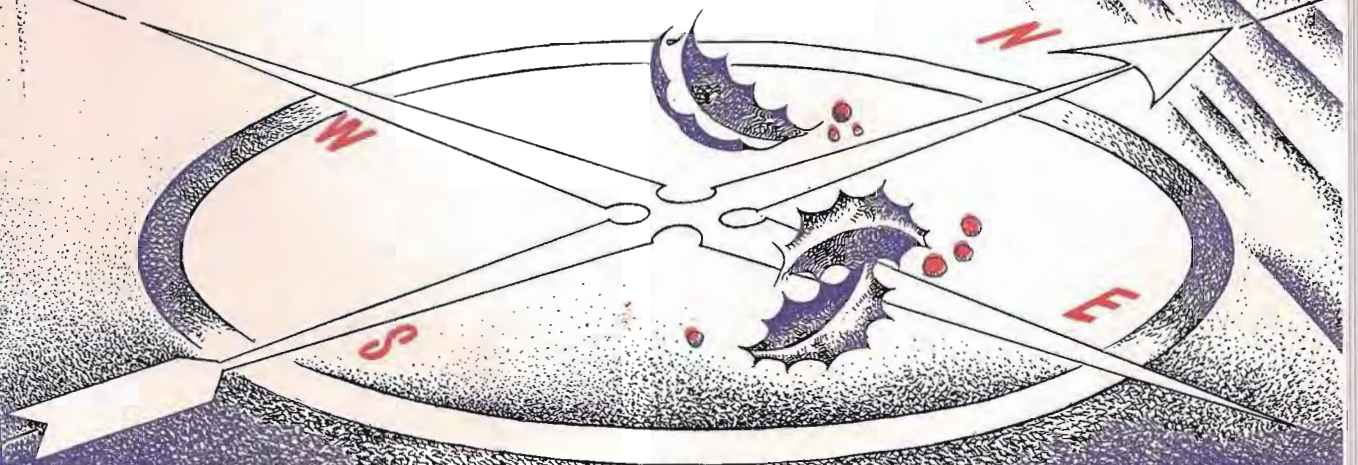


Christmas Everywhere

Everywhere, everywhere, Christmas tonight!
 Christmas in lands of the fir tree and pine,
 Christmas in lands of the palm tree and vine,
 Christmas where snow peaks stand solemn and white,
 Christmas where cornfields stand sunny and bright.
 Christmas where children are hopeful and gay,
 Christmas where old men are patient and gray,
 Christmas where peace, like a dove in his flight,
 Broods o'er brave men in the thick of the fight;
 Everywhere, everywhere, Christmas tonight





SHIPPERS AHoy!

**A HEARTY HAIL FROM RAILROAD MEN
TO THE MEN WHOSE FREIGHT THEY HAUL!**

THE people of this country owe an everlasting debt of gratitude to the nation's freight shippers and receivers for their tremendous help in the movement of wartime traffic.

Without that help, the whole Allied cause might be mired in gloom right now, instead of bright with hope.

How different it is today from World War I, when precious freight cars frequently were used as warehouses — when jams developed because there was no team work such as now exists.

Since the last war, some 20,000 traffic managers of industry have been working on the problem of expediting the use of freight cars.

Co-operating with the railroads, 13 regional Shippers Advisory Boards have spread their work to over 600 shipping

centers through ever-vigilant Car Efficiency Committees.

Night and day, Sundays and holidays, regardless of overtime costs, cars are loaded, unloaded and cleaned of dunnage quickly. Cars that can't be used promptly

are immediately released for other use.

One important reason why America's armed might is pounding hard all over the world, this very moment, stems from the continuing co-operation of the shippers with the railroads to "keep 'em rolling."



THE MILWAUKEE ROAD

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

THE MILWAUKEE MAGAZINE

A Fine Record

WE are nearing the end of this country's second year in the war and I am sure you will be interested in knowing just what your railroad has been and is doing as its share of the tremendous transportation job that has enabled our military forces to carry on successfully.

