

The MILWAUKEE MAGAZINE

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

FOUR SCORE AND SEVEN YEARS
AGO OUR FATHERS BROUGHT FORTH
ON THIS CONTINENT A NEW NATION
CONCEIVED IN LIBERTY AND DEDICA-
TED TO THE PROPOSITION THAT ALL
MEN ARE CREATED EQUAL.

NOW WE ARE ENGAGED IN A GREAT
CIVIL WAR TESTING WHETHER THAT
NATION OR ANY NATION SO CON-
CEIVED AND SO DEDICATED CAN LONG
ENDURE. WE ARE MET ON A GREAT
BATTLEFIELD OF THAT WAR. WE HAVE
COME TO DEDICATE A PORTION OF
THAT FIELD AS A FINAL RESTING
PLACE FOR THOSE WHO HERE GAVE
THEIR LIVES, THAT THAT NATION
MIGHT LIVE. IT IS ALTOGETHER FIT-
TING AND PROPER THAT WE SHOULD
DO THIS. BUT IN A LARGER SENSE
WE CAN NOT DEDICATE—WE CAN NOT
CONSECRATE—WE CAN NOT HALLOW—
THIS GROUND. THE BRAVE MEN LIV-
ING AND DEAD WHO STRUGGLED HERE
HAVE CONSECRATED IT FAR ABOVE
OUR POOR POWER TO ADD OR DETRACT.
THE WORLD WILL LITTLE NOTF NOR
LONG REMEMBER WHAT WE SAY HERE
BUT IT CAN NEVER FORGET WHAT THEY
DID HERE. IT IS FOR US THE LIVING
RATHER TO BE DEDICATED HERE TO
THE UNFINISHED WORK WHICH THEY
WHO FOUGHT HERE HAVE THUS FAR
SO NOBLY ADVANCED. IT IS RATHER FOR
US TO BE HERE DEDICATED TO THE
GREAT TASK REMAINING BEFORE US—
THAT FROM THESE HONORED DEAD
WE TAKE INCREASED DEVOTION TO
THAT CAUSE FOR WHICH THEY GAVE THE
LAST FULL MEASURE OF DEVOTION—
THAT WE HERE HIGHLY RESOLVE THAT
THESE DEAD SHALL NOT HAVE DIED IN
VAIN—THAT THIS NATION UNDER GOD
SHALL HAVE A NEW BIRTH OF FREEDOM—
AND THAT GOVERNMENT OF THE PEOPLE
BY THE PEOPLE FOR THE PEOPLE SHALL
NOT PERISH FROM THE EARTH.

FEBRUARY 1946

News Headlights

For Norbert J. Eberhardy, who recently returned to the mechanical engineer's office in Milwaukee, army life had its compensations. Pushed into the background are his experiences overseas with the engineers. The high spot of his military career came the night he attended a big party at the White House and was appointed special attendant to that beautiful brown-eyed blonde, that peerless package of pulchritude, movie star Janet Blair.

Lt. Col. John W. Moe, commander of the Milwaukee's 757th Railway Shop Battalion, recently visited the baroque palace of Ludwig, so-called Mad King of Bavaria.



It was his personal observation, after an inspection of the royal bath, a huge circular swimming pool, that the king probably got that way trying to find the soap.

Thomas Allen, Pullman conductor on the Pioneer Limited prior to his retirement a few months back, has a black female cocker spaniel who faints. Just let her get too excited and over she goes, but Mr. Allen has found that a nip of wine will bring her out of it. He tried whiskey the first time, but the dog favors sweet wine—preferably Tokay, slightly chilled.

S/Sgt. Joe Dede, Jr., son of J. B. Dede, regional assistant, public relations department, Spokane, has the original of the message sent to the Philippine Islands on Aug. 14, announcing the end of the war with Japan. He is now chief clerk in the signal center at Tacloban, Leyte Island, but at that time was cryptographic technician at Palo, Leyte Island. He was permitted to keep the original and make copies for the various headquarters files. It reads:

GET READY FOR A FLASH SHE'S COMING IN NOW

WASHINGTON FOURTEENTH

PRESIDENT TRUMAN ANNOUNCED JAPANESE ACCEPT ALLIED COUNTER PROPOSAL OF SURRENDER TERMS

Song Writer Johnny Mercer, appearing on Fred Allen's radio show

Jan. 27, said that he was inspired to write "The Atchison, Topeka and the Santa Fe" while riding on a Milwaukee Road train. Didn't say where, didn't say why, but apparently the C. M. St. P. & P. missed Tin Pan Alley only by being out of rhythm.

Robert B. Brashear, Midwest Hiawatha conductor, remarked on the occasion of his recent retirement that when he was a boy in Hannibal, Mo., his favorite day dream concerned going to fabulous Sioux City some day. When he finally did, he signed up with the Milwaukee Road the same day. He says that meeting people and making friends was what he liked best about his job, which he stayed with for 51 years. On his last run, a woman approached him and introduced herself as the little girl from a small town on the line whose father had entrusted her to his care while on a trip to Sioux City to see a dentist.

When W. J. Hotchkiss, Kansas City Division superintendent, returned a few weeks ago from overseas service as commander of the 744th Railway Operating Battalion, the first thing he did was send rubber boots to the two children of some Belgian friends. Since Belgian and American shoes are sized differently, he brought footprints with him.

A photographer from every newspaper in Chicago was on deck Jan. 23 when Tom Brown, his wife Esther, Velma 4, Jack 2½, and Phillip 5 months, Eskimos from Nome, Alaska, arrived on the Olympian. On their way to a sportsmen's show in New York, they flew from Nome to Seattle, where they boarded the Olympian, the first train they had ever ridden. The food on the diner was to their liking, with plenty of meat,



Tom Brown, who speaks good English, relays to his wife in Eskimo what he has just been told about the view from the Chicago Union Station, but she isn't interested.

they said, although Mr. Brown did fail to get a steak he wanted one day. When queried regarding his opinion of Chicago weather, he replied, "Colder than I expected."

Phillip doesn't show in the picture as he was riding in the back of his mother's coat, which she wore under her dress. What a way to parka baby!

The stork beat the Chippewa into Chicago Union Station by a matter of minutes on Feb. 2 when Mrs. Dorothy Reeves of Plymouth, Wis., gave birth to a baby girl in the women's lounge. Conductor Joseph Russ got four or five women on the job—including two former nurses—and mother and child were rushed to the hospital as soon as the train pulled in. Both were doing well at last report.

Another letter has arrived from W. M. Evans, chief substation operator at Kittitas, Wash., and great grandson of George Shannon, a member of the Lewis and Clark expedition. (See page 11 of January, 1946



issue). Says Mr. Evans in his second letter: "It occurred to me that you might like to know how George Shannon happened to join the Lewis and Clark expedition.

"The Shannon family was living in Ohio at the time. Clark, who was a friend of the family, stopped at the Shannon home on his way to join Lewis at St. Louis. Young George Shannon, who was only 18 years old at the time, wanted to go along and Clark agreed to take him, but George's parents objected because of his age.

"After Clark left, George decided to go anyway and ran away from home, paddling a canoe down the Ohio River and up the Mississippi to St. Louis, where he joined the expedition."

Brooklyn, although it is one of the United States, continues to speak a foreign language.

For instance, the other day a young Brooklyn boy went to visit his aunt in the country. Suddenly he cried out—"Look, Auntie Moyle—a boid!"

Auntie Moyle replied: "That's a bird, dear—not a boid!"

"Well," he said, "it choips like a boid!"

E. L. Murray

Emmett L. Murray, 54, supervisor of payroll taxes, died on Jan. 30, 1946, at his home in Chicago, Ill.

Mr. Murray had been with the Milwaukee Road since 1918 when, following his release from military service in World War I, he was employed as a timekeeper at Spokane, Wash. He was subsequently promoted to chief timekeeper and in 1924 to traveling time inspector. In 1927 he became chief traveling time inspector and in 1937 was appointed supervisor of payroll taxes at the Fullerton Avenue general offices in Chicago, Ill. In the nine years which followed, although hampered by poor health, he established a fine service record in railroad circles.

Funeral services were held at Chicago and burial was at Colrain, Mass. He is survived by his widow, Susan R., and his father, Felix E., of Spokane, Wash.

Rail Institute to Open in March

In order to meet the needs of young men and women who aspire to executive positions in the railroads, the American University of Washington, D. C. will offer an intensive Rail Transportation Institute during March. Veterans formerly employed by railroads or who are interested in jobs in the transportation field may also apply for admission. They will enjoy the benefits provided by Public Laws 16 and 346, as amended.

Directed by Professor L. M. Homberger, well known transportation expert with many years of practical railroad experience, the curriculum is planned to present an over-all view of the transportation industry and to broaden the individual's understanding of industry's pattern of efficient transportation service.

The program includes a course on basic problems of transportation with emphasis on rail service, its history, mechanics, operation, traffic, management and regulation; a series of special studies in current railroad problems including manpower, selling transportation, public relations, Interstate Commerce Commission organization and procedures, current rate-making issues, legal and financial problems, statistics and cost finding, new technical developments such as electrification, signaling, radio, diesels, new steam locomotives, car design, maintenance of way and maintenance of equipment.

A field program will take the students to study the large station, classification yard, large shop, large port with rail facilities, airport, and truck terminal. A further sequence of studies during the month will deal with the competitors of the railroad industry. Supper meetings with national leaders of government and industry will complete the March curriculum.

The Rail Transportation Institute will open at the American University on Mar. 3 and continue through Mar. 30. It is offered with the cooperation of the Association of American Railroads.

Applications for admission to the Institute should be made to Professor L. M. Homberger, 1901 F Street, Washington 6, D. C. and must be submitted immediately in order to be accepted.

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"Everyman's Almanac" Distributed

Employees who are bothered by boils, who are curious to know how it happens that they have acquired some billion ancestors since 30 generations ago, who can use a tip on how to manufacture a really elegant doughnut or a "bachelor hamburger" will be happy to learn that "Everyman's Almanac" is off the press. There is no longer any reason for anyone to be uncertain about anything.

"Everyman's Almanac" is published each year by the Milwaukee Road for its employees and is distributed by supervisory officers and Service Clubs. It has all the ingredients of a best seller—only it isn't for sale. If you haven't seen it yet, inquire. There's a copy for you.



Passenger Traffic Department

EFFECTIVE JAN. 1, 1946:

C. F. Dahnke is appointed assistant general passenger agent with headquarters at Milwaukee, Wis.

T. G. Austin is appointed general agent, passenger department, Milwaukee, Wis., succeeding C. F. Dahnke, promoted.

W. W. Piehl is appointed assistant city ticket agent, Milwaukee, Wis.

William Wallace is appointed assistant general passenger agent, Lines West, at Seattle, Wash.

H. M. Larson is appointed assistant general passenger agent, with headquarters at Minneapolis, Minn., succeeding J. J. Oslie, deceased.

D. G. McMillan is appointed general agent, passenger department, Minneapolis, Minn.

O. R. Anderson is appointed general agent, passenger department, St. Paul, Minn., succeeding D. G. McMillan, promoted.

P. J. Nikolai is appointed traveling passenger agent, Minneapolis, Minn., succeeding O. R. Anderson, promoted.

EFFECTIVE JAN. 16, 1946:

L. B. Renchard is appointed traveling passenger agent at Detroit, Mich., succeeding William Wallace, promoted.

F. M. Priester is appointed city passenger agent at Detroit, Mich., succeeding L. B. Renchard, promoted.

EFFECTIVE FEB. 1, 1946:

W. C. Klomp is appointed assistant to the general passenger agent, with headquarters in Chicago.

A. V. Marxen is appointed assistant general agent, passenger department, Chicago, succeeding W. C. Klomp.

Mechanical Department

EFFECTIVE JAN. 16, 1946:

P. W. Anderson is appointed traveling engineer of the LaCrosse & River Division with headquarters at LaCrosse, Wis., vice H. D. Neelings, resigned.

EFFECTIVE FEB. 1, 1946:

F. L. King is appointed division master mechanic of the Iowa Division with headquarters at Marion, Ia., vice W. M. Foster, who, after many years of efficient service, is retiring at his own request.

Law Department

Lt. Col. John N. Hughes, Jr., has been released from active duty in the United States Army and has become a member of the firm of Duncan, Hughes & Bierman, Southern Surety Building, Des Moines, Ia., effective Jan. 1, 1946. Mr. Duncan and Mr. Hughes of that firm will be solicitors for Iowa, and Mr. Bierman, attorney for Iowa. On the same date, John N. Hughes, Sr., special attorney for Iowa, retired after many years of loyal and conscientious service for the Milwaukee Road.

Lt. Cmdr. J. C. Garlington and Lt. Harry C. Pauly have been released to inactive duty in the United States Naval Reserve and have rejoined the firm of Murphy, Garlington & Pauly, solicitors for Montana at Missoula, Mont.

Lt. Raymond K. Merrill has been released to inactive duty in the United States Coast Guard Reserve and has been appointed chief clerk in the Chicago office of the law department, effective Jan. 16, 1946.

N. A. Jacobsen Appointed Agricultural Agent

Effective Mar. 1, 1946, N. A. Jacobsen of Miles City, Mont., is appointed the Milwaukee Road's agricultural agent, with headquarters at Butte, and will represent it in all general agricultural development affecting communities in Montana serviced by the road.

Mr. Jacobsen, who is a native of Payette, Idaho, and a graduate of Oregon State College, is an experienced ranch operator and in the great plains area is considered one of the leading authorities on range livestock. He is also widely known for his work in the interests of ranchers and farmers and at one time was employed by the Oregon and Montana Extension Services. Since 1935 he has been county extension agent for Custer and Powder River Counties and is well equipped by training and experience for his new work in the expanded field of operations.

The ability to speak several languages is an asset, but to be able to keep your mouth shut in one language is priceless.

Horse sense is that sense which keeps a horse from betting on the human race.



C. F. Dahnke



H. M. Larson



William Wallace



W. C. Klomp

Passenger Department Promotions Announced

A NUMBER of passenger traffic department men well known to employes and the public along the Milwaukee Road system have recently been awarded promotions.

Carl F. Dahnke, who became assistant general passenger agent at Milwaukee on Jan. 1, has been an employe of the Road since 1915 when he started as a telegraph operator in Boscobel, Wis. He served as a radio electrician aboard a submarine during the first World War, but returned in 1918 to become ticket agent at Richland Center, Wis. Later he was made ticket agent in Madison, Wis., and in 1929 was advanced to city passenger agent there. He was general agent passenger department at Milwaukee from July 1, 1939, until the date of his latest appointment. Mr. Dahnke is active in civic and fraternal organizations, and was formerly president of the Wisconsin Passenger Association.

H. M. Larson, who succeeds the late J. J. Oslie as assistant general passenger agent, will make his headquarters in Minneapolis. He first came to the Road in 1914 as a stenographer in the traffic department

in St. Paul and has been with the company since. During the first World War Mr. Larson served with both the 36th Engineers and the Transportation Corps. He was made city passenger agent in Detroit in 1923, later being advanced to traveling passenger agent in St. Paul. In 1935 he was promoted to general agent, passenger department in Minneapolis. He has served as president of the passenger clubs in Detroit, St. Paul and Minneapolis and is a past president of the Minneapolis Exchange Club.

William Wallace, the Road's new assistant general passenger agent, Lines West, with headquarters in Seattle, has been with the Milwaukee ever since doffing his World War I uniform. He enlisted in the South Dakota Cavalry the day after that war started and later served with the 39th Infantry. Immediately after coming out of military service in August, 1919, he started work in our dining car department in Aberdeen. He was sent to Chicago in 1920 and was advanced to city passenger agent there nine years later. Since 1937 he has been traveling passenger agent with headquarters in Detroit.

William C. Klomp, who assumes the duties of assistant to the general passenger agent, Chicago, has had an interesting career with the Milwaukee, starting in the operating department at Three Forks, Mont. He came to Chicago in 1918 to work in the accounting organization, and moved over to the passenger traffic department as a rate clerk in 1921. He has held various positions in the department, including that of assistant general agent, passenger department in Chicago, to which he was appointed in June, 1944. For years it has been his job to handle theatrical troupe movements and to look after most of the celebrities who travel the Milwaukee Road. As a consequence, he claims personal acquaintance with Mrs. Eleanor Roosevelt, Ethel Barrymore, Amos and Andy, Cornelia Otis Skinner, Olson and Johnson, Paul Whiteman, Mae West and many others.

T. G. Austin, who succeeds C. F. Dahnke as general agent, passenger department at Milwaukee, has been with the Road since 1927, when he was employed in the ticket

T. G. Austin

O. R. Anderson

D. G. McMillan

A. V. Marxen



Dinner Marks Retirement of W. N. Foster

DIVISION Master Mechanic W. N. Foster of Marion, Ia., who entered the employ of the Milwaukee Road in 1903, retired on Jan. 31. The supervisory force of the Iowa Division observed the occasion with a turkey dinner for the officials, employes and friends closely associated with Mr. Foster for many years. The affair was arranged by the American Legion Auxiliary at Perry, Ia. It was followed by a reception at which he was presented with a hard-to-get size auto tire by the employes in the Sioux City roundhouse and three Victory Bonds, a token of friendship from the employes of the roundhouse at Perry. To augment the livestock on the acreage which he had purchased in preparation for his retirement, a group of friends presented him with a well-scrubbed and beribboned pig whose entrance created a sensation; also, a "Sleepy Hollow" chair with accompanying Ottoman. General Foreman A. J. Kressen was chairman for the party and Superintendent of Motive Power J. E. Bjorkholm presided as master of ceremonies.

Mr. Foster is a native of Cedar Rapids, Ia., where, following his graduation from Cedar Rapids High School, he began railroading as an apprentice machinist on the old BCR&N, now a part of the Rock Island system. He transferred to the Milwaukee in 1903 and with the exception of short intervals on the Rock Island and the LR&N, has remained a Milwaukee Road man, advancing from machinist to foreman and general foreman, and, in December, 1921, to master mechanic, continuing in that position until his retirement.

office in Madison, Wis. He was later made city passenger agent in Milwaukee, and since 1939 has been assistant general agent there.

O. R. Anderson, newly appointed general agent, passenger department in St. Paul, has held a number of positions in the department, including that of city passenger agent in both Minneapolis and St. Paul. Since 1935 he has been traveling passenger agent with headquarters in St. Paul.

D. G. McMillan, general agent, passenger department in Minneapolis, held the same title in St. Paul from 1934 until promoted, effective Jan. 1. Prior to that he was city passenger agent in Minneapolis.

A. V. Marxen, who returned to the employ of the Road on Jan. 2 after almost three years in military service, was promoted to the position of assistant general agent, passenger department, Chicago, effective Feb. 1. He has been with the company since 1917 and has held various positions in the department, including that of city passenger agent, Chicago. As a major in the army, Marxen carried the title of chief, troop movement branch, his duties being primarily those of liaison officer between the Army Air Forces and the chief of transportation for all movements of Air Corps troops, both domestic and overseas. He says that during his many trips up and down and across the United States in this capacity he heard more favorable comments about Milwaukee Road passenger service than that of any other road.

"Pop's" future plans include the operation of his farm between Cedar Rapids and Marion and the management of the Marion bowling team, Milwaukee league, of which he has been a member for many years.

Fay L. King, furloughed master mechanic of the LaCrosse & River Division, succeeds Mr. Foster at Marion. Prior to his recent release from military service, Mr. King was commanding officer of the 757th Railway Operating Battalion until his promotion to colonel in the 2nd Military Railway Service.



W. N. Foster (left) is shown with his successor, Fay L. King, at the dinner held in Mr. Foster's honor on Jan. 31.

Employee's Son Wins Legion Award

James Lowry, son of Frank Lowry, file clerk in the office of president, Chicago, was awarded the American Legion School Award upon his graduation from the eighth grade recently. He was the honor student in his class and the only pupil in the school to receive the award. Recipients of the Legion award are selected for their outstanding "qualities of character, honor, courage, scholarship, leadership and service which are necessary to the preservation and protection of the fundamental institutions of our government and the advancement of society." The award consists of a certificate and medal.



James Lowry

Mr. Lowry has a son, Isaac, who has been in the navy since last August, and another, Clarence, who has been in the merchant marine for almost three years; at present he is in service between Boston and French ports. A daughter, Laura Mae, is a vocalist with Duke Ellington's orchestra.

Commissioner Alexander H. Stephens, who when in good health weighed about 90 pounds, once dined with President Lincoln and General Grant. After dinner, as he was leaving, Stephens put on an English ulster, the tails of which reached the ground while the collar was somewhat above the wearer's head.

As Stephens went out, Lincoln touched Grant and said: "Grant, look at Stephens. Did you ever see such a little nubbin with as much shuck?"

General Ross Lauds Performance of 744th Railway Battalion

Maj. Gen. Frank S. Ross, chief transportation officer of the service forces in the European Theater, recently addressed the following commendatory letter to President H. A. Scandrett:

"The 744th Railway Operating Battalion, which was sponsored by the Chicago, Milwaukee, St. Paul and Pacific Railroad, departed from this theater several weeks ago. At this time I wish to express the appreciation of the Army Transportation Corps to the Chicago, Milwaukee, St. Paul and Pacific Railroad for sponsoring the unit.

"Departing from New York Port of Embarkation on 11 August 1944, the battalion landed at Liverpool, England, and without further training in England moved across the channel to Utah beachhead. Landing on the 25 August 1944, it went directly into operational duty, taking over the Vire, Argentan, Mezidon, Surdon division with battalion headquarters at Vire and Argentan. It was at this section that it was given the nickname of 'queue busters' for its superior job of relieving congestion in the Cherbourg peninsula during the early phases of the offensive following the break-through.

"On 12 December 1944, the battalion moved to Charleroi, Belgium in time for the Battle of the Bulge. Many members of the battalion distinguished themselves by helping to move trains from the path of the advancing German armies. After the break-through the battalion operated all lines in Belgium—Charleroi, Leige, Louvain, Brussels, Mons and Jeanmount to the French border until late 1945 when it began to process for re-deployment from this theater.

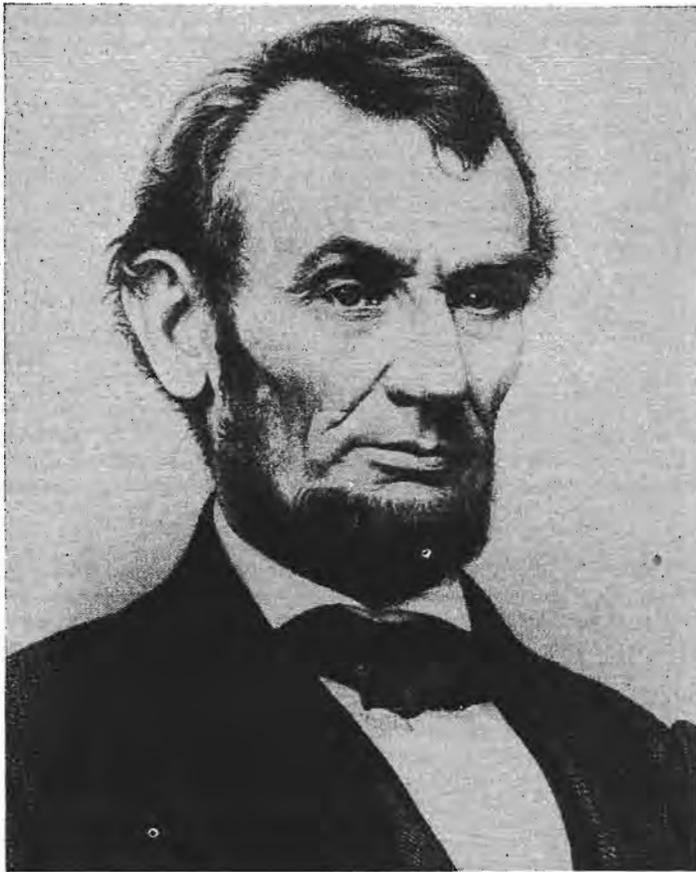
"I have written to you personally because I feel certain that you will be glad to know the Chicago, Milwaukee, St. Paul and Pacific Railroad made a distinct contribution to the Army Transportation Corps' operations in Europe. I will greatly appreciate it if you will pass on to those in your organization, who were responsible for the 744th, our debt of gratitude to them."

A young lawyer once asked Abraham Lincoln if the county-seat of Logan County was named after him. "Well, it was named after I was," he replied gravely.

A railway bridge had been destroyed by fire and it was necessary to rebuild it. The bridge engineer and his staff were urged to immediate action. A couple of days later the superintendent of the division visited the scene and encountered an old master bridge builder.

"Bill," said the superintendent, "I want this job rushed. Every hour's delay is costing the company money. Have you got the engineer's plans for the new bridge?"

"I don't know," said the bridge builder, "whether the engineer has the picture drawn yet or not, but the bridge is up and the trains is passin' over it."



Lincoln

states that the President, after being notified while on the train that he would be expected to make some remarks, asked for some paper. 'A rough sheet of foolscap was handed to him, and retiring to a seat by himself, with a pencil he wrote the address which has become so celebrated.'

"It is now pretty generally agreed by those who have given careful study to the matter that Lincoln worked on a draft of his intended speech before he left Washington, at least a week or two before the dedication. It is also conceded that after his arrival in Gettysburg, in the privacy of his room in Judge Will's home, he got out his draft and finished it."

THE victory at Gettysburg on July 3, 1863, followed closely by the fall of Vicksburg and other victories, created a feeling of optimism and thanksgiving in the North, one result of which was the decision to dedicate the battlefield at Gettysburg as a soldiers' cemetery. The ceremony was set for Nov. 19, 1863. Two or three days before the appointed day, Secretary of War Edwin M. Stanton, who had been delegated to make transportation arrangements, sent this note to Lincoln:

"Mr. President:

"It is proposed by the Baltimore and Ohio road—

"First, to leave Washington Thursday morning at 6 a. m.; and

"Second, to leave Baltimore at 8 a. m., arriving at Gettysburg at 12 noon, thus giving two hours to view the ground before the dedication services commence.

"Third, to leave Gettysburg at 6 p. m., and arrive in Washington, midnight; thus doing all in one day.

"Mr. Smith says the Northern Central road agrees to this arrangement.

"Please consider it, and if any change is desired, let me know, so that it can be made.

"Yours truly,

"Edwin M. Stanton."

The President returned Stanton's communication with this notation:

"I do not like this arrangement. I do not wish to go that by the slightest accident we fail entirely, and, at the best, the whole to be a mere breathless running of the gauntlet. But, any way.

"A. Lincoln."

