed in Fresno, Calif. Claude won recognition as an airplane model builder and flier and a writer for aviation magazines, although he is just 20 years of age.

On the afternoon of Apr. 9, Yard Conductor D. E. Chambers and Mrs. Chambers kept open house in honor of their daughter, Kathryn, who enlisted in the WAVES. She left on Apr. 19 for New York for training at Hunter College.

A card from Yakima, Wash., advises us that it is now Corporal Michael L. Carroll and that he has been transferred there from Camp Adair, Ore.

Telegraphers K. E. Brees, W. E. Moore, and C. F. Zimmerman, all residents of Sewal, Ia., entered the service in April.

Milwaukee Shops

Locomotive Department

John A. Macht
Correspondent
Office

Pvt. Ray O'Brien, former caller in the round-house office, has now been transferred to a Railway Shop Battalion, consisting mostly of Santa Fe men. He is located at New Orleans and is getting along fine and states that even with all the heat and training he has gained 14 lbs.

Along with the robins, another sure harbinger of spring is Otto Moeller perched



on his scooter scooting around the shop.

I guess Walter Foesch will have to walk out to the lake this summer. The ration board refused his request for more gas even though he is starting a miniature truck and chicken farm. Put in your orders early for vegetables and poultry.

Ray Sear, former foundry clerk, is now located at Ft. Lewis, Wash. He says he lost so much weight none of his clothes fit him.

Dorothy Pettell is a bright new addition to the office. Welcome to the fold, Dorothy; we hope you will like being with us.

Both Earl McMinn, train control inspector, and Traveling Electrician Ollie May are back on the job after being on the sick list for some time.

George W. Corbett, retired machine shop foreman, dropped in at the office the other day, all dressed up, on his way to play a game of billiards. He looks fine and says he feels better than that and just to make good his talk, bought a \$1,000 War Bond. He says he still has his first pension check and that makes us wonder what we are doing with all our money.

It is with great sorrow that I must report the familiar figure of Carl Brumm will be seen no more. Carl was born in Kenton, O., on Mar. 21, 1879, and passed away on Mar. 24, 1943. He started in as a machinist at Milwaukee shops in 1910 and has held various supervisory positions at this point since that time.

Davies Yard

J. J. Steele,
Correspondent



Jake Hansen can fully boast of sisterly love, for it was a sisterly gesture that prompted Mrs. Jahnke, sister of Jake, to invite him and Mrs. Hansen to a sizzling hot steak dinner just before rationing took effect.

The service flag that Nick Kissler so proudly displays in his window now has four stars. His fourth son, John, formerly of the Davies yard, left on Mar. 24 to join his three brothers in the armed forces.

Our deepest sympathy to Frank Waszak whose wife passed away on Mar 29 at the age of 48.

Frank Pfeiffer, Jr., and Walter Murawski left early in April to take up arms for Uncle Sam.

The honor roll of the Davies yard is increasing each month, and we here at home wish each new inductee, along with the old, Godspeed and good luck. It is true that some of us have to stay on the home front, but in each man's heart the natural instinct to be in the battle persists, so to all those who are on the fighting front, we give this pledge to help them fight the battle by buying War Bonds.

The Davies yard pigeon "papas," namely, Joe Kies and Steve Widuch, donated some of their prize birds to the Army. Their chief concern at the moment seems to be which of the two gave the best birds, and which pigeon will be most valuable.

Fred Osberg of the Coach yard visited the Davies yard recently and seemed very interested in the forthcoming baseball season. It seems that there has been a minor baseball feud between the Coach yard and the Davies Yard Tigers. Each year the Coach yard team picks their best men only to learn that the best aren't good enough.

Store Department

Earl L. Solverson
Correspondent

Card and letter from W. E. Neulreich at St. Petersburg, Fla., states that he is an instructor in the manual of arms, the saber, pistol, guidon and the colors, including courses in marksmanship, guard duty, courtesy, and discipline.

Carol Turenske, of the order bureau, underwent an operation on Apr. 12.

Capt. Melvin DeRong, who is stationed at Camp Livingston, La., called at the shops on Apr. 2.

Ray Koepp and Al. Zirkel will soon accept orders for eggs. Both are raising roosters in their basements in order to conserve their meat stamps.

It is reported that Bill Braid of the accounting dept. at Chicago was recently absent for a few days and that he took the fatal step. Congratulations!

(FROM SIGNAL STORE.) Station HLH of the Signal Store announces that the following former employes, now actively engaged by Uncle Sam are Walter Neulreich, at St. Petersburg, Fla.; Vernon Forbes was somewhere in Colorado; Leo Flayter is with the Pacific fleet; Ted Schrage and Ed. Gonaware are with the Marine Corps; Walter Studenic is a machine gunner with the infantry in Texas; Glen Lang is also deep in the heart of Camp Hustings, Tex.; Tony Babbitch and Floyd Bushey are also in the service. Endeavoring to fill the positions of these capable men are Mary Koller and Bettelou McCurtain, who are the latest additions to the Laborite Corps and they're doing a fine job, too. Geo. (Jumbo) O'Connor sees to that. Al. Sampson and Art Lindner, the "glamor boy" storehelpers, have also replaced men in service. Clary (Hercules) Matuka, Bob (Pete) Pederson, Robert (Tish) Teschen-dorff, and Art (Muscles) Lang, the "gruesome foursome", have been with the Signal Store for some time. Mary Ellen Dooley, HHL's typist, is rumored to be only "three and a half years old".

Lest we forget, and all in fun,

Tease the "Lyon" and he'll make you run.

Arthur E. Volke writes from Australia to Robert Metzfeld, that it seems strange to receive letters from Bob telling of winter when they are having summer. He says he has not met Vic Sliwinski but has met Champion several times.

Pvt. Daryl R. Verfurth was recently called to service and has been assigned to a medical detachment at Camp Butnek, N. C. Says it's hot there and he is getting a nice coat of tan.

Corp. Dale Manning located in Chicago, called at the office Apr. 15.

We welcome new employes Audrey Kelly and Charles Andrees. John Bloomquist has returned to our midst after a long period as storekeeper at an Ordnance Camp.

Art Metzen received letters from Pete Peterson who is in San Antonio, Tex., and from Kenneth Bogert who is at Manhattan, Kan.

Have the prices gone up! I went to the market and asked the butcher for a 10-pound turkey. He said, "O.K. How do you want it financed?"

Country Girl: "Mr. Jones, I'd like you to meet Mr. Gush."

Village Postmaster: "How do you do, Mr. Gush! You certainly do write a mean love letter."

May, 1943

Chicago General Offices

Purchasing Department

Lurena Whidden,
Correspondent



Little did we realize that we had an actress in our midst until Frances Ward Harper's picture suddenly blossomed forth in local newspapers with the announcement that she was to appear in a play at the Glenview school auditorium Apr. 9 and 10. Frances, a member of the Glenview Community Players, took the part of Leone in *The Vinegar Tree*. She had to act like a "silly college girl," convinced that her beau had failed to propose because she was not a woman of the world. In spite of the fact that her part involved much crying (without the aid of onions), Frances had lots of fun in her role. This first production of the Glenview Community Players was a great success, and they now hope to do three plays a year. Next thing we know Frances will be "discovered" by a Hollywood talent scout.

Fred Harvey's cafeteria was the scene of great excitement Apr. 14 when Paul Robeson stopped in for a bite to eat between trains. Eileen Delaney is now the proud possessor of his autograph. When we asked her for some first-hand information on the famous singer and actor, she produced a piece of paper from her purse, unfolded it carefully, and with a radiant smile, pointed to the writing: "To Eileen, with every good wish, Paul Robeson." The lucky girl told us that Mr. Robeson was on his way to Seattle for concert, riding (in Eileen's words) "the good old Milwaukee Road"; that he was very pleasant; and "as tall as the water cooler."

Among the ardent Victory Garden enthusiasts this spring is Evelyn Lundin, who, a few weeks ago, cast a scheming eye at the vacant lot across the street from her home. Writing to the proper authorities for permission to use a plot of ground, she waited patiently for a reply. But none came, and when neighboring land grabbers began to dig in the lot, Evelyn, afraid that they would have no respect for her mental garden, hustled over and marked off a plausible square with some posts and string—and still waited. Finally the coveted answer arrived: Yes, she could use some of the land for her patriotic equare—in return for \$2.00. And there were her neighbors, plowing and sowing to their hearts' content, without, Ev is sure, even an "if you please." Oh, well, "honesty is the best policy," we reminded her, and she can at least be certain that her radishes and carrots will be legitimate.

In the Service

Bob Reiter is not quite "in," but to all indications he will be soon. On Apr. 9, he reported to the draft board for his first physical exam. To Mr. Casey's question, "What did you find out?" he answered, "I have some blood." When we asked him how he felt, he said, "Fine." "No, no, not your health. What are your feelings about the whole thing?" "Oh, well, it had to come sooner or later." And so by the time this magazine is published, he may be toting the gun in Uncle Sam's army.

Pfc. John H. Beton, Camp Carson, Colo., wrote to us on Apr. 4, describing

a 22-mile hike. "The last five miles were to be made in one hour. It was pretty tough making five miles in one hour after you had already made 17. Well, we made it in 58 minutes and we sure were plenty tired. That full pack sure does wear a man down." John is making us so envious with his descriptions of moonlight horseback rides with U.S.O. girls!

Bob Nordin, Naval Training Station, Great Lakes, Ill., was about to leave for "range finder school" when he wrote to us on Mar. 12. The training will include physics, optics and trigonometry, which are right in Bob's line.

Pfc. Donald C. Russo, Camp Adair, Ore.; letter of Mar. 14. Perhaps the fact that he is a barber for his company was the reason for Don's shaving off his mustache, then letting it grow again. Practice makes perfect, you know. Don has a four-piece band now, which is "all swing and jive with a few hep-hep cats that are always on the beam." The band has played for the American Legion and for the Elk Club.

Let us not forget the women in the service. Eleanor Kopin, now a "wire," i.e., an instructor of International Code at the Coliseum, has 40 service men as pupils. She paid us a visit on Apr. 8, very chic in her cadet blue uniform with its jaunty cap: "I feel so conspicuous in it," she said, but she seemed to feel it was worth it.

Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent

Miss Adelaide Simonds of the central typing bureau retired from service Mar. 27. She was presented with lovely flowers and gifts. Miss Simonds has been with the road 21 years and had made many friends.



Pardon me, folks. In last month's edition I stated that Alice (Deeny) Nudo had spent her vacation with her boy friend in the service, stationed in New York. The truth is that he is her husband; they were married last January.

Cadet Don Malatesta is recovering from a severe case of bronchial pneumonia.

Six more fellows from our office have joined up. They are: Pete Teune, Art Sommers, Chesley Packard, Conrad Havik, Willard Farnsworth and Willard Niemic.

Larry Mulholland is going to officers' training school. Carl Jensen has been promoted to staff sergeant and, as far as we know, is still in Guadalcanal.

Jack Brandenburger is now a sergeant. It seems the fellows are really trying hard to make good and we are very proud of them.

Doug Elder, who is now a lieutenant, was married Apr. 18. The bride is Helen Agner. They will make their home at Camp Davis, N. C.