In 1942 we moved 8 million 351 thousand tons of agricultural products; 2 million 90 thousand tons of animals and animal products; 15 million 290 thousand tons of mine products; 6 million 579 thousand tons of forest products; 14 million 932 thousand tons of manufactured and miscellaneous products, and 672 thousand tons of less than carload freight. These, with other items, totaled 48 million 718 thousand tons of freight and, multiplied by the average haul—327 miles—amounted to more than 15 billion 900 million ton miles—72 per cent greater than in 1939 when the war began in Europe.

The figures for the first nine months of 1943 are even more impressive. The revenue ton miles we moved increased 102 per cent, or more than double the amount hauled in the same months of 1939. This great increase was handled in only 20 per cent more carloads because we increased our train load 45 per cent, put 28 per cent more tons in the average car and ran each car an average of 59 per cent more miles per day. The average distance each ton was hauled increased 22 per cent.

Throughout the period shippers and receivers of freight have done a splendid job in the prompt loading, unloading, and heavier loading of cars. Without their great contribution the results shown could not have been obtained.

In the first nine months of 1943 we carried 177 per cent more passengers than in the corresponding period of 1939 and passenger miles increased 302 per cent—four times the movement in 1939. The average number of passengers per train increased 235 per cent and the length of the average passenger trip increased 45 per cent over 1939.

Because of the tremendous increase in the volume of travel some of our trains are overcrowded and we are not always able to maintain our usual high standard of service. These conditions have been accepted by our patrons with understanding patience for which we are very grateful. We must do everything possible to make our passengers comfortable and, above all, treat them with courtesy and consideration.

The performance figures show clearly how well we of the Milwaukee Road met the emergency that suddenly developed two years ago, and that we continue to keep our railroad at the front in service to our country.

It is the first duty of every one of us to help win the war. In the days ahead we will be called upon for ever greater effort. I know the men and women of the Milwaukee Road will answer the call and do the bigger job in the same praiseworthy way they have carried on thus far.



Christmas 1943

IT was only a few brief years ago, if you remember. He came from his room on Christmas morning and in the tree's queer light stood wide-eyed before his new toys, while the family watched him carefully and fondly.

A bright new electric train awaited him on that immortal morning, and the air rifle he had hardly dared hope for lay alongside it.

The first beautiful delirium lasted well into the morning; then, as the day wore on, his excitement gave place to calm and quiet satisfaction. The strange melancholy of the long Christmas afternoon settled about the household and Mother and Dad drew closer together in the quietude, silently exchanging thoughts about the past and conjuring on the future.

But the "future" has become a mockery of their hopes.

It was only a few brief years ago, as happiness is measured. The thing which has happened since should never have happened at all, of course, but we may as well face the facts as they are:

This year he will not be with us on Christmas morning. He is needed elsewhere.

There are almost 5,000 Milwaukee Road men and women who will not be with us at Christmas this year. Other thousands of young men and women from Milwaukee Road homes will not be with their families, and throughout the nation millions upon millions of parents, wives, children, friends and other loved ones turn to one another with steadfast

but lonely hearts and mutely ask the question which the whole weary world is asking:

"How, this year, can there be a 'Merry Christmas'?"

WAR and the traditional merriness of Christmas being contradictions, what, indeed, is the word this year—this Christmas of 1943?

It is difficult to know, for in a sense this will not be the Christmas of 1943 but a time for remembrance of Christmases past and of courageous hope for those yet to come.

This year perhaps you will relive the Christmas of 1934—the year he got the electric train and the air rifle and ate exactly eleven oranges just because his Uncle John bet him a bag of rock candy he couldn't.

It may be that this Christmas will, in spirit, be that of 1944, when he will be back. Or of 1949, the first one the grandson-to-be will enjoy—when, at the beck of the little conjurer, Santa Claus will again cast his jolly spell over the household, and memories almost too dear to bear thinking of will once more take tangible form.

What can be the word, the thought to sustain us this 25th of December, 1943? The answers, as varied as ourselves and our individual prayers, crowd restlessly about; each hope, each warm remembrance, each stirring of religious belief, each feeling of contrition presses us for expression. And yet, they do come into focus at those points where our emotions are commonly shared.

IT is a sustaining thought that this year the enduring strength of the Christian faith, implicit in the word Christmas, will be newly avowed in the hearts of all America. It is good to know, too, that each American overseas this year carries with him a nostalgic yearning for Christmas at home with those dear to him, and that that yearning will make him strong. Through him the light of Christmas will shine throughout the world, even in those remote corners where it has never shone before. For him the observance of Christmas will necessarily be limited. It may consist of no more than a silent prayer and a thought of home as he lies motionless in his fox hole, but the thought will be a comfort and the prayer a benediction upon the land.