Stanton was convinced, apparently, that his time table needed revising. At any rate, the time of departure from Washington was changed from the morning of the ceremonies to noon of the day before—Wednesday, the 18th.

Provost-Marshal General James B. Fry

The Milwaukee Magazine

IN REVIEWING historical accounts of the many railroad trips taken by Abraham Lincoln, the journey of approximately 100 miles from Washington, D. C., to Gettysburg, Pa., stands out as one of the most interesting, partly because the record of it involves the classic claim that he wrote his Gettysburg Address while on the train, and partly for the reason that it provides a picture of railroading in the 1860's.

The most striking single fact concerning this journey is that Lincoln almost did not take it. In the light of history, it is inconceivable that the words President Lincoln uttered on that significant occasion might never have been voiced at all, but it should be borne in mind that, important as the victory at Gettysburg was to the eventual outcome of the Civil War, the fighting continued and would continue for another year and a half from the date set for the dedication of the national soldiers' cemetery at Gettysburg. The wartime cares of the President bore heavily upon him. It was in this connection that John G. Nicolay, secretary to Mr. Lincoln, later stated that up to within two days of the date assigned for the ceremonies, the President was uncertain whether he really should take the time away from his pressing official duties to attend.

However, having been invited some time earlier, along with members of the Cabinet, General Meade, commander of Union forces during the battle, and other prominent men, and having been asked to "formally set aside these grounds to their sacred use by a few appropriate remarks," it is altogether probable that Lincoln had given some thought to the matter of what he might say even before the actual decision to go was reached, and certainly before he boarded the train.

There is, nevertheless, considerable evidence to support all three claims regarding the writing of the address:

First, that it was composed in Washington before the journey was begun;

Second, that it was written by the President on the train en route to Gettysburg; and

Third, that it was not written until his arrival at the home of David Wills, by whom he was entertained.

John W. Starr, Jr., in his biographical study entitled "Lincoln and the Railroads," mentions some of the claims in these words:

"Noah Brooks, newspaper correspondent and intimate friend of Lincoln, tells of accompanying the President to Gardner, the photographer, on the Sunday before the dedication of the cemetery, at which time Lincoln showed him a copy of the speech which Edward Everett was to deliver, and which he had kindly sent him. Lincoln told Brooks that he had already written out his remarks but had not finished them. His speech, he said, would be "short, short, short." Bringing his notes with him, he had expected to go over them in the studio, but had no chance to do so.

"Ward Lamon, Marshal of the District of Columbia under Lincoln, says that, a day or two before the dedication, the President took from his hat a sheet of foolscap which he showed him as being a memorandum of what he intended his remarks to be on that occasion. Lamon says that they were in substance what afterward appeared in print as his Gettysburg speech.

"Isaac N. Arnold, a friend of the President, and representative in Washington during the war, in his biography of Lincoln

Goes To Gettysburg

was selected by Stanton as a sort of special escort to accompany the President, and at the hour appointed went to the White House. There he found Lincoln's carriage at the door waiting to take him to the station, but the President was not ready. After a while he appeared, and General Fry, remarking on the lateness of the hour, said that they had no time to lose in getting to the train.

"Well," Lincoln replied, "I feel about that as the convict in one of our Illinois towns felt when he was going to the gallows. As he passed along the road in custody of the sheriff, the people, eager to see the execution, kept crowding and pushing past him. At last he called out: 'Boys, you needn't be in such a hurry to get ahead; there won't be any fun till I get there.'"

The train which awaited the party at the Baltimore and Ohio station consisted of a locomotive and four coaches. Flags and streamers decorated the locomotive. The rear coach was a director's car, the back of which, occupying about one-third of the coach, was partitioned off into a kind of room with seats around the walls. Although only three members of the Cabinet accompanied the President—Secretary of State Seward, Secretary of the Interior Usher, and Postmaster-General Blair—the train was filled with dignitaries, including various army officers and foreign diplomats.

As the special train neared Baltimore, Secretary Seward became uneasy, this being

the first time the President had gone toward Baltimore since he had arrived there in February, 1861, and Seward remembered that at that time it had been necessary for Lincoln to pass through the city secretly for fear of an assassination attempt.

When the western edge of Baltimore was reached by the special, the locomotive was detached from the train and the cars were dragged by horses to the Northern Central Railway tracks at Calvert Street Station. From that point to Hanover Junction the train traveled over the Northern Central where connection was made with the Western Maryland which ran into Gettysburg.

AT SOME point during this tour through Baltimore, a baggage car in which luncheon was prepared was attached to the train. As the train left the city, those members of the party who had come from Washington were invited into this car for luncheon.

As the luncheon was being served, the train started through a deep cut and the baggage car became even darker than it naturally was. Likewise, the noise of the train was greater. President Lincoln, seated at the head of the table, said, "This situation reminds me of a friend of mine in southern Illinois who, riding over a corduroy road where the logs were not sufficiently close together, was frightened by a thunderstorm. In the glimpse of light afforded by

THE picture appearing on the cover of this issue was taken in the Lincoln Memorial in Washington, D. C. In these uncertain days following the most awful conflict in history there is new meaning and strength in Abraham Lincoln's words at Gettysburg.

the lightning, his horse would endeavor to reach another log, but too frequently missed it and fell with his rider. As a result of several such mishaps, the traveler, although not accustomed to prayer, thought that the time had come to address his Maker, and said: 'Oh, Lord, if it would suit you equally well, it would suit me better if I had a little more light and a little less noise.'"

Just as Lincoln concluded the story, the train passed out into the open, where the noise was less and the light greater.

For about an hour following lunch, the President engaged in pleasant conversation with some of the men, but then arose and, according to Lt. Henry C. Cochrane of the Marine Corps, said, "Gentlemen, this is all very pleasant, but the people will expect me to say something tomorrow, and I must give the matter some thought." He then retired



Lincoln delivering his Gettysburg Address. (Taken from the famous Lincoln Dioramas in the Chicago Historical Society.)

to the private compartment in the rear of the coach.

On the train was a man who remarked to Lincoln that he had lost his only son on "Little Round Top" at Gettysburg and that he was on his way to look at the spot. This touched Lincoln deeply, according to witnesses.

"You have been called upon," the President is quoted as saying, "to make a terrible sacrifice for the Union, and a visit to that spot, I fear, will open your wounds afresh. But oh! my dear sir, if we had reached the end of such sacrifices, and had nothing left for us to do but place garlands on the graves of those who have already fallen, we could give thanks even amidst our tears; but when I think of the sacrifices of life yet to be offered and the hearts and homes yet to be made desolate before this dreadful war, so wickedly forced upon us, is over, my heart is like lead within me, and I feel, at times, like hiding in deep darkness."

At Hanover Junction, the President's special was to have met a train from Harrisburg bearing several governors, as well as other civil dignitaries and military officers, but on arrival of the Washington special at the Junction, 46 miles out of Baltimore, it was found that the other train had been delayed by an accident. Consequently, the President's train proceeded alone but was delayed here, as at various other points, by military trains, which always claimed the right-of-way.

As Lincoln had feared would be the case, the train was somewhat late in arriving at Gettysburg, where a large crowd awaited the distinguished visitors.

ON THE following morning, a gray November day, the battlefield was inspected and final arrangements were made for the exercises. They began in the afternoon with a large chorus of well-trained voices and selections by military bands. Edward Everett, the speaker of the day, was introduced and for two hours held the attention of the throng with his polished oratory. His hearers applauded and the chorus sang another selection.

Fresh applause greeted Lincoln when his tall figure arose before the waiting crowd. Due to the chilliness of the day, he wore a long scarf around his shoulders over his long coat. He began the immortal lines, "Fourscore and seven year ago . . ." but the audience had hardly more than settled itself in anticipation of another long address than the President ceased speaking and sat down again. He had talked for possibly three minutes or less.

His listeners were surprised and wondered if that was all he intended to say; it is even reported that Secretary Seward was likewise disappointed. Edward Everett, however, was among the few who realized immediately that he had heard in Lincoln's prayer a literary masterpiece and an utterance from the man's heart. Accordingly, he wrote Lincoln, saying: "I should be glad if I could flatter myself that I came as near the central idea of the occasion in two hours as you did in two minutes."

After the dedicatory exercises, the presidential party returned to their train which had been held in waiting and which left the village about 6 p. m. As it pulled out,

Biggest Moving Job



THIS monstrous fractionating tower built in the A. O. Smith Corp. plant at North Milwaukee, Wis., moved over Milwaukee Road rails early in January on the first leg of its journey to the Standard Oil Company in Whiting, Ind. Supported at each end by a flat car built for A. O. Smith service and specially stripped for this job, the tower was coaxed by rail from the plant to a dock whence it moved by barge down the lake to its destination. Being 106 feet 8 inches in length by 16 feet 5 inches in diameter, and weighing 320,500 pounds, it is the largest vessel ever handled on the Milwaukee Road, and is the largest ever built in a factory.

Due to its great width, which created clearance problems along the right of way, the tower could not be hauled all the way to Whiting by rail. As it was, signal towers along the route had to be loosened and leaned out of the way; it scraped the eaves of buildings and in one instance a box car had to be rocked a little to let the colossus squeeze by. A similar tower was previously transported down the lake by sealing and towing it, but it sprang so many leaks and had to be pumped up so often that the method was abandoned. Three more fractionating towers of the same dimensions as the one shown above will move over Milwaukee Road rails in March and April.

Lincoln stood on the rear platform and waved farewell until he was lost to sight.

Fatigued and suffering from a headache, the President lay down in the private compartment of the director's car and bathed his head in cold water at intervals.

Somewhat later he sent for Wayne MacVeagh, a rising young Pennsylvania lawyer who was aboard the train and with whom he had business. MacVeagh had complimented the President on his speech that afternoon, but Lincoln had thought him extravagant. He had a feeling of inadequacy, if not failure. In the privacy of the compartment, MacVeagh again referred to it.

"You did not like what I said this afternoon about your address," he said, "and I have thought it carefully over, and I can only say that the words you spoke will live with the land's language."

"You are more extravagant than ever," Lincoln replied, "and you are the only person who has such a misconception of what I said."

Care worn, weary from the journey, and depressed in the belief that his address at Gettysburg had been disappointing, the President was ill when the train reached Washington at midnight.

Speaking of some lawyer whose name is unknown, Abraham Lincoln once said, "He can compress the most words into the smallest ideas of any man I ever met."

A well-known literary man was praising Abraham Lincoln at a dinner in New York. "Lincoln," said he, "could not stand tedious writing in others. He once condemned for its tediousness a Greek history, whereupon a diplomat took him to task. 'The author of that history, Mr. President,' he said, 'is one of the profoundest scholars of the age. Indeed, it may be doubted whether any man of our generation has plunged more deeply into the sacred fount of learning.' 'Yes, or come up drier,' said Lincoln."

It was a sleepy sort of day, the class was about half the usual size and the professor was calling the roll. To each name someone had answered "here" until the name Smith was called. Silence reigned supreme for a moment, only to be broken by the professor's voice.

"My word! Hasn't Mr. Smith any friends here?"

Madison Club Honors Crowley

LEO T. CROWLEY, chairman of the board of directors and a resident of Madison, Wis., made his first official appearance before a Milwaukee Road employe group when he addressed approximately 160 members of the Madison Service Club at the Park Hotel on the night of Jan. 28.

As guest of honor at the banquet, the latest in a long list of brilliant civic accomplishments by the Madison Club, Mr. Crowley renewed an acquaintance with the Milwaukee Road family which dates back to his boyhood when his father was a section foreman on the Milwaukee.

In addition to Madison employes, a number of officials from Chicago and Milwaukee were in attendance.

Declaring it was a "pleasure to appear before old friends and the sons and daughters of men I knew many years ago," Crowley used the situation to point up his arguments that America is a country of opportunity for all and that the loyalties of the people back home are the nation's greatest bulwarks against inroads of foreign ideologies.

"It does one good after being away a long time to come back home and meet old friends," he said. "I have had the greatest admiration for the loyalty railroad men have for their work. **I believe that there is no other business in the United States as far reaching and as far away from the head superintendent as the railroad business,**" he continued, "and yet, the conduct of its employes to the public is always courteous.

"At times one gets alarmed after looking

over the international situation, but when he comes home and sees the people in their home life and their loyalties to their employer and government he gets the assurance that this country will always be a strong democratic nation.

"This is a growing country with opportunity for all. I was one of a family of nine; my father died 33 years ago. For his son to be chairman of the board of the rail-

road he worked for is a grand acknowledgment of the opportunities America gives to everyone.

"If we would put greater effort into telling the world what we have accomplished under the democratic form of government, we would have no worry of any outside processes affecting our govern-

ment. I sometimes think we have too great an inferiority complex regarding our accomplishments. It's you people back home who must protect our democratic government."

Born on Milwaukee Road

Leo Crowley was born on the Milwaukee Road at Milton Junction, Wis., but his family moved to Madison while he was still a boy. He became well acquainted with employes of the railroad while working in a grocery store in the city's 4th Ward. At the age of 21 he went into the wholesale business with the General Paper and Supply Company, later entering banking. At the time of the Wisconsin Democratic administration under Governor Schmedeman, Mr. Crowley became executive secretary and while serving in this capacity was appointed to the Federal Farm Credit



Above: John H. Vanderhei (center), toastmaster at the Madison banquet, is shown chatting with Charles H. Agner (at right), a dispatcher with 63 years of service, and G. M. Gleason, a locomotive engineer who has been railroading for 40 years. (Madison Capitol Times photo.)

Below: K. C. Moore (left) and Robert Slightham, locomotive engineers and two of the prime movers in all of the Madison club's activities, take a bow before a Varsity rear end sign at the banquet on Jan. 28. (Madison Capitol Times photo.)



Association. The day before Franklin D. Roosevelt first took office as President, he called Mr. Crowley for a conference on banking, and as a result of his work in this connection, he was appointed chairman of the Federal Deposit Insurance Corporation, which position he held for 12 years. He was later appointed Alien Property Custodian and his last appointment in government was as head of the Foreign Economic Administration. In this capacity he handled more than 40 billion dollars, had charge of lend lease, the export-import bank and purchases for war use. He is now president of Standard Gas and chairman of a number of corporation boards of directors.

At the speakers' table, in addition to Mr. Crowley, were: John H. Vanderhie, who turned in an excellent performance as toastmaster; J. P. Kiley, assistant general manager; E. J. Hyett, general freight agent; R. H. Johnston, general passenger agent; H. C. Munson, general superintendent; P. H. Draver, assistant general freight agent; C. F. Dahnke, assistant general passenger agent; R. A. Woodworth, division superintendent; E. P. Kingston, Service Club chairman; the Rev. Fr. H. F. Doherty of St. Raphael's Cathedral, Madison; Roundy Coughlin, columnist of the Madison State Journal; F. J. Newell, assistant public relations officer; A. G. Dupuis, assistant public relations officer; Marc Green, editor of the Milwaukee Magazine; and E. J. Hoerl, regional assistant, public relations department.

Robert Slightham and those who served with him on the party committee did a



Leo T. Crowley (left), chairman of the Milwaukee Road board of directors, is shown with Rev. Fr. H. F. Doherty of St. Raphael's Cathedral in Madison, and J. P. Kiley, assistant general manager, at the Madison banquet. (Madison Capitol Times photo.)



It may have been business that Superintendent F. T. Buechler of the Superior Division was discussing with Section Foreman H. M. Schiller, but it probably wasn't. Picture was taken at the "On Wisconsin" club's affair on Jan. 19.

commendable piece of work in arranging a well-rounded evening's entertainment. The decorations in the Blue Room of the Park Hotel were enhanced by a radiant display of American flags, Milwaukee Road banners, emblems, rear end signs and Milwaukee Road colors. The speaking program followed a turkey dinner.

The Hiawatha Tooters, a zany aggregation of employe musicians from Milwaukee, added zest; Lois Kleist, majorette for the Milwaukee Hiawatha Service Club Band, rendered an excellent piano solo, and Peggy King's all-girl orchestra provided music for dancing.

Santa Claus Visits Milwaukee Union Depot

Irma Knoll, chairman of the annual Christmas party dinner for several years past, and her committee this year outdid themselves, serving over 200 people at the Dec. 19 party.

Needless to say, the sumptuous dinner was as delicious as ever but the children, numbering more than thirty, were too excited to enjoy the fruits of the committee's work. Santa Claus was expected to pay a visit and it was rumored that he had a gift for each of them.

Some of the youngsters were brave, others not. Their records for the past year were scrutinized. "Did you help mamma? Did you say your prayers at night? Wash behind your ears? etc." Apparently the parents were doing a magnificent job considering the testimony. Santa was either well aware of their behavior or else working under orders for each boy and girl received a big bag of "goodies" and a valuable gift. In return they sang for "Old Nick" and in various ways expressed their appreciation. As the night was cold and the reindeers were out there waiting, Santa took his departure to a rousing send-off. Christmas time means turbulent sleep for youngsters. Ah, but it is nice to dream of Santa Claus.

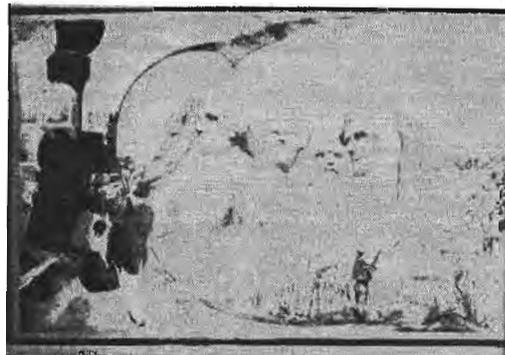
"On Wisconsin" Turns Out For a Party

Reorganized less than a year ago, the "On Wisconsin" Club members have given their whole-hearted support to making their group a live, active organization. Under the leadership of Chairman Oliver Schumacher the members have learned that business can be combined with fun and, as is usually the case, this combination spells "success."

Hiltgen's Hall at Fredonia, Wis., was the scene of the club Appreciation Party held on Jan. 19. The usual fine lunch and refreshments were served, entertainment and door prizes were furnished and a popular orchestra led by O. C. Lala supplied music for the dancers.

Among the visitors and guests were: H. W.

Group at the "On Wisconsin" party. Kneeling, left to right: Oliver Schumacher, club chairman; F. T. Buechler, division superintendent; Henry Schur, club secretary-treasurer; E. J. Hoerl, regional assistant, public relations department.



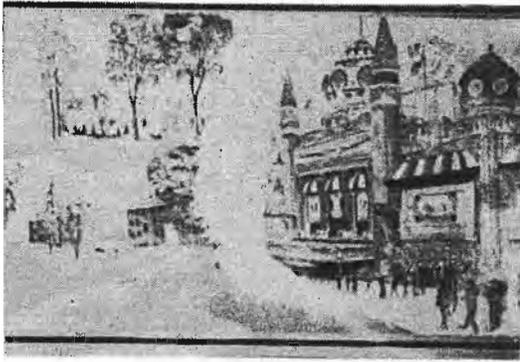
Marquardt, TF&PA; W. Hoffman, TFA; I. G. Wallace, assistant agent, Milwaukee; and H. M. Warner, FSI, Milwaukee. One person had to drive 160 miles to take in the festivities but F. T. Buechler's presence means a lot to the employes on the Superior Division. The door prizes went to Norman Deicher, who won a case of waxed beans; Mrs. W. Hetherington, a case of corn; and H. M. Warner, a case of canned peas.

"It certainly is a good thing for employes to unite in Service Clubs," Mr. Buechler said. "No matter what the future may hold for our railroad and its employes we can say that we have done our part. We are all working for one cause and by unity, by pulling together as a team, we can hope to realize our ambitions."

La Crosse Club Holds Party

"In recognition of your efforts." This sentiment was expressed to members of the La Crosse Club at their Appreciation Party on Dec. 21. The Knights of Pythias Hall at La Crosse was filled with music for the occasion and while the majority of the group danced to the tunes of Joe Mader's orchestra there were many who found pleasure in playing cards. Refreshments were bountiful, the committee having exerted its best efforts to make the evening an enjoyable one for all.





Big "Little" Club Meets

One of the big "little" clubs, the Chippewa group at Iron Mountain, Mich., successfully combines the social program with the serious business of club work. The business sessions are always lively—the socials marked by good fellowship and the will to win (and this means cards).

The Dec. 19 meeting was attended by Superintendent F. T. Buechler; H. W. Marquardt, TF&PA; W. J. Luth, agent at Pembine, Wis., and 19 other loyal members.

Tomah Area Views Films for Sportsmen

Unanimously accepting the nominating committee's selection of candidates, the Tomah Service Club will be headed by Joe Thouvenell as chairman, Otto Teske as vice-chairman, and Forrest Sowle, secretary-treasurer.

Turkeys were won at the Dec. 20 meeting by John Reinehr, Earl Marquardt and Arnold Storkel. Several fine movies on fishing and hunting were shown and greatly enjoyed.

Miles City Club Dons Grease Paint

One of the prominent events on the program of the Miles City Service Club is the annual get-together with the business people of Miles City, Mont.

The second annual party, held in the Elks Home on Saturday, Dec. 15, was strictly entertaining and featured a three-act comedy, the entire cast composed of Service Club members coached by Miss Eureath White of the Miles City High School faculty. The play, entitled "Seven-League Boots," reflected the spirit of the Old West and was laid in the bar-room of the O'Hooligan Hotel in a western lumber town. Members of the cast were Dick Jensen, Al Boehmer, Park Burns, Ira Rodgers, Tony Biedrzyki, Ralph Everett and Harry Allen.



A group of employes' children at the Old Line club's Christmas party in Horicon, Wis.

Above: The photo montage mural presented to the Corn Palace City Service Club in Mitchell, S. D. It depicts scenes in and around Mitchell and can be seen on the wall of the passenger depot.

Below: Among those who attended open house at the newly remodeled passenger depot in Mitchell, S. D., on Jan. 3 were, left to right: W. F. Ingraham, superintendent; A. W. Parker, round-house foreman at Mitchell; I. C. Brewer, division engineer; R. J. Dimmitt, assistant trainmaster and traveling engineer, Mitchell; H. F. Larson, roadmaster, Mitchell; J. T. Hansen, assistant superintendent, Sioux City; Mr. Stuben, T. F. & P. A., Mason City; R. H. Conrad, D. F. & P. A.; C. M. Morgan, storekeeper, Mitchell; H. B. Peterson, agent, Mitchell; E. H. Platt, chief dispatcher, Mitchell. Seated: Lisle Young, regional assistant, public relations department.



Musical selections by Vern Kransky and his "Hoosier Hot Shots" and a lumberjack quartette consisting of Swan Nelson, Claude O'Brien and George Fry, with Jim Brady at the piano, were headliners of the entertainment.

Following the comedy acts the floor was

cleared for dancing and during the intermission a floor show was presented by the "Bobby Sox Crooners," which consisted of dances and songs in costume. The "Crooners" were coached by Mrs. Alta Lucius of the Custer County High School faculty. Light refreshments were also served under the direction of the refreshment committee, consisting of Chairman Herb Lathrop and his assistants, O. H. Bethke, Joe Peschl and Ferd Daly. Chairman Ira Rodgers was general chairman for the party and Arnold Running served as publicity chairman. The attendance well exceeded 300 and all expenses were assumed by the club.

Prior to the party an election of officers was held with the following results: Martin Walsh, chairman; Claude O'Brien, vice-chairman, and Park Burns, secretary. Ira Rodgers, retiring chairman, is to be congratulated for his fine leadership in the past two years. During his term of office these get-together parties with the business people were started, resulting in better relations between them and the Milwaukee Road employees. Also, under his leadership the club took part in many civic activities and donated generously to many of the civic and war fund drives.

If you stay on your toes, you won't run down at the heels.

A man's reputation is a blend of what his friends, enemies and acquaintances say behind his back.

Hiawatha Club Elects General Officers

The Milwaukee Hiawatha Service Club, the largest Service Club organization on the System, elected general officers at the annual dinner party held at Marine Memorial Hall, Milwaukee, Wis., on Jan. 5. There are 15 individual clubs in the Milwaukee terminals and shops, the officers of these units forming the executive board and each year the board elects its general officers. The group of approximately 5000 members will have the following leaders for the ensuing year: John A. Macht, general chairman; Ralph R. Haslam, general vice-chairman; and Larry LaRue, general secretary-treasurer. Mr. Macht served as general secretary-treasurer of the club in 1944.

Things got under way with the serving of a delicious turkey dinner at 7:00 p. m. John E. Breuer, general chairman in 1945, introduced Erv Weber, chairman of the Milwaukee Victory committee. Mr. Weber thanked the Service Club officers for their splendid co-operation during the war years. The Victory committee did very commendable work for the employes serving in the armed forces.

John Breuer, Stanley Tabaka and Kenny Kulk, general officers in 1945, thanked everyone for the support given them and expressed the wish for bigger things to come in 1946.

A. G. Dupuis, assistant public relations officer and principal speaker, made the following statement: "You officers serving on the executive committee have made a definite contribution to the club by accepting the responsibility placed in you. It is a commendable thing that the officers of the Milwaukee Club regard these positions as they do and it is with pride that I compliment

you on that score. As officers of a Service Club you have a definite place from the railroad point of view as well as in the community we serve. An active Service Club is an asset to the railroad and the employes who form that railroad. Furthermore, you represent an important group of people, a

club with great potentialities and an organization that can be a credit to the city you call your own. As leaders, my best wishes go to you for another eventful Hiawatha Service Club year."

The business meeting was followed by a dance for all of those who attended.

The '45 officers of the Milwaukee Hiawatha club are shown wishing success to their successors for '46. Left to right: John E. Breuer, general chairman, '45; Stanley J. Tabaka, general vice chairman, '45; Kenneth J. Kulk, general secretary-treasurer, '45; Larry LaRue, general secretary-treasurer, '46; Ralph R. Haslam, general vice chairman, '46; John A. Macht, general chairman, '46.



Seattle Club Members Take Home the Bacon

A Christmas party followed the noon luncheon meeting of the Seattle Club Dec. 18 in its regular meeting room at the Y.W.C.A. The tables were decorated with small Christmas trees and candles. Following the luncheon J. N. Davis, assistant to the president, delivered a Christmas message and extended the season's greetings to all employes.

Bert Lindgren, accordionist, played several

Christmas selections and led the group in singing carols. Mr. Lindgren also took the part of Santa Claus and saw that no one was disappointed, presenting to each a mechanical pencil. Ten door prizes were also awarded, consisting of those hard-to-get items such as steaks, bacon and butter. The presentation of the awards created much laughter and comment, as well as an expression of appreciation from the winners, who were as follows: Roy Anderson and J. G. Mahoney Jr., T-bone steaks; Bernice Wirth and Roy Jackson, "hot dogs"; J. R. Ludwick and C. G. Lovell, bacon; L. W. Dietrich and J. N. Davis, butter; and Betty Jackson and L. W. Smith, playing cards.