Auditor of Expenditures Office

Bernie Williams, Correspondent

Mr. Engstrom was confined to his home in Deerfield for almost 10 days with the flu, but returned to the job about the middle of April.

Eric Gehrke, boss of the bond bureau, was another who was held down at home despite several efforts to get back to work.

Harriett Kennedy went Florida recently and basked in that famous southern sunshine.

Marie Stwalley of the payroll bureau was the first to make the trek to Mexico City. Spring is a sure sign that before long Vicky Mackreth will be heading that way, too. That is, if she still has her commuter's ticket.

John Oswald of the statistical bureau was a New Orleans visitor and says the temperature was too high for him. However, a little April snow flurry soon after he returned made him feel right at home.

Margaret Amfaldern of the computing bureau has taken a leave of absence on account of ill health.

Congratulations are certainly in order for Lillian and Bob Masters. They are the proud parents of a baby boy, Robert Ted Masters. Master Robert arrived on Apr. 4.

Another office romance has hit the rocky trail. Gladys Ring is now exhibiting a solitaire which Johnny Benetti, formerly of the B&V bureau, and now a Signal Corps trainee, can tell us more about. That typing bureau seems to be working in cahoots with a jewelry outfit. Corp. Otto Heimann was home again this month. Otto underwent an appendectomy and then got a furlough. Everything is hunky-dory now.

Bill Rick, of late a bowling star, is now sojourning with Uncle Sam's Army in Arkansas. On a hill, Billy?

Car Accountant's Office

Harry M. Trickett
Correspondent



Mrs. Laura Whitson was granted a furlough on Mar. 20, account ill health, and has gone to Phoenix, Ariz., for rest and sunshine.

Bernice Roman resigned on Apr. 5, after eight years' service.

Dolores Loacher was a lucky girl at the Booster Club drawing on Mar. 30, receiving a \$25 bond.

Helen Retzke, Eleanor Keen, Joseph Kowal, Lorraine Schroeder, Katharine Tague, H. H. Kester, D. B. Chandler and John Bove were recent blood donors to the Red Cross bank. Our office subscribed over \$600 to the Red Cross fund.

Pvt. W. Gearhart has been transferred from Camp Wolters, Tex., to the Glider Infantry at Ft. Meade, S. D., which is located in the beautiful Black Hills.

Our latest selectee called to service was Bill Shaban, inducted on Mar. 26, who was assigned to the Navy and sent to Great Lakes Training Station.

Blessed events have occurred for two former girls of our office, as Dorothy Quinn announces the birth of her baby on Mar. 27, and Louise Kohl became a mother on Mar. 30.

Honorable mention should be given to those in our office who have become veteran employes this year, with 25 years' service—Helen Gorski, Calmar Gasmann, Pearl DeLaBarre, Ernestine Harrer, Walter Barthel, and Angela Nixon.

We should all feel pleased in contributing monthly to the Milwaukee Road Victory Club, organized a year ago, when we learn of the efficient service rendered to our boys in service. Margaret McCarthy of our office has done splendid work in administering to the many needs and requests from the boys. She reports 195 enlisted men from Union Station and Fullerton Avenue serving in the states, and 27 officers and 20 men overseas are on her

mailing list. During April, the club sent \$1.00 to each enlisted man in the States, and two tins of cigarettes to those overseas. Each man is remembered on his birthday with a card and \$1.00, and they all received \$1.00 on St. Patrick's Day. In addition to the cash gifts, innumerable requests from the men for smokes, candy, razor blades, cookies, towels, soap, etc., have been complied with. Accompanying the \$1.00 going to the men before Easter, the club's greetings read as follows: "This greeting we hope may help us in saying 'Thanks' from us all for the part you are playing. So, hats off to you for the sacrifice made. Next year we hope you're in the Easter parade."

Auditor of Overcharge Claims Office

Marie Hotton, Correspondent

On Saturday, Apr. 10, W. A. Johnson attended the state convention of Illinois Credit Unions at the Sherman Hotel, as a delegate of the Hiawatha Credit Union. Miss Ethel Lauterbach, A. W. Slodowy and Pete Walton, the AOC representatives, were also present at the business meetings.

With the temperature way down in Georgia hovering around an agreeable 90 degrees, Corp. George G. Smith, home on his first furlough, was totally unprepared for our annual April snow flurries. When he received the glad news, George didn't stop to pack his woolies and consequently was just the least bit chilly in the old home town, a condition which the office force did its best to counteract by the warmth of its reception. By the time you read this, "Gee Gee" will again be comfortably settled underneath the waving palms of Fort Sam Houston, Tex.

A romantic news item: Lieut. Warren Frandsen of the Air Corps, the son of Mr. and Mrs. A. J. Frandsen, was married on Thursday, Apr. 8, to Miss Marie Siegler of Chicago. The ceremony was performed at the Post Chapel, MacDill Field, and the newlyweds are now housekeeping at St. Petersburg, Florida.

The population of Mountain View, Mo., was increased by one, when George Tovey arrived, the first week in April, to assume his obligations as a gentleman farmer. On the various postal cards sent to the office, George boosted the scenery and climate and claimed that he has "the biggest and best poultry house in the county." Mountain View also offers its share of social life and Mrs. Tovey and Bettisue reported having a wonderful time as guests of Marguerite Lyons and "The Judge," at the pinochle party and dance which they gave in their jelly factory, at Sunrise Mountain Farm.

Freight Traffic Dept.

Wesley S. McKee
Correspondent



We are sorry to report the recent passing of C. C. Kimlak, chief rate clerk, who retired a couple of years ago. Charley was well known throughout the system, and his many friends and co-workers extend their sympathy to the bereaved family.

Gladys Wallbaum, the spark plug of the coal traffic department, recently traveled incognito under the apt name of Elinor Glyn. My dear, didn't you know?

Wesley (Niff Nofer) Nehf is feeling the

sting of the rationing program, especially on food. It must be tough on a guy who does nothing but eat all day. Our sympathy, Nifer.

Fred Knasch, who celebrated his birthday a couple of weeks ago, was the recipient of many gifts, too many to mention.

Among others who received beautiful tokens of esteem were Jim Madden and yours truly. And the price of junk is only 20 cents a hundred. Jim's birthday is Apr. 1. 'Nuff said.

Charley Loendergast volunteered for poll duty as a watcher at the last election and was assigned to a tough precinct. He showed up wearing his metal air raid warden's helmet and the iron vest he usually wears to poker parties.

After being quiet for quite a spell Joe Burke finally waxed vociferous. The reason—a 692 series.

By the way, little Irma Lang has fully recovered from the measles. Hope she doesn't get the colic next.

The staff of our Magazine is not immune from children's disease, either. Miss Rhoda Heidtke contracted those baby measles, too.

A most amazing event recently took place. Porky Sampson astounded everyone by actually running to a 'phone. The last time he moved that fast was beyond the memory of those watching the thunderous scene.

Our representative in the OWI, J. Michael L. Sloma, reports no recent changes in our draft status.

Freight Auditor's Office

J. A. Strohmeier
Correspondent



Corp. Andy Duffy, Camp Davis, N. C., wrote to his friend Wm. Lewis that he is now in the Army Treasury Department, is fine and would like to get into action instead of just counting other people's money.

Pvt. R. Wagenknecht, formerly in mail room, now at Camp Walters, Tex., paid a brief visit to Tim Woods and other friends here Apr. 8. He has a fine tan and looks dandy.

Corp. Wm. Beck wrote from Alaska to say all is well.

Corp. Otto G. Harman, Army Air Base, Rapid City, S. D., visited here Apr. 5. He formerly held positions in various offices in the Fullerton Avenue building before entering the Army.

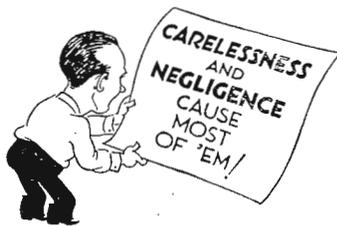
A/C Jerry Dapper, Maxwell Field, Ala., wrote Allen McSween, accounting machine room, that he is passing all examinations, and likes the Air Corps. Pvt. Fred Meyne, wrote Al from Camp Phillips, Kan., to say hello to Milwaukee Road pals.

Pvt. Tim O'Meara (I have his address) wants to know what's cooking in the office; if Lee Lynch still balances the S. P. account; if Art Stevens is still as peppy as ever; how Andy Duffy looks in uniform; if 4 o'clock "curfew" is still correctly observed. Wants to hear from the gang. Says he's enjoying the books the interline bureau sent to him.

Pfc. Ken Ebert, who was a messenger, then clerk, now in Field Artillery, Camp Maxey, Tex., like Army life and the camp where he is located. Expects to visit home soon.

Pvt. Edmond Bradtke, at Keesler Field, Miss., says he is very busy with drilling, calisthenics, K.P. and guard duty. He asks

THERE'S A CAUSE FOR EVERY ACCIDENT



that old friends write to him.

Thos. M. Jones, son of M. J. Jones, interline, was commissioned a second lieutenant at the Armored Force Officer Candidate School, Ft. Knox, Ky., on Mar. 13.

Lois Sparri, W. B. filing bureau, is anxiously awaiting the long promised furlough of her friend Pvt. Vern Noelting, formerly employed in accounting machine room.

Honorable discharge for Earl Alden, from the Marines, who is again working in the interline bureau. Also for Geo. McDonald, from the Army, now working in the W. B. filing bureau.

Grace Swanson is very grateful to friends for the present of a bouquet of flowers and a pin on the 25th anniversary, Apr. 8, of her employment here.

Friends of Ann Anderson arranged for a present and a surprise for her on Apr. 25, her 25th anniversary as a Milwaukee road employe.

Mina Drebes, who arranges for our passes, makes pay roll deductions, and to whom we complain when we think there is a shortage in our pay checks, was the recipient of a box of candy and a corsage from head clerks of various bureaus, commemorating her 35th anniversary as a freight auditor's office employe, Apr. 8.

Helen Masters, accounting machine room, resigned Apr. 15 to make her home in Pasadena, Calif. She received a traveling bag as a gift from fellow employes, along with lots of good wishes.

Ray Beneke, old timer, after 17 years in estimated earnings bureau, has been transferred to the review bureau, where it is suggested he will have to be more quiet than heretofore.

Victory Gardens are still the animated topic about the office. Grant Miller is being importuned to rent his Morton Grove lots to Herschel Valdingham and Bill Hettinger, who plan to start a coffee ranch. Joe Riplinger, Ed Madden and others think they should be used to raise egg plants in case the hens go on a strike.

We are grateful for column notes from office employes. The following from Jane Walker of Jim Harvey's 17,000 rate adjustment bureau.

Martha Steiner, mimeograph operator, W. B. filing bureau, has been doing some fancy yawning every Thursday morning, due to being very patriotic and helping Uncle Sam see that the boys in service are well entertained. It's no strain on Martha, though, because, as we understand, she certainly enjoys dancing "Viennese waltzes," especially with Australian soldiers.

We welcome back Margaret Holzmann, who has had a leave of absence for some time

Be Sure to Drop a Line to a Milwaukee Road Employe in Service.