They, like ourselves, will find more happiness and more of the spirit of Christmas in thoughts which lead them backward to better days and forward to peace. And for us at home there is still another thought—a question: "Will we keep faith with the spirit of those Christmases past, and will we be worthy of our hope's fruition for the Christmases to come?"

The testimony of men who have been in battle sets out in bold relief what is, perhaps, the only virtue of war. It provides them with the satisfaction of having done their best for the things they knew were worth fighting for, and it leaves them with the calm knowledge, good for the rest of their days, that when the supreme test came, with life itself in the balance, they were found equal to it. We who, in a sense, are responsible for the world sickness which our sons have been asked to cure would like to meet that test ourselves but the privilege is denied us. Ours is another test: one in which not life but an honest evaluation of our own worthiness is in the balance.

Sooner or later, and whether we like it or not, each of us has a midnight rendezvous with the wee small voice. Every moral man's

conscience puts him through a sleepless third degree, on occasion, and it is just as well to have the record clear.

WE of the Milwaukee Road cannot be accused of lying down on the job. On the contrary, we are working harder, we are working longer hours, and we are working with a degree of sincerity that is without precedent even on our railroad. Unfortunately, however, the things expected of us do not end there, for work is the home front equivalent of fighting, and fighting alone does not win wars. Nor does it win the peace or provide a magic formula for maintaining it.

Apart from giving our labor, our material substance, our spiritual support—yes, even our sons and daughters—to the total effort for victory, there is still a great obligation which lies heavily upon us. We all feel it, although we seldom call it by name.

Perhaps it has none. It is the wisdom which only a free people can be expected to employ, and yet it implies more than the insistence upon freedom. It calls for the exercise of intelligence, for breadth of vision which transcends most of the things most of us are most of the time. The obligation upon all of us is to see clearly and justly, to override prejudice and factionalism, to forget our jealousies and hatreds and to try with all the conscience and all the intellect given us by God to be a credit to the land our sons are fighting to save.