Since the noon luncheon meetings were started in October, 1944, the average attendance per month has exceeded 230, which indicates the co-operation of everyone in Service Club activities and the support given to the club officers.

Southeastern Club Cuts Capers At Reorganization

Ambitious to take its rightful place among the better Service Clubs on the System, the throttle was thrown wide open at a reorganization meeting of the Southeastern Service Club. The "full steam ahead" signal was given at Terre Haute, Ind., on Jan. 16 with approximately 200 Service Club boosters aboard. The attendance was only outshone by the spirit of enthusiasm and good-fellowship which prevailed. Included in the gathering were most of the division officers, Mr. and Mrs. W. P. Radke and Mr. and Mrs. W. Rohde of Bedford, Ind., and E. J. Hoerl of Milwaukee, Wis.

Ed Kenney, former chairman, opened the meeting by calling on Fred (versatile) Pearce, chief clerk to the superintendent. Fred sings, writes simultaneously with both hands and can do other things he won't confess to. His forte, however, is playing the piano—and how he does play! The com-



Scene in the kitchen at the Christmas party given by the Union Depot unit of the Milwaukee Hiawatha club as the officers for '45 and the new ones for '46 got together and did the dishes. Left to right: Rudolph Koch, vice chairman, '46; Esther E. Paul, secretary-treasurer, '45; Helen Dobson, secretary-treasurer, '46; Otton Bartel, vice chairman, '45; Jack Shannon, chairman, '45; Richard E. Abrams, chairman, '46.



Officers of the newly reorganized Southeastern Service Club. Left to right: J. J. McMahon, secretary-treasurer; W. C. Glass, chairman; B. V. Blaker, vice chairman.

munity singing which followed also added to the enjoyment of the meeting.

In his address Mr. Kenney emphasized that with the war out of the way there was now no reason why the members of the Southeastern Club could not build up an active organization in which a dash of business and sociability could be combined.

Superintendent A. T. Berg pointed out that a Service Club is solely an employees organization belonging entirely to the rank and file, who determine club policy. "However, I want you to know that my division staff and I are ready and willing at all times to offer our assistance. An active Service Club is a credit to the railroad and the community in which we reside," he continued, "and anything that is done toward making more friends for the railroad is a credit to Milwaukee Road employees."

W. P. Radke, former chairman of the station force in Milwaukee, general chairman of the Milwaukee executive board, chairman of the Momenca Area Club and now chairman of the Stone City Club at Bedford, Ind., drove a 170-mile round trip to attend the meeting. "Service Club Bill" spoke of his experiences in the Service Club movement. "It certainly reacts to the benefit of all concerned if employe contacts can be utilized," he said. "Furthermore, many fine acquaintances can be made. Milwaukee Road employes know how to have fun and there is no better place to do this than at a Milwaukee Road gathering. Combine business with pleasure and you will have an active organization." In support of her husband's statement Mrs. Radke obligingly gave Fred Pearce a little competition at the piano.

It is always a fortunate omen to have nominations for office without any declination, combined with able leadership. The officers for the coming year are W. C. Glass, chairman; B. V. Blaker, vice-chairman; and J. J. McMahon, secretary-treasurer. All three asked for what they know spells club success, "co-operation." "I can provide you with fun at our meetings," Mr. Glass warned, "but we will need your individual co-operation to put it over." At the conclusion of his remarks Walter got up and danced a jig. That's the way things went down Terre Haute way on Jan. 16.

Beverly and Mary All of the Marlatt School of Dancing performed several tap numbers following which the song birds again rounded up Fred Pearce. The club is grateful to the ladies of the Women's Club who so graciously prepared the after-meeting snack.

O. B. Tripp, Pioneer Rail, Retires

First and only agent at Hettinger, N.D., completes 50 years without so much as a kick from a wild steer.

COWBOYS and Indians, associated in the mind of the average American with motion pictures, were a familiar sight on the streets of Hettinger, N. D., then a tent city of about 100 people, when Oscar B. Tripp, his wife and daughter Dorothy stepped from the excursion train on Oct. 22, 1907. The following day, when the town lots were sold and the rails of the C.M.&St.P. were laid through the townsite, he opened the city's first railroad station and telegraph office in an old box car and so began his unique service record—the first and only railroad agent at Hettinger until his retirement on Jan. 3, 1946.

Mr. Tripp, or "O. B." as he is known, ranked number one on the seniority list of the division west of Mobridge and his memorandum book is a storehouse of information for the student of pioneer railroad history. His service record, dating back to Nov. 30, 1895, and his first position with the Milwaukee as operator at Aberdeen, S. D., shows that in 1896 he transferred to Eureka, S. D., then considered the greatest wheat and flax market in the world. Looking from the windows of the station it was not unusual for him to see dozens of wagon loads of grain, hauled from great distances by four-horse teams, unable to unload for lack of storage space in the elevators. The station at Eureka was also the shipping point for Ft. Yates, located on the Standing Rock Indian Reservation, and "O. B." still vividly recalls the occasion when a stampeding caravan of Indian pony teams unceremoniously strewed the station grounds with government rations.

From Eureka "O. B." transferred to the agencies at Wolsey and Frederick and later to the Aberdeen office as operator and dispatcher, finally accepting the position of chief clerk to the superintendent of the James River Division. When the Coast Line was extended beyond Mobridge he was prompted by the spirit of adventure to follow the rails and accepted the new post at Hettinger, then a daring venture for a family man. It was not until the following January (1908) that the present station was ready for occupancy and many of the early citizens still remember the old box car station and his daughter Dorothy (now Mrs. Art Eneberg) as an infant, the only child in the settlement. His decision has long since been justified and he has had the satisfaction of watching the development of the site into one of the largest shipping points for grain, live-

stock and produce on the Trans-Missouri Division.

The years which followed have seen a remarkable growth of agriculture in this territory, largely through the efforts of homesteading emigrants from the East who migrated in train-loads, cultivated the unbroken prairie and produced millions of bushels of grain on soil formerly considered unproductive and suitable only for the grazing of cattle and sheep. The community has prospered so well that during the last five years of local prosperity bank deposits have risen to over \$4,000,000.

Active in Railroad and Civic Affairs

Mr. Tripp's years of service have won him a wide acquaintance in railroad circles and, as former agent for the townsites, he knows nearly all the people who settled in Adams and Perkins Counties in the early days. In addition to his work as chairman of the Nosokota Service Club (derived from a combination of the words North and South Dakota) he has always been active in local civic projects and at one time was manager of Hettinger's champion baseball team. He also organized a men's volley ball team and, as a member of the board of education, was a strong supporter of high school athletics.

The obligations of station agent and civic leader leave little time for hobbies, yet Mr. Tripp has succeeded in beautifying his home and raising one of the best lawns in the city—a prize winner. Commenting on this he says: "But my greatest and most precious prize has been the absence of any personal injury during my entire railroad career. I was never so much as kicked by a wild steer at the stock yards." "O. B." also likes to hunt grouse and pheasant, the most popular sport in Adams County.

About 100 people turned out to give Mr. and Mrs. Tripp a farewell party at the Masonic Temple in Hettinger on Jan. 11 prior to their departure for their new home in St. Paul, Minn. It was a gala affair attended by several out-of-town guests, including Trainmaster J. O. Willard of Mobridge, S. D., and Mr. Tripp's nephew, Superintendent M. P. Ayars of Miles City, Mont., and his family. At the close of the festivities he was presented with a testimonial of the deep regard of his friends and co-workers on the completion of his 50 years of service.

The U. S. national debt will total \$275,000,000,000 by July 1, 1946, according to Secretary of the Treasury Vinson, who ought to know. This is about \$2,000 for every man, woman and child in the nation.

Hubby (on hearing burglars in the house): "Sh-h, dear. This is going to be a battle of brains."

Wifey: "How brave of you, dear, to fight unarmed."



O. B. Tripp

★ *Mason City Chapter*

Mrs. John Balfanz, Historian

The Mason City Club held its annual Christmas party Tuesday afternoon, Dec. 11, at the club rooms. Mrs. C. A. Anderson presided at the business session. Reports of the various chairmen were given. Many members were reported ill with flu. Mrs. Robert McClintock gave a very interesting history of the club, which was organized 20 years ago.

Mrs. F. J. McDonald, program chairman. had charge of the entertainment. Music was provided by high school students; a cornet trio composed of Bill Nicholas, Arthur Erickson, and Ray Holtz, accompanied by Marjorie Lynse. Wayne Campbell gave a cornet solo, accompanied by Mrs. Carl Carlson. Mrs. McDonald also acted as Santa Claus in the exchange of gifts. Carol singing was led by Mrs. John Nelson, accompanied by Mrs. C. S. Pack. Mmes. R. E. Sizer, Walter Hendrickson, Barbara Gross, and O. T. Anderson decorated the Christmas tree. Mmes. Anderson, Lang and Schweer acted as hostesses. The children's annual Christmas party was also held.

★ *Tomah Chapter*

Mrs. Francis Brown, Historian

December meeting was held in American Legion Hall. Treasurer reported a balance of \$467.62 at the close of the month. "Good cheer" reported one fruit basket, 29 calls and nine cards sent.

Our annual Christmas party for members and their families was held Dec. 18 at K. of P. Hall. Santa Claus distributed candy to the children. A baked ham supper was served at 6 o'clock. An orchestra furnished music for dancing and cards were enjoyed by those who did not care to dance. We also took 40 fruit baskets to retired veterans and the sick.

★ *Sparta Unit—Tomah Chapter*

Mrs. William Hovey, Chairman

Our November meeting was well attended at the home of Mrs. Frank Fredricks with Mrs. Harry Koss assisting hostess, Mrs. Peter Hensgen presiding. Reports were read. Games and a delicious lunch were enjoyed by all.

Dec. 20 meeting was the greatest event of the year. Our Christmas party with all its splendid decorations was held at the home of Mrs. Martin Richgruber with Mrs. George Kiefer assisting hostess. Reports were given. Christmas cards were sent to all old veterans, widows and the sick, in number 45 cards. "Good cheer" packages were sent to the sick and veterans. Santa also remembered our widows with a surprise package containing a pound of butter for each. Tomah's candy sacks brought pleasure to 25 Sparta railroad children. Christmas carols, readings and children reciting gave us a splendid afternoon of entertainment. Presents were exchanged and a fine dinner was served, covers being laid for 30 persons.

★ *Madison, Wis., Chapter*

Mrs. A. P. McMahon, Historian

Regular meeting was held Jan. 3. Christmas party was reported a success. Thirty-five adults and 50 children attended. We also had 35 out to the potluck dinner. It was voted to donate \$5 to the "Roundy Fund for Children." Also voted to have a "good will" party for returning veterans and their families Feb. 14, the club to furnish hams, potatoes, rolls and coffee—dessert and salad to be furnished by the members. Committee: Mrs. E. Hohenadel, Mrs. C. Mahaffey and Mrs. J. McNulty. We are sorry to report the death of two members, Mrs. Charles Taylor and Mrs. J. Sloan.

The new officers: Mrs. Joseph Tomlinson, president; Mrs. E. P. Kingston, first vice-

.....
The Milwaukee Railroad Women's Club
.....

president; Mrs. Sam Smith, second vice-president; Mrs. O. S. Kline, secretary; Mrs. W. C. Kenney, treasurer. Chairmen: Mrs. J. Shipley, house and purchasing; Mrs. A. C. Welke, good cheer; Mrs. J. H. Vanderhie, social; T. McGowan, ways and means; Mrs. W. T. Murphy, publicity; Mrs. J. G. Hodgson, program; Mrs. G. Gleason, membership; Mrs. L. J. Fiscus, musician; Mrs. C. I. Peck, Mrs. C. Knope and Mrs. F. Rogers, audit; Mrs. J. McNulty, rentals; Mrs. W. M. Cameron, welfare; Mrs. E. Hohenadel, good will; Mrs. G. Tormey, by-laws.

★ *Bensenville Chapter*

Mrs. James M. Calligan, Historian

Dec. 5 our annual Christmas party was held, the table being beautifully decorated to suit the occasion, with about 30 members partaking of a delightful luncheon. A short business meeting followed after which an exchange of gifts took place. Our program chairman then put on a play, "The Wise Men," in which members of our club took part. This was enjoyed by all, after which the meeting was adjourned.

The first meeting of 1946 took place Jan. 2 with about 30 members present. Again a delightful luncheon was served, followed by a short business meeting. Our new president, Mrs. Starr Arnold, took over, the other officers remaining the same. Our past president, Mrs. Paul Sturm, is leaving for California on an extended stay. She and the incoming president were presented with a beautiful corsage. Mrs. Sturm was also presented with a gift from the club. She graciously thanked the club for her gift and for the wonderful co-operation she received during her year. We wish our new president and officers a very successful year and to each and every one a very bright and happy new year.

★ *Janesville Chapter*

Mrs. J. W. Higgins, Historian

Happy New Year, everybody! Well, Janesville Chapter held its always-famous Christmas party on Sunday, Dec. 23. Needless to say, a goodly crowd greeted Santa for about the 20th year in our history. A delicious meat loaf supper preceded his coming, put on by Mmes. Fox and McCue and their capable assistants. After supper a short impromptu program, arranged by Mrs. Wilcox, was held. Our new round-house foreman, G. E. Hogan, and his wife, were introduced. Santa then arrived with gifts for young and old and what a gay time was had by all. Janesville Chapter also sent five Christmas baskets and 49 gifts to their retired veterans.

From the many "thank you" notes and cards that were read at the January meeting we feel indeed that our efforts have been more than repaid. At this meeting our new officers took over for 1946. A gift was presented to our outgoing president, Mrs. Pat Wallace, who has done such a grand job. Four delicious cakes, baked by Mmes. Wilcox, Butts, Jacobson and Boucher for our meeting goodies, with ice cream and coffee, made our first meeting for 1946 one to be remembered. At this meeting we congratulated Mr. and Mrs. M. M. Boucher on their 30th wedding anniversary; also, Joseph Cockfield on reaching his 80th birthday.

★ *St. Paul Chapter*

Mrs. Arthur Mueller, Historian

Our November meeting took place in regular order. Attendance prize was won by Mrs. William Giles. A nominating committee was appointed by our president, Mrs. O. Wolke, Mrs. Rutter being chairman with Mrs. Amery Johnston and Mrs. Frank Washburn. Meeting adjourned. Cards were played and a tasty lunch was served.

On Dec. 11 the meeting was brief as our Christmas party was to follow. A huge, beautiful tree in the background made a real Christmas atmosphere. Mrs. Rutter, program chairman, had arranged lovely entertainment for the evening. Mrs. R. Lehmann acted as master of ceremonies. Cornet solos, dancing and singing took place. Santa Claus made a timely appearance, distributing gifts, fruit and candy to the children. Cake, ice cream and coffee were served. A very delightful evening was spent. Nine families were remembered with Christmas baskets and "good cheer."

★ *Spencer Chapter*

Mrs. Leo Blanchard, Historian

Spencer Club held the first meeting for 1946 in the Leo Blanchard home, Jan. 14. Mrs. Jake Erkes started her second year as president, with Mrs. John Johnson as vice-president; Mrs. Marion Rose, secretary; Mrs. Henry Rohde, treasurer; and Mrs. Leo Blanchard, historian. The men played cards in the recreation room while the ladies conducted the business meeting.

Plans were made for a benefit card party Feb. 6 and a party to honor returning servicemen a little later. The new undertaking of the club, called "Good Will" work, was discussed favorably. Mrs. Roy Hanna and Mrs. Blanchard served lunch. Mrs. Vrooman from Sanborn was a guest.

★ *Beloit Chapter*

Mrs. Edgar Ruck, Historian

At the January meeting Beloit Chapter installed its new officers for the ensuing year: President, Mrs. D. S. Moncrief; first vice-president, Mrs. Patrick Clarity; second vice-president, Mrs. Frank Novey; recording secretary, Mrs. Hazel Campbell; treasurer, Mrs. W. G. McIntyre; corresponding secretary, Mrs. Ed Sherman; historian, Mrs. Edgar Ruck. The new president outlined her plans for the year. It was reported that \$19.20 was spent for Christmas "good cheer."

On Dec. 16 about 65 members and their families attended a delightful Christmas party. The 6 o'clock dinner was followed by "Bingo" for the children and cards for the adults. Mr. and Mrs. John Yohn were the winners of prizes in "500." A short program was also enjoyed and concluded with the singing of Christmas carols led by Mrs. Lela Lombard. Boxes of candy were distributed to the children.

★ *Marquette Chapter*

Mrs. Stanley A. Hunter, Historian

The first meeting this year was held on Jan. 9. The new officers took charge. They are: President, Mrs. Gerald Connell, Jr.; vice-president, Mrs. Ray Farris; secretary, Mrs. Art Henthorn, and treasurer, Miss Hazel Barr. At the meeting plans were completed for the membership drive with Mrs. Martin in charge of McGregor and Mrs. Tom Barr, Jr., of Marquette.

After the meeting cards were played. Mrs. Henry Kleinow of McGregor won first and Mrs. Willis Kohl won the traveling prize. The door prize was won by Mrs. Leo Hagensick of Marquette. Lunch was served by Mmes. Louis Sass, E. A. Atchinson and Leo Hagensick.

*Sioux Falls Chapter*

Mrs. D. L. Galland, Historian

The January meeting was held Tuesday evening, Jan. 8, at the home of Mrs. D. B. Thompson. Special event of the evening was the installation of our new officers, namely: Mrs. L. L. Galland, president; Mrs. E. B. Hansen, first vice-president; Mrs. O. B. Thompson, second vice-president; Mrs. William Logan, secretary; Mrs. A. J. Spencer, treasurer; Mrs. D. L. Galland, historian. Mrs. L. L. Galland, president, appointed the following committees: Mrs. Alvin Foster, welfare; Mrs. Nick Kelley, good cheer; Mrs. E. H. Miller, membership; Mrs. L. Drew, constitution; Mrs. O. B. Thompson and Mrs. E. Todd, auditing; Mrs. L. West, Mrs. A. Foster and Mrs. A. Spencer, calling.

After the meeting a social hour of cards was enjoyed and delicious refreshments were served by Mrs. O. B. Thompson with Mrs. A. J. Spencer assisting hostess.

*Ottumwa Chapter*

K. M. Gohmann, Historian

In the annals of our club 1945 stands out as a very successful year, although the end finds our chapter "homeless" as far as a meetingplace is concerned, due to the work on construction of the new Race bridge at Sherman Street. With one of the worst icy days in many winters, 25 attended the Jan. 4 meeting held in the Iowa Gas & Electric Company's service room, a luncheon meeting at 1 p.m. with the new officers presiding, including Mrs. Fred Wilford, president; Mrs. Harry Pile, first vice-president; Mrs. R. O. Clapp, second vice-president; Mrs. Harry Nicholson, recording secretary; Mrs. Norbert Davis, treasurer, and Mrs. E. L. McGuire, corresponding secretary.

Happiness was brought to many shut-ins during 1945, pleasure given recipients of special greeting cards and sympathy expressed to members of Milwaukee families

through several hundred cards sent by our sunshine chairman, Mrs. Tom Kemp. Most deserving of commendation is the social committee with Mrs. Fred Wilford as chairman, assisted by Mmes. R. O. Clapp, John Lindholm and William J. Tee, for the savory and appetizing food served each month at the noon luncheons preceding our meeting, the menu selected by them and the food prepared and taken to our place of meeting for the final touches before being served. For our membership of 752, congratulations to Mrs. C. W. Becker, membership chairman.

The "flu" epidemic prevented many from attending the Christmas party on Sunday afternoon, Dec. 16. However, 65 were present to greet Santa on his arrival, who had a gift of "sweets" for all the youngsters. The program for the children was given by Coleen and Shirley Bachman and Marcene Ross with piano, accordion music and singing; a reading by little Judy Clary.

Congratulations are due to our retiring president, Mrs. M. L. McMerney, for the fine work done during the year and to show the appreciation of our members she was presented with a gift and a beautiful potted plant following our Jan. 4 meeting.

*Montevideo Chapter*

Mrs. John G. Acers, Historian

The officers for the coming year were elected at the November meeting: President, Mrs. John G. Acers; first vice-president, Mrs. Ed Nejmitz; second vice-president, Mrs. H. Helgeson; recording secretary, Mrs. George Daniels; corresponding secretary, Mrs. George May; treasurer, Mrs. Ben Nordquist; historian, Mrs. Pat Maloney. The various committees reported and Mrs. Smith and Mrs. Williams served a delicious lunch. Mrs. Smith won the door prize.

The December meeting was a Christmas party with a lovely Christmas program arranged by Mrs. Lofdahl. The members exchanged gifts and Christmas carols were sung. From a lovely Christmas table a tasty lunch was served by Mmes. A. N. Moe, Hoen, Acers and A. J. Moe. Mrs. Ryman won the door prize.

The January meeting was opened by President Golie, and after thanking the club for splendid co-operation during the year she turned the meeting over to the new president, Mrs. Acers. After reading of the minutes reports of committees were given with five bouquets sent and two calls for "good cheer." Mrs. Nemitz won the door prize: A table was filled with "white elephant" gifts donated by members, to be used as prizes at a penny "Bingo" party to be held at the February meeting. Plans for a card party at the March meeting were discussed. A lovely program was furnished by Mrs. Lofdahl and a tasty lunch by Mmes. Neimitz and Tweeter.

*Black Hills Chapter*

Mrs. Matt J. Anderson, Historian

Club met on Monday evening, Jan. 14. New officers were installed: Mrs. Martin Christianson, president; Mrs. L. A. McDonald, first vice-president; Mrs. H. C. Dillabough, second vice-president; Mrs. Carl Zickisick, secretary; Mrs. Clarence Grube, treasurer; Mrs. Matt J. Anderson, historian. A gift was presented to the retiring president, Mrs. N. O. Frizzell.

The Men's Service Club joined the Women's Club for refreshments and social hour. A series of benefit card parties was arranged for the winter.

*Perry Chapter*

Nell Snipe, Historian

The club had a special Christmas party on Dec. 20 in its clubhouse. It was enjoyed by 60 members and their families. Turkey and potatoes were prepared at the clubhouse and the balance of the meal was "potluck." A grab-bag for everybody was enjoyed by all. A short program which was

Chicago Chapters Aid Disabled Vets

CONTINUING its work for men in military service, the Chicago Fullerton Avenue and Union Station Chapters are sewing and performing other services for the disabled veterans in government hospitals and for those returning to civilian life. In response to an appeal sent out by the chapters Chicago employes donated generously for gifts for the veterans at Hines and Downey Hospitals, which were assembled and distributed by the club's Good Will committee, of which Mrs. H. A. Scandrett is general chairman.

Mrs. Scandrett is also chairman of the Sewing Guild of the Chicago Chapters and is assisted in this work by Mrs. J. T. Gillick, co-chairman, Mrs. H. M. Borgerson, president of Fullerton Avenue Chapter, Mrs. Harry L. Anderson, president of the Union Station Chapter, and members of the two

chapters. For the present, the club's own welfare sewing has been put aside and the time and efforts of the guild are being devoted to the more urgent need of sewing and making other articles for the servicemen and women in hospitals.

An appeal is made to employes for material to carry on this work—men's discarded shirts, which are made into bed jackets, pieces of cotton and wool materials, scraps of yarn, old silk stockings, crossword puzzles, jigsaw puzzles, games, playing cards and the like. Men's clothing of all kinds is also urgently needed for the veterans who are ready to be discharged from the hospitals. Donations will be gratefully received and may be left in the club rooms of the women's Club in the Fullerton Avenue Building and the Union Station in Chicago.



A group of Fullerton Avenue and Union Station Chapter members wrapping gifts for veterans at Hines Hospital. Left to right: Sophie Walker, Mrs. H. M. Borgerson, Grace Rosier, Jessie Douglass, Rosebud Wennerberg, Etta Lindskog, Flo Hurlless, Mrs. H. A. Scandrett, Mrs. O. P. Catlin and Mrs. C. H. Ordas.

presented by children of the members was enjoyed.

We distributed a few baskets at Christmastime. The club gave generously to the War Fund drive and local recreation room. Closed our December meeting with the hope that the next year will be a much better year.

★ *Milwaukee Chapter*

Mrs. John Ehlert, Historian

Our Christmas party, held on Dec. 17, was a big success. Amid the background of a beautiful Christmas tree the members enjoyed yuletide songs, piano accordion selections and the exchange of gifts. A bountiful supper was served to 140 members. Later the meeting was called to order, Mrs. Remeus, acting president, reading a telegram received from President Mrs. McConahay, who was vacationing in Arizona. A letter from the Red Cross, expressing thanks for check received and asking for help in sewing kit bags and layettes, was read. Mrs. Kelly, card party chairman, reported \$169 cleared on card party at the Electric Company, Nov. 10.

Welfare: Three families received aid; sunshine, 10 cards sent; membership, 1,054 members. Red Cross service fund, \$6.50 with December report, 11 pairs socks, one Red Cross baby afghan and one large afghan assembled; 216 hours worked. Mrs. Ross needs helpers; please respond.

Last of all the installation of officers took place. Mrs. C. Larson, installing officer, presented the president's gavel to Mrs. Bessie Steed; first vice-president, Mrs. William Coleman; second vice-president, Mrs. George Kelly; recording secretary, Miss E. Franzie; assistant recording secretary, Mrs. Paul Haese; corresponding secretary, Miss Eleanor Paul; treasurer, Mrs. Koch; historian, Mrs. John Morrissey. Mrs. Steed then presented all her newly elected officers with a pine corsage.

I wish to thank all outgoing officers who so ably helped me during my two-year term as historian. As I leave you for other work I wish our new historian and every member a prosperous new year and "may the hinges of our friendship never grow rusty."

★ *Wausau Chapter*

Mrs. A. W. Kasten, Historian

Regular meeting was held Jan. 8, the retiring president, Mrs. John Whaley, turning the office over to the new president, Mrs. James O'Brien. Several "thank you" cards from members who had been remembered during their illness were read. Good Cheer Chairman Mrs. Nick Obey reported \$9 was spent for good cheer work. Mrs. Mike Donovan, a member, passed away last month. We extend our sympathy to the family. The club volunteered to help in supplying needed articles for the veterans at Hines Hospital. The door prize went to Mrs. Henry Rege. Cards were played and refreshments were served by Mrs. Charles Conklin, chairman, and her committee, Miss Mildred Conklin, Mmes. Nick Obey, Roy Hintze and Carl Kropla.