Milwaukee Road bowling news, Al Gerke, secretary, reporting: The 1942-43 season is now closed, and the Southwest

Limited team, captained by Harry Wallace, is the winner. They finished by two games ahead of both the Hiawatha and the Pioneer teams. The winner's line-up: Geo. Searles, Ed Martin, Frank Fronzak and John Ritter.

The winners in the recent mixed doubles: First, Geo. Hermes; second, Mildred Hollingsworth; third, Helen Schroeder, John Cross, Lillian Dennison; fourth, H. C. Johnson, Rae Schur; fifth, Chas. Becker, Tess Hanke; sixth, John Kreiter, Anne Donovan; seventh Annen McSween, Florence Mason.

In the men's sweepstakes league the winners are John Ritter with 691; followed by Harry Baldacini, Julius Werth, Wm. Hauck, Wm. Hettinger, John Shemroske and Robert Kroll. High game went to Hank Mohr, Art Peterson, Wm. Krucks and Robert Reiter. High series tied.

The popular Grant Miller won the freight auditor's individual sweepstakes.

Chicago Terminals

Western Avenue

T. A. Finan, Correspondent
Care of Yardmaster

Switchman Ed. Johnson who has been sick since the middle of March, is now on the West Coast trying to regain his health. Everyone here is pulling for Eddie and we hope that he will soon be back working.



Frank Alberts has been promoted to general foreman at Galewood Labor Camp.

Miss Annieta Wadington has accepted the position of stenographer in the roadmaster's office.

Robert White, terminal fireman, has enlisted and is in officers training school at New Orleans.

Switchman Ed Oenning was fatally injured in Galewood yard on Apr. 12. Our deepest sympathy to his bereaved family.

Switchman C. Muscarallo was injured at Bensenville, when an engine was tipped over. We hope for his speedy recovery.

E. A. Sieg, clerk at Western Ave. store-room, put over a couple of fast ones on the boys lately, aside from being called by the Army. Mr. Sieg also took on a wife without letting anyone in on the secret. Anyway, we wish him lots of luck in both new ventures.

Herbert Bennett passed away on Mar. 28. Mr. Bennett had been employed for many years at the Western Ave. roundhouse and prior to that had been general foreman for many years of the Bedford shops on the T. H. & S. E.

M. E. Henry has been promoted to main machinist at Western Ave. roundhouse.

"Spike" Smith, retired D&I engineer, is confined to St. Anne's Hospital. We hope for a speedy recovery.

Mrs. Ester Schroeder, acting secretary to the division engineer, left service on Apr. 15.

Mrs. Isabel Constantine, known to many of us as "Miss Currie," will return shortly to resume her former position as secretary to the division engineer. She has been on leave of absence for several months.

"We're going to give the bride-to-be a shower."

"Count me in. I'll bring the soap."

Galewood Freight Station

Louis J. Ippolito
Correspondent
Freight Office



Haul out your paper weights, Maxie is breezing through the west door again. After six weeks of recuperation from an operation, Max Zielinski, checker, is back full of vim, vigor and Vitamin B.

Spring is officially here: William Bones Benecki has taken off his overcoat for the first time since last September.

Rocco Lagrano, checker, passed *ceegars* around on Mar. 25, for Jerry Lagrano was born the day before.

Anthony Gagliano, caller at Galewood, has taken a leave of absence to undergo an operation.

A. Lominoca is at home, having been released from the hospital; he broke his leg Christmas Eve.

On Apr. 3 Ray Ficarro, biller, became the father of a baby girl. Both mother and baby are doing fine.

Pvt. James Sylvester, better known as "Snow White," who is at Stinson Beach, Calif., was home on furlough recently.

Mrs. E. Zappia returned recently from a vacation which took her to Houston, Tex., to see her husband, Pvt. Dominick Zappia.

While touring Ft. Sheridan, your correspondent met an old friend whom you are all familiar with—Pvt. John Goble, former mail clerk at Galewood.

Bensenville

Howard Lawrence, Correspondent
Assistant Superintendent's Office

Radio Technician Clarence Brumfield, who has been attending Radio Technician School at Stillwater, Okla., recently spent a few days with his parents at Bensenville, Mr. and Mrs. C. J. Brumfield. "Buddy", as he is better known to his friends and former fellow employes around the Chicago Terminals where he was previously employed as a telegraph operator, has returned to Corpus Christi, Tex., for further schooling and training.

Charles Earhart, machinist at the Bensenville roundhouse, recently established a season record in the Bensenville Major League when he rolled a 278 game. He was chased, but not closely, by your correspondent, who turned in a 254 effort.

Frank Barton, 80 years of age and a retired Milwaukee Road engineer, died in the office of the U. S. Railroad Retirement Board in Chicago recently.

Here is an interesting piece of news gleaned from a local rag: "CMStP&P Conductor Lee Morris and wife, who have lived in Bensenville trailer camps for the past few years, left recently on a three months' vacation, driving to California for a combined rest and pleasure trip."

And most of us cannot get gas to go shopping with.

Pvt. Nick C. Alberts, former switchman in Chicago terminals, writes from Camp Howe, Tex., that he is feeling fine and simply cannot wait to throw a switch under the Axis. That's the old spirit, Blackie, and what it takes from all of us to bring this war to a successful conclusion.

Johnny Malvin, former yardmaster at the Northwest Bridge in Bensenville west yard since 1924, has won a well-earned promotion to the position of trainmaster with headquarters at Minneapolis.

Yard Conductor J. W. Jorgensen and wife have returned from a visit with their son. Lt. Paul F. Jorgensen of March Field, Calif. Paul received his wings and was commissioned as a second lieutenant—pilot—in the Army Air Force on Mar. 10 at Douglas, Ariz. His wife and new baby are with him in California.

Eugene Carr, whose home was in Melrose, Ia., but who had been working in the terminals as a switchtender up until the time he decided that Uncle Sam needed him, passed away at Camp Farragut, Ida., after having been in camp for only about three weeks. He is survived by his parents and a brother, James Edward, who is somewhere in North Africa.

D & I Division

First District

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

Supt. W. G. Bowen, who underwent a major operation in Wesley Memorial Hospital in Chicago, Mar. 2, has recovered sufficiently to return to the office.

Traveling Engr. P. H. Hughes, who submitted to a second operation on his throat at Rochester, Minn., about a month ago, is back on the job.

Frank Farnham, first district engineer, Savanna, is confined to the General Hospital at Elgin due to suffering a stroke of paralysis on Apr. 9.

Congratulations to Mr. and Mrs. Lewis Nielsen (mechanical dept.) Bensenville, on the arrival of a son, Kenneth Edward, Mar. 8.

Frank Cimino, chief dispatcher's clerk,

finally decided it was time to settle down and a couple of months ago married Miss Marie E. Williams, daughter of Mr. and Mrs. Sydney Williams of Monroe City, Mo. They were presented with a gift of silverware with our very best wishes.

Promotions: J. J. VanBockern, roadmaster of the D&I Division main line and CM&G Division for the past 10 years, to trainmaster with headquarters at Savanna, effective Mar. 8. W. Ringlbauer succeeds Mr. VanBockern as roadmaster with headquarters also at Savanna.

Due to lack of space in the magazine last month the First District items were not printed and although some of the items are a little bit old, we are including them this month, anyway:

Ed Rogers, Savanna mechanical department employe, was stricken with a heart attack while on duty at the roundhouse, during February, and died enroute to the hospital. "Happy" had been with the Milwaukee for 30 years and had many friends. He is survived by his wife and four children, also three brothers—Asst. Roundhouse Foreman John Rogers, James and Harry.

Ben J. Freeze, well known retired Iowa division conductor, passed away at his home in Savanna on Feb. 19 following an illness of some months. Mr. Freeze had served 39 years with the Milwaukee at the time he retired. He is survived by his wife and two daughters, Florence and Sarah.

From the Army and Navy, we learn that:

2nd Lieut. Robt. Kehoe, now located in the Hawaiian Islands, has been advanced to rank of first lieutenant. He is the son of Switchman and Mrs. Hugh Kehoe of Savanna.

Paul Meyers, son of Engr. and Mrs.

Joseph Meyers, Savanna, recently was advanced in rank to third class petty officer in the Navy and is stationed at the Bremerton Shipyards, Bremerton, Wash.

2nd Lieut. Keith Dahl, son of the late G. W. Dahl and Mrs. Dahl, Savanna, has been advanced in rank to first lieutenant and is located at Fort Sill, Okla.

Charles F. Stiteley, son of Caller and Mrs. Harry Stiteley, Savanna, has been commissioned a lieutenant (j.g.) in the U. S. Naval Reserve and entered the Bronx School for training.

Pvt. Robert Grant Mullen is now stationed at Jamestown College, N. D., for a course of Army Air Force instructions prior to his appointment as an aviation cadet. Bob is the son of the late P. L. Mullen and Mrs. Bess Mullen, Seattle, Wash., and is also a nephew of Engr. Earl Grant.

Edward Holy, son of Cleveland Holy (mechanical dept.), Savanna, Ill., enlisted in the Army Air Corps and is stationed at Fresno, Calif.

Cables have been received advising of the safe arrival of Pilot Officer Vernon Buswell in the "amphitheatre of war"—also Flight Officer Donald Casselberry, son of Engr. and Mrs. Harry Casselberry.

Lieut. Winston, of the U. S. Marine Air Corps, received his wings at the graduation exercises held Saturday, Apr. 10, at the U. S. Naval Air Base, Corpus Christi, Tex., and will now be transferred to an operation base in North Carolina, following the furlough which he is spending with his parents, Switchman and Mrs. L. A. Winston. An interesting letter was received from Corp. Frank Daley, formerly of the superintendent's office at Savanna. Frank arrived safely somewhere in North Africa and still claims the food is great.

Second District

*Lucille Millar
Correspondent
Dubuque Shops*



The untimely death of Conductor V. R. Lucas on Mar. 8 saddened many on this division. To his family goes our sincere sympathy.

Another familiar face that will never be forgotten is that of "Andy" Graham, retired locomotive engineer with a service date of Sept. 9, 1888, who died recently. To his widow and his brother, Conductor Walter Graham, we extend our sympathy.

And another pair of retired veterans—both blacksmiths—Conrad Rupprecht and Fred Wolfe—have passed on. Reminiscent of "good old Dubuque Shops," these oldtimers worked together and died within a few weeks of each other.

A recent fire which burned and badly damaged the home and furniture of Emil Georgen, freight house helper, could have been much worse, Emil says, if the Dubuque Chapter of the Women's Club hadn't come to the rescue by supplying his family with the necessities of life and finding furniture for them.

Corp. E. J. Brandt, former clerk at Dubuque freight house, was made very happy twice recently. First, he had his title changed to "Corporal Brandt." Second, he had his title changed to "Corporal Daddy Brandt," and now he's counting the days down at Orlando (Fla.) Air Base till furlough time comes so that he can run home to see his son and heir.

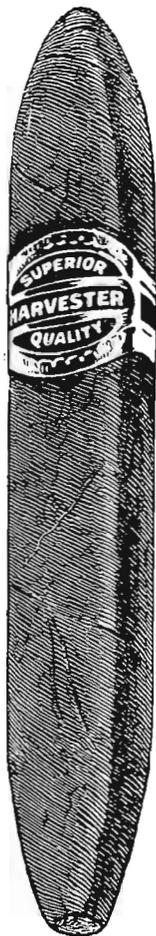
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Twin City Terminals

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

Minneapolis General Offices

Kitty Carll, Correspondent

With the passing of John G. Skarolid in the telegraph office, Minneapolis, George A. Vetter is now chief operator.