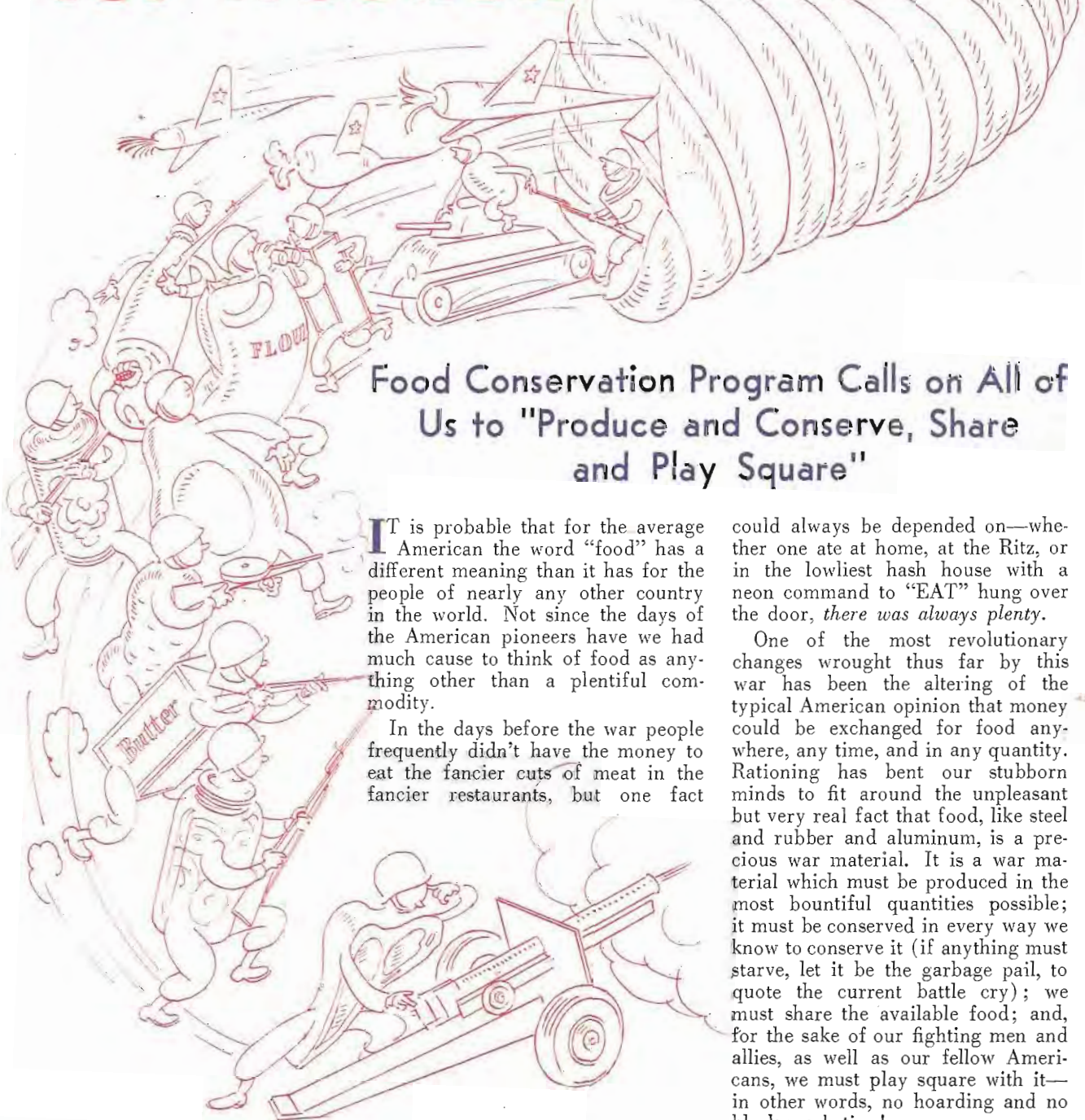
These are some of the thoughts which may sustain us and give us solace. This year no hearty wish for a Merry Christmas can arise from the people of America, but remembrance and hope, faith and determination will arise in its stead.

The Christmas of 1943 will be celebrated in our hearts.



FOOD FIGHTS

for freedom



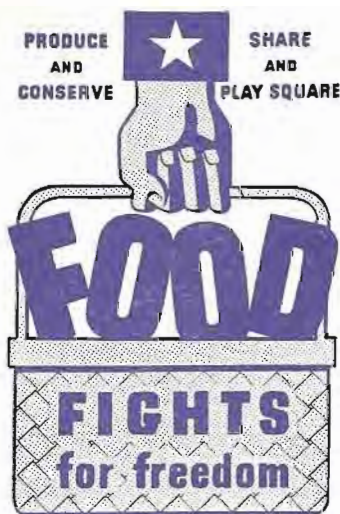
Food Conservation Program Calls on All of Us to "Produce and Conserve, Share and Play Square"

IT is probable that for the average American the word "food" has a different meaning than it has for the people of nearly any other country in the world. Not since the days of the American pioneers have we had much cause to think of food as anything other than a plentiful commodity.

In the days before the war people frequently didn't have the money to eat the fancier cuts of meat in the fancier restaurants, but one fact

could always be depended on—whether one ate at home, at the Ritz, or in the lowliest hash house with a neon command to "EAT" hung over the door, *there was always plenty.*

One of the most revolutionary changes wrought thus far by this war has been the altering of the typical American opinion that money could be exchanged for food anywhere, any time, and in any quantity. Rationing has bent our stubborn minds to fit around the unpleasant but very real fact that food, like steel and rubber and aluminum, is a precious war material. It is a war material which must be produced in the most bountiful quantities possible; it must be conserved in every way we know to conserve it (if anything must starve, let it be the garbage pail, to quote the current battle cry); we must share the available food; and, for the sake of our fighting men and allies, as well as our fellow Americans, we must play square with it—in other words, no hoarding and no black marketing!



The Importance of Food

By now the market basket insignia, symbol of the Food Fights for Freedom campaign, is very familiar to all of us. The Milwaukee Road is not only asking its employes to give serious consideration to all of the ways in which they can help in the campaign, but is itself doing a great deal to further it. This vital message about the need for conserving food is being carried to the public through the road's newspaper advertisements and by means of the radio programs it sponsors on 21 radio stations throughout the system. Menus in our dining cars have carried it, as have various folders, bulletins and counter cards. The need to which the nation is being awakened is serious and cannot be over-emphasized.