★ *Marmarth Chapter*

Mrs. Forrest Williams, Historian

Happy New Year to all! Our first meeting of the year was well attended with new officers in charge: Mrs. Ben Childers, president; Mrs. Harold Leary, vice-president; Mrs. Charles Bertz, second vice-president; Mrs. Bob Rushford, secretary; Mrs. Ollie Hedges, treasurer; Mrs. Forrest Williams, historian. Hostesses were Mrs. Freida Streibel, Mrs. Hal May and Mrs. Jess Hickey.

A Valentine party was planned for servicemen and families for Feb. 16, Mrs. Freida Streibel in charge. The motion was made and seconded that the club donate \$10 to the Hines Hospital, also any clothing we may have for which we have no further use, the clothing to be delivered to the clubhouse Jan. 15.

★ *Mitchell Chapter*

M. Entwistle, Historian

December meeting was devoted to installation of officers and chairmen for the coming year, with Mrs. L. E. Boland as installing officer. The following took office: Mrs. Paul E. Olson, president; Mrs. G. V. Foote, first vice-president; Mrs. Walter Johnston, second vice-president; Mrs. Robert Paullin, secretary; Mrs. O. D. Adams, treasurer; Mrs. Jack Entwistle, historian. Chairmen: Mrs. H. O. Davis, constitution; Mrs. Fred Harges, ways and means; Mrs. Charles Sloan, welfare; Mrs. H. B. Peterson, good cheer; Mrs. P. G. Gallagher, house and purchasing; Mrs. G. V. Foote, program; Mrs. Walter Johnston, membership; Mrs. Frank Moulton, social; Miss Florence Paullin, auditing; and Mrs. Jack Sundquist, nominating. The evening was spent socially and refreshments were served by Mrs. Paul Olson and her committee.

The first meeting of the year, Jan. 13, was well attended. The new officers presided. Our meetings always start with the salute to our Flag and our club motto. Treasurer reported a balance of \$120.53. Mrs. George Foote, program chairman, outlined the activities for the year, which promise to be most interesting and varied. Several dinner parties are scheduled and educational features highlight the entertainment. Plans were made for a Valentine party at which the wives of Milwaukee returned servicemen are to be special guests. It was voted to give five dollars to the Abbott House Foundation. Mrs. John Tice won the attendance prize. A social evening followed. A delicious lunch was served by the incoming officers, with Mrs. George Foote as chairman.

★ *Austin Chapter*

Mrs. Fred Valentine, Historian

Members met in the club rooms for a dessert luncheon at the January meeting. The business meeting was called to order by the retiring president, Mrs. Peter Pauley, who then introduced the new president, Mrs. R. W. Graves. A lengthy business meeting followed in which reports of committee chairmen were read.

Plans were discussed for a club party to be held soon for all returning veterans from Milwaukee Club families. Mrs. O. C. Peed presented Mrs. Pauley with a gift from the club in recognition of her faithful service in the past year. Cards were played the remainder of the afternoon. Mrs. Leo McGovern and Mrs. M. McShane received prizes in bridge and Mrs. M. C. Erickson and Mrs. W. O'Brien in "500." Mrs. Art Reilly received the attendance prize.

★ *Madison, S. D., Chapter*

Mrs. Harvey Gregerson, Historian

At the business meeting of Dec. 11 Mrs. Carl Berg installed the new officers for the coming year. Mrs. Milo Potter, new president, then named the following standing committee chairmen: Mrs. H. G. Gregerson, constitution and by-laws; Mrs. Martin Mathison, good cheer; Mrs. Hans Westby, ways and means; Mrs. Ben East, refreshments; Mrs. Barney Morgan, program; Mrs. Carl Berg, welfare and relief; Mrs. A. D. Walker, social; Mrs. A. D. Smith, auditing; Mrs. Mike Perry, rental; Mrs. Earl Allen, membership; Mrs. Joe Lawler, Red Cross; Mrs. Hubert Sheldon, house purchasing; Mrs. Guy Winesburg, good will; Mrs. Lawrence Palmer, safety.

Mrs. Mike Perry, retiring president, was presented with a gift of appreciation in recognition of her work for the past year, Mrs. A. D. Smith making the presentation. During the social hour gifts were exchanged. It was decided to hold meetings in the homes of members for the next three months. Refreshments were served later in the evening.

The night of Dec. 14 was the time Santa

Claus set for coming to the Milwaukee depot for his annual visit to the Milwaukee children. It was a bitter cold night but 75 children braved the wintry blasts to attend the party. The train being late, Santa had to find other means to get there. While waiting for him the children put on an informal program of readings, recitations and singing. Santa distributed candy, nuts and popcorn balls to the children.

★ *Avery Chapter*

Mrs. William Koehler, Historian

We had a good attendance at the December meeting held on the fifth. After the business session a nice lunch was served by hostesses Mrs. George Murray and Mrs. H. Utley, followed by pinocle. High prize was taken by Mrs. E. C. Killips and low by Mrs. A. E. Morris.

Our Christmas party was held Dec. 12. The club rooms were decorated with boughs and Christmas tree. Outside a light snow was falling, putting everyone in a festive mood. Pinocle was played. Men's high prize went to Earl Muchmore and low to Frank Kroll. Ladies' high prize was taken by Mrs. Ralph Townsend and low by Mrs. A. E. Morris. After cards a lovely lunch was served, each table having a centerpiece with a candle. While these were burning, lights were turned out and Christmas carols were sung. Later the centerpieces were given to the person having the highest score at that table. Lunch was provided by Mrs. William F. Koehler, Mrs. Ruth Lindow having charge of decorations and entertainment, Mrs. H. Higgins, Mrs. Hardy Pears and Mrs. A. E. Morris assisting.

The January meeting was held on the second. After the business session a nice lunch was served by Mrs. A. A. McCabe. Later, cards were played, high prize going to Miss Betty Mehrens and low to Mrs. Bernice Jacobson. The new officers for 1946 are Mrs. Frank LaShell, president; Mrs. Ralph Townsend, first vice-president; Mrs. George Murray, second vice-president; Mrs. Hardy Pears, secretary; Mrs. Herbert Utley, treasurer; Mrs. William F. Koehler, historian.

★ *Miles City Chapter*

Mrs. N. A. Helm, Historian

Miles City Chapter's January meeting drew a large attendance, with President Mrs. Irene Gilbert presiding. Treasurer Mrs. Moss reported a balance on hand of \$163.83; Membership Chairman Mrs. Walters reported 150 voting and 162 contributing members—total 312. Sunshine Chairman Mrs. James sent plants to all members in hospital. Mrs. Fuller, welfare, reported three families were given aid and five Christmas baskets sent. Mrs. Hilderman, housing, reported \$72 rental for the month. Installation of new officers was conducted by Mrs. Dick Jensen in a very beautiful ceremony.

Mrs. Sam Leo won bank night in December and Mrs. Grace Moss in January. It was decided to have a "rally" at our next meeting as a welcome to our new members. A new chairman—"good will"—has been added to the list of chairmen. Our club will co-operate in every possible way with the Service Club in giving a party for returned servicemen. "Bingo" was played following the meeting, with Mrs. Alex Caudel and Mrs. Kirchoff in charge. A delicious lunch was served by Mmes. Fuller Ross and Knesal.

"I regret to inform you that upon careful examination I find that your wife's mind is completely gone."

"Well, I'm not greatly surprised, Doc. She has been giving me a piece of it every day for 20 years."

TWIN CITY TERMINALS

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

Charlie Galliven, "C.D.G.," passed away on Jan. 4 at St. Francis Hospital at La Crosse, Wis., where he had been ill for some time. Mr. Galliven had been chief train dispatcher on the La Crosse and River Division for a number of years and was a veteran in the service of the Milwaukee Road—a particularly likeable fellow who won the esteem of everyone with whom he came in contact. Funeral services were conducted in the cathedral at La Crosse on Jan. 7 and interment was at Resurrection Cemetery, Mendota, Minn. His many friends and fellow workers in the Twin Cities extend their heartfelt sympathy to his bereaved family.

Mrs. C. D. Galliven and her daughter, Mrs. John Entrikin, wish to convey through the medium of the Magazine their grateful appreciation and thanks for the many acts of kindness extended to Mr. Galliven during his long illness and for the flowers and spiritual bouquets sent to his funeral.

We have just learned of the death of Mrs. W. C. Blase, wife of a veteran retired traveling engineer, at her home in Minneapolis on Jan. 17. The many friends of Mr. Blase in the Twin City terminals and La Crosse and River Division wish to express to him their deepest sympathy.

In our news items in the January edition of the Magazine reference was made to men of good-will, and since that time we have come upon a definition of a gentleman which so completely coincides with our idea of a man of goodwill that we would like to pass it along for your perusal:

"The true gentleman is the man whose conduct proceeds from goodwill and an acute sense of propriety and whose self-control is equal to all emergencies; who does not make the poor man conscious of his poverty, the obscure man of his obscurity, or any man of his inferiority or deformity; who is himself humble if necessity compels him to humble another; who does not flatter wealth, cringe before power or boast of his own possessions or achievements; who speaks with frankness, but always with sincerity and sympathy, and whose deed follows his word; who thinks of the rights and feelings of others rather than his own; who appears well in any company and who is at home what he seems to be abroad—a man with whom honor is sacred and virtue is safe."

It's a grand and glorious feeling to be routed out of bed at 4 a.m. to answer the telephone and find that your Marine son is on the other end of the line in California fairly shouting "Hi, Dad!" as though he really was glad to be back in the good old U.S.A.—then, ten days later have him walk in on you looking just exactly as he did when he enlisted three years ago, happy, healthy and glad to be alive. Yes sir, that really is a grand and glorious feeling, and don't tell me that prayers are not answered.

St. Paul Freight House

Allen C. Rothmund, Correspondent

Bob Stewart has taken over the duties of chief bill clerk.

Fred Overby will be window cashier.

Joe Kulischek takes over the duties of the O.S.&D. desk.

A few days before Sam Adams retired on pension he was a victim of a traffic

accident and at last report was confined to his bed.

Tony Olson is the newcomer now busy booking cars.

Eugene Voji is assisting in the cashier's office. Eugene's alias is "Zebe."

Neal Ryan is back in the yard office after a month in the hospital.

Vince Miller is now an old married man; it happened last month.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent
 Car Department

Welcome to former employes returning to the Milwaukee Road following discharge from naval and military service: Roy Larson from the Infantry, Engineer Corps division, after three years service; Elmer Holt, veteran of four years in Alaska and the South Pacific, released from the Infantry; James C. Blaido from two years service in the South Pacific and Earling D. Peterson from the army, with over a four-year service record.

During December Arnold B. Olson visited home folks while on furlough, prior to overseas duty with the Army Air Corps.

Married at Minneapolis on Dec. 29, Delores Ruth Husak and Oscar Myren. We extend wishes for happiness to the bride and groom.

Retirement: on Dec. 31, Edwin L. Brown, formerly clerk at Minneapolis coach yard, following 38 years of service. Mr. Brown started to work for the Milwaukee Road in 1907. Our best wishes for the enjoyment of his leisure.

Welcome is extended to John R. Hoffman who will replace Mr. Brown as clerk.

St. Paul Traffic Department

Brooksie Luth, Correspondent

Familiar faces in new places; Ollie Anderson, former TPA, is now general agent in the passenger department at the desk of Don McMillan, who has gone to Minneapolis as general agent. Doug Tybering has also deserted the city ticket office here to go to Minneapolis as chief clerk in the office of AGPA H. M. Larson. Mr. Larson, who "used to was" acting AGPA, temporarily lost one stenographer and gained another when Fred Grunewald took over the work of our little pet, Rosemary Fuchs, but she returned when Fred came to St. Paul as accountant. Our former accountant, Roger Johnson, is now cashier in place of John Petschauer, who is now on the job Doug Tybering left. I "wannna" slip in my congratulations to Paul Nikolai, too, who was such a grand chief clerk in the passenger department and who is now TPA. Some of these names are Minneapolis news, I know, but they were St. Paul friends once. All of these changes were brought about by the death of J. J. Oslie, who served our road so faithfully and well as AGPA until the time of his illness.

The remodeling of the city ticket office here is progressing nicely, thank you. Those of you who haven't seen our office since September just won't believe your eyes when next you come a-visiting, what with the remodeling, the changes in personnel and the freight department's departure to its own quarters.

Yup, I did remember that there is a freight department in St. Paul and we have some news too, so there. The wandering boy has returned from the wars: Captain Jack Maher, former rate clerk, strolled in recently, full of the latest gos-



Gen. Jonathan Wainwright, who endured the brutality and hardships of the Japanese prison camps, visited the Vaughan General Hospital at Chicago, Ill., on Jan. 31, 1946, and spoke to a small group of men who had served under his command. Shown shaking hands with "Skinny" Wainwright is S/Sgt. Gerald Lundquist, son of Roundhouse Foreman C. O. Lundquist of St. Paul, who is a survivor of Corregidor and the death march of Bataan. Earlier General Wainwright addressed a group of about 400 at the hospital, urging them to use their influence in support of national preparedness and compulsory military training. "Unless we have such a national program," he said, "what I see here will be duplicated. But believe me, my friends, it will be much worse." (Chicago Sun photo.)

sip from China. He had expected to be home before Christmas but spent it on the west coast with a few other boys. He spent New Year's Eve on a train and celebrated with a quart of milk—something he hadn't had in a long time. Jack is on terminal leave until early February and has made no immediate plans other than just to enjoy being home, which he is doing quite thoroughly.

R. A. Burns, our general agent, is both happy and sad. His son, Lt. Col. Robert Burns, stationed in Hawaii, has sent for his wife and small son, and while Mr. Burns is glad that the family can be together he and Mrs. Burns expect to be "purty" lonesome for their very active grandchild and their charming daughter-in-law.

South Minneapolis Locomotive and Store Depts.

*Thelma Huff, Correspondent
Office of Shop Superintendent*

Foiled again! Here we all thought we were going to attend a wedding and what did Boilermaker Apprentice Leonard J. Armstrong do but resort to the old ladder at the window deal and hustle his Betty off to Mason City to say "I do." What are we hollering about—after all, it was their wedding.

Another one of our boys who is back boilermaker apprenticing is Carl Kerner, who has been repairing and maintaining boilers for Uncle Sam's navy down at Recife, Brazil, the land of the Carmen Mirandas and the coffee bean. His chief interest now, however, is daughter Stephanie, born Oct. 18. Carl also spent some time helping train crews down at Norfolk. It was there that he ran across Eugene Schneider in June. By the way, Gene was in Minneapolis for the Christmas holiday but we didn't get to see him. In case you know Carl's brother, John, he is on an L.C.I. ship in the South Pacific.

The latest report comes from the "Missus" about Lt. Col. John W. Moe, now head of the military equipment service in charge of military railroad equipment, which absorbed the 757th Railway Battalion. They are headquartered at Frankfurt. The Colonel secured some splendid pictures of Hitler's retreat at Berchtesgaden, Bavaria, and the replica of St. Peter's dome in Italy, located at Blasiens, Germany.

Chief Clerk Ben M. Benson, who has been pinch hitting in the office of Shop Superintendent G. Blyberg since May 16, 1942, while Capt. Herbert V. Allen served in the 757th Railway Battalion, will soon turn over the job to Captain Allen and has this to say: "While glad to retire after almost 52 years service I am still going to miss my old friends and fellow employees. I recall the fact that when I started calling nights, 52 years ago, at Minneapolis roundhouse, it had 32 stalls, compared with 46 stalls at the present time, and was served by a 54-foot turntable, compared to the 100-foot turntable now necessary to handle the large power. The extra list of engineers and firemen was kept on a piece of paper about the size of a 189 form, which was tacked up on the roundhouse foreman's desk. This does not compare with the elaborate cylindrical affair they have now. Where we now have an electrically operated turntable, in those days we had a little narrow gauge engine to handle the movements of the locomotives and cars between the shops and the transfer table track. We also had a regular passenger station at Lake Street and the I&M tracks, where all I&M passenger trains stopped, as well as at the junction. The one thing most men now around here have no doubt forgotten is the shop train that used to bring the employes from uptown to the shop and take them back again at night, which stopped at every street crossing between the shops and 6th Avenue North."

Another 757th boy, 1st Lt. William A. Hotzfeld, is back with the Milwaukee Road and is now connected with the office of the superintendent of motive power in Milwaukee.

The "oil and water king" on the *USS Pickens*, alias Allen Sundeen, has been hauling high point men back to the United States. He sends greetings to the gang at Minneapolis and says he is eager to get back to the shop.

Last but not least, there is a new belle in the store department—petite and vivacious Kathleen Brenny, who comes to us from the Santa Fe Railroad at Ft. Madison, Ia. Kathy's heart throb is an ensign in the Maritime Service at Okinawa.

Minneapolis Local Freight and Traffic Dept.

Gladys Mirocha, Correspondent

The Minneapolis freight traffic office has lost two of its members by retirement, William E. Sinclair, general agent, and A. G. Bantly, traveling freight agent. Mr. Sinclair has already packed bag and baggage and shipped west to the "land of promise." He reports he is very happy and comfortable enjoying a temperature of 80 degrees. Mr. Bantly has decided not to desert the "north pole," at least for the present, but just to take off for more agreeable climes as the spirit moves. We all wish them the best of everything on their permanent vacations.

Mr. and Mrs. Sinclair and Mr. and Mrs. Bantly were entertained at a dinner in their honor at the Rainbow Cafe, just prior to their adjournment, at which all members of the traffic department were present. Among the out-of-town guests were Mr. and Mrs. Harry Zane of Chicago and Mr. and Mrs. Divine of Hollandale, Minn.

Nick Kosta is back on his old job, having spent three and a half years where the weather is warmer—Okinawa. To quote him verbatim, he is "d....d glad to be back again." Jim Salscheider has picked up the threads of the old job which he left three and a half years ago. He served as pilot with the 15th Air Force in Italy. Incidentally, he recently conferred an M.R.S. degree on a certain lovely young lady.

Jeanne Vilas, our "glamour girl," left this week to accept a position with Nash-Finch. We wish "Jeannie With the Dark Brown Hair" all kinds of good luck. By the way, Tommy Dorsey returned to the city this week from New Guinea, which has been his permanent address for the last two years. Oh, no, this isn't the Tommy Dorsey you're thinking of, but Jeanne's very own.

The local freight office is really humming this month, what with three new babies and a marriage. "Little Helen," now Mrs. Melchert, was blessed with a baby boy on Christmas Day, Florence Mullin with a baby girl a few days before Christmas and Larry Himlic's wife presented him with a

baby girl in January. Little Patty Flaherty surprised us all by announcing she had taken the fatal step and is now Mrs. Nelson.

They are still coming and going at the "local." Bea Shea was given a farewell party at the Covered Wagon as she is expecting her husband home shortly. Jean Diehl has scampered off to the west coast to join her husband. Dave Alar is now one of us after serving five years with the 34th, 69th and 96th Infantry Divisions. Prior to his entry into the service he worked for Marshall Wells at Duluth. He was discharged Nov. 5. Harvard Peterson spent five years with the navy in the South Pacific as a yeoman first class and was discharged Oct. 27. Donald Formanek was a navy pilot for 13 months and then spent 24 months in the Army Air Corps as a pilot navigator. He was discharged Nov. 4. Don is not exactly new at the game as he formerly worked for the Association of American Railroads. A welcome hand is extended to all of them.

Doug Sutton is back on the old job after serving 27 months with the 733rd Railroad Battalion.

KANSAS CITY DIVISION

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

Employees of the superintendent's office and a group of officials entertained at a welfare dinner party on Dec. 29 at the Hotel Ottumwa, honoring Superintendent E. O. Eckert and Trainmaster A. C. Novak. Effective Jan. 1 Mr. Eckert became superintendent of the Milwaukee-KCS joint agency in Kansas City. W. T. Stewart returned to Ottumwa as trainmaster and A. C. Novak continues as trainmaster on the division, with headquarters in Kansas City. Toastmaster W. H. Vosburg called on several guests for brief speeches and presented gifts to Messrs. Eckert and Novak. Mr. and Mrs. Stewart have returned to Ottumwa to make their home.

On Dec. 17 Russell G. Scott and wife returned to Ottumwa after being away since last March 17. During that time Russell served as extra gang foreman on the H&D, Iowa, Milwaukee and Chicago Divisions. While in Chicago the Scotts spent several weeks with the H. J. Glidden family, who have purchased a home in Franklin Park since Harold was transferred to Bensenville.

Effective Jan. 1 Section Foreman L. Guinn retired from active duty. He is now foreman with the Milwaukee-KCS joint agency at Kansas City. For 17 years he was a section foreman on our road and previous to the consolidation worked in that capacity at Coburg, Mo.

After more than 46 years' service Chester M. Gage retired on Jan. 8. He started in August, 1899, at Chillicothe, Mo., as a fireman, and four years later was promoted to engineer. He moved to Ottumwa in 1905 and for 10 years was in charge of locomotives running out of Ottumwa. He became locomotive hostler in the yards in 1915, when they were located near the Sherman Street station. When the yards were moved to their present location Mr. Gage placed the first engine in the new roundhouse. For the present he will visit with his son Steve in Chariton, Ia.

Engagements and wedding announcements give an air of romance to our news items. Mr. and Mrs. J. W. Nolan announced the marriage of their daughter, Margaret Louise, on Dec. 9 to Cpl. Donald Cornelson, son of Mr. and Mrs. William A. Cornelson of Ottumwa, in the chapel of the First Methodist Church. The bride had been employed as a stenographer and bill clerk in the Ottumwa freight house and her father is the third trick operator at west yard.

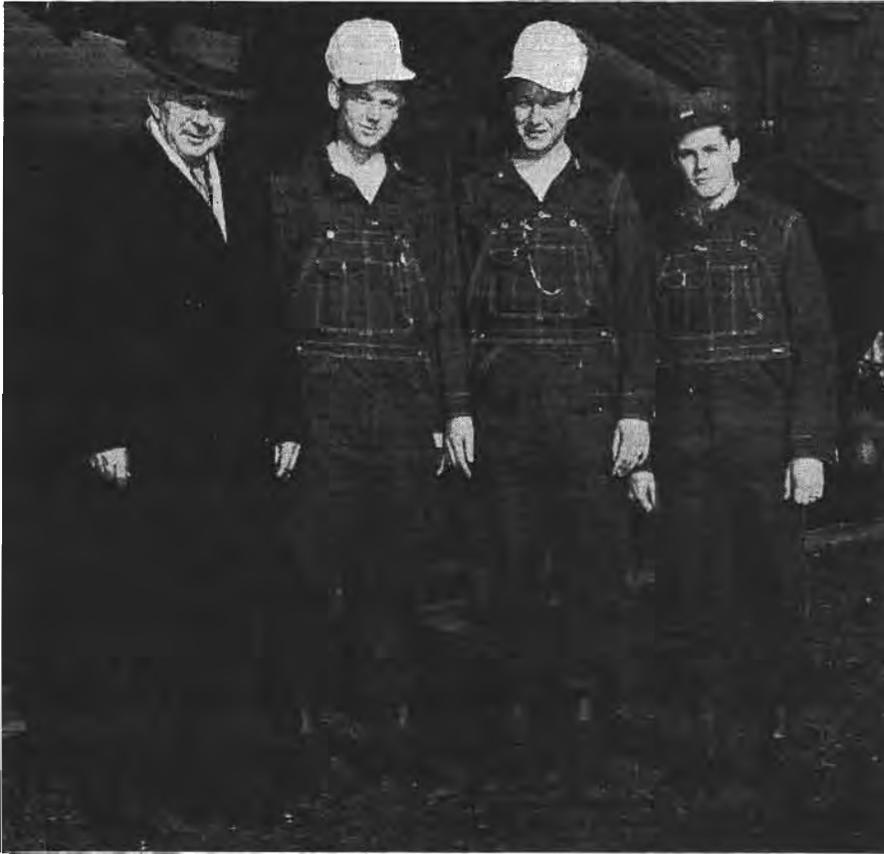
Mr. and Mrs. J. W. Sowder announced the engagement of their daughter, Norma Ann, to LeRoy L. VanAuken, son of Mr. and Mrs. Lloyd VanAuken of Clinton, Ia. LeRoy was recently discharged after 30 months of service in Pacific theater with the 5th Air Force.

BACK ON THE

JOB. Ray Nordstrom, metalsmith 2/c, formerly attached to a shore party of the 4th Marine Division, has been transformed into a store department counterman at the



Twin City Terminals. Ray saw some real duty in combat during the seizure of the islands of Saipan and Tinian in the Marianas. Among other things, that playful little game of sniper patrol over the bush terrain, relentlessly pursuing the Japanese, was something he participated in and for which he was awarded a Presidential Unit Citation, as well as the Purple Heart, in the Marshalls.



Left to right: W. J. Hotchkiss, Don Kosman, Beryl Kosman and Daniel Corrigan.

BACK ON THE JOB. A reunion of four veterans of railroad service in the ETO was the occasion for this photograph of W. J. Hotchkiss, Don and Beryl Kosman and Daniel A. Corrigan (left to right). Mr. Hotchkiss, former superintendent of the H&D Division with headquarters at Aberdeen, S. D., was recently appointed superintendent of the Kansas City Division following his return to civilian life. He enlisted in the army in February, 1943, and became commander of the 744th Railway Operating Battalion, a Milwaukee Road sponsored unit which figured prominently in the transportation of men, equip-

ment and supplies from Normandy to Germany in the wake of the victorious Allies.

The Kosman brothers, firemen on the Kansas City Division, and Daniel A. Corrigan, machinist apprentice in the roundhouse at Ottumwa, Ia., entered the army in July, 1943. All were assigned to the 720th Railway Operating Battalion which served in England, France, Germany and Belgium. While stationed in Normandy they made the acquaintance of the officers and men of the 744th who were engaged on work nearby. All three embarked for home on Dec. 22, 1945, by way of Marseille, France.

Another engagement announced was that of Marian Kervin, daughter of Mr. and Mrs. E. J. Kervin, to Lt. (j.g.) T. W. Saltmarsh Jr., of Pensacola, Fla. Lieutenant Saltmarsh graduated from the U. S. Naval Academy, Annapolis, with the class of 1944 and served for 18 months in the South Pacific.