Chief Operator Vetter has had difficulty in keeping messenger boys. As soon as he had one broken in, some other department would kidnap him. A girl was suggested but Mr. Vetter was rather skeptical as he believed all girls wore high heels and had corns. Messenger-power shortage was being experienced, however, so Alice Pomeroy was selected to "fill the shoes" of Gene Kohler, who transferred to the engineering dept. At this writing Alice has been on the job four days and seems thoroughly familiar with all names, has lost no messages, and to date is sans corns.

South Minneapolis Locomotive and Store Depts.

Katherine McBride
Correspondent



So many new faces around here of late—Trainmaster John N. Malvin from Chicago, whose perpetual worried look is a result of having so frequently become lost in the Terminals; Store Clerk Winifred Ryan, daughter and namesake of Bill Beckel's stenographer at Aberdeen; new shop superintendent's steno-clerk, Norma Fulks, from Miles City; the many "boomers" who have the shop superintendent's office apoplectic with their work-a-day-and-quit tactics—and then those two roundhouse Step-an'-Fetchits—Art Padden and Joe Doncits, both about as big as a minute—with ear to ear smiles that only the youthful possess.

Trainmaster S. F. Philpot, called to the "colors" in the capacity of principal officer, ODT, Division of Railway Transportation, as of Apr. 1, was "victim" of a festive send-off Mar. 27 when co-workers surprised him with a luncheon—one of Carlson's famous cakes, and much nonsense. We'll miss him, especially as he was planning a come-back some soon date in the tall silk hat, villainous curled mustache and snug (we're being mild) fitting tuxedo which wowed the Milwaukee Women's Club Gay 90's party.

Added Success Secrets: It's that pocketful of crossword puzzles Trainmaster Farnham carries as standard equipment that keep his mind sharp to observation and tongue ready with the right words for tough answers. Like "Information Please's" Kieran, he believes in improving every golden hour.

In their long absence, let's not forget to visit Fred Mayer, machinist, confined to Deaconess Hospital since January, battling pneumonia; Edward Murthberg, machinist, off since January (for whom a collection was taken in shops and roundhouse totaling \$215 to defray heavy hospital bills), and Electrician Frank E. Reed, confined to a St. Paul hospital.

The stork left a baby boy at Store-helper Francis Kenyon's doorstep for approval—guess they decided to keep him. Fran is pretty struttly, and junior has been christened Larry Francis.

That militant air in the shops of late can be attributed to ex-Sojers Carl Boner

and Ray Daniels, returned to civilian life as over the Army age limit. One good tussle with the rationing board and we're betting they'll try to re-enlist!

Which reminds us, Foreman Roth has a secret it's best his wife never discovers. Seems the Roth family spent a meatless Sunday, on Casper's assurance that all the coupons had been ripped out and "et." Monday morning he discovered eight points somehow overlooked.

There's an eyeful of red, white and blue to greet shop visitors and employes now—the new flag purchased by carmen which flies from the car department building facing the shop entrance. Storehelper Leevers donated a flag for this, our one and only pole, but guess the collection was already rolling. He has our thanks, nevertheless.

Sorry to report the death on Mar. 22 of Joe Nicholson, age 75, retired gang foreman, backshops. Our deep sympathy to his family and friends.

"Why Not?" Department: Why not a collapsible play pen or teeter chair for babies and very young tots on trains—so that the traveling mothers won't have to hold the child throughout the trip? No passenger who holds her offspring for any distance is a very good advertisement for railroading when she steps off the train—clothes askew, and with that tired-beyond-tiredness look on her face and the determination in her soul that she's through with traveling!

Neva Ross and George Ward are both back on the job—George enraptured with the wonderful weather everywhere else but here—and Neva awfully glad to be back from California (where meat is a memory, and space is as plentiful as rubber).

Spring has sprung—and opening our marital season is Bob Akermark, who was wedded Mar. 27 to Mary Jean Hedenland, at Riverside Chapel. He may open our spring offensive, too—pending outcome of his visit Apr. 23 to Fort Snelling.

More headaches for Hirohito—Leonard P. Sventek and Robert C. Peterson, switchmen, to the Army. Peterson now training at Camp Campbell, Ky., and Harold R. Foss, blacksmith apprentice, Navy enlistee.

Bertha Burge offers the following news from Sgt. Bernard Miller, now serving with a railway battalion in North Africa. He writes that Arabs ride atop the box cars equipped with long poles, and when a halt is in order the engineer pokes his head out of the window, shouts "Brakes"—and Arabs scramble madly to set them by hand.

It's Wings, and an instructor's post, for Lt. Stanley Blackburn—and no furlough! Carl "Art" Sorensen was sworn in as warrant officer last month down Louisiana way. Has worn out the hinge in the elbow joint returning salutes, but is otherwise well and moderately excited about a prospective trip home and "coming events."

Pvt. Les Soderman, New Orleans, writes that he's seen the Capitol steamer on the Mississippi down there—the same one that docks at St. Paul every summer—and a few Milwaukee box cars, which help to bridge the distance to home.

Machinist Roy Brandt brings us the following correspondence from Air Cadet Laurence Krogh to his parents: "Today (Mar 8.) was the big one for the C. K. Krogh offspring. Took the ship up solo! Had a dual flight of 58 minutes first—shot eight landings—the first six really smelled. Instructor finally said, 'O.K. now, show me how it's done or we go home!' Wow, the seventh and eighth ones hit the nail right on the head—perfect three



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points. Then he said, 'O.K., take her up alone—fly the pattern, land, and taxi back here.' Left him, taxied to the take-off strip, cleared myself and took off—what a glorious feeling! Made a beautiful take-off, flew the pattern and made a perfect three-pointer. Made two more just like it and came back to the home field. Did I ever get a good soaking from the gang after we came off the flight line!'" And April 5: "Well, a little over three hours left to fly for here. Wednesday finishes our primary flight training. It's been a tough grind and getting tougher as we go along." Haven't heard from Laurence since his latest transfer, but wherever it might be, Helen Ingalls, local heart throb, will drive his car out to him—and put the final touches on wedding plans.

From Corp. Don Kurtz, Hawaii, to Machinist Bill Anderson: "Saw three rainbows at once the other day—they say this is the only place in the world where that's possible . . . What goofy looking engines they have over here. Could put the locomotives and tender into one of our S2 tenders . . . don't even have cabooses. Strictly oil burners and the firemen could take a few lessons on how to eliminate black smoke. You'd think the countryside was on fire . . . As you probably know, Hawaii is a great producer of sugar. Over here for miles and miles that's all you see, standing as high as 10 and 12 feet, and so thick a mouse couldn't walk through it. Before they cut it down for shipping and packing to the sugar mills over here, they set it on fire—yes, sir, they set field upon field of it on fire. You'd think it would destroy it, but on the contrary it burns the fodder off and saves the time and labor of stripping. It's amazing how fast they clear a field. Work like beavers. The pay is 35c to 45c an hour. Most hired help for this type of work are Filipinos."

From Pfc. Bob Reddick, Waco, Tex.: "Been made assistant crew chief in our squadron hanger. Hope to make corporal this month. Working seven nights a week. Get a three-day pass once a month and go to Dallas . . . The WAACs are supposed to come on this field soon, so that

should be a little more fun!" Bob, incidentally, is the lad who is courting twins, and can't tell them apart, and doesn't particularly care to.

From Pvt. Berman Fairbanks (Boise, Ida.), to Storekeeper Bill Leever: "I'm an instructor engineer on the B-17F planes now; spend a great deal of time in the air—about six hours a job; can go on gunnery, bombing and high altitude test missions, also cross-country flying. Like the high-flying best with oxygen masks. Really exciting." And here's the classic signature to his letter, which I could well use: "I suppose you could be doing something else, so I'll close!"

South Minneapolis Shops and Coach Yard

*Oriole M. Smythe, Correspondent
Car Dept.*

Pvt. Richard Boe, former coach cleaner, visited Minneapolis relatives and friends on his furlough from infantry company stationed near Pittsburgh. Sgt. Robert Ingvaldsen, with an engineering outfit in Portland, Ore., is happy because his wife moved from Minneapolis to be with him. Pvt. Gerald Hollingsworth, with the Infantry at Camp Rucker, Ala., rang the door bell, giving mother a glad surprise, also father (Foreman Hollingsworth), when he came home from work. Tech. Sgts. Roman (from Hawaiian Islands) and William (from West Coast), enjoyed home life with mother and dad (Wm. Makousky) on a ten-day furlough. Warrant Officer Orville N. Nelson, from Coast Artillery Bn., Camp Edwards, Mass., also visited home recently while on furlough.

Congratulations to Mr. and Mrs. Vernon Wadley, proud parents of a 10 lb. baby girl, born Apr. 10. Mother is fine and proud papa claims his girl is the best ever.

Congratulations also to Roy Melquist on his promotion to main carman, Mpls. light repair yard on Feb. 16. This column overlooked mentioning his promotion in March issue and hopes for pardon.

Sympathy is offered to relatives of Andrew Bjorklund, retired helper, who passed away on Mar. 28.

Minneapolis Local Freight and Traffic Departments

Kay Jiran, Correspondent

First of all, we want to welcome A. C. Anderson, new assistant agent at Minneapolis, and wish success for him in the new venture.

St. Patrick's Day will be long past by the time you read this, but I can't resist mentioning what precious little chance the "other than Irish" had in the office on that day. Pat Flaherty and Harry Nee were a glare of green such as I'd never seen before, and even Marty Marrin wore a green bow on his work chapeau.

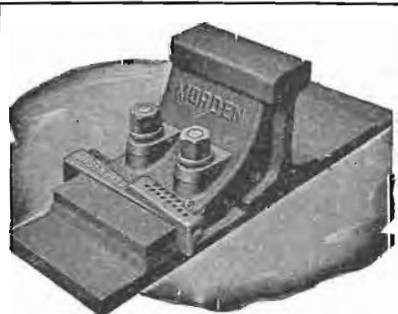
Miss Lois Nee, daughter of Harry Nee, claim clerk, and PFC Joseph Nemecek of Camp Butner, were married on Mar. 27. Congratulations and best wishes for them.

Donald Rudd, son of Henry Rudd, disposition clerk, recently left for service with the Army Air Corps. We wish him the best of luck.

We had a note from Wallace Morris, former messenger in the local freight, the other day. He is now stationed with the Army Air Corps in St. Petersburg, Fla., and would like to hear from the fellows in the local freight office—how about it?

Marty Marrin has decided it is easier and more profitable to "win by the draw" than to be a bowling champion. The lucky ticket netted him \$12.50 the other evening.

THE MILWAUKEE MAGAZINE



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Washington, D. C.

whereas Harold Beringer only received \$5.00 for being "second best" on his bowling team.

Just because I've recently taken a job in the superintendent's office doesn't mean that I will forget my friends at the local. I'll keep in close contact with them. They're all such "regular" people.