That need has been expressed in straightforward and simple terms by Marvin Jones, U. S. war food administrator, in an article entitled, "Time for Teamwork", from which the following is quoted:

"Food is a war material of first importance. The most effective use of food depends on teamwork among all who grow it, distribute it, or use it. That takes in everyone in America.

"Our farmers have done a miraculous job of expanding production in the face of difficulties. Nevertheless, the wartime demands have grown faster than the output of food. We do not now have, nor will we have for the duration, enough food to meet all the desires of all the claimants for American food.

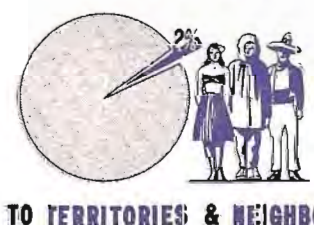
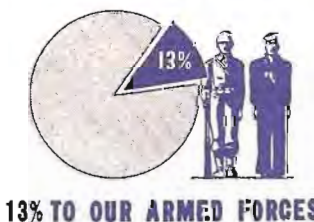
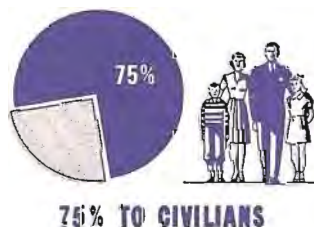
"As battlefronts widen and lengthen, as our armies increase, and those of our Allies, as we liberate more peoples, the already large claims on our food output will rise higher and higher.

"In the circumstances, every American is called on to *produce* all the food he can, to *conserve* every crumb, to *share* fairly. Every American will play his full part if completely and correctly informed.

"Our fighting men and our Allies urgently need and are getting 23 per cent of our total production. That they richly deserve their necessary requirements no one will deny. We must also provide 2 per cent of our total supply to our territories and South American neighbors.

"The remaining 75 per cent is earmarked for civilian consumption here at home. But huge as this supply will be, it falls short of satisfying wartime demands for food. This does not mean that we will go hungry. There is sufficient food for an adequate diet for all of us. But Americans must be informed of the facts so they may act to play square with our precious food resources."

WHERE OUR FOOD GOES



V-721

OWI

Demands on Food

In 1942 approximately 7.5 per cent of our food production was allotted to our armed forces. In 1943 this figure will approximate 13 to 14 per cent. While the size of our armed forces both at home and abroad is already substantial, we must assume that the total of our armed forces and the number of men on active duty and in foreign lands will increase as the war progresses. This will automatically call for a gradual stepping up of the amount of food they need. It is interesting to note in this connection that the average soldier or sailor requires about one and a half times as much food as the average civilian. The active life of a service man, whether in combat or in training, calls for a greater supply of food energy. Actually, therefore, the armed services are taking out of civilian supply only an amount of food equal to the *difference* between what the men ate as civilians and what they now eat as members of the armed services.

In 1941 the amount of food shipped to our allies under lend-lease amounted to approximately 2 per cent of our food production. In 1942 the total was about 6 per cent. This year, because of increasing Russian shortages and the needs of liberated people in North Africa, it is expected that lend-lease food shipments will increase to an estimated 10 per cent of our food production, *provided* the basic needs of our armed forces and civilians can first be met.

The evidence proves conclusively that in modern warfare, with great numbers of men in service and with a very limited amount of food production possible in those countries which have been ravaged by war, food is infinitely more important than it ever was before.

By producing and conserving, by sharing and playing square, we of the Milwaukee Road will do our part to make our Food Fight for Freedom.

It won't do any good to mark Dec. 10 on your calendar, because if you wait until that date to do your Christmas mailing of U. S. Mail and Railway Express parcels, they likely won't be delivered by Christmas day. The time to do that mailing is now—before Dec. 10.

Italian Prisoner: "What are you going to do first when the war is over?"

German Prisoner: "I'm going to bicycle all over Germany."

Italian Prisoner: "Yes, but what are you going to do in the afternoon?"