Mr. and Mrs. E. E. Whited announced the engagement of their daughter, Meryle Elizabeth, to Maj. Dorrence L. Van Fleet, son of Mr. and Mrs. P. D. Van Fleet of Ottumwa. The wedding is planned for the near future. Major Van Fleet was recently home on leave from the Pacific theater, where he spent more than two years in service with the Army Air Corps.

On Dec. 15 Mrs. Honora M. Exceen, wife of Locomotive Engineer William F. Exceen, died at her home in Ottumwa after weeks of illness. She had been confined to St. Joseph's Hospital.

A retired Milwaukee employe, Henry J. Lang, 81, who for the last two years made his home in Ottumwa with his daughter, Mrs. M. R. Dykeman, died on Dec. 21 at the Ottumwa Hospital. Prior to coming to Ottumwa he resided at Marquette, Ia., where he was employed, and funeral serv-

ices and burial were held in that city.

On Jan. 6 Conductor John H. Ryan, 75, died. He was a veteran of 56 years of railroading, having started as a brakeman at the age of 19 when the railroad was built into Cedar Rapids. In October, 1893, he became conductor and continued as such until he became ill last August. For a number of years he was passenger conductor on the Marion Line, where he had many friends.

Mrs. A. G. Elder returned on Dec. 21 from a three-week visit in Portland, Ore., with her son and daughter-in-law, Mr. and Mrs. Lester Putnam, who have three young sons. The third, Wayne Wallace, was born during Mrs. Elder's visit. Phyllis Elder, daughter of Dispatcher and Mrs. Elder, who is a music student at Drake University in Des Moines, was among those selected to sing in the university's 55th annual production of Handel's Christmas oratorio, "The Messiah."

Brakeman Floyd W. Ferrell and wife of Ottumwa have a new son, James Edward; this is the first visit of the stork to their home. Young James Edward is named for his grandfather, Section Foreman James Ferrell, west yard.

L. R. Sloan. Mrs. Sloan is the former Janice Hobbs.

Ten-year-old Max Lindholm met with a sad accident on Jan. 8 at Washington Junior High School and is confined to the hospital with head and stomach injuries. His father is John Lindholm, machinist helper at west yard.

Ottumwa will lose two fine citizens when F. M. Barnoske, retired roadmaster, and Mrs. Barnoske leave in the near future to establish their home in Logan, Ia., where Mrs. Barnoske was born and raised.

Frank S. Ball writes that he has been transferred to the 1st Service Command at Camp Houlton, Me., on the Canadian border, which is only 500 yards from his barracks. He expressed thanks and appreciation for the Christmas check.

S/Sgt. Paul Wisehaupt, son of Locomotive Engineer J. M. Wisehaupt, and chief draftsman for General Patton, was recently discharged and has joined his wife in Ottumwa. He spent 22 months on overseas duty in Germany, England and France.

On Jan. 17 Sgt. D. D. Gustaveson reported at Ft. Sheridan, Ill., after spending a furlough with his wife in Ottumwa. Both spent Christmas in Des Moines with his mother, Mrs. E. A. Gustaveson. Sergeant Gustaveson had been in India since December, 1943, where he served as yardmaster in the 726th Railway Operating Battalion, most of the time in the jungles with the temperature at 122 degrees.

Cpl. Melvin Forbes, former section laborer at west yard, writes that he is the next high man to return home. He has been a truck driver, repairer of trucks and now an M.P. stationed near Naples, Italy.

Three of the four sons of Joseph Link, mechanical department, who served in the army, arrived home before the holiday season. Sergeant John, the only married one, joined his wife and small son in Ottumwa. Captain Mike served with the 77th Division in the South Pacific and Sergeant Will also served in the South Pacific area. The fourth son, Sgt. Paul Link, is in Yokohama. Their sister, Mary Margaret, is in Oakland, Calif., assisting in the telephone rush occasioned by the returning veterans.

Discharges from military service have been numerous during the past few weeks and we are happy to welcome back a good number of our boys. Some have resumed work while others are expecting to do so in the near future. Among the brakemen are Billy F. Bates, C. G. Albertson, James Schorgl, Earl F. Williams, Dale B. Jensen, Andrew H. Harper, Melvin R. Deemy, William H. Crutcher and Frank H. Clayton; Firemen Cloe E. Pooler, Joseph W. McCright, Harold L. Vaughan, Lloyd Metheny, James B. Ware, Walter R. Farrant, Beryl and Don Kosman and W. R. Close.

Yard Clerk Quintin M. Haseltine bid in the position of car clerk at the Ottumwa freight house and has been working on that job since Jan. 6. Section laborers: Clifford Pfannebecker and Clair F. Callen, Moravia, Ia.; Forrest D. Edwards and Bernard F. Edwards of Newtown, Mo.; John E. McNamar, Rathburn, Ia.; Elmer H. Ryals, Raymond Hahn and Lawrence W. Bond of Richland, Ia.; Loris Roberts of Braymer, Mo.; William H. Richardson, Polo, Mo.; Albert H. Pumphrey of Powersville, Mo.; William Cox, Galt, Mo.; A. M. Carpenter, Culver, Ia.; Joe Candillo, Liberty, Mo.; James C. Farrington and Arden A. Jones of Washington, Ia.; Roger Henson and Waldo Henson of Hayesville, Ia.; L. D. Durman of Williamsburg, Ia.; Lloyd Holloway and K. R. Steinbeck of Laredo, Mo.; B&B: Herman M. Weber carpenter, of Braymer; Leonard A. Couch, carpenter, of Chillicothe and Robert E. Parker, pumper, of Sewal, Ia. Telegrapher and Relief Agent R. L. Martin has resumed work as second trick operator at Seymour tower. Only one employe on the division entered the military service during the past month; Lester L. Mallory of Braymer entered the army last December.

BACK ON THE JOB. Raymond K. Merrill, who retains the rank of lieutenant in the Coast Guard until the expiration of his terminal leave on Feb. 20, returned to the Milwaukee Road law department on Jan. 16



to fill the position of chief clerk. He first came to the railroad in November, 1937, attended law school at night and was admitted to the bar in July, 1942, immediately before enlisting in the Coast Guard. In May, 1944, he went overseas aboard a small supply ship and served in many areas, surviving a number of bombing attacks and one scrape with an unlighted explosive-laden freighter which was so close he hasn't quite caught his breath yet. He returned to the States only a short time before returning to work.

CHICAGO GENERAL OFFICES

Auditor of Expenditure's Office

Bernie Williams, Correspondent

Familiar faces, long missing, are returning rapidly to their accustomed places around the office and many have renewed their Milwaukee Road employment since the first of the year. Bill Ficht, among the first to leave for service, is back and firmly established in the statistical bureau. Lloyd Staver, seadog of the South Dakota, is back in the AFE bureau after a long tour of the world. John Erickson, who was in the prior service bureau, prewar style, has bumped into the bill and voucher bureau, disbursement section. Steve Krumpack is back in the machine room after three years of military service. Henry "Bud" Zimpelmann is back at timekeeping again, after sundry duties in the army at, shall we say, sundry locations? Emil Becker is back with us, too; "Harry" has a new job, materializing in the material bureau under Chaz Kleeman. Congratulations, gentlemen, on those new discharge buttons and thanks for a good job well done. It's a big I.O.U. we're signing.

George Knowles, late of the Air Corps, has received his discharge papers and is finishing his college course under the GI Bill of Rights. From pilots to profs!

Leaving the navy, Jan. 17, was Val Purchla of Mr. Murray's office. Good luck, sailor!

Among visitors, fresh from GI duds and, we hope, returning to railroad service soon, were John Acke, the GI brakeman, Bill Wolters and Ed Leibrock. All plan vacations before renewing their railroad duties.

The nuptial news for the month rings the bell! Theresa Knippel, Mr. Murray's secretary, has sprouted a solitaire and Frank Zopf, our genial time inspector, was the "angel" involved. Congratulations and many happy anniversaries! By the way, when's the weddin'?

Goodbyes go to C. H. Mackey, traveling accountant, who has accepted a position in Mr. Leal's office.

Last minute visitors on the ex-military list included Charles Gertstein and Bernie Greenberg. Charles is returning to work soon in the chief disbursement accountant's office. Bernie, just back from Yokohama, is undecided as yet.

Wedding bells are either ringing or threatening to ring all the time in the

supervisor of payroll taxes group. Marjorie Ehresman and Bob Talik went for the "two can live as cheaply as one" routine on Jan. 12. The ceremony was performed in Elmwood Park Gospel Church.

Visiting servicemen, more than welcome and with that gleam in their eyes, were Tommy Green, ex-rail, and Harry Bell. Two gals in the key punch section were very interested.

Delores Ciampa, latest acquisition for the key punchers, is looking especially happy these days as her hubby is displaying discharge papers.

Freight Claim Department

Ray Allen, Correspondent

1st Lt. John Robert Frank has returned to the office after three years in service. John was attached to the 9th Air Force as a pilot. It seems as though one war wasn't enough for John as he also acquired a wife during his leave from the office.

1st Lt. Robert W. Kapfhamer, AC pilot attached to 15th Air Force, has returned from Italy. Bob was discharged Jan. 20 and is back at work really "grinding it out." Bob also gave up his "independence" as he married a southern belle from the Deep South—that is, neighbor to Senator Claghorn.

Cpl. Robert M. Hall, attached to the Field Artillery, is home again and discharged after 33 months service—26 months overseas. Bob kept his sanity though and is still enjoying that single bliss—of course, I am just kidding, girls. Bob will no doubt be out for the Milwaukee basketball team as he was one of the team's star players before going into service.

Believe it or not, but there are other boys in the office who are not named "Robert," and just to prove it Fred H. Westlund has just been discharged and is back to the old routine. Fred was attached to the 113th AAA Gunnery Battalion—33 months in service with 30 months overseas. That's what I call a "pretty good lick" of overseas duty. Freddie participated in the African and German invasions.

December was a big month for Marie Horatt as she celebrated two birthdays—hers and one with the company. Marie has now completed 28 years of service.

Annabelle Donovan has taken a 30-day leave and will spend it in Florida with her husband, Arthur. Have heaps of fun, you two, and if you happen to get over to Hialeah put a deuce on that horse "Photo," as he seems to win a lot of races.

Jane Baur is all aglow these days, as her boy friend, Pfc. Fred Weik, is home and being discharged after two and a half years in service. They are quite busy doing the town and holding hands.

My representative in the western territory has wired that Mr. and Mrs. Harold Anderson of Colorado Springs have applied for membership to the "stork club." Mrs. Anderson was the former Eleanore Bialik of the typing bureau.

Emily Halenka is all goose bumps waiting for her soldier boy friend to arrive from camp; ditto Marlon Matteson and Lovey Names.

One of the social highlights of the winter season at West Plains, Mo., was the marriage of Esma King to Charles Chaden, formerly of Louisville, Ky., now employed in Chicago. The ceremony was performed in the West Plains Presbyterian Church. The bride wore a powder blue dress with matching accessories, and of course the traditional "something old, something new, etc." Following a reception for family and friends, Charles and Esma left for a short honeymoon before returning to Chicago, where they are now at home.

Violette Scheuffe, S1/c, who was discharged Jan. 3 in Washington, D. C., breezed in for a visit Jan. 18. Violette is returning to Aberdeen, S. D., for a 30-day vacation, visiting her sister and friends before returning to work in the record bureau.

Purchasing Department

Josephine O'Hara, Correspondent

It is beginning to look like old times again in the purchasing department since two of our service people returned to our midst. Dorothy Croffoot, who served 21 months in the service of the Wac, is at her old desk and Charles Gooding, an overseas veteran of 16 months, is also back with those he left to go off to war. They both look good to us and we welcome their return.

Bob Nordin has been writing to us from Shanghai, China, and he too expects to return soon. Although he anticipates a quick termination of his service career Bob is still going up in rank. He was recently made fire controlman first class.

Marilyn Rycroft, whose sense of humor never allows a dull moment to exist, greeted the new year with a fine case of measles. You surprised us as much as you did yourself, Marilyn.

Jim Maloney's twin boys are still of great interest to all of us. At this time we would like to acquaint you with their names—Jim and Bernard.

Another engagement has been announced and this time a marine joins the circle. Lois Walker recently became engaged to Pfc. Raymond Karling, U.S.M.C.R.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

The holiday season opened up the "romance department" again, Mary Stewart receiving a beautiful engagement ring and Johnny Waterstrat and Marty Bauer presenting engagement rings to their lady friends. All are planning spring weddings.

The Belmont Park Evangelical Lutheran Church was the setting for the marriage of Mike Chesrow and Mary Demora. Congratulations, Mike, and lots of happiness to both of you.

Arona Warren has reluctantly packed the mistletoe away for another year.

Ruth Conway had a "cosmetic party" on Jan. 15, and since then beauty reigns supreme in the local bureau.



Claim Adjuster Allen Rank of the freight claim department and his bride. The picture was taken on their honeymoon, while the groom was still a navy ensign. Mrs. Rank, the former Connie Vick, was a member of the singing trio known as "The Three Tones" before her marriage. While on one of their extensive tours, the trio was entertained in the California home of the Andrews Sisters.

Fay Ann Vogl spent the holidays in Butternut, Wis., and Marion Reiter and Joyce Boivin went to Marinette, Wis., for Christmas.

Roy Schiffer is now a member of the "Twenty-Five Year Club" but he is still a hep cat and you can find him at least one night a week at the shooting gallery in the Sherman Hotel.

Vera Snapp spent two weeks at the Wesley Memorial Hospital but is back on the job again. Jane Karch also returned to work after a long leave of absence.

One by one the fellows are coming back to work. The latest additions are Jim McCauley, Bill Butler, Hans Klemmer and John Groppi.

Our superintendent of the building, M. K. Darnell, was stricken with a heart attack while at work and is in the Wesley Memorial Hospital. We hope he will be up and around soon.

Len Janke has been discharged from the army and has bought a home in Franklin Park. He says that after he gets things in order he will be back to work.

Terry Kinatader is back at work after a severe case of "flu."

Doris Koegler had a party for many of the returning servicemen.

BACK ON THE JOB. Paul R. Ashland, the new correspondent for the operating department offices in the Chicago Union Station, is back on the job after almost three years in military service. Before entering the army in February, 1943, he was in the office of roadmaster and assistant paymaster in Mitchell, S. D., but he is now on the staff of F. H. Allard, assistant to vice-president, in Chicago. Paul spent most of his time in uniform in Alaska, first with the 714th Railway Operating Battalion and later in the headquarters of the Army Transport Service. Shortly before leaving military service on Dec. 8, 1945, he was married to Miss Maybelle Halverson, daughter of Harry Halverson, a switchman at Mitchell, S. D.



Operating Department

Paul R. Ashland, Correspondent
Office of F. H. Allard
Assistant to Vice-President

Here I am, trying to pull together some news items for an operating department column. It seems that some help will be needed. Any items of interest sent to me in Room 838 will be appreciated—such news as promotions, weddings, engagements, transfers, births and other things of interest to the Milwaukee Road family. We want this column to give complete coverage.

Edith M. Fox, now Mrs. Jim Brower, of the claim prevention department, is in line for congratulations. The bridegroom is an overseas veteran of many months.

Veterans are returning to the railroad in increasing numbers. The latest to return are: from Italy—Frankie K. Dorgan, now back in claim prevention; Henry Berry in personnel as secretary to assistant to vice president.

Mrs. Virginia Provis, formerly a stenographer in personnel, is assisting her husband in business at Bensenville. She was given a bracelet as a going-away present from her fellow employees.

More next time.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

So overcome with pride and joy was Fred E. Miller, review bureau, on the arrival of his first grandson, Donald, born to his daughter, Mary Miller North, on Jan. 7, that he forgot the day of the week and also the month but did not forget to enroll the grandson in the Booster Club. Donald, on his arrival at Belmont Hospital, weighed eight pounds. His mother is a former employe of the office of the auditor of passenger accounts. Grandma, too, with the parents, is unusually happy over what appears to be a child prodigy.

Vivian Wisniewski of the waybill filing bureau resigned Jan. 15 to return to her home in Wither, Wis. The girls of the bureau presented her with a beautiful string of pearls as a farewell gift.

Riney Berscheid, government rate clerk, was home for several days due to the dentist establishing a beach head on his jaw for the removal of five molars.

Due to the breakdown of George Lavall's bus the farmers, John Kreitz and Grant Miller et al, had to get accustomed to riding with the common herd. Jim Murrin was more fortunate in managing to get to and from the depot, sans pipe, with Carl Kemnitz.

Transit Inspector Thomas Fitzgerald made a mid-winter trip to Florida for a vacation, with his son and family. He was back on the job Jan. 16.

Much "yakadaka" among a review bureau group led by Bill Prehler as they peruse the seed catalogues for 1946 and talk about what they will raise in their gardens.

Ruth "Pinky" Norman called at the office in civvies on her release from the Waves. She is resting a bit before returning to her job in the machine accounting bureau.

Mrs. E. Bordewiech, formerly Erma Guendling of the machine room, is the proud mama of Erma Carol, born on Jan. 8, weight seven pounds. We all look forward to seeing the little miss. Congratulations, Erma.

An office romance to result in the marriage of two splendid young people is that of Dorothy Larson, accounting machine bureau, and George Wanland of the interline bureau. Many friends extend good wishes to the happy pair.

Roy "Frosty" Peters wrote from Seoul, Korea, about his work with the army of occupation. Says weather there is just as cold as in Chicago and reminds him of home where he'd like to be. Says street cars there have no seats so more people can get onto them. Dealing with natives he does much of it in sign language. Hair cuts with a shave are 50 sen, equal to three cents in U. S. money. Part of his work is paying civilian help. Very few can write and use a stamp to sign the pay roll, but they try to be courteous to Americans.

Yeoman Larry Plucinski, formerly of the interline bureau, wrote Miss S. Stops under date of Dec. 1 as follows: "At present we are out at sea en route to good old U.S.A., San Diego being the port for which we are headed. We will arrive there and stay about four days and shove off again on our way to Guam. We operate out of Guam and San Diego now, taking men off Guam who are eligible for discharge. I can't say when I will be a happy civilian again for my rate is frozen." Tim Wood had a Christmas card from Larry bearing greetings to review bureau employes.

Rose Schmidt, formerly employed in the interline bureau and who left us in 1939, now residing at Venice, Calif., paid us a brief visit during lunch hour Dec. 27 and greeted many former friends. She visited her mother over the holidays and then returned to her new home. She is now employed in the Lockheed Airplane Works.

John Schuler, rate clerk, died suddenly after a brief illness on Dec. 28. Funeral services were held Dec. 31 at St. Cornelius' Church. He is survived by his widow, Lydia, nee Teske, formerly employed in the freight auditor's office, and daughter, Joan

Mae, to whom we extend our sincere sympathy.

M. J. "Grandpa" Jones celebrated his 25th anniversary as a Milwaukee Road employe on Dec. 8. On being interviewed about the cause of attaining such a ripe old age his answer was "just work hard and mind one's own business."

George Schmalbeck is back on the job in the L&I B bureau after service in Europe, having returned to work on Dec. 17.

Letter from S/Sgt. Roy Schattnick, Okinawa. He told about the typhoon, enjoying a visit to Manila and that he expects to return soon, having been in service over 33 months.

Sam Spense, review bureau, convalescing at Albuquerque, N. M., sent greetings to old friends and his thanks for card sent to him on his birthday. He and his family are much saddened by the loss of his youngest son, killed in the war.

Back on the job again is Marty Giebenow in interline bureau after 38 months in the navy, much of it aboard the flat top Rambler and action in both the Atlantic and Pacific oceans. Harry Wallace immediately signed him up and he started at once as a basketball player on the Milwaukee Road team. He sends a "hello" to Frosty in Korea.

The many friends of Mary Girone, estimated earnings bureau, are complimenting her on the beautiful engagement ring she received as a Christmas present.

We hear but little about Mrs. Mary Whitman other than that she has been in St. Elizabeth's Hospital suffering from pneumonia, but is improved enough to return home and is planning to return to work soon.

The Milwaukee Road bowling league at half-way schedule: Sioux still reigns supreme at four games over the field which has Hiawatha, Chippewa and Marquette tied for runners-up. Southwest, Arrows, Olympians and Copper Country have been moving up steadily while the Travelers and Pioneer Limited are striving mightily to overtake these second bracket teams. On Wisconsin and the Tomahawks are waging a battle to vacate the cellar.

Standings as of Jan. 15

Teams	W.	L.
Sioux	34	20
Hiawatha	30	24
Marquette	30	24
Chippewa	30	24
Southwest	29	25
Arrows	28	26
Olympian	28	26
Copper Country	25	29
Travelers	25	29
Pioneer Limited	24	30
On Wisconsin	22	32
Tomahawk	20	34
Individuals: Martwick, 178; Fisher, 170; Burton, 169; Peterson, 168; Hettinger Jr., 167; Carey, 165.		

High series: Fisher, 606; Larson, 596; Carey, 595.

High games: Peterson, 246; Kusch, 236; Carey, 233.

High team series: Chippewa, 2658; Pioneer, 2581.

High team games: Sioux, 937; Arrows, 913.

—By F.W.M.

Car Accountant's Office

Harry M. Trickett, Correspondent

Pfc. Warren Gearhart arrived in the U.S.A. at a fish harbor in Boston, Mass., aboard a Victory ship, 10 days after sailing from the ETO, and was discharged at Camp Grant, Ill., on Dec. 18. On his visit to the office, Jan. 7, he looked very good in civilian clothes. He returned to work on Jan. 15.

The new year saw the return of Viola Asa and Dale Mauck, who have both been on furlough for the past few months.

Betty Hyslop, who bade us farewell on Dec. 31, was presented with a stork shower and the best wishes of her co-workers.

Virginia Swanson and Bessie (Ott) Belzer resigned on Dec. 1 and Jean Roark left us on Jan. 8 to be married.

Elva Ivo, who has been with us for many years, resigned on Dec. 22 account of ill health.

Joan Oulmette was united in matrimony on Dec. 22 to Eddie Rasmussen, formerly of the navy, and enjoyed a brief honeymoon, returning to work on Dec. 26.

Geraldine Stubing was married on Dec. 29 to Donald Dhamer and went to Milwaukee, Wis., on a brief honeymoon.

Margaret Marshall was very happy on New Year's Eve when her husband returned from the South Pacific. She is now enjoying her vacation with him.

Passenger Traffic Department

Doris Jones and Ann Weber, Correspondents

The passenger department has been somewhat neglected in the Milwaukee Magazine lately and we would like to see what we can do to right that situation.

In the time that has elapsed we have welcomed back several former employes who have been released from the armed forces. Bill Nelson is again at his desk in the office of Passenger Traffic Manager F. N. Hicks and Bob Chermak has returned to the rate department. Young Art Dreutz is back on the job in the advertising department and Bill Caughey and Douglas Keller, formerly of the reservation bureau, are now in the city ticket office. Heinz Reupert and Bill Marsh both returned to work in the reservation bureau on Jan. 14.

Fred Priester, formerly of the rate department and more recently a captain in the Engineering Corps, has reported at Detroit for his new duties as city passenger agent. Lucky Detroit!

When Bill Wallace stopped in Chicago before leaving for his new position as assistant general passenger agent at Seattle he received the best wishes of his host of friends here. Everyone is happy over his fine promotion but we are certainly going to miss Bill's visits. That was a mighty beautiful watch he received from his fans in the Detroit Passenger Club and which he so proudly displayed.

Virginia Benton and Eleanor Freitag have said "farewell" to the rate department to take up housewifely duties. Mrs. Olive Neal, stenographer in the office of passenger traffic manager, has gone to Des Moines, where her husband is now employed, and by the time you read this perhaps Norma Jones will be making preparations to welcome back her Don from overseas.

We regret to announce the passing of Mrs. Naomi Mathes, reservation clerk in Mr. Keller's office, on Jan. 18 after a short illness, and wish to extend our sympathy to her family.

We hear that Ralph Burbank, secretary to Mr. Sengstacken before he went into the army, has left Europe and is scheduled to be back at work soon.

The advertising department received a Christmas card from Sgt. Harry Stastny who is stationed at Kassel, Germany, and who also hopes to be on his way home soon.

After a very pleasant visit at the home of the "mayor" of Röselle we of the general passenger agent's office want to report that Nancy Jean Bokelmann is every bit as cute and good-natured as her proud father, O.H.B., claims.

Speaking of baby daughters, our congratulations to Mr. and Mrs. John Hudson on the arrival of little Joyce Ann on Dec. 31. The stork must have been pretty busy on that date for he also visited the Doug Kellers, proud parents of a son, Tommy.

While we have been greeting the returned veterans we do not want to overlook welcoming Les Bergau, the new assistant in the advertising department shipping room, and Bill Collins, the new file clerk in the rate department.

Things we never expected to hear—Mr. Sengstacken singing "Chickery Chick" as he passed by in the hall.

QUIT YOUR SKIDDING



Keep windshields and windows clear of snow and ice outside, and fog and frost inside. Remember, you must see danger to avoid it.

CHICAGO TERMINALS

Bensenville

*Howard Lawrence, Correspondent
Assistant Superintendent's Office*

Pfc. George Shaw Jr., who enlisted on Aug. 2, 1943, and went overseas on Jan. 1, 1944, was discharged Dec. 11, 1945, and is once more back on his job of weighmaster during the day at Bensenville. George, who was a member of the 720th Railway Operating Battalion, was awarded the Good Conduct Medal and the E.T.O. Campaign Ribbons with three Battle Stars for taking part in the Normandy, the northern France and the central Germany campaigns. His outfit took the first train across the Rhine and we are all mighty proud of him and glad to see his smiling face around the terminals once more.

The loud speaker system in the departure yards at Bensenville is rapidly rounding into shape and will soon be operating 100 per cent. This set-up consists of two independent lines, one of which extends from the west to the east end of the new departure yards on ground formerly occupied by the old north hump, with speakers located about 200 feet apart all the way down. A voice will carry on these speakers the entire distance from the south to the north side of the yard. The other line extends from the west end of the new yard to the northwest bridge and to the west end of the old west yard, with speakers located at the bridge and in the vicinity of Chief Yard Clerk Bishop's old office at the west end. By the installation of this system the yardmaster on duty at the west end of the new yard can obtain an immediate connection with the switchtenders as well as engine foremen working at any of these points. After the yardmaster or engine foreman is contacted conversation can be carried on through a separate intercommunication line which doesn't permit the conversation to be transmitted over the loud speaker system but is heard through small desk speakers installed on the yardmaster's desk. Later on yard microphones will be installed in various positions throughout the yards, enabling engine foremen to talk from the immediate vicinity of the leads to the yardmaster's office.