St. Paul

Alice Treherne Herrick
Correspondent
General Agents' Office



Through the Looking Glass

You've heard of folks "singing for their supper" — well, Vic Barquist, TA, topped that when he paid \$100 for his breakfast the morning of Apr. 13. Here's the story as we read it in that day's St. Paul Pioneer Press:

"At least one Victory Aide began her War Bond canvassing with a \$100 Bond sale, even before she left her home today. She is Mrs. A. V. Barquist, 1860 Stanford Ave.

"At breakfast she gave her husband, in the city ticket office of the Milwaukee Road, the quick touch and informed him he was to buy.

"He did and boasted that he ate a breakfast that cost him \$100."

The fish mongers on the flats of the West Side certainly hit the Jack Pot with that part of the city under flood waters last month. Ol' Man River saw to it that they didn't have to bait a hook, hang out a fish line, present a ration book, or stop to figure points, for the family's evening meal, as the river carp just floated in through their doors and windows, waiting to be fried. At the same time our yard office and roundhouse boys were singing, "River Stay 'Way From My Door," as the flood waters crept higher and higher, almost to their very doors, reaching a depth of about 14 ft. The road to the roundhouse was covered over, necessitating detours, parking of cars some distance away, and considerable hiking. The yard gang were forced to walk a mile each way, in order to reach their office near Pig's Eye Lake, unless they felt like exercising in a row boat.

Switchman William Beutelspacher, age 55, passed way Apr. 13 at Rochester, Minn., after a lingering illness dating back to Mar. 1, 1937, when he ceased active duty with our company. Mr. Beutelspacher served the Milwaukee well for 26 years. His survivors have our sincere sympathy.

DID YOU KNOW THAT: Clean-Up-Your-Plate-Clubs are springing up all over these days. Have you joined one yet? No membership dues, and a few of the advantages are: (1) You'll be patriotic, (2) You won't have Mr. Craving Appetite knocking at your stomach door as frequently, (3) You'll help the dishwashers, (4) You'll experience the feeling of having "done your duty" by saving waste—if not your waistline. . . . A new camp, with bunk house, kitchen, dining room, etc., is being constructed near the roundhouse to accommodate about forty of our company's workmen. A couple of the buildings are already up, and the prospective residents of this new abode are anxiously awaiting its completion. They figure it will not only be pleasant, convenient, a time-saver, but is going to save wear and tear on their shoe leather, since most of the men must now walk a mile and a half after leaving the street car, before reaching their destination. . . . As the result of a fall, which caused a broken blood vessel in his leg,

amiable Joe Sullivan, yard clerk, spent about a week at St. Joseph's Hospital the past month.

NEWS FROM THE FRONT: *Local Office*—Vincent Miller, Camp Pickett, Va., writes, "Received a letter enclosing Service Club honorary membership card. Really nice to be thought of, and I can't express my feeling when I opened the letter and saw the card." He thanked the Milwaukee for thinking about him, and sending him the magazine, which he looks over from cover to cover. . . . (NOTE: Gladys Murphy, Victory Club chairman, and Marion Cashill, president of the Service Club, both in this office, sent out these Service Club membership cards, with a nice letter, to all our boys in the service. They deserve a round of applause for a big job, well done.) . . . *Military Railway Corps*—Capt. Jim Hayes (Seattle), aide to Brig. Genl. Carl Gray, wrote friends Feb. 25 he was somewhere in North Africa, having flown there, and found it quite an experience. In the three weeks he had been there, he discovered the climate was peculiar; he was at a loss for words—with practically nothing but French being spoken there, but said he and the boys were learning. . . . *Passenger Dept.*—Carl J. Sorlien, formerly in our ticket office, and more recently with the Western Military Bureau at Ft. Snelling, joined the Army Apr. 29, and will attend Officers' Training School. . . . Leo Jaskulka, son of Frank Jaskulka, who donned an Army uniform Mar. 25, is now at Sheppard Field, Tex. . . . *Repair Track*—A letter from Frank Knapp, Camp Hood, Tex., states, "Thanks for the nice letter and honorary membership card in the Service Club. Hope Victory Clubs become a great success. Would like to hear from you from time to time, and hope it won't be long before we'll be able to return to our jobs." . . . *Roundhouse*—Edward Thompson, Yeoman, 3rd Class, who has been stationed at Great Lakes Training School for the past six months, is now at the Naval Air Station at Hatboro, Pa. Home for 10 days, account delayed orders, Ed stopped in our office to thank us for sending him the Milwaukee Magazine. Says he likes the Navy fine, and while at G.N.T.S. he and "Porky" Schnell met while waiting in a long line at the barber shop there, adding, as they

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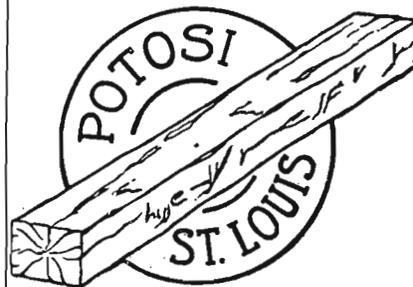
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"weren't getting a G.I. haircut, and the line was so long, a clip around the edges wasn't worth waiting for." ("Porky" Schnell got a medical discharge from the Army recently and came back to his former job Apr. 5.) . . . Another flash off the wire!! Bob Medinger has been transferred from Ft. Knox, Ky., where he just completed his course at Radio School, to the Air Corps at San Antonio, Tex., acquiring his new title as "Cadet." . . . Apr. 19, Otto Damrose returned to railroading, having received an honorable discharge from the Army at Camp Carson, Colo. . . . *Store Dept.*—Stanley R. Kyrk, D.M.D., Station Hospital, Camp Berkeley, Texas, wrote recently and said that he had been receiving training as a dental assistant but that he was now doing clerical work in the office. He said also that he appreciated receiving the Duration Service Club membership card and the issues of the Milwaukee Magazine which have been sent to him. . . . *Yard Office*—Interesting letters from Geo. Beattie and Bart Flowers, former switchmen, now with the Military Railway Corp., reveal they are in Iran, and operating a railroad there. They say the weather is much like Minnesota's, are both well, but wish they were back home, and are looking forward to the day when they can come back. . . . Another former switchman, Robert Leko, is also in Iran. . . . Roland Thorne (somewhere in Central America), was recently promoted to corporal, according to a recent letter.

I&SM Division

East End

H. J. Swank, Division Editor

Superintendent's Office
Austin, Minn.



The many friends of Frank Falkingham, roundhouse clerk at Austin, will be shocked to learn of his sudden death which occurred at St. Olaf Hospital, Austin, following a brief illness on Apr. 12. Frank worked at Aberdeen and Montevideo before coming to Austin about 17 years ago. Our deepest sympathy is extended to the survivors.

The long-legged bird paid a couple of visits to I&SM division employes recently, and left a baby boy for B. & B. Carpenter Art Winkels and wife at Adams on Mar. 24, and a baby girl for Agent W. C. Bellinger and wife. Oakland, on Apr. 3, who has been named Barbara Jean.

Engineer Fred L. Peck entered the hospital on Mar. 18, underwent a major operation on Mar. 24, and is due for another major operation as soon as his general health will permit. His address is Room 903, Kahler Hospital, Rochester, Minn. He sends his best regards too and would be glad to hear from his friends on the division.

The Austin Daily Herald of Mar. 19 carried the following item of interest:

Retired Milwaukee Railroad Employes Honored at Dinner

Six Milwaukee railroad men who were retired recently on pensions were honored for their years of service at a dinner given by the Brotherhood of Railway Carmen of America, Local No. 9, at the Fox Hotel, Thursday night, Mar. 18.

The six included Alva Moore, Eric Erickson, W. E. Warfield, Ben Beckel and

M. R. Johnson, former car foreman), all of Austin, and Nels Peterson of Farmington. Mr. Moore retired about a year ago, while the other five had retired during the past few months.

Among guests at the dinner were Harry J. Keck, general foreman of the roundhouse and Geo. L. Wood, car foreman. The program included a talk by Mr. Keck, and response by Mr. Moore.

First District

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

Yours truly left for the Ozark Mountains on Apr. 15. Had to go somewhere and thaw out.

The Army has taken two of our family just recently, namely, Don and Jack Malek.

Merle Hopperstad, agent, Castle Rock, has recently returned from California where he was spending some time with his brother, Everett, who has joined the Army. Everett used to work in the freight house at Faribault.

Herman Weihn has also returned to the fold after a winter in California. Herman was off on sick leave. We are all happy to see him back on the division.

Agent Geo. Zaner, Operator Art Sexter, Section Foremen Ed Simon and Jack Jensen, and Section Laborer Wilmar Kanzenbach, were among those that attended the Safety Award Testimonial Dinner held in Austin.

I know you folks like to turn to the news page and see your division represented. Why not get in the groove and send me some of the news that takes place around your respective towns?

H & D Division

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

The spring floods, bringing disaster to most of the Northwest, did not spare the H&D Division. The entire railroad family was stunned to hear of the tragic death of Section Foreman Harry Goetch, his wife and 12 year old son, who were drowned April 4 when their boat overturned as they were trying to reach their farm south of Montevideo, which had been isolated by the flood waters. Mrs. Goetch is the daughter of Roadmaster Frank Natzel.

H&D track forces have been working day and night to stem the epidemic of washouts brought out by the spring freshets and due to their untiring efforts traffic has moved smoothly with very little delay.

Victory Garden season is at hand and lame backs and blistered hands are the order of the day. For pointers get in touch with Agricultural Agent Govert Dyke, who is an authority on both lame backs and gardens. We have one potential Burbank in our midst who is out to beat the ration board. His latest venture is the development of a coffee variety that will stand the rigors of the South Dakota climate. A very thorough chap, he is grafting sugar cane to the coffee bush, and for those who desire cream in their coffee will introduce the milkweed into the union.

Meat rationing isn't going to scare Bill Geer for some time. At least not until about 200 odd lusty baby chicks have been reared to broilerhood and disposed of as broilers should be. Looks like we better stay on the good side of friend Bill.

Nick Westover, the energetic PFI at Aberdeen, opened his term as Service Club

TALLEYDALE MINE is located a few miles north of Terre Haute on the C. M. ST. P. and P. Railroad, the billing point being West Clinton • Third Vein Coal in Indiana has long been known as a powerful, high-grade fuel, but one that contained a certain amount of free impurities. • An immense washing and dry-cleaning plant at TALLEYDALE removes these impurities. • With sizes to meet every need, this pure, high-grade coal is making a grand reputation for itself wherever it goes.

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chairman recently with much gusto. Looks like Nick will introduce some of the Milwaukee Spirit into our service club.

Casper Gauer of the Aberdeen perishable force has accepted a position as PFI at Avery, Ida. "Cap" is to be congratulated on the nice promotion and receives the best wishes of his many friends.

Aberdeen Roundhouse

Harold Murphy, Correspondent

Glen Shevlin, former laborer in the Aberdeen roundhouse, is now in the Army.

Thos. Grey, former laborer at Aberdeen roundhouse, and son of Edward Grey, also employed at the roundhouse, is now home on furlough.

Frank Lenihan, machinist at Aberdeen roundhouse, is the proud father of two lieutenants—both Robert and James recently being graduated as second lieutenants in the Marine Air Corps.

Abbe Stuber, retired engineer on the Middle H&D division, passed away Apr. 3. Our deepest sympathy is extended to the family.