We heard a short but interesting Safety

First talk on the system one morning which went something like this: "Attention, men! Look to the east and witness a beautiful sunrise and then look to the west and notice the clear, blue sky. You have only two eyes—take good care of them."

Guy (Kickapo) Sampson, retired train director leading the life of Riley at Twenty-Nine Palms, Calif., celebrated his 70th birthday on Jan. 19. Congratulations from all of us, "Kick."

Sleeping and Dining Car Department

William R. Jones, Correspondent

Second Cook Edward O'Connor passed away suddenly at Seattle, Wash., on Dec. 5, 1945.

Porter J. C. Davis, who was recently injured in an automobile accident, has recovered.

Porter J. Johnson passed away Dec. 28, 1945.

Waiter B. H. Richardson passed away Nov. 12, 1945.

W. Sommer is our new laundry manager, the post vacated by G. E. Hayes, who has taken a 90-day leave of absence because of the illness of his daughter. S. M. Bovee is the new S.C. assignment man, replacing W. Sommer.

The S&D car department wishes to welcome Dennis Burns, clerk.

We are happy to furnish the names of employes who have been separated from service and returned to the road. The following list also indicates the date of return:

Porters

P. B. Taylor, Nov. 20; E. S. Lowe, Nov. 18; L. E. Parrish, Dec. 5; Ralph Paris, Oct. 27; Isaac Fields, Jan. 15; A. M. Harden, Dec. 22.

Cooks

Owen Scott, Jr., Nov. 14; C. B. Thompson, Nov. 29; Joseph Stock, Nov. 6; A. Thodes, Oct. 22; Theodore Green, Oct. 29; Tom Robinson, Oct. 20; H. Evans, Jan. 2; J. Addison, Dec. 7; D. Newsom, Dec. 19.

Waiters

L. E. Hayes, Nov. 21; C. H. Randall, Oct. 16; William Bryant, Oct. 27; J. R. Lawson, Oct. 31; Arthur Jones, Nov. 2; M. Bridgeforth, Jan. 17; P. G. Chubb, Jr., Jan. 18; Leonard Gladney, Jan. 19; R. H. Arnette, Dec. 8; E. Reed, Dec. 12; W. D. Gordon, Dec. 26.

Buffet Attendant

J. E. Jennings, Oct. 30.

Western Avenue

T. A. Finan, Correspondent

Western Avenue car department reports the following employes have returned to work after service in the armed forces: George O'Donnell, E. Slobadzian, S. Mazur, W. Strzeczewski, T. B. Sullivan, J. Zidet, J. Karas, J. Wegryn, L. Janecka, N. Bihun Jr. and Joseph Maj. Welcome home, boys!

Our sympathy is extended to the family of Frank Stanek, retired steam and air man, on his recent death.

L. Benveniste of the store department has gone into the army.

Norman Geno is now in Tokyo.

William Jensen has returned to his duties as chauffeur at the store department after his discharge from the navy.

J. Ratliff is confined to his home by illness but we hope that he will soon be able to return to work.

Our sympathy to Switchman J. Parth on the recent death of his mother. Also to the family of Clarence (Stub) Marshall, retired switchman, who passed away in Hines Hospital.

Trainmaster Ben Webb is still on the sick list.

John Murdock, retired switchman, hopes that some of the men he formerly worked with at Galewood will drop in and visit him at 1445 N. Latrobe Avenue, Chicago.

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Chicago General Offices—					Hastings and Dakota Division				
Bachmann, Carl J.	Instrumentman	Chicago, Ill.	1		Dietz, C.W.	Loco. Engr.	Aberdeen, S.D.	1	
Belter, Charles G.	Trav. Aud. Clerk	Chicago, Ill.	1		Jiran, J.	B. & B. Foreman	Bristol, S.D.	1	
Covnick, F.W.	Trav. Auditor	Minneapolis, Minn.	1	1	Kaufmann, M.L.	Secy. to Solicitor	Aberdeen, S.D.	1	
Doody, P.M.	Clerk, Purchasing	Chicago, Ill.	2		Laines, Marion	Section Foreman	Mellette, S.D.	1	
Gallagher, A.V.	Clm. Investigator	Chicago, Ill.	2		Lilly, Elaine C.	Rndhse. Clerk	Aberdeen, S.D.	2	
Gentzcke, A.W.	Bur. Head., Frt. Aud.	Chicago, Ill.	1		Mitchell, J.M.	Asst. Engr.	Aberdeen, S.D.		1
Halsey, G.H.	Trav. Auditor	Marion, Iowa	1		Moriarty, W.J.	Chf. Clk., Store	Aberdeen, S.D.	1	
Highland, A.E.	Aud. Cap. Expend. Off.	Chicago, Ill.	1					7	1
Johnson, W.A.	Claim Investigator	Chicago, Ill.	1		Idaho Division				
Krizek, J.F.	Clerk, Traffic	Chicago, Ill.	1		Aleson, C.L.	Spec. Supervisor	Spokane, Wash.	2	
Leen, M.J.	Chf. Clk., Frt. Traf.	Chicago, Ill.	2		Brochie, F.W.	Capt. of Police	Spokane, Wash.	1	
McShane, Thomas	Claim Clerk	Chicago, Ill.	1		Johnson, L.H.	Clerk	Spokane, Wash.	1	
Nehf, W.W.	Clk., Frt. Traf.	Chicago, Ill.	1					4	0
Nelson, Mildred	Transp. Dept.	Chicago, Ill.	1		Iowa Division				
Schick, D., Jr.	Asst. Bldg. Insp.	Chicago, Ill.	1		Boettcher, L.R.	Asst. Engr.	Marion, Ia.	2	
Soske, William J.	Engr. Accnt.	Chicago, Ill.	1		Curran, Francis C.	Rate Clerk	Cedar Rapids, Ia.	1	1
Specht, Felix	Record Clerk	Chicago, Ill.	1	1	Gilbert, R.H.	Conductor	Rockwell City, Ia.		2
Strohmeier, J.A.	Clk., Frt. Aud.	Chicago, Ill.	2		Losey, L.A.	Agent	Worthington, Ia.	1	
Travers, Frank	Steno-Clk., Tax Dept.	Chicago, Ill.	2		McCalley, Hazel T.	Stenographer	Cedar Rapids, Ia.		24
Vraney, J.E.	Chf. Trav. Aud.	Chicago, Ill.	1		Miller, L.J.	Agent	Springville, Ia.	2	
Wallace, H.F.	Clk., Frt. Aud.	Chicago, Ill.	1		Mincer, L.N.	Brakeman	Rockwell City, Ia.		1
Wallander, A.J.	Asst. Aud. Cap. Expend.	Chicago, Ill.	1		Sanborn, A.W.	Agent	Hornick, Ia.	1	
Westover, D.S.	R.S. & C.P.	Milwaukee, Wis.	1		Strong, J.R.	Chief Clerk	Marion, Ia.	1	
			26	2	Taylor, Clifford R.	Secy-Clerk	Marion, Ia.	2	
					Whiteford, R.A.	Div. Engr.	Marion, Ia.	1	
								11	28
Chicago Terminals Division					Iowa and Dakota Division				
Bishop, N.	Asst. Agent	Galewood, Ill.	4	2	Anderson, E.E.	Sect. Foreman	Delmont, S.D.	2	
Bitz, H.F.	Agent	Evanston, Ill.	2		Bahr, A.W.	Roadmaster	Yankton, S.D.	1	
Boeck, H.F.	Chief Clerk	Galewood, Ill.	8		Bost, M.A.	Asst. Engr.	Mason City, Ia.	1	
Borman, H.A.	Route Clerk	Galewood, Ill.	4		Broome, A.G.	Dem. Clerk	Sioux City, Ia.		3
Brown, H.	Rate Clerk	Galewood, Ill.	4		Cross, Bert N.	Machinist	Mitchell, S.D.	1	
Dyba, T.	Route Clerk	Galewood, Ill.	4		Foster, W.S.	Section Foreman	Avon, S.D.	1	
Enger, Joyce M.	Clk., Engr. Dept.	Chicago, Ill.	1		Gourley, E. Clifton	Steno-Clerk	Mason City, Ia.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.	1		Grelk, Atlo H.	Rodman	Mason City, Ia.	1	
Evans, R.	Clerk	Galewood, Ill.	1		Kelly, Margaret	Rdmstr's Clk.	Mitchell, S.D.	3	1
Ewing, J.J.	Clerk	Galewood, Ill.	4		Knudson, Lewis	B.S. Helper	Mitchell, S.D.	1	
Griswold, Gerald	Stenographer	Chicago, Ill.	1		Pappas, Tony	Mach. Helper	Mason City, Ia.	2	
Hanson, H.	Clerk	Galewood, Ill.	3		Parker, A.W.	R.H.F.	Mitchell, S.D.	1	
Hoffman, R.J.	R/C Clerk	Chicago, Ill.	1		Paullin, C.L.	Painter	Mitchell, S.D.	2	
Karr, A.G.	Tr. Clerk	Galewood, Ill.	1		Paullin, Florence	Clerk	Mitchell, S.D.	1	
Kerwin, J.J.	Rate Clerk	Galewood, Ill.	5		Snow, H.C.	Freight Agent	Sioux City, Ia.	1	1
LeMire, G.E.	Rate Clerk	Galewood, Ill.	116		Taylor, W.L.	Operator	Britt, Ia.	1	
Lemke, E.	Clerk	Galewood, Ill.	1		Weiland, August	Sec. Foreman	Yankton, S.D.	1	
Oeftering, J.J.	Rate Clerk	Galewood, Ill.	12					20	6
Petersen, Victor	Chief Clerk	Chicago, Ill.	6						
Seiler, Walter	Tracing Clerk	Chicago, Ill.	5						
Stephan, H.A.	Rate Clerk	Chicago, Ill.	6						
Van Alstine, S.	Clerk	Galewood, Ill.	1						
Willison H.	Asst. Chf. Clerk	Galewood, Ill.	4						
			2	193					
Coast Division					Iowa and Southern Minnesota Division				
Brundage, Gerald	Clk., Frt. Office	Seattle, Wash.	1		Barker, E.E.	Chf. Clk., Frt. Traf.	Austin, Minn.	1	
Carrotte, Clara C.	General Clerk	Tacoma, Wash.	2		Blanchfield, V.R.	Clerk	Austin, Minn.	1	
Coble, W.H.	Freight Agent	Lynden, Wash.	1		Broderick, J.A.	Lineman	Madison, S.D.	1	
Delaney, Esther	Stenographer	Tacoma, Wash.	2		De Vries, Roy W.	P.F.I.	Austin, Minn.	1	
Galesky, E.H.	Clk., Frt. Off.	Seattle, Wash.	1		Dosey, E.H.	Cashier	Blooming Prairie, Minn.		25
Goldsbrough, A.	Clerk	Tacoma, Wash.		1	Hayes, Albert	Operator	Albert Lea, Minn.	1	
Hubbard, W.L.	Gen. Foreman, Substn. & Trolley	Tacoma, Wash.	1		Hoffmann, Ray H.	Chf. Carp. Clerk	Austin, Minn.	1	
Meiers, Myrtle	Clk., Loc. Frt.	Seattle, Wash.	2		Johnson, A.C.	Machinist	Madison, S.D.	1	
Oldenburg, Lucile	Clerk	Seattle, Wash.	1		Johnson, Albert K.	Sec. Foreman	Freeborn, Minn.		1
Seaman, L.P.	Secretary	Tacoma, Wash.	1		Johnson, Charles	Agent-Operator	Sherburn, Minn.	4	
Sommers, R.L.	H. & R. Clerk	Auburn, Wash.	1		Johnson, Kemma	Bill Clerk	Austin, Minn.	1	
			13	1	Jorgensen, Erle	Clerk	Austin, Minn.	5	
					Kaisersatt, J.T.	Loco. Engr.	Madison, S.D.	4	
					Kehrberg, E.O.	Night R.H.F.	Austin, Minn.		1
					Onrick, Doris E.	Agent's Steno.	Austin, Minn.	1	
					Peed, O.C.	Dispatcher	Austin, Minn.	1	
					Simon, John E.	Sect. Foreman	Blooming Prairie, Minn.		2
					Wencl, Robert Jr.	Student Opr.	Rose Creek, Minn.	1	
					Williams, Guy B.	Cashier	Austin, Minn.	1	
								25	30
Dubuque and Illinois Division					Kansas City Division				
Benzler, D.G.	Ret. Engineer	Dubuque, Ia.	1		Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	3	
Breiholz, F.R.	Carman	Nahant, Ia.	1		McCullough, Sam	Section Foreman	Osgood, Mo.	1	
Brennan, G.	Sect. Foreman	Waukon, Ia.		1	O'Malley, A.J.	Rate Clerk	Ottumwa, Ia.		1
Davis, D.R.	Rndhse. Foreman	Savanna, Ill.	1	4	Taylor, M.L.	Div. Engr. Clerk	Ottumwa, Ia.	1	
Dubmeyer, A.	Cutter	Dubuque, Ia.			Ward, C.L.	Abstract Clerk	Ottumwa, Ia.	1	
Haggie, W.A.	Ret. T.B.M.	Deerfield, Ill.	1					6	1
Herron, D.J.	Loc. Stkpr.	Marquette, Ia.	1						
Hoyer, Joseph	Lead Carman	Savanna, Ill.	2						
Kuhn, A.M.	Car Inspector	Savanna, Ill.	8						
Kurt, Francis B.	Clerk	Waukon, Ia.	1	11					
McDermott, Anne	R.H. Clerk	Savanna, Ill.	2						
Olson, E.W.	Chief Dispatcher	Dubuque, Ia.	1						
Sayre, Roswell A.	Car Inspector	Marquette, Ia.	1						
Schuster, L.A.	Carman	Dubuque, Ia.	1						
Stafford, W.H.	Secy., Traffic	Dubuque, Ia.	1						
Standish, F.W.	Tel. & Sig.	Dubuque, Ia.	1						
Withhart, F.M.	Check Clerk	Savanna, Ill.	12	2					
			35	18					

Watch for opportunities to turn in traffic tips.

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



SWEET AND MELLOW

Through sound and taste, a man experiences many of the richest pleasures of life. What could be more satisfying than the sweet tone of an old violin and the mellow goodness of a fine cigar like Dutch Masters?



DUTCH MASTERS CIGARS

H & D DIVISION East H&D

*W. H. Applegate, Correspondent
District Adjuster, Aberdeen, S. D.*

The H&D Division enters the 1946 columns of the Magazine with hopes high and intentions not only to interest local readers but to inform the Milwaukee gang at large of important doings in the Dakotas. H&Ders please note: Your correspondent solicits your aid.

New Faces and the Places

F. W. Baker, recently from Kansas City has taken over as division freight and passenger agent at Aberdeen, vice George Benz, promoted to general agent at Minneapolis. Welcome, F. W., and continued good luck to you, George.

The army's loss was our gain when Jim Hagelin returned to his desk recently as chief clerk in the division freight and passenger agent's office at Aberdeen. "Smiling Ed" Johnson, acting chief clerk, was appointed chief clerk at the Sioux City office.

We give the glad hand to F. L. Bender, newly appointed freight service inspector at Aberdeen, formerly agent at Bryant, and say best of luck to F. S. Nellis, who moves to home town of Scotland as agent.

Thanks, Sioux City, for our chief dispatcher, V. P. Sohn, recently appointed to the Aberdeen spot. Good luck to J. S. Keenan, former chief dispatcher, appointed rules examiner with headquarters at Aberdeen.

Near the close of 1945 we bid adieu to Assistant Division Engineer J. M. Mitchell-

hill, Aberdeen, who journeyed to Puerto Rico to assume a position there as assistant general manager of the Ponce & Guayama Railroad. That's going from red flannels to linens. No wonder Jim left the earmuffs and the overshoes behind. G. D. Weeks has taken over the Mitchellhill desk and duties.

James V. Murphy, electrician helper apprentice, Aberdeen, has gone to Detroit Lakes with his wife and son for a little vacation and rest after subbing for Electrician Carl Borgh, who was away recently on a leave of absence. Carl thinks it was too many 15s and 16s and specials for Jim. By the way, congratulations to Carl on the new arrival.

Bill Geer is back at the Aberdeen ticket office after a three-month leave of absence which is good news to all, including the ducks and the geese and the pheasants. Bill Berg, subbing during his absence, returned to the freight office.

1st Lt. William J. Kane, Jr., U.S.M.C.R., son of Chief Clerk William Kane of the superintendent's office, was released from active duty Jan. 20.

1st Lt. Bill Hopp, son of Mrs. Carl Hopp, secretary to the superintendent, Aberdeen, is at home on leave.

Bob Yarabeck, recently of the navy, entered employment in the division engineer's office.

The smiles of Dorothea Henningsen of the division engineer's office are beaming all over the place since the extra gang is back at Selby. Could therein an interest be?

R. M. Olson, recently returned from

service in the armed forces, is now second operator in the dispatcher's office, Aberdeen.

E. J. Albrecht, also recently returned from service, is now second operator at Aberdeen yard office. Welcome back to the Milwaukee, one and all.

Train Dispatcher J. G. Wlk, Aberdeen, attended the 50th wedding anniversary of his parents at Montevideo, Jan. 14. May they have many more.

Wanda Valle, stenographer at the division storekeeper's office, Aberdeen, is all smiles now that her husband, Virgil, MM2/c, has just returned home after 25 months service in the navy. He served on the *USS Dionysus*.

There is bowling in Aberdeen and every Wednesday night, about 9 p.m., visitors at the local alleys see placards on the wall bearing the names "Olympian," "Pioneer," "Sioux," "Arrow," "Chippewa" and "Hiawatha," representing the six Milwaukee league teams battling this season for the championship. At the present time the team standings are in the order given. The fastest thing on rails has not picked up speed at the bowling alley as yet; however, your correspondent can be blamed some for that. Sharpshooters in the league are Walt Fuhr, division engineer's office, of the Arrow team, with a high average of 169, and Air Brakeman Bill Mertz of the Pioneer team, with a high game of 265. Our captain, E&B Foreman Russell Blake of the Pioneers, is running a close second with a high average of 160 and a high game of 252.

The canteen at Aberdeen is still doing a marvelous job of serving the service men.

I & D DIVISION

Margaret C. Lownsberry
Division Editor
Mason City, Ia.

The public address system recently installed in the ticket office in Mason City served two purposes during the Christmas holidays—to call the train arrivals and departures right from the ticket office through speakers in the waiting room and platform and to broadcast Christmas carols from recordings, for the enjoyment of those who were forced to travel during the holiday rush.

Bert W. Miner is back on the division as agent after spending 20 months in the army. Bert was the night message center chief at Ft. Shafter on the island of Oahu, T. H.

Brakeman and Mrs. Howard Lunsman are the parents of a daughter born Dec. 30 at Mercy Hospital. This is the Lunsman's second child. No wonder grandpa Art Lunsman is so happy these days.

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ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION

LA GRANGE, ILLINOIS, U. S. A.

Yard Conductor T. J. Johnson at Calmar, on the recent death of his wife.

We are sorry to hear of the serious illness of Frank McConnell, retired conductor. We all wish him a speedy recovery.

One of our young brakemen, Harold W. Nolan, is anxious to find out if the saying "Two can live as cheaply as one" is true. Harold and Miss Miriam Peterson, daughter of Engineer Peterson, will be married soon.

Wanted! information concerning a traveling freight inspector, O. E. Bradford. This man formerly traveled on the northern district. Will anyone knowing his whereabouts contact Bob Peterson or Don Woodhouse so they can find out the final outcome of the Michigan-Minnesota and Minnesota-Iowa football games? A very liberal reward will be paid for any information concerning him.

After a vacation of 11 months in the army Vern Ogden is back at his former job as brakeman on the I&D Division. Vern was sworn into the army Feb. 1, 1945, and received his discharge Dec. 5, 1945. He was stationed at Camp Wolters, Tex., as a company baker. Vern says he is glad he had a chance to serve in the army but is happy to be back with all his former co-workers.

The new year brought about many changes, namely the retirement of four of our oldest train and enginemen: Engineer L. M. Coe, who started in 1905 as a brakeman and was promoted to conductor in 1907; Amos L. Moore, who started as a fireman in 1900 and was promoted to engineer in 1905 and Engineer Walter J. Strong, who received his promotion in 1913 after 4 years as fireman. We wish them all the best of health and happiness and enjoyment of their life of leisure.

We are glad to see Alice Pomey back at her desk in the store department after a sojourn in the hospital for a throat infection.

Sanborn-Rapid City

Margaret Kelly, Correspondent
Mitchell, S. D.

Robert E. Wingett, I&D first district brakeman, has returned from 38 months in the army, 32 of which were spent overseas. Bob was attached to the 761st Railway Transportation Company and saw action in Africa, Italy, France, Germany and Austria. He is the son of Conductor and Mrs. E. J. Wingett of Sioux City.

F. E. Dickey, retired agent at Reliance, passed away recently at Fairfield, Ia., at the age of 71. His first job was as operator with the CRI&O Railroad at Fruitland, Ia.



Left to right: Pvt. John Weiland, Sgt. Tod Weiland and 1st/Sgt. Raymond Weiland.

BACK ON THE JOB. John E. Weiland, former section laborer at Vivian, S. D., is working as section foreman at White Lake since his separation from service. After four years of army life, which included 36 months in the Aleutians and the South Pacific, John intends to stick strictly to the section. His brother, Sgt. Tod Weiland, also former section laborer at Vivian, posed for this family reunion somewhere in Italy with their uncle, 1st Sgt. Raymond Weiland, formerly assistant foreman on the extra gang. Ray and Tod have since been separated from service and Ray is now working as section laborer at Mitchell yard. Tod and John are sons of Ray's brother, Section Foreman A. B. "Tony" Weiland of Mitchell.

He went west of the Missouri River to homestead and later went to work for the Milwaukee at Murdo as dispatcher. In 1910 he transferred to Reliance as agent and was there until he retired to take the pension in 1939. His wife still resides at Fairfield.

Section Foreman Clarence F. Ogden of Lennox, S. D., became seriously ill while on the job, Dec. 1, 1945 and was taken home. A few hours later he became paralyzed on his left side and has been bed-ridden since. Clarence entered the service of the Milwaukee on March 4, 1914, at Rock Valley, Ia., and was promoted to section foreman there on April 1, 1915. He was acting roadmaster at Mitchell from July, 1919, to January, 1920, and frequently acted in that capacity from 1920 to 1925. Mr. Ogden was promoted to roadmaster on the northern division at Horicon, Wis., in June, 1926, and serviced there for four years. From 1933 through 1936 he was in charge of various extra gangs, laying of rails, ballasting, maintenance, etc. Clarence has just completed his 15th year with a clear safety record. He is an outstanding supervisor of track maintenance and will be sorely missed. We are sure that he will appreciate receiving a note or card from his many friends.

Ross Harrison, former machinist at the Mitchell roundhouse, has been promoted to night roundhouse foreman, succeeding Tom France, who resigned to take the pension Nov. 1, 1945. Mr. Ross is seriously ill. He was taken sick preparatory to leaving for California, for a visit. Tom was an employe of the Mitchell roundhouse for 38 years and his presence around there has been missed. We wish him a speedy recovery.

Also on the Mitchell convalescent list is Switchman Joe Mussigman, who has been confined to the hospital for over a month but we understand is now getting well rapidly.

Merlin Winters Jr., I&D first district operator, has returned to the service

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as second trick operator at Rapid City. Merlin spent 42 months in the Marines, 29 of which were overseas with the headquarters supply service in the South Pacific. He is the son of Switchman and Mrs. Merlin Winters Sr., of Mitchell.

Ensign Joseph E. Morgan, former store department laborer at Mitchell, was married Dec. 1 at Camp Endicott, R. I., to Gertrude Harding, Sioux Falls. Joe has been on military leave of absence since August, 1942, and is the son of Carman Ed Morgan.

Assistant Superintendent and Mrs. John W. Wolf of Montevideo, Minn., were New Year visitors in Mitchell. John was former assistant trainmaster and traveling engineer at Mitchell.

Fireman Emil Yirka, I&D first Black Hills district, is back on the job from three years in the navy, having seen action in both the European and Pacific theaters of war.

Section Laborer George E. Smith of Bridgewater is also back on the job at that point, having recently received his discharge from the army.

We also welcome the appearance of Harold Schlimgen, I&D first district brakeman. Harold spent two years with a railway operating battalion in Europe.

Robert J. Dimmitt, assistant trainmaster and traveling engineer, of Mitchell, is the father of a daughter, Susan Elizabeth, born on Dec. 23.

Sioux Falls Line

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

John Bird, carman, Sioux Falls, made his annual trip to the Black Hills for the deer season and at a point south of Lead, S. D., secured his supply of venison within 50 minutes.

The Sioux Falls ticket office lost its information clerk, Evelyn Feyder, on Nov. 29, when she was married to Sgt. John B. Myers, just recently discharged from service in the South Pacific, where he was stationed at Guam. Evie was a beautiful

BACK ON THE JOB. Leslie Slock, check clerk in the freight office at Mason City, Ia., has returned to his former position after an absence of three and a half years in the Army Air

Corps. As the navigator of a B-24 Liberator bomber which made numerous forays over Europe, Second Lieutenant Slock was awarded the EAME Ribbon with three Battle Stars and the Air Medal with Oak Leaf Cluster.



bride, as witnessed by her co-workers and friends.

Pfc. Warren J. Bahr, son of Roadmaster A. W. Bahr, Yankton, is reported with the 7th regiment of the 1st Marine Division, which was located on Okinawa prior to the landing at Tientsin, China.

Ina Mae, daughter of Train-Baggageman Chester M. Belknap, was married at Sioux City to S/Sgt. Robert J. Thornton, who was recently discharged from the 9th Air Force.

Richard Hogan, traveling car agent from Mr. Brown's office, was seen in Sioux Falls the second week of January in full hunting regalia, although in Minnehaha County the hunting season closed in November. Naturally the question arises, What was he hunting? Could it be a flying box car? and How can he hit 'em from the freight office?

Agent J. H. Gray, Baltic; retired on Jan. 1.

Sioux City and Western Branch Lines

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

Some of our readers have been asking for further reports on an item which appeared in this column some time ago, commenting on the attack on Martin "Silent" Noonan's house by ferocious sea gulls. When asked for a late bulletin Martin reported that the sea gulls were still attacking in force, but during the extremely cold weather they wear galoshes and red knitted mufflers.

Brakemen Stoy Frazier, Blaine H. Nellis and Lester VanderHaar, Firemen Francis D. Griffin and Wayne Burris, and Harold C. Hansen, Paul J. Weisz, Vincent "Bill" Birzetic, Robert Dyer and Robert Dutton of the Sioux City roundhouse are back at work after serving their time in the armed forces.

William F. Reinke, age 73, retired veteran pipe fitter, died at the home of a daughter in Omaha, Neb., on Jan. 11 and was buried in Sioux City. Mr. Reinke was the father of Engineer William F. Reinke and Fireman Ared B. Reinke, both of this division.

Born to Brakeman and Mrs. Leonard F. Plendl of Sioux City, a son, Dec. 28. Mother doing fine and Leonard doing as well as can be expected.

This office was recently favored with a visit from Gus Cline, retired veteran engineer, the first visit in a long time. Gus is looking as chipper as a jay bird and seems to be enjoying his well-earned vacation to the utmost.

Train Dispatcher Richard J. Gorman, who was injured in October, is still confined to St. Vincent's Hospital at Sioux City.

Engineer Richard J. Tester is again back in service.

Forrest "Buck" Hedrick, locomotive crane operator, who was in a Sioux City hospital since last October with pneumonia, is again out and around.

Robert B. Brashear, conductor on the Hiawatha, retired recently after 51 years and 3 months in the service of the Road. "The hardest job I had in the 51 years was saying goodbye to the boys" was his comment as he signed the register after bring-

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**BACK ON THE
JOB.** Wallace Severson, who entered the army on Oct. 7, 1942, was recently discharged and has returned to his old job as brakeman on the I&D first district. His 22 months of overseas service with the 720th Railway Operating Battalion took Wallace through England, France, Belgium and Germany but he still prefers the run between Mitchell, S. D. and Rapid City.

ing the Hiawatha into Manilla. Mr. Bra-shear signed up with the Milwaukee in 1894 and has worked in and out of Sioux City ever since that time. Asked about his plans for the future, he replied that they are "just enjoying life and my friends. The only difference will be that from now on I can take it easy."

LACROSSE & RIVER DIVISION

First District

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

After a long illness Chief Train Dispatcher Charles D. Galliven, aged 59, passed away at LaCrosse on Jan. 4. He started with our railroad on Aug. 23, 1907, as a telegrapher at South Minneapolis, becoming train dispatcher at Newport in March, 1914, and later at Minneapolis in 1917. He was promoted to chief dispatcher in 1930, coming to LaCrosse in 1931 as chief dispatcher for the LaCrosse Division. He was born at Marion, Ia., on Oct. 30, 1886. Surviving are his widow and daughter, Mrs. John Entrikin of Minneapolis. We have lost a friend and a very competent official.

Veteran Trainman Harry Hoppe, aged 64, passed away suddenly due to a heart attack while en route to La Crosse on the Pioneer Limited. He was taken from the train at New Lisbon after every effort had been made to revive him. A veteran of 45 years' service with our road, he had lived in Portage the past 24 years. He was a member of the Brotherhood of Railroad Trainmen. Surviving are his widow and five sons, Lloyd, Harold, Dwight, Norman and Jack. Harry was one of our most esteemed employes who was always ready to lend a helping hand and had a smile for everyone. He had recently worked as conductor between Milwaukee and Madison and it is hard to realize that he is gone.

T. Edward Scanlon, 55, veteran Milwaukee Road employe, passed away at St. Xavier's Hospital, Portage, on Dec. 28 due to a heart attack. Born at Cazanovia, Wis., he worked for the Milwaukee Road at La-Crosse and Portage for 26 years, being employed at our freight house as clerk at the time of his death. Surviving are his wife and his son, Sgt. William E. Scanlon. He was a member of the Knights of Columbus, Portage chapter. We have lost another friend, well esteemed for his genial manner

and attention to duty, which gained for him a large number of friends in railroad and public circles.

D & I DIVISION

First District

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

Blessed Events: A son arrived in the home of Capt. and Mrs. John C. Schreiner, of Savanna, on Dec. 9, much to the delight of Conductor and Mrs. J. A. Schmidt, the proud grandparents. A son, Jimmie Joseph, heralded his arrival on New Year's Day in the family of Switchman and Mrs. Verne Swingley, Savanna. Vicky Lynn, born to Mr. and Mrs. John Collins of Savanna, is the first grandchild in the home of Local Chairman and Mrs. W. B. Schrunk of Darien, Wis., formerly of Savanna. Agent and Mrs. Frank Sorg of Sabula welcomed a baby girl on Jan. 6.

Brother Mahood, retired trainman, passed away at his home in Savanna the night of Dec. 31. Mr. Mahood entered the service as a trainman in 1887 and retired in 1937. He is survived by his widow and son, Richard, ticket clerk at Savanna.

Edward M. Nelson, engineer on the Iowa Division, passed away at the throttle of his engine on Dec. 13, as it was entering Savanna terminal at the completion of the trip. Mr. Nelson had been with the Milwaukee for over 50 years. Surviving are his widow, daughter and one son.

James Powers, formerly assistant car department foreman at Savanna, passed away at his home in Dubuque on Dec. 3, following a heart attack.

On Dec. 6 occurred the death of Engineer James Shand, D&I first district, in Chicago. Engineer Shand started service as a fireman on Nov. 1, 1910, and was promoted to engineer on Oct. 12, 1920.

Walter I. Roche, retired Iowa Division conductor, passed away at the home of his daughter, Jan. 14. At the time of his retirement Conductor Roche had seen 52 years of railroad service. Surviving are his son and two daughters.

Michael Sampson, retired mechanical department employe at Savanna, passed away at his home in Savanna on Jan. 13, following a lingering illness. Mr. Sampson had been employed as a boilermaker helper in the roundhouse for over 40 years. He is survived by three sons and three daughters.

We sometimes wonder what happens to our old-timers who retire and go to distant parts of the country, when we lose touch with them. Through the courtesy of a brother conductor we learned of the passing of William J. (Buster) Brown, well known conductor on one of the Elgin suburban runs for many years, who retired after 63 years of service. His passing occurred at the home of his son in Amherst, N. S., in October.

**BACK ON THE
JOB.** John P. Weiland, former first section laborer at Bridge-water, S. D., was separated from service on Oct. 21, 1945, after 42 months with the armed forces, 38



months of which were spent overseas with the 811th Medical Air Evacuation Squadron. John saw action in Africa, England, Belgium, Holland and Germany, but says that South Dakota still looks good to him, especially since he was appointed permanent section foreman at Scenic.



Section crew at Le-Center, Minn. Left to right: Eben Leadstrom, foreman; Pat Leischer, veteran of 7 months of military service; Wait boldt, recently discharged after 44 months of service, 24 of which were spent in the Aleutians; Lyle Connor, discharged after 7 months in the armed forces; Gus Zandra, 71 years of age, who retired in January of this year.

Miss Mildred Nutt, only daughter of Mr. and Mrs. Ben Nutt, Savanna, and clerk for a number of years in the storekeeper's office at Savanna, became the bride of Lt. Kenneth Barbian in Milwaukee, Wis., on Dec. 27. Following a short honeymoon they will make their home in Savanna and Kenny will return to his duties in the store department. He was recently released from military service after 31 months overseas.

Miss Mildred Marken, former office messenger in the superintendent's office at Savanna, and daughter of Engineer and Mrs. James Marken, Savanna, became the bride of Jack Paasch on New Year's Day. They will make their home on a farm near Sabula, Ia.

John Lambert, switchtender at Savanna, who was a patient at the Mitchell Clinic Hospital, Excelsior Springs, Mo., returned home in January.

Section Foreman Pete Demas, who has been a patient in Wesley Memorial Hospital in Chicago, also returned to Savanna in January.

Captain of Police W. B. Meyers, Savanna, was taken seriously ill the latter part of December and now is a patient in the city hospital. The latest reports are that he shows signs of improvement.

Genell Carter, SG2/c, was released from the Waves on Dec. 30 at Great Lakes. Genell, who is the daughter of Dispatcher Carter, Savanna, plans to finish her college career under the GI pan.

Maj. Carl I. Sodergren has been assigned to the staff and faculty of the Field Artillery School, Ft. Sill, Okla. He entered the army in 1941 and has seen service overseas. Major Sodergren is the son of Division Engineer and Mrs. Carl Sodergren, Savanna.

I & S M DIVISION

East End

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

The employees of the I&SM Division were shocked to learn of the sudden death of Chief Dispatcher F. M. Valentine at his home on Jan. 16, following a heart attack which he suffered on Jan. 10. He had apparently been in good health following a similar attack about three years ago. Fred, or "Val" as he was familiarly known, went to work for the Milwaukee as agent-operator on March 21, 1910, and was promoted to train dispatcher Feb. 21, 1918. He transferred to the I&SM Division as dispatcher Feb. 20, 1919, and on Feb. 1, 1925, was promoted to the position of chief dispatcher. His loyalty to the company, a willingness to work and a friendly disposition won for him a host of friends on this and other divisions. Our sincere sympathy is extended to his bereaved family.

With many of our boys returning with the armed forces quite a few changes have taken place since our last writing, some of which are: Dick King

returned from the army to his position of yard clerk at Austin, replacing Orris White, who in turn displaced Donald Bednar as assistant baggage clerk. Howard Rafferty returned from naval service to his former position as perishable freight inspector at Austin displacing Roy DeVries who is slated for a similar position at Mason City. Le-Roy F. Williams, roadmaster's clerk, Austin, returned from naval service to his former position, displacing Harvey Peterson, who, at this writing, is on vacation. Robert Auer, Kenneth Kelly and Eugene Kelly, who have returned from the army, and H. Q. Cochlin and Joe Vacura from the navy, have resumed their positions as switchmen at Austin yard. Clifton Roberts, Robert E. Corkill, W. A. Rouhoff and D. G. Rath have returned from the army and resumed work as brakemen.

The following operators have given up their military jobs and returned to railroad work: M. W. Banks, Mankato; R. E. Gilbertson and R. C. McDaniel.

J. T. Malek and J. R. Elmquist have applied for leaves of absence to complete their vocational training under the G.I. Bill of Rights. Tommy Haughton, former clerk, is also taking advantage of the G.I. Bill of Rights and is enrolled at the University of Wisconsin.

Jim Gregerson has been discharged from naval service and has resumed his position as bill clerk at Madison.

Bob Johnson, who was displaced at Green Bay when the former P.F.I. at that point returned from the navy, has returned to his position as warehouse foreman at Mankato.

Victor H. Voss has been discharged from the navy and returned to work as fireman; Paul Blanchfield from the army to P.F.I. at Austin; O. P. Jones, also of the army, to station helper at Wessington Springs, and L. J. Kuechenmeister to clerk at Wells.

A good number of our track and B&B department employes have also returned to their former jobs.

Capt. Jeanne McGovern visited the office and as soon as her terminal leave expires she says she plans to drop that title and resume work at or out of the Chicago office of Sears Roebuck and Company about Feb. 15.

Capt. Harley Langdon, former special officer at Austin, dropped in for a visit on his return from Austria and advised that he would resume work about Feb. 1.

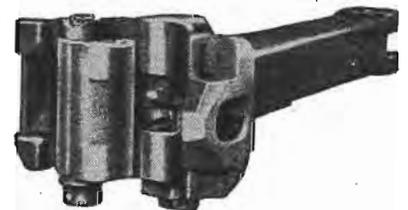
Recent appointments in the local freight office: Kemma Johnson, agent's stenoclerk, replacing Doris Ondrick, who resigned, and Janet Smeby, who took over the bill clerk position vacated by Kemma.

There are times when even a January thaw isn't too welcome. Chief Carpenter Tritchler, I am sure, will verify that statement, as he spent an entire week on the east end of the division replacing and repairing bridges which were either missing or damaged due to washouts east of Hokah, Minn.

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TRANS-MISSOURI DIVISION East End

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

Conductor L. R. Pridgen ended his 41 years of railroading on Nov. 28. He was born at Wilmington, N. C., on Dec. 5, 1884, and began work as an agent-helper at the age of 16 with the Atlantic Coast Line. Later he migrated west where he worked for the Northern Pacific in the state of Washington. The Milwaukee Road has claimed his services for the past 30 years. Mr. and Mrs. Pridgen have moved to their farm at Snohomish, Wash., where they will make their home.

Machinist Frank Ginthner also retired on Jan. 1 after 48 years of service. He began his apprenticeship at Alliance, Neb., in 1897 and worked in different shops throughout the West for the Northern Pacific and Eureka-Klamath Railroads. The Ginthners have two sons: Francis, who lives at Bremerton, Wash., and Thomas in Hollywood, Calif.

Agent and Mrs. F. C. Williams spent their vacation in New York City with their daughter and son-in-law, Mr. and Mrs. James R. Anderson.

Our popular baggageman, Bernie Wrenn, this year suffered the most severe attack of malleitis that he has ever had and as a result was unable to return to work until the middle of January.

W. E. McGrew has accepted the position of cashier at Hettinger, N. D.

Yard Clerk J. L. Caldwell and wife spent the holidays in Minneapolis and Chicago, visiting their daughter Barbara, who is a nurse at the Hines Veterans Hospital.

W. J. Jerde, field representative of the Railroad Retirement Board, transacted business at Mobridge on Jan. 10.

Florence Schleb, daughter of the station agent at Java, S. D., visited in Mobridge on Dec. 15.

Terrance Slaughter has accepted the position of roadmaster's clerk for Roadmasters Myron Olson and A. F. Manley.

Mrs. Betty Sexton, clerk in the relay office, has resigned her position on the return of her husband from overseas and Mrs. C. K. Todd, wife of our wire chief, is taking her place.

Baggageman Mark Lindsay and wife spent the holidays with relatives at St. Paul.

Roy Johnsen, son of our Warehouse Foreman Ludy Johnsen, has been discharged from overseas service and will resume his studies at the university at Vermillion, S. D.

West End

Pearl Huff, Correspondent
Miles City, Mont.

Donald Grainger, son of Mr. and Mrs. Hugh Grainger, has returned to Miles City after 22 months on duty in the ETO and England. He was in the Army Air Corps and wears a Presidential Citation, Purple Heart, Wreath for Meritorious Service, one Battle Star on the European Theater Ribbon and an Aircraft Mechanic Badge. He received his discharge from Camp McCoy, Wis., on Christmas Eve. Sergeant

Grainger's wife is still in England but hopes to get passage to the States this spring.

Don Caine, ARM3/c, has returned to his base at New London, Conn., after spending his 30-day leave with his parents, Mr. and Mrs. Ira Caine of Miles City. He was injured in an airplane crash three months ago when returning to his base at Quanset, R. I., from the air show for Admiral Nimitz at Washington, D. C. At that time his jaw and leg were both fractured and he spent several months in hospitals recuperating from the injuries. The pilot, who was the only person in the plane with him, escaped with only a few scratches and was killed three weeks later in another plane crash. Caine was in training on carriers from which planes take off for combat.

1st Lt. Samuel E. Moss, son of Mr. and Mrs. S. E. Moss of Miles City, was among the 3000 high point army veterans who returned to the States aboard the U.S.S. *Windson*, which sailed from Okinawa on Dec. 3.

Barry Glen Jr., son of Mr. and Mrs. Barry Glen of Miles City, is home again and has been honorably discharged from the armed forces after several months spent in France and Germany. He returned shortly after the first of the year.



When Engineer Harry R. Catey of Marmarth, N. D., got out his World War I uniform recently, it fit him so well that he and his son posed for this picture together. Engineer Catey was a first sergeant in his war and served 11 months overseas with the Railway Engineers. Harry Jr., a private first class, went into the army in June, 1945, and was discharged in December, but has re-enlisted for another year.



Machinist Anton Kastner with the plaque given him by his shop mates, as reported in the Milwaukee shops locomotive department news.

MILWAUKEE SHOPS

Locomotive Department

Ray Stuart, Correspondent

Machine Shops

Fellow employes of Nick Widig and Henry Weiss, machinists in the locomotive department shops, were happy to welcome them back after quite a siege of illness.

The following boys have returned to service after helping Uncle Sam: Harry Warner, Edward Springer, Elmer Libert, Jr., Donald Drew and J. Brady. We are proud and happy to welcome the boys back to the shops.

We are also happy to welcome Maj. Earl Austin, who returned to work as foreman in the upper machine shop. He is looking fine and we are glad that he has once more joined the Milwaukee Road family.

Machinist Ernie Hauser, who retired in September, 1941, only to return in December of that year to help out during the wartime labor shortage, again severed his ties at the shops. We hope that he enjoys his new role as a man of leisure.

Way back in 1941, Anton Kastner, machinist, decided that he would continue his employment relations with the Milwaukee Road until complete victory was won. He also did his share in the purchase of War Bonds. Anton reached his 70th birthday in October, 1945, and on Dec. 31 retired after continuous service of 45 years. The employes in his department gave a farewell party at which a beautiful bronze plaque, made by Machinist Max Schwarze in his department, was presented to him in appreciation of his loyalty by his fellow shop mates.

We extend our sympathy to Louis Masch, retired machinist, whose wife passed away Jan. 8.

Milwaukee Roundhouse

Caller Larry Ewart returned to the roundhouse after basking in the sunshine of Arizona. It is reported that Larry had just about all he could stand (or sit) of Arizona as he was unable to find a pair of skidless riding breeches.

Boatswain James C. Moore, son of Roundhouse Clerk Earl Moore, who served in an under water demolition squad, after taking so many dives under the sea took a big dive into the sea of matrimony when he was home on a 60-day leave from Japan.

After spending his leave in Milwaukee Boatswain Moore returned to California to serve two more years in the navy.

Superintendent of Motive Power Office

Jimmie Campbell has returned from Nagasaki, Japan, and Reuben Sjoquist has returned from the American occupied zone in Europe. Both are now undergoing the final proceedings of separation from service and will soon be back in civilian life. Before entering military service they were employed as clerks in the SMP office.

Foundry

Herman Rahn, molder, retired after 50 years of faithful service. He was an ardent dart ball player and will be missed by his pals.

Another big welcome goes out to Albin Szymczak and Sigmund Miszczak, who returned after serving Uncle Sam. Albin was in the Milwaukee Railroad Battalion under Col. Fay King. The boys are glad to be back and we are glad to have them with us again.

While we are in a welcoming mood let us extend it to the sons of Laborer John Cullen, who have just started working with us. They are John Jr. and James.

A different sort of welcome goes to the brand new son born to the Harold Strauss family. Congratulations to the proud parents. At the present time Harold is in the hospital and a little lonesome. Come on, gang, cheer him up.

We have Molder Joe Siepe on the sick list this month, and wish him a speedy recovery.

A surprise visitor was Artie Zabel, who returned from the Pacific area but was hospitalized for some time back home, due to injuries received in combat.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

Dec. 3, 1945! That's the date to remember. Why? Well, that's when the stork made a visit to a certain home in Piggsville. The flapping of wings aroused the whole neighborhood as the stork went 'round and 'round the house. Finally Ambrose came out and yelled: "Drop it! You've got the right address." And the stork did drop little William Ambrose. Of course, only Mr. Sery's best friends, who are just a few short of the whole railroad employment list, got the cigars. Congratulations, Mr. and Mrs. Ambrose Sery! Yes, the young 'un has red hair.

With deep regret we announce the passing of Joseph Cykoski, a brother of Walter, clerk in the billing department of the superintendent of car department office.

Returned from the wars is Norbert J. Eberhardy. After serving three years with Uncle Sam's special police and later as an engineer overseas, Norbert is glad to be back.



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CHICAGO MILWAUKEE MINNEAPOLIS SEATTLE

June. He's had quite a lot of experience in the army on Diesel engines.

Ken Voss is the new young man who will be working with the locomotive department engineering force. Ken is fresh from the Ladish Drop Forge Company of Cudahy.

Robert Schultz is putting in some time on the drafting board. He is from the tin shop and is not a son of Art Schultz although at the present time he is working for Art.

Lee Voltz (under the expert coaching of H. H. Zunker) is really turning out to be quite a bowler. Lee hit a huge 679 lately to go to the top in high three games. Zunker is top man of the league with 195 for 21 games. The "On Wisconsin" team won the first half team event honor. The winning team represents the store department and consists of Capt. Ed Grisius, James Kozzarek, Jerry Meyer, Bill Smith, George Voth and Earl Marsh.

Vincent Friehofer is now working out of Harry Grothe's freight shop office as is Joseph Klewein, recently returned from overseas. He is a brother of Marie from the S.C.D. office.

Have you put in your order for fresh eggs at Easter? Get in touch with "Triple" Voltz, who is starting a chicken ranch. Lee has a new method by which he coaxes two eggs a day per hen so he can easily take care of all orders.

Store Department

John W. Ewald, Correspondent

Earl Solverson has asked to be relieved of his duties as the store department correspondent. He has been very faithful in gathering information and all will agree he has done a wonderful job in presenting the news in an interesting fashion. He also kept in touch with many of the boys from the department who were in military service and sent many interesting items which were gratefully received by the boys. Thank you, Earl, from all of us.

It was with regret that we learned of the death of Fred Justen on Dec. 19. Fred was one of our oldest employes, having started with the railroad on June 10, 1906, in the timekeeping department, transferring in turn to the accounting department and finally to the store department, where he handled the thousands of invoices which passed through the office. He retired from his position on Oct. 29, 1945, but unfortunately his well-earned rest ended all too soon. The sympathy of the entire department is extended to his family.

Barbara Doud has good reason to be all a-twitter just before Christmas—Jimmy finally arrived and she promptly took some time off to discuss the weather . . . and things.

Rudy Beier's section in the main storehouse held its usual Christmas party during the lunch hour Dec. 24, complete with tree, presents and Santa Claus (Cell Rozsko). The merriment which prevailed during the sumptuous repast, which was contributed by the guests, was in the real old-fashioned Christmas spirit. Rudy made a short speech. Invited guests included Minnie Mayer, a former member of this good-natured section, Assistant District Storekeeper Werner Lummer and Foreman Steve Hondel. This party is an annual affair and an event to which everyone looks forward.

Buck Ormson, about whom some concern was felt when none of his friends received any recent information concerning him, dropped into the office on his way home—a discharged sailor. His future plans were indefinite but he is seriously considering going to school under the GI Bill of Right. We would be glad to see him back in the office but an education is something one shouldn't pass up.

Newly discharged but as yet not at their former jobs are Dale J. Manning of the main office and Ellsworth Faltz of the signal store. At the accelerated pace by which the boys are returning it won't be long before the old place will resume its former appearance.

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Milwaukee vs. Chicago bowling match! More than 30 Milwaukee bowlers hit the Windy City and, as usual when away from home, lost. Only one bowler from Milwaukee got the lay of the alleys, H. C. Munson getting 191, 257 and 222 for a hefty 670. ('Tis rumored H.C.M. had the alleys torn out and sent to Milwaukee for private match clashes with all comers.) Harry C. Johnson was in charge of the Chicago boys who did not set any records with their bowling but just didn't miss as often as did our local boys. Revenge is set for some time in January or February here in Milwaukee. Place your bets. The highlight of the Chicago trip was the ride to the alleys in a chartered street car, on which the motorman lost his way.

Rollo Erdman has his new choppers now so is ready for steaks, etc., again. Rollo recently accepted an invitation to the National Blueprint Company Christmas party in Chicago and is still talking about the swell time he had.

Martin Drinka also put in a few bad days when a wisdom tooth (he's smart enough without 'em) came in backwards or sideways. His face puffed up until it was hard to tell him from brother Joe. The dentist fixed Martin up in short order, so such a mistake would not happen again.

Howard "Happy" Melzer is again back at the old stamping grounds. Howie has taken over the job left open when our good friend MacAllister left for the Alton Railroad. Welcome back to the test department! Mr. Melzer was working for a time for the Nordberg Manufacturing Company.

Congratulations are in order for L. P. Tarrence (Mr. T.), who has been elevated to the position of chief draftsman. "Mr. T's" rise has been steady since he entered the M.E. office in 1941.

Col. William B. Reitmeyer, back home from overseas, stopped in to say "hello." Bill renewed acquaintances and his favorite question was "How many in your family now?" He had most of 'em beat with "I've got four now." Bill hopes to get out in

During December the following boys returned to work and it was good to see them back: Storehelpers William D. Bogert, Allen H. Bence, Raymond Krueger, Clinton W. Harryman, Vernon C. Forbes, Gordon Gunsolley, George Kovalaske, Glen J. Lang and Alvin P. Walker; Clerks Robert Metzfeld, John M. Thekan, Jesse Pritchard, Erwin Murawski, John Lipinski, Norman D. Bakken and Steven J. Laday; Check Clerks Frank Motola, Arnold R. Beier and Jerome D. Elert; Chauffeurs Joseph Zennie, Elmer Jensen and Clarence Seidler; Counterman Earl C. Augustine and Charles Wacker, stenographer.

The store department bowling team, "On Wisconsin," won the first half of the bowling schedule by two games on Jan. 8. The team consisted of Capt. Jerry Meyer, E. F. Grisius, E. Marsh, George Voth, Bill Smith and Jim Kozourek.

August W. Steinbrenner, storehelper in section "G" of the store department and a veteran of three years with the 2830th Engineers, purchased a \$1000 Victory Bond through the Road (cash) in the last bond drive. He also applied for the purchase of a \$25 bond every month through payroll deduction. August expects an addition to his family in a few months and is setting up a fine tradition for all of us to follow.



BACK ON THE JOB. Winston C. Hayward, signal maintainer at Perry, Ia., has returned to his old job following his release from military service. He was inducted in March, 1942, and six months

later landed in Australia as wire chief of switchboard communications in the signal service of the 5th Air Force which took part in the campaigns in New Guinea, the Dutch East Indies, the Philippines and the Ryukus Islands. During his 38 months of overseas duty Winston accumulated six service stripes and the Victory Medal, the Asiatic-Pacific Theater Ribbon with six Bronze Stars, the Philippine Liberation Ribbon with two Bronze Stars and the Good Conduct Medal.

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent
Car Foreman's Office

Pfc. Mike Vallinch, son of Frank Vallinch, received his discharge in October, 1945, and is back at his old job with the section gang.

Carman Russell "Red" Bolton, our former sailor, started working on Jan. 8. On Christmas Eve he presented our former correspondent, Lillian Kinder, with a huge diamond which she is proudly displaying. The wedding will take place as soon as they can find a home to purchase, which is quite a task these days. Our congratulations to both.

Mrs. Beulah Whittington resigned the first of the year as clerk in the locomotive department and is returning to her home in Solon, Ia. She was replaced by Mrs. Ada Lee Olsen, who was the previous clerk in this department for many years.

Billy Golden of the store department is on the lookout for the motor to his Ford,

which suddenly disappeared. Don't blame him, for what good is a Ford without a motor?