William Hopp, son of Mrs. Pearl Hopp, stenographer in the superintendent's office, has completed training as Aviation Cadet at Chicago, and is spending a few days in Aberdeen before leaving for Pensacola, Fla., where he will continue his training.

Former Engine Watchman John Lindeman, Linton, N. D., now with a railway shop battalion in New Orleans, sends greetings to his many friends on the H&D.

Former Fireman Myron Anderson, now in the Army at St. Petersburg, Fla., says he is getting used to Army life but would appreciate hearing from the boys back home.

Just learned that A. Vernon Evald, former stenographer in the division master mechanic's office at Aberdeen, now at the University of Arizona, will soon be an ensign.

Operating Department

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

Our sincerest sympathy is extended to Miss Myrtle Brown, stenographer, superintendent's office, Aberdeen, S. D., in the recent loss of her mother. Her word of appreciation to her many Milwaukee friends is extended below:

"My Milwaukee Friends: I wish it were possible for me to thank each and everyone of my Railroad friends personally for the many nice things they have done for me during the recent illness and death of my mother, but as that is impossible I can only take this means of saying that your kind help has been most deeply appreciated and I truly thank you. Sincerely,
Myrtle Brown."

I have been receiving a number of pictures of service men which do not show name, rank or location. The pictures can't be published until we have all that information, so I will appreciate it if you will give all the facts when you send in the pictures.

Rocky Mountain Division

Main Line

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

Motoring on the Milwaukee, up and down hill on the Rocky Mountain Division, has sort of lagged; well, "lagged" is the only word I can think of right now, having been under the weather with something or other.

Traveling Engineer G. F. Collins came down to Three Forks, called in four of his firemen, stayed closeted in the Women's Club rooms with them for six days and out came four engineers . . . E. A. Smeltzer, P. R. Roberts, C. C. Guiot and L. A. Decco.

And then the rains came . . . or last winter's snow coming down the mountains. During the last few days of March it started washouts such as we never saw here. The railroad was tied up from Lombard to Ringling and all our trains detoured for 14 days via the Northern Pacific to Miles City, via Sappington. A telegraph office was opened at that point and Agents Smith from Jefferson Island, Alexander from Manhattan, and Benard from Gallatin Gateway were put on the three tricks. G. A. J. Carr and his entire force from Miles City were here to handle material, J. T. Gillick came out from Chicago and handled the work from the east side and L. F. Donald from Seattle handled it from this end. Our old friend James O'Dore worked day and night with our Superintendent Kohlhase and Division Engineer Ring and staff. George Johnson from the Coast Division was on the job with our Traveling Engineers Collins and Williams, both of whom spent considerable time on the N. P. They both wondered where all the red handkerchiefs came from that our engine men so suddenly produced and tied around their necks in the good old steam-day style. Trainmaster Willard was stationed at Laurel, and freight train crews worked between Deer Lodge and Sappington and from there to Livingston and Laurel, then to Miles City.

Every one was on the job and extra gang, bridge and telegraph crews worked 24 hours a day until Sunday, Apr. 11, when No. 15 came through on our line. Earthquakes, floods, what have you?—they are all taken in their turn, on a railroad like the Milwaukee.

Just to get his name in the papers, what did that nice new train dispatcher, E. W.



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Bevington, do but take a wife, on Apr. 18, Miss Elizabeth Hodson of Franklin, Ind., and Mr. Bevington were married in Butte at the Baptist church . . . REJ, we understand, wanted to kiss the bride . . . do not know whether he was successful or not.

Paul Pogreba, eldest son of the late Conductor Pete Pogreba and Mrs. Pogreba of Three Forks, was home recently on a 30-day furlough. He came into San Francisco from the Pacific, after an absence of about four years. It's wonderful to greet a neighbor back from that strange part of the world, Manila, Bataan and Corregidor.

Mr. and Mrs. Howard Jeglum are the proud parents of a son born Mar. 22.

Engineer Thompson and Mrs. Thompson are happy as can be. Howard is back after a long absence; he has spent most of the time in Panama, where they drive on the wrong side of the street and the sun comes up in the west . . . well, so they say . . . He is a 1st class radio technician in the Navy.

Corp. Loren Rice from our division came home in the middle of April from the Coast for a short visit with his parents, Mr. and Mrs. Rice . . . Did you ever see a dream walking? Well, you should have seen the lovely young lady he had on his arm the evening of Apr. 16 . . . And it was his new wife; they were married in Bozeman that afternoon. We did not learn her name.

Doc Byrne, on second at Deer Lodge, has received word from his son who is located somewhere in Africa, that he has been promoted to first lieutenant.

Another surprise wedding was that of Miss Judith Wilson of Deer Lodge and Kermit Daniels at Tacoma Mar. 27. Ensign Daniels has just recently returned from Africa, and is stationed for the present at Tacoma. He is the only son of Engineer and Mrs. J. E. Daniels of this division.

In San Francisco on Mar. 23 occurred the death of A. H. Wilkins, who was for a number of years trainmaster on the division, and later at Bellingham, Wash. He has resided in San Francisco for some time, and is survived by three daughters, one of whom is Mrs. R. H. Brackney of this city. We extend our sympathy to this family.

Northern Montana Branch

*Helen E. Matthews
Correspondent*

Ensign Robt. W. Spring left for Dallas, Tex., to enter officers training as a private instructor. Bob is a fireman in his own right and also the son of Fireman S. G. (Si) Spring.

Leonard Mattson, second trick operator at Lewistown for a number of years, is

leaving soon for Butte to break in as a dispatcher. We all wish him success in his new position. Mr. Buzzdikian of Three Forks will relieve Mr. Mattson.

Ass't. Supt. C. A. Nummerdor just returned from Sixteen Miles Canyon, where he has been assisting with repairs on the main line. March went out like a lamb but it took part of the track out with it. The snow melted so fast it washed out part of our track.

LaCrosse & River Division

Second District

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

Lt. Felix Brenner, former clerk at Lake City and Red Wing, whose home is in Durand, Wis., was around recently to see old friends. Felix is in the Bomber Ferry Squad and says he likes it very well. His address is Lt. Felix G. Brenner, Adolphus Hotel, Room 2262, Dallas, Tex., in case anyone wishes to write.

It is with deep regret that we have to report the passing of Charles Rose, section foreman at Lake City. He was well known and well liked by all who knew him.

This end of the division is going to be a pretty busy place this summer. They are getting set to double track across the Island between Red Wing and Hastings. D. J. Mulcahy has been here with a crew of signalmen for the past month and understand another gang is due to pull into Red Wing within the near future to lay ties and surface.

Herman Vollmers, cashier at Lake City, must have been taking some bowling lessons from some expert during the past winter. He entered at the tournament in Red Wing and understand he made a little surplus cash.

Madison Division

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

Geo. T. Morgan, formerly employed as freight brakeman, received commission of lieutenant at Ft. Benning, Ga. Lt. Morgan was in Madison on a short furlough before being sent to Camp Roberts, Calif.

John T. Conlin, son of Freight Agent and Mrs. J. F. Conlin, Madison, was recently commissioned first lieutenant at Camp Swift, Tex.

Sylvester Eckstein, former telegrapher, now stationed at Camp Cushing, Tex., was home on a 15-day furlough.

Frank Dempsey, Jr., son of Storekeeper and Mrs. F. J. Dempsey, Madison, enlisted in the Air Corps and is stationed at Kessler Field, Miss.

Edward W. Ziel retired Apr. 1 after 50 years of service with the Milwaukee,

THE MILWAUKEE MAGAZINE

Ed commenced work for the railroad in 1893, making his first run as an engineer in 1902. Mr. Ziel's father began work in 1866 as a car inspector, his five sons carrying on the family tradition and today a combined service record of almost 260 years has been established by the Ziel family.

Train Dispatcher and Mrs. C. H. Agner went to Lubbock, Tex., to see their son Edward get his Wings.

Miss Ruth A. Conlin accompanied Switchman and Mrs. A. E. Ferris to Texarkana, Tex., to visit Robert Ferris, who was formerly employed in the freight office at Madison.

We are sorry to announce the death of Conductor J. C. Harrington who passed away on Mar. 30 at Madison.

George Lincicum, conductor, passed away very suddenly at his home in Madison on Apr. 11. We extend our sincere sympathy.

A. H. Kading, agent, Platteville, retired after 42 years of service. T. C. Gaby, agent, Shullsburg, has taken the agency at Platteville, and the vacancy at Shullsburg is filled by O. A. Millard.

I & D Division

Marquette-Sanborn

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

Agent A. C. (Andy) Anderson of Mason City was promoted to assistant agent at Minneapolis, effective Apr. 1. We will miss him, but wish him luck in his new position.

The division offices extend greetings to L. E. Martin, from Harvey, Ill., who succeeds Mr. Anderson as agent at Mason City.

E. A. Winter, conductor on the I & D Division for many years, has decided to retire. He was promoted to conductor Dec. 21, 1905, and has been in service with the company since Oct. 12, 1899. His many friends on the division wish him continued good health and years of happiness.

Sgt. J. S. Griffin, brakeman on this division before entering service, was home on leave the first part of April. He is with the Air Corps and is stationed at Alliance, Neb. The "air" evidently agrees with these boys, or is it the uniform which makes them look so much more handsome than before?

Art Lunsman, yard foreman at Mason City, was happy during April to have his son Raymond home on leave.

Carl Robert Peterson, our happy file clerk in the superintendent's office, left in April to join the Navy. We hope the Navy is as glad to see Bob as Bob is to see the Navy. He has been waiting call for so long he was getting impatient.

Our sympathy is extended to the family of Robert Ross McClintock, who died on Apr. 9; and to the Joseph Shovien family

on the death of Mrs. Shovien, who passed away Apr. 7.

Sgt. Gordon Hogan, son of J. P. Hogan, Mason City, was home on leave the week of Apr. 6. He is stationed in Los Angeles and is entering the O.C.S. in May.

Sioux City and Western Branch Lines

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

Staff Sgt. Vincent A. Birzetis, who is stationed in an Army railroad battalion at Camp Millard, Bucyrus, O., recently spent a 10-day furlough in Sioux City. He was formerly employed as machinist helper at Sioux City shops.

Engineer John L. Myers has retired and says that he will spend the rest of his days fishing, hunting, and in any other harmless little form of amusement that may appeal to him.

Engineer Chris M. Lillie is seriously ill at his home in Sioux City.

Section Foreman Willard S. Foster of Avon, S. D., is back on the job after nearly a year in the Army. All right, South Dakota pheasants, you've had your warning—better roost high and fly fast from now on.

John O'Neill, boilermaker helper in the Sioux City shops, has entered the Army.

Engineer Herman Mahnke recently visited his sons in the Army—one in California and one in Colorado.

Brakeman Roy Newman has entered the Army. He is going to take his noted trained dog "Lucky" with him, and will try to be assigned to one of the dog training units.

Horace S. ("Sandy") Rowland, retired traveling engineer and a resident of Sioux City for 40 years, died of a heart ailment at his home in Sioux City Mar. 16. Mr. Rowland was born in Carthage, Mo., on Nov. 22, 1867, and was in the service of this railroad for 50 years, retiring about four years ago. Surviving are the widow and one son, D. S. Rowland of Hollywood, Calif.