General Car Foreman and Mrs. T. P. Schmidt's son-in-law, LeRoy Jessen, has been discharged and is again making his home here. LeRoy, who was on the battleship *Waller*, which was in several engagements in the South Pacific, received the Purple Heart.

One of our employes, Holger Anderson, dropped in to visit the old gang the other day, after just returning from Alaska. Holger was happy to report that he was discharged from the army on Dec. 22, 1945.

Johnny Combs was recently hired by the locomotive department, shortly after returning from Guam. He was a sergeant in the 20th Air Force. He will be in charge of the water treating plant.

Iowa Division—Middle, West and Des Moines

Ruby Eckman, Correspondent
Office of Chief Dispatcher
Perry, Ia.

Uncle Sam's program for releasing the enlisted personnel is helping the Milwaukee in various branches. Among the veterans who have returned to work lately are Machinist Helper Darwin Pittman, Brakeman Vernon Vodenik, Brakeman Glenn Jacobsen, Fireman Orlan Emerick, Fireman Oliver Need, Clerks Harold Noack, Don Dollarhide, Rolland Audas and Frank Wicheal and Signal Maintainers Winston Hayward and William Barker. Fireman Lloyd Bailey and Brakeman Joe Grant have also returned.

Fireman Richard Balsbaugh is the latest employe called to military service. He was inducted into the service in late December.

Billy West, son of Conductor Clayton West, went through four years of active service, most of which was overseas, and came home without a scratch. Soon after taking charge of his meat market, which his mother had managed during his absence, he suffered a severe injury to his thumb.

June Jepson, relief agent on the Des Moines Division for several months, changed her name on Dec. 24, when she was married at Hawarden, Ia., to Perry Heard, who was released from the navy. They will make their home in Rembrandt as June was appointed agent there when Ed Calhoun went to Varina.

Dick Monthie, who worked as a caller before going into the army in 1942, decided

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UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin

of Madison celebrated their silver wedding anniversary on Dec. 27. A large gathering of friends at the Moore home made it a real event.

Chief Carpenter Harry Cameron took a month's vacation and during his absence Roy R. Cheney of Bellevue, Ia., acted as chief carpenter.

Cadet Nurse Joy Scherneck, daughter of Mrs. Rae Scherneck of the B&B department, spent Christmas week at home. Joy is training at St. Mary's Hospital in St. Louis, Mo.

Ike Homewood, retired conductor, called at the office recently to pay his respects. He celebrated his 80th birthday on Dec. 25 and looks just swell.

Retired Agent and Mrs. E. W. Voss of Mazomanie recently celebrated their 51st wedding anniversary. Both Mr. and Mrs. Voss are in good health and our wish is for continued health and happiness for the years to come.

Capt. J. F. Conlin, who was seriously wounded in action in December, 1944, in the Belgian campaign, has been transferred from the Burns General Hospital, Santa Fe, N. M., to the Mayo General Hospital, Galesburg, Ill. While making the transfer it was possible for Captain Conlin and his wife to spend a few days in Madison visiting his parents, Freight Agent and Mrs. J. F. Conlin.

Sgt. and Mrs. Robert Welty of Madison announce the arrival of a baby girl on Dec. 31. They have named the little lady Patricia Ann. Bob was employed as a brakeman prior to his enlistment in the army and at present is stationed at Greensboro, N. C. Congratulations to Conductor and Mrs. Myron Welty on the arrival of their first grandchild.

Mrs. Peter F. Zeimet, wife of Yardmaster Zeimet of Madison, died at her home on Jan. 14 following a long illness. Mrs. Zeimet was a member of the Milwaukee Road Women's Club and of the Ladies' Auxiliary of the Brotherhood of Railroad Trainmen. Besides her husband Mrs. Zeimet is survived by two daughters, Mrs. N. A. Hill and Mrs. Harold C. Weiss of Madison.

Mrs. John Sloane, wife of Engineer Sloane of Madison, passed away at a Madison hospital on Dec. 22.

Retired Agent Grant Parker, aged 81, of Black Earth, died at his home on Dec. 20. Mr. Parker was employed by the Milwaukee Road for 40 years up to the time of his retirement under the Milwaukee employes pension in 1930.

Mrs. C. A. Taylor, wife of Switchman Taylor of Madison, died at a Madison hospital on Dec. 27 after a lingering illness.

ROCKY MOUNTAIN DIVISION

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

So many passenger trains, the freight trains get in on a siding and sometimes stay there. Seems as if we clear a train with Conductor Helman or Conductor Burow or Conductor Gordon or Conductor Wandell and look up and clear them again, but of course a few hours have elapsed and they are going back the other way. Did you see that calendar Conductor Helman got? If not, ask to see it and ask him where he got it, too.

Omitted from the news the past 60 days: Barry Kirk is back, discharged from the service, and has been appointed to the position held for many years by Frank Tavenner, retired.

Howard McGuinn has been appointed traveling engineer in the place made vacant by the death of Mr. Ham several months ago.

Mark Hopper has been called home to Lewistown on account of the critical illness of his father there.

Glad to greet Operator Barney Buzdikian upon his return from Europe, where he has been for three years.

Engineer and Mrs. Leib have gone to Seattle to spend the winter, where they will visit their son Charles, who has been discharged from the army.

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not to return to railroading and on his return took a position with the Perry State Bank. N. P. Black, an old-time Milwaukee telegrapher, is cashier of the bank.

George Starliper retired the last of November after a long period of service as a fireman and engineer on the Iowa Division. George's son, Fred, who had been overseas for a long time, got home for a delayed Christmas dinner with his parents and sisters. Jesse Moore's son, J. W. Moore Jr., and Louis Brown's son-in-law, Leonard Bisanti, also got home in time to be with the folks during the holidays.

Donald Brooks, son of Conductor Roy Brooks, who was an aerial photographer in the Marines for nearly four years, has located in Perry with the Edmondson Studio.

Elmer Bennett, whose father is employed at the roundhouse, was on a Tokyo broadcast to his home state of Iowa recently. Elmer is with the Cavalry Division Medical Squadron in Japan.

Death brought sorrow to several families on the Iowa Division during December and January. Engineer Fred Osborn, who retired a few years ago, suffered a heart attack and died suddenly. Lewis Hively, pumper for the Milwaukee at Madrid, died in a veterans' hospital following a long illness. He was a World War I veteran and was buried with military honors. Earl Bolender, a former freight house foreman at Perry and brother of Conductor Fred Bolender, died following an illness of several years. Arthur Foote, who was an engineer on the Iowa Division many years ago, died after an injury as the result of a fall on the ice.

MADISON DIVISION

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

Joyce Coyle, clerk in the freight office at Madison, received a very lovely diamond for Christmas. The lucky fellow is Lt. Ralph L. Meyer of Cross Plains, the "old home town." Best wishes, Joyce! Now we'll be waitin' for the June wedding.

Train Dispatcher M. P. O'Loughlin has returned to work at Madison as side wire operator after spending over two years in the army. Matt enlisted in October, 1943, and received his discharge in December, 1945. He was commissioned a first lieutenant and was with the 744th Railway Operating Battalion, which saw service in Belgium, France and Germany.

Engineer and Mrs. Kenneth C. Moore

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Engineer and Mrs. Sam Haffner are spending a few winter months in California, as is the Heier family.

Engineer M. F. Elliott, who has been off on account of illness, has returned to work, taking the O'Donnell run on 15 and 16. Engineer O'Donnell is also off on account of sickness.

Leo Ming, former brakeman, has been discharged from the service and is soon returning to work on this division.

We are sorry to learn of the serious illness of Mrs. Percy Roberts, who has undergone a major operation in a Butte hospital. Understand that she is improving.

Announcement comes of the wedding on Jan. 12 of Miss Kathlyn Louise Mickow and Lester Rummel of Chicago, Ill. Mrs. Rummel is the daughter of Mr. and Mrs. Julius Mickow and has visited on this division, where Mr. Mickow has charge of the air conditioning on our passenger trains during the summer months.

Another wedding of interest to this division, that of Mrs. Alice Stephens and Walter Osterholm, occurred in Whitehall on Dec. 23. Mr. Osterholm is agent at Piedmont and the division offers its best wishes.

MILWAUKEE DIVISION

Second District

Ermine C. Kinney, 61, retired locomotive engineer, died on Jan. 19 at the Senate Hotel, Freeport, Ill. Prior to his retirement, Mr. Kinney worked for many years in the Freeport railroad yards. He is survived by his widow, née Bessie Sites of Lanark, Ill., and two sons.

MILWAUKEE TERMINALS

Coach Yard

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

Elmer Olenski received his discharge from the Army and is back on the job. He is now on the day shift as an electrician helper.

Lawrence Cook will replace Jean Desautel on the night shift.

Gus Skrzynski, laborer in the yards, has been on the sick list for quite a while. We all wish Gus a speedy recovery.

The bowling team of the coach yard has been holding its own with 21 wins and 21 losses, and a team average of 791.

Eugene Waszak received his discharge and expects to return to work in the near future.

Speaking of his ancestry, Abraham Lincoln once humorously remarked, "I don't know who my grandfather was, but I am much more concerned to know what his grandson will be."

Fowler St. Station

Mickey Doss, Correspondent

Yard clerks are certainly changing around these days. Freddie Stelzel, now discharged from Uncle Sam's forces, is at Fowler Street, Bill Stein, also a veteran, is at Muskego, McKagan is at the Grand Avenue district and Robert McKee, after a 90-day leave, is back at North Avenue.

Checking the notes from last month, I found that I missed mentioning a ring on Joyce Beauchamp's finger. It was her birthday gift from her little man, an Air Corps cadet.

Gordon Doine has again taken up his duties in the warehouse after two and a half years with the military forces in India.

A recent visitor was Jimmy Fatigati, former stower at House Seven, now of the navy. Jim expects to be back with the Road in about two months.

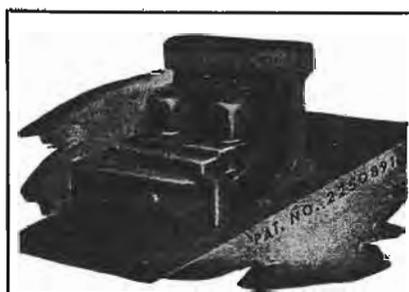
Otto Paul underwent an operation at the Milwaukee Hospital. Also on the sick list are Henry Shober and Carl Witt. Hope their recovery is speedy.

Introducing Jacob Klima, member of the "Over 25 Club." Jack started with the Road in 1914 in the store department of the Milwaukee shops as a clerk. He worked in various departments of the shops until World War I when he was called to the service of Uncle Sam in which he was assigned to company head quartermaster at Atlanta, Ga. At camp he played with the band, entertaining neighboring service centers. He returned to Milwaukee and in January, 1923, he was hired by C. R. Dummier. Since that time he has worked in all the stations as a rate clerk, yard clerk and general clerk. At present he is in charge of demurrage here at Fowler Street. Jack hails from Marquette, Ia., and is called "the senator from Iowa" by his friends. He is married and besides liking to hunt and bowl is a general handy man to wife Louise. Jack was one of the original members of the now famous Hiawatha Service Club band and is a past business manager of that unit.

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

Dick Steuer, Correspondent

The annual Christmas party at Chestnut Street was another success. It should be, 'cuz everyone pitched right in. Acting as master of ceremonies, Eddie Hoerl, public relations representative, led the singing and distributed the presents in the absence of Santa-Fred Butz, who was ill. Christmas songs were sung for Freddie and Mr. Ross, who is also convalescing. That telephone service was better than any singing telegrams either one had ever received. Many thanks to Max Woelfl, who handled the food end of the party, and to Mrs. Leahey, Mrs. Helen Catlin, Phyllis Kowalski, Jim Madushaw, Gladys Cassens and Stanley Martin for their welcome



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contributions. Pictures taken by Frank Anderson gave us all an idea of how enjoyable the party was.

Back in railroad service after more than three years in the army, Ernie Reinhardt returned to this district and will handle the demurrage duties at Chestnut Street. Ernie's experience as an MP attached to the Air Force should stand him in good stead. If anyone wants to get tough about a demurrage bill, well. . . .

Another former army man back with the Road is Tommy Regan, who spent a year overseas in the European Theater. What impressed Tommy most was the ruin and devastation in France and Belgium. Clerking in the Gibson district is just what Tommy dreamed about while in the service and after a few weeks in the out-of-doors he still likes it.

Our former PFI, "Red" Wokszynski, dropped in between trips as a Merchant Marine. He reported that he has been assigned as junior baker to a troop transport plying between the east coast and Europe. Judging by the time that he has been in the Merchant Marine we would say that "Red" has seen quite a bit of the world, although it was mostly water. A few more trips and he will be back to stay.

Up North Milwaukee way Miss Armella Gill is still on the sick list, showing a little improvement this month. We hope she will be counted among us soon.

Charley Barth has repaced Bob Owsley as switching and billing clerk at North Milwaukee. Bob has indicated that he will return to the tracing desk at Fowler Street.

Sympathy is extended to Stanley Martin, chief clerk at Chestnut Street, whose father died recently.

Famous Last Words: Hand me a cigarette, please. I'm too tired to get out of bed.

COAST DIVISION

Seattle Yards

*F. J. Kratschmer, Storekeeper
Correspondent*

George Dolan of the roundhouse was a pretty happy daddy during the holidays when his two younger sons, Phillip and James, returned from overseas duty. Their older brother, George, an officer, is still in France after four and a half years of service.

R. R. (Rip) Collins, our crooning switchman in Seattle yard, was in a local hospital during December with a bad touch of pleurisy. His manager, "Slug" Shagruue, yard checker, is now making him take it easy.

R. W. Janes, roundhouse foreman at Seattle, has been on the sick list for the past two months. Mr. Janes entered the Laurel Beach Sanitarium in December for a complete rest and checkup. At the last report he was getting along splendidly.

Storekeeper C. M. Stevens of Spokane was in Seattle on Dec. 18 to attend the funeral services of his father-in-law.

Yardmaster F. J. "Fibber" Hanley returned to work on Dec. 28 after a short trip to a local hospital, where he was relieved of the cartilage of his nose.

Several ex-servicemen have been employed recently in the Seattle car department to help take care of the rush due to extra passenger troop trains.

Seattle Local Freight Office and Marine Dept.

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

Pfc. Hugh R. Herth, former joint interchange checker, when last heard from was in Fukuyama, Japan, and seemed to be enjoying military experience. His father, E. C. Herth, has taken his place on the interchange.

John E. Hart, outbound revising clerk, has accepted a position as traveling freight agent for the Green Bay Western Railroad with headquarters in the Vance Building, Seattle. His territory will be Washington, Idaho and western Montana.

Capt. Earl Connelly, formerly rate clerk in the general office, Seattle, and more recently in the transportation division of the army, is now ships complement officer and is in charge of transporting troops across the Pacific.

Jean Trautman, chief outbound bill clerk, resigned on Dec. 28. Her position was filled by Gerald Brundage of the switching department. Gerald is a son of City Freight Agent W. W. Brundage of Seattle.

Lt. Col. A. L. Sedgwick, who recently returned from service after three years in Africa and Europe, has been appointed assistant industrial commissioner with headquarters in Seattle. E. J. Stoll of the engineering department, Spokane, has been transferred to Seattle to act as Colonel Sedgwick's assistant. Joe Greer will continue in his present capacity, handling real estate, rentals, etc.

Maj. E. P. Sima, after three years in the European Theater, is back with us again as assistant superintendent of work equipment. W. E. Blake will continue as inspector and supervisor of work equipment.

Blanche Jackson of the demurrage department was married on Jan. 1 to Ernest Leech of Seattle. They spent their honeymoon in Canada. Mr. Leech is connected with the Naval Supply Depot, Seattle. Congratulations to the newlyweds.

S/Sgt. Robert Parsons returned to work as joint interchange clerk on Jan. 9 after three and a half years in military service, most of which was spent in South America and around the Panama Canal. Mr. Parsons was married on Jan. 2, 1943, to Miss Laura Hill of Seattle. Your correspondent did

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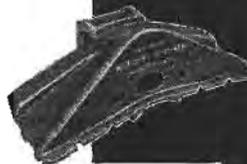
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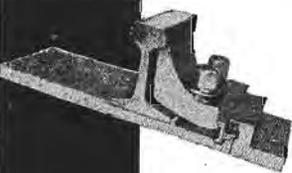
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not learn of Bob's marriage until his return to service with the Milwaukee. Congratulations to the now three-year-married couple.

Roy Anderson, who has had charge of the reclaim department for some time, has taken the position of chief outbound revising clerk. Maurene McDonald takes over the position of chief reclaim clerk and Catherine Mahoney that of barge reclaim, formerly held by Maurene McDonald.

Sgt. Gordon Davis returned to work from military service on Jan. 8 and has taken over the position of transit clerk, replacing Gene Potter who is going into the service. Mr. Davis spent most of his military service in England as confidential clerk in the adjutant general's office.

Pfc. Jack L. Werner is back from Japan for a 30-day leave, during which he is helping us out on the interchange. We are glad to get an oldtimer on the job again even though it is only for a short period.

TERRE HAUTE DIVISION

Faithorn District

*Berniece Sparks, Correspondent
Faithorn, Ill.*

Sorrow visited the home of a member of our railroad family during the holiday season. We were shocked to hear of the death of Conductor C. E. Adams' son. Ensign Adams was killed in an automobile accident near Hopkinsville, Ky., while en route home for the holidays from Jacksonville, Fla. Our deepest sympathy is extended to the bereaved family.

J. E. Slattery, first trick operator at Faithorn, retired Jan. 1. He had been employed by this company since 1909, spending most of that time here at the hotel. From all indications he will make his home at Covington, Ind. Here's hoping that he may have many enjoyable years ahead of him.

Congratulations to Fireman and Mrs. M. Glowiak, who became the parents of a son on Dec. 23.

Terre Haute District

T. I. Colwell, Correspondent

Ruth Pierson, clerk in the engineering department, who has been ill for some time, is slowly improving. Mrs. Bonnie Gard is substituting for her during her illness.

Edward Pettus, son of Mrs. Frances Pettus, who is in the navy and stationed at Norfolk, Va., was home on furlough for the Christmas holidays.

On Dec. 20 Sam Whitaker, chief clerk to the agent at Terre Haute freight house, left the office for 90 days of rest and relaxation. Bill Nadezika is now acting chief clerk.

Kathryn Caldwell is the name of the new face in the freight office at Terre Haute. She previously worked in the engineering department. We hope she approves of this department because we approve of her.

Carpenters have been making frequent visits to the Terre Haute freight house. At present the anticipated improvements are still in the early stages which we

recognize by the "bang bang" echo of the hammer and the noise of the saw during a phone conversation.

Milton Pearce, son of Chief Clerk Fred Pearce, recently returned home after several years in the South Pacific and Philippine Islands.

Division Freight and Passenger Agent R. H. Harding and Mrs. Harding had their son, Robert, home with them over New Year. Bob is a pharmacist mate 3/c, stationed at Memphis, Tenn.

Francis M. Carrico, a veteran of the 37th Division, has returned to work as clerk in the division storekeeper's office.

Gilbert R. McDaniel received his discharge from the Marine Corps and returned to the stores department as a storehelper.

Richard M. Nash of the Army Air Corps is now on a 30-day terminal leave and is expecting to return to the stores department soon.

Sam "Sherlock" Pearce, storehelper in the Terre Haute storeroom (who recently had his bicycle stolen and who recovered it himself through some good sleuthing), has now installed a windshield to better protect himself from the elements while going to and from work.

John D. Dubbs, formerly a clerk in the division storekeeper's office, has entered Indiana State Teacher's College.

T. M. Mitchell, our genial agent at Humrick, has been absent due to illness and Operator French of Spring Hill has also been ill for some time. Operator Curt Sims Jr. has been working at Spring Hill on third trick, substituting for Operator French. Due to a shortage of operators it was necessary for some of the boys to go back to the old 12-hour day.

Welcome to a new face among our operators! C. G. Whitesel is working first trick at Faithorn while that position has been bulletined, due to "Slats" Slattery's retirement.

Dispatcher Don Gore has returned to his job as agent at Delmar after working extra in the dispatcher's office at Terre Haute for the past eight months.

We understand our new operator, Mel Tyler, is going to join the ranks of the benedicts and nothing anyone can say will dissuade him from taking the step, so, congratulations!

It is rumored that Operator Pat Bailey is going to purchase another teletype machine as soon as he has completed the payments on the present one.

Dispatcher Jack Wright was called to Seymour on account of the serious illness of his father.

We welcome our new dispatcher, Bud Mayer, to our midst and hope he enjoys it down here in the South as much as all of the other Northerners have. Bud is working third trick and he says we don't railroad down here like they do up on the H&D.

Agent Guy Kindred of Freetown resigned Jan. 5 after 32 years of service, to accept a position as traffic manager for one of the local concerns at Seymour. Extra Agent Bert Short is working at Freetown pending assignment of that position.

Agent Elmore of Seymour has returned to work after a long siege of sickness.

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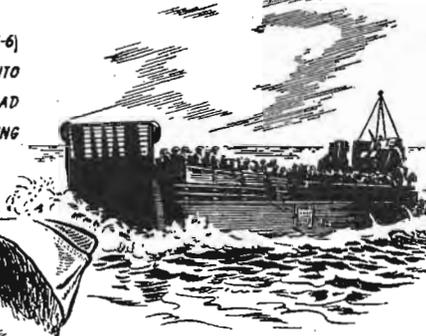
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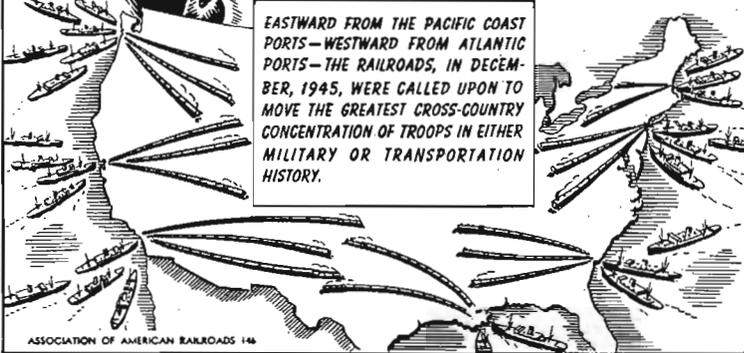
RECENTLY FIFTY TWO NAVY SHIPS (LCM-6) ON THE PACIFIC COAST, WERE CUT INTO SECTIONS AND SHIPPED BY RAILROAD TO NEW YORK WHERE THEY ARE BEING REASSEMBLED.



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ASSOCIATION OF AMERICAN RAILROADS 146

Two of Superintendent A. T. Berg's sons returned from military service in December. Glenn, who was in service four and a half years, was stationed in the Hawaiian Islands in the intelligence department. The nature of his work required a knowledge of the Japanese and Chinese languages, which he had studied for some time. Dale was in service three and a half years as a seaman 2/c. He was stationed on a submarine chaser and spent most of the last three years continuously at sea.

West Clinton

(The following news was submitted by Earl H. Lehman)

West Clinton fought its way out of a seven-inch snow storm Christmas week. That's on the level. It was complicated by rain and sleet. Trainmaster Clawson, with the assistance of such veterans as Messrs. McCandless, Richard, Doane, Hewitt, Bush, Davis, Draper, H. McBride, Blake, Allen and others, did excellent work to keep the yard open.

Conductor G. M. Bain and brakeman C. F. Colwell were injured in a train accident near Terre Haute the latter part of December. We hope their injuries are not serious and that they will be back on the job quickly.

Yardmaster C. H. Doane was very happy when his son, Charles, returned from overseas in December. He had been away for more than four years.

Conductor Blake lost his car keys on Christmas Eve and had us all hunting for them. "Sherlock" Blake found them before it was too late to drive home.

It is reported that Engineer M. H. Inman is slowly but steadily improving from a serious illness. We hope that 1946 will bring him good health and the best of everything.

Chief Carpenter McGrew and his bridge gang worked on the turntable here the latter part of December. If it can be fixed, McGrew can do it.

Guy Kelly, our veteran general yardmaster, retired from service the latter part of December.

Tommy Hall, son of Machinist Pete Hall, was married while home on a recent furlough to a pretty young St. Bernice lady. He was formerly a caller at the roundhouse.

Among our trainmen recently released from the army who have returned to work are William Paul Young, George Clark and Carl Richards. We were all very glad to see the boys again.

Richard Dorfmeier, former yard clerk and son of Inspector Preston Dorfmeier, arrived home from the army just before Christmas.

You should stop in the car department and see the carmen's service flag, which is kept in a glass case. It has 26 stars, including a gold star for Harry Earle Scott.

Back from the army and working on the rip track are Robert Hartsook, Robert Chambers and Charles Jones.

Jack Chambers was home on furlough Dec. 29 and we hope to see and hear him at work on the "rip" soon.

A change in conditions at the last minute made it impossible for Agent McCandless to spend the Christmas holiday with his family.

Veteran Operator Joe Wright has been very ill for some time but we hope to see him out soon. He has been relieved by Operators Curtis Sims and Melvin Tyler.

Leroy Foltz, car department, who has been ill for some time, secured an extended sick leave and, with his family, will soon be sojourning in sunny California. We

sincerely hope that the western climate will improve his health.

William J. Davis, son of Conductor R. T. Davis, arrived home from overseas the early part of the year.

John Hafley of the West Side is absent due to illness and we wish him a speedy recovery.

Brakeman Darwin McReynolds of Faithorn spent Christmas with his parents, Conductor and Mrs. S. E. McReynolds.

We hope to see the return soon of Roundhouse Caller Leverett Hamrick. He has been on the sick list long enough.

Brakeman Charles Corado is again on the trainmen's board after his release from military service.

Locomotive Engineer Henry A. Van Brunt received an interesting letter from his son, John, who was recently sent overseas and who is now located in Nagoya, Japan. He described his trip from the time he left Seattle on Oct. 23 until his arrival at Naha, Okinawa, including a ride in tiny Japanese box cars. He encountered very cold, rainy weather in Japan and, judging from his letter, the boys still have to be pretty rugged to withstand the many hardships confronted.

Well, Michael and I had a wonderful Christmas and I hope all of you enjoyed yours as much as we did. "Mike" is your newshawk's three and a half year old grandson and he's sure a fine boy.

When Abraham Lincoln heard that a general who was supporting General McClellan for the Presidency had been relieved of his command, he countermanded the order, saying "Supporting McClellan for the Presidency is no violation of army regulations, and as a question of taste in choosing between him and me—well, I'm the longest but he's better looking."



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