Miss Helen Flynn, formerly employed in the superintendent's offices at Sioux City, is back with us again, having drawn the job of general clerk in the office of the assistant superintendent at Sioux City.

Henry Hjalmar Mickelson, veteran checker at Sioux City Freight House, died in Sioux City Mar. 17, 1943. Mr. Mickelson, who was born in Norway and came to Sioux City in 1906, served this company for thirty-one years.

Much of the unused land along the right of way has been allotted to employes under crop permits for Victory Gardens and the Victory Gardeners are now out full of enthusiasm tending to their "farms" or "plantations". While on the subject, it might not be amiss to report that Section Foreman George Popper called on your correspondent, asking him to advise the Victory Gardeners along the right of way

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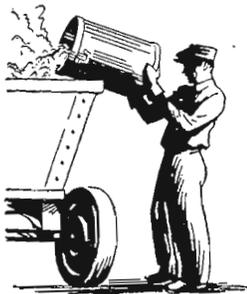
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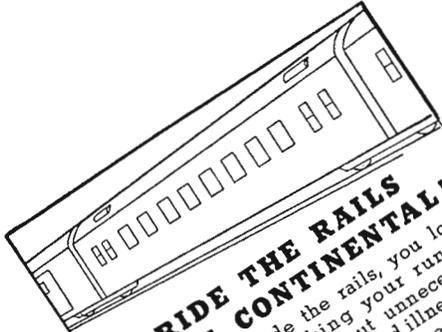
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to plant plenty of onions, radishes and tomatoes. It seems that he and his gang are rather partial to these vegetables. Popper wanted it understood that he and his gang will furnish their own salt.

Train Dispatcher Jimmy Bennett and Operator George Smith have a plot of ground allotted to them, which they will farm on a 50-50 partnership basis. Bennett states that the understanding is that Smith will furnish the seeds, do the planting and cultivating, and he will attend to the harvesting. These boys are pretty evenly matched as to weight and size and the eventual winding-up of this partnership (according to strict Marquis of Queensbury Rules) should be indeed interesting to watch.

It will not be long in getting around that our newest brakeman, Kenneth Urquhart, is a native of Scotland. However, for the benefit of all concerned, it might be well to pass the word around that Kenneth, during his college days, made quite a name for himself as an athlete; and while we have not heard that he specialized in boxing, if you know a dandy Scotch story, it might be just as well to tell it to the wife and kiddies.

Sanborn-Rapid City

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

Kenneth Spears has been appointed operator at Ruthven; Claude Powell has given up Kennebec and taken over the operator's job at Sanborn; and Harry Davis has taken over the operator's job at Mitchell yard offices.

A baby daughter came to gladden the home of Brakeman F. M. Olson and wife the fore part of April.

Miss Mary Boyle has taken the position of clerk in the local roadmaster's office.

There is a movement on foot to have our employes represent the road in a city soft ball league this coming season and we trust that we shall be represented.

The Milwaukee Road bowlers in the city bowling league have won first place, four full games ahead.

The best news around Mitchell is the general rain that we have been getting. It will prove very beneficial to the small grain crops.

Dispatcher Kearney of the local office has given up his former second trick job and taken over the relief dispatcher's position. V. K. Drury has been assigned to second trick.

An extra gang has moved to Sheldon, where they will start laying new rail.

News from our members in the armed forces indicates that Robt. Gowling has been promoted to full lieutenant in the Navy, located at Pensacola, Fla. Bernard Tripp, clerk; Donald Knowlton, brakeman; and W. A. Peterson, operator, all of Sanborn; Glenn Nelson, operator at Murdo; and Robert Nichols, son of Painter Fore-

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man Nichols, have all been inducted into the Army. Pvt. Glenn Wallis, son of Engineer Wallis; Phil McMahon, son of P. F. I. McMahon; and former Clerk Jack O'Neil have all been home on furlough. Sgt. H. M. Davis and Pvt. H. F. Scott have both received honorable discharge from the Army and have returned to work, the former at Mitchell yard office and the latter at the freight house. Pvt. Don Miller has taken unto himself a bride.

Iowa Division

Correction

Due to a mistake made in the setting of type, an item appearing in the news from the Iowa Division last month erroneously referred to the death of Conductor P. J. Reel's wife. The Magazine sincerely regrets having made the mistake.—Editor.

Middle and West

Hospital patients during the last month from Perry railroad families included Mrs. G. E. Elsasser, Mrs. J. G. Wilson, Lars Legvold, and Jerry Cummings, all in the Perry hospital; Engineer Charles Stoner in Wesley Memorial in Chicago, Francis Cummings in the Veterans at Des Moines, and W. J. Brumbly in a Kansas City hospital. All are home now and improved.

Old time employes, who will remember when the letters "AJK" were signed to train orders issued from the Perry dispatcher's office, will be interested to know that the coveted banner "E" was awarded to the Rozum Companies of South Dakota recently. The "E" was awarded for their excellent record in the manufacture of dies and punches in their plants at Mitchell, Watertown, Huron, and Sioux Falls. "Tony", who doubles as postmaster at Mitchell, is president of the company. He and the sons operated auto agencies and garages before the war but immediately turned their plants into manufacturing plants for Uncle Sam's needs. The awarding of the banner shows how well they are succeeding. Tony's youngest son is in training for the Air Corps.

Boys and girls in the armed forces home on leave recently included Corp. John Pglerer, of the Air Force in Texas; Albert Nicholson of the Coast Guard at Santa Rosa, Fla.; Staff Sgt. Donald Wagner of the Air Force at Waco, Tex.; Sgt. Jack Wagner of Camp Grant; Sgt. Frank Peterson of the Air Corps at La Junta, Colo.; Staff Sgt. Harold Rain of the Ferry Command in California; Sgt. Robert Shirley, who was enroute to Camp Lee, Va., to Officer's Candidate School; Sgt. Charles Stoner of Ft. Campbell, Ky., and Auxil-



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school. He was an aerial gunner in Australia.

Miss Evelyn Heater, who made her home for some time with her uncle and aunt, Conductor and Mrs. Wm. Stevenson, joined the U. S. Army Nursing Corps in April and will take her training at Camp Crowder.

Friends at Perry were sorry to learn of the death of former Supt. B. F. Hoehn which occurred the fore part of April in Milwaukee. He was at one time Trainmaster at Perry.

Engineer Henry Theulen and Miss Elizabeth Groepper of Minden, Ia., were married in Omaha, Mar. 19. They will make their home in Perry.

Friends of Operator Leon Huffman of the Tama station force were glad to learn that he had been selected as assistant agent at Cedar Rapids, taking the place of R. G. McGee, who went to Harvey, Ill., as agent.

Retired Engineer Jeremiah Stoner, known to his many friends as "Jerry", died suddenly at the Perry Hospital in March. Jerry retired on Jan. 26. His father was Engineer E. Stoner, and his brother, Engineer Charles Stoner, is on the Iowa Division.

Amos Monthie, who has been an engineer on the Iowa division for a long time, was appointed traveling engineer on the Kansas City Division, effective Apr. 1.

Trans-Missouri Division

West End

*Pearl Huff, Correspondent
Miles City, Mont.*

Mrs. M. L. Johnson, wife of general car foreman at Miles City, recently returned home from Sioux Falls, S. D., after having visited their son, Keith Johnson, who is in the Army Air Corps. He is taking up radio work in Sioux Falls. Keith formerly worked in the car department at Miles City.

Kenneth Wahl, formerly employed as roundhouse clerk at Miles City, and who for the past few years has been in government service, has joined the Army.

J. J. Zawada, fireman with west TM Division, has entered the Army.

James Corbett, Jr., formerly of Miles City, is taking Marine Corps pre-flight training in Spokane.

The Milwaukee family extends their heartfelt sympathy to Mrs. L. L. Brundage and family in the loss of their husband and father, L. L. Brundage, who passed away recently after a long illness.

Our sympathy is also tendered to the surviving relatives of Dan Carlstrom, who

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ary Barbara Stoner of the WAACs, who came to their father's funeral; Alonzo Colton of Fort Benning, Ga.; Louis Kirgis of the Coast Guard at Alameda, Calif.; Sgt. Don Stevenson of the Air Force at Tampa, Fla.; Auxiliary Irene Shearer, who completed her training at Fort Des Moines and was transferred to the 3rd WAAC training center at Fort Oglethorpe, Ga.; Corp. Vernon Vodenik of the Coast Artillery from California; Staff Sgt. Richard Monthie of the Infantry in San Luis Obispo, Calif.; and Corp. Harold Little of the Army Air Base at Lancaster, Calif.

W. H. Jarnagin, who worked for many years as a machinist in the Perry roundhouse, died at his home in March.

Harry Brulport has returned to work at Perry yard after being away from the railroad several years. Harry's work the last few years kept him hobnobbing with the politicians at the State House in Des Moines, but he has now moved back to Perry on an acreage he owns and will work as a yard clerk.

William A. Seidler, Jr., son of our company doctor at Jamaica, Ia., was graduated from the Washington University of Medicine at St. Louis, Mo., on Mar. 21.

Jerrone Glanville, whose father, Charles Glanville, was employed for many years in the track department at Perry, was reported missing in action in March. The family moved to California some years ago and Jerrone enlisted soon after his graduation from the San Pedro High

passed away Apr. 11, at the age of 82 years. He served the Milwaukee as carman and wrecking foreman for 51 years and at the time of his death had been retired from active service for several years.

There was a fine spirit of cooperation displayed in this community Mar. 28 at the time of the ice gorge and washout near Tusler, Mont. High school students were released for service and through a radio appeal early Sunday morning, many shop, car and store department men at Miles City were obtained for work at the washout, and assisted in getting the main line open for traffic. During the time the trains were tied up at Miles City, military forces were fed by local Red Cross and the Elks Home opened up their club rooms for them, and many who were detained here by the washout were housed in private homes.

Milwaukee Terminals

Passenger Station

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

Everyone will be more than happy to learn that E. H. Bannon, superintendent of Milwaukee Terminals, is back on the job again, "rarrin' to go" after a prolonged stay at Milwaukee Hospital. He had quite a siege of it, but being a Rail of the old school he weathered the storm and is feeling fine.

Marvin Kuehn, private secretary to the general superintendent, is now in the Navy. We know that he will do a fine job for Uncle Sam, and that we can be very proud of him.

Former Superintendent B. F. Hoehn, who retired from active service about five years ago, after serving the Milwaukee Road faithfully for many years in the capacity of telegraph operator, chief dispatcher, trainmaster, assistant superintendent and superintendent, died at St. Joseph's Hospital, Milwaukee, on Apr. 4, after a short illness.

Mr. Hoehn will be remembered by his many friends and associates as a fine, friendly man, a hard worker, and one who always had the welfare of the employes, as well as the business of the railroad at heart; we will miss him very much. To his widow, Mrs. Bertha Hoehn, and his two daughters, we extend our deepest sympathy.

Fowler Street Station

Nola Mallas, Correspondent

Bob Fechner, former bill clerk, was in to see us the other day. Bob is a corporal technician stationed at Camp Sheridan. Another visitor was Pfc. Harold Knop,

formerly worked in foreman's office, house No. 7, now at Ardmore, Okla., in the ground crew.

The latest addition to Uncle Sam's forces from our office include Steve Stetz, Irwin Miskimins and Mahlon Gilbert. By the way, girls, Mahlon announced his engagement to Miss Violet Lehr before he left for Camp Grant.

George Cull, yardmaster at Reed Street, knows what pleasures can be derived from owning a ranch in Texas. Mr. Cull has been vacationing there for the past two months.

Mac Kagan at Belt was recently presented with a bouncing baby girl. After a month of sleepless nights, Mac is finally regaining his usual shut eye.

Well, folks, what do you know? Stowell Station is coming out of the moth balls after all these years and believe me we intend to keep it out.

We are very glad to learn at this writing that Ed McGrath is getting along nicely after being in the Milwaukee Hospital for awhile.

A welcome sight in our office again is our agent, Mr. Dummler, who returned to his desk looking fine and feeling very well.

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

Richard J. Steuer, Correspondent

With the spring season definitely here to stay, a hand or two of applause should be given the yard forces up and down

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the length of the Beer Line for their splendid work during the past winter months. Many of the old timers will agree that they have seldom witnessed such a long and cold six-month period. They envied the office forces during those tough days, but now with true spring weather in the making, the white collar gang will envy the mudhops. Yardmasters Buck Leaman, Walter Hilbert, Herman Schoebel and Johnny Knop certainly satisfied the many shippers with A-1 service, and with the whole-hearted cooperation of Yard Clerks Gaulke and Germit at Gibson, Placek at Humboldt, Wallace at Pabst, Zarling and Gastel at Cherry, and Lahm and Kaegler at Walnut, earned the praise of officials and shippers alike for their outstanding work.

Former Rate Clerk Ralph Thielke dropped in on the force recently, and took the Sunday gang by surprise. Who says Uncle Sam isn't turning out straight soldiers? Pvt. Thielke was glad to be able to see Milwaukee again and was very enthusiastic about his Army duties at Camp McCoy, Wis. Another soldier should be popping in any day now from Charleston, S. C. We refer to Pvt. Ernie Reinhardt, self-called "the Army's worst M. P." While some of our soldier boys are not so lucky, they have the next best thing done, and their families go out to see them. Mrs. Thomas Regan and Mrs. Richard Wank traveled to nearby points to see their soldier husbands.

North Milwaukee has sent in the good news that Pvt. Bill Koepeke, former clerk, has been transferred into a railway battalion and is in training near New Orleans, La. That sounds like a break for Bill and the Army, for we know his heart is in railroading.

Coach Yard

L. J. Cooke, Correspondent



Electrician John Haglund, who leaves here every spring to work at Minocqua on air-conditioning through the summer, left here the day before we had snow and freezing temperatures. He probably needed overshoes and a snow-shovel when he got up there. John's place on the day shift will be taken by Jim Crowley, who is moving down from the third shift so he can catch up on his sunshine vitamin—and, incidentally, see a few ball games.

Asst. Foreman Ed Berndt, who captained the coach yard bowling team through another successful season, is trying to pick his vacation to cover an expected visit from the stork. Ralph O'Halloran tried that and missed it by three weeks. His new daughter was born just about two weeks before his scheduled induction into the Army. This correspondent will have to miss the usual farewell party given all coach yard members going into the service because of the hours on his new job—electrician helper. The rest of the gang will see to it that Ralph gets sent away in good style.

Night Supervisor James Palmer wants his vacation early. He probably wants to be a supervisor on vacation before he's a lieutenant on furlough.

Pvt. Eugene Waczek, formerly of the coach yard, home for a week from Maryland. He looks like a million in his uniform and got compliments from all the gang.

One Bond in your hands is worth two on your wrists.

Coast Division

Tacoma

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



T. E. Corbett, safety inspector on the Coast Division, is confined to his home by sickness; we wish him an early recovery.

J. S. Griffith, fuel supervisor at Tacoma, underwent an operation, consisting of the removal of a cataract from one of his eyes, but is now recovering very nicely.

What we foresaw last month has come to pass: Lester Prescott, the general boardman at the Tacoma yard office, has been sick for the last two weeks, but is now recovering and expects to get back on the job very shortly.

Yard Conductor Charlie Hagerty was taken to the hospital recently. He must be rather sick, as candidates for a blood transfusion were sought today. We wish him an early recovery.

Mrs. Avis Clayton, the wife of Clarence Clayton, truck operator at the yard, Tacoma, died Mar. 20 at the age of 53, following an operation. She is survived by her husband, a daughter and two sons, one of whom is in the Navy. We extend our heartfelt sympathy.

V. S. Wardlow, switchman at Tacoma Yard, is rejoicing over an addition to his family: a girl baby. Mother and child are both doing well. Congratulations.

Mrs. Clara Carrotte, clerk at Supt. Hill's office has been doing USO work for several months but now has branched out and is meeting No. 15 two mornings a week as Traveler's Aid; her long experience on the railroad enables her to be of great assistance to the many service men's families who arrive daily in Tacoma.

J. P. Rothman, chief dispatcher at Port Angeles, was taken ill quite suddenly the latter part of March and had to undergo an operation. N. F. Bingham, who was for years chief dispatcher on the Olympic Line, was glad to get back into the service temporarily, taking over Mr. Rothman's duties.

Operator R. E. Chadwick, who has been off for some time, due to his wife's illness, is at work again on the third trick at Ellensburg.

There are considerable improvements under way at the passenger station and local office. There will be a concrete platform laid from B street to D street, so as to accommodate passengers getting off and on trains; the lead to team track No. 1 at the local office will be considerably lengthened in order to take care of longer passenger trains; heretofore, even with 15 cars, the train had to be cut on the crossing and could be coupled on the lead only with difficulty.

Ray Grommel, our bustling agent at the local office, points with pride to an increase of 2081 per cent over last year, in ticket sales handled by W. S. Burroughs, Glen Russell, Carl Tveter, King as ticket sellers, and Ziemer and Cardle as baggage men.

Trainmaster J. O'Dore of this division, G. J. Johnson, traveling engineer, Bert Fraidenburg's extra gang, G. P. Slagle, Chief Carpenter from the east end of this division, were all sent to the Rocky Mountain Division in March to assist with making repairs due to washouts on that division.

George Strandemo is a new trucker at

the warehouse of the local office.

Wayne R. Brown, son of Mrs. May Brown, stenographer to the chief dispatcher, Tacoma, is now in the Army Air Corps, Shepperd Field, Tex.

Conductor E. B. McCann went on No. 15 and 16 two weeks ago, relieving in Conductor Barrett's place.

Joe Sakey, of the car department, retired on pension Apr. 1.

Marion Trudanowski, for several years car loading inspector at Tacoma, has been promoted to assistant general car department supervisor, Lines West. Congratulations.

Miss Virginia Malloy of the superintendent's office, Tacoma, has returned to work following a three months' leave of absence during which time she attended Law School at the University of Washington.

Ed Herzog, clerk to the assistant superintendent, was recently observed nursing a black eye. The soil in his garden at Titlow Beach is so fertile, the plants came up before he could get out of the way and one of them struck him in the eye! Incidentally this was the second crop of peas this year, the first one being already harvested and canned.

Nick Yost of the Store Department has been sick for two weeks and J. J. Dorsey of the same department has also been sick for several weeks, but is now on the mend.

Seattle Terminals

F. W. Rasmussen, Correspondent
Local Freight Office

The local freight office has just received a letter from our former expense clerk, Gerald L. Brundage, dated from Somewhere Down Under expressing his appreciation for our Christmas card. Gerald is with the Marines.

Miss Etta Lawrence, who came to the local freight office from Othello just a short time ago, has been transferred to the general manager's office.

J. R. Ludwick, our freight agent, is about the busiest man in Seattle nowadays. Besides handling the largest volume of traffic that the Seattle station has ever experienced, he has found time to sell his home on Magnolia Bluffs and has now settled on the Sound near Three Tree Point.

Stanley Holtun, chief claim clerk, has been promoted to the position of inspector in the asst. freight claim agent's office. His position in the local office is being filled by M. P. Cellyham.

A baby girl was born to the wife of Ray Fink, liaison clerk for the railroad at the Army Transportation office, on Apr. 7. Mother and daughter are doing well and Ray is back to normal. Congratulations.

The office has just received an announcement from the Army Air Corps that our former clerk, Lowell Brundage, has just graduated from the Flying School and is now a Lieutenant.

New employees in the local freight are Dorathee Malm, Ruth Mulhollan, Barbara Harrison, Eunice Woodard and Marie Roessler. We welcome these young ladies into the Milwaukee family.

Mrs. Lois Mosely, secretary to Asst. Supt. W. J. McMahan, is now in California where she has taken her husband for a rest. Mr. Moseley has been stationed in Alaska for many months and is out trying to regain his health.

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"Really? What did he leave?"

"Ten children."

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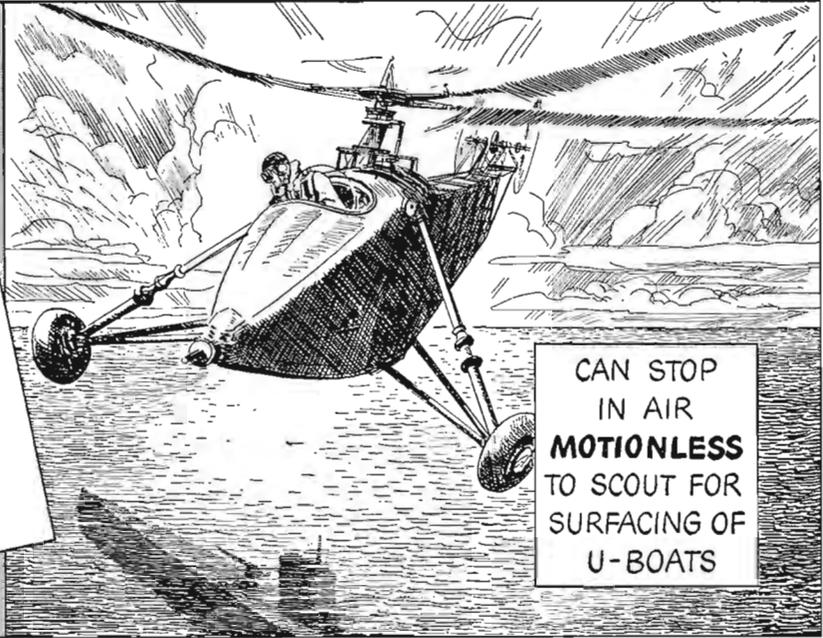
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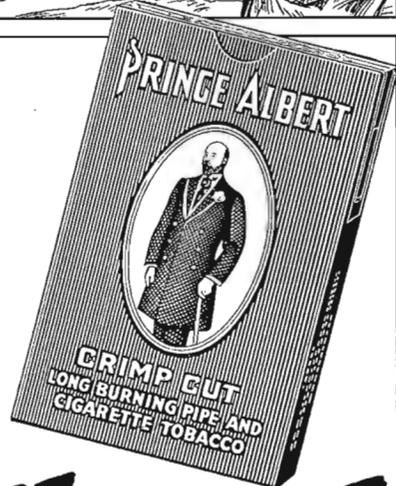
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