An Advertisement Comes to Life

Just by way of proving that the world is not only getting smaller every day but is full of strange coincidences, we quote the following from a letter which Rev. Charles R. Williams of Urbana, Ill., addressed on Oct. 27 to George A. Semmlow, our advertising manager in Chicago:

"I am writing to you in regard to an advertisement in the window of the Chicago, Milwaukee and St. Paul R.R. ticket office at the corner of Wells and Jackson [Chicago]. The cut-out pictures are what I have reference to. [The same ad appeared on the back cover of the July, 1943 issue of the Milwaukee Magazine.] The sailor in the one which carries the caption, 'I've got my sailing orders' is my brother. I was wondering if it would be possible to obtain one or a few of these cut-outs of him. I would be most willing to assume any expense involved.

"Incidentally, my brother, Ralph Williams, did receive his sailing orders shortly after that particular ad appeared in the different publications, and what was more of a coincidence, he was ordered to proceed to the West Coast via the Olympian of the C.M.St.P. & P.R.R."

Appointments

Operating Department

Effective Nov. 16, 1943:

E. O. Eckert is appointed assistant superintendent, Kansas City Terminal, with headquarters at Coburg, Mo., vice J. E. Hills, who has retired after many years of loyal service.

W. T. Stewart is appointed trainmaster of the Kansas City Division with headquarters at Ottumwa, Ia., vice E. O. Eckert promoted.

Freight Traffic Department

Effective Dec. 1, 1943:

T. P. Casey is appointed district freight traffic manager, New York, N. Y. The position of general agent is abolished.



G. M. Dempsey Elected to Safety Council Office

G. M. Dempsey, our general inspector, division of safety, whose office is in Chicago, was elected secretary and News Letter editor for the Steam Railroad Section of the National Safety Council at its meeting held in connection with the National Safety Congress in Chicago on Oct. 5.

The Steam Railroad Section is composed of safety officers of the railroads. Aside from those elected to serve, numerous committees are appointed to further the work of the organization.

The Cover

"Christmas Everywhere" was written during the Civil War by Phillips Brooks, a clergyman of the last century who is best known for his Christmas hymn, "O Little Town of Bethlehem." The poem's thought, different to each of us whose hearts will be with our friends and loved ones overseas this Christmas, is at the same time universal.

We Cannot Fail Our Sons

The interesting exchange of letters quoted below was occasioned by the appeal for participation in the current scrap metal drive which H. A. Scandrett sent to all officers and employes on Oct. 23. A few days after the appeal went forth, the following reached Mr. Scandrett from William W. King, section foreman at Scenic, S. D.:

"Last year my section crew and I picked up close to 12 tons of other than company scrap and put it in the company scrap pile at Scenic. This year my entire crew seems to be scrap conscious; they are looking for scrap all the time. Every little piece is picked up, no matter how small. One of my men picked up a small washer the other day, and I told him that was rather small. He said that might be enough to kill two or three Japs. They have even picked up pieces of scrap on their way to work and put them in the company scrap pile. I have an 18-year-old son in the service, and you can figure on me picking up every piece of scrap that I see. We cannot fail our sons."

To which Mr. Scandrett replied:

"I have just received your letter of November 3rd in regard to scrap activities of the men in your crew. I recall distinctly the splendid record you all made last year and it is fine that you are tackling the job with renewed vigor in the present campaign. I trust that small washer one of your men turned in will do the job he surmised it might.

"The last five words in your letter, 'We cannot fail our sons', would be a fitting slogan for the campaign.

"Heartiest congratulations to you and your men".

Glen W. Hyett Honored

An honor recently fell to Glen W. Hyett, city passenger agent, Chicago, when he was elected president of the City Passenger Agents' Association of Chicago. His installation as top officer of the group took place on Nov. 10 at the association's annual stag dinner in the Grand Central Station dining room.

The other officers elected for the following year represent other railroad and steamship companies.

"There are three things that make a nation great and prosperous: a fertile soil, busy workshops and easy conveyance for men and goods from place to place."—Author Unknown.

Victory Gardener, Take a Bow!



THE National Victory Garden Institute has awarded an impressive plaque to the Milwaukee Road in recognition of the efforts it made to encourage the planting of Victory Gardens this year and the commendable work the employe-gardeners did in increasing the nation's food supply. The plaque, measuring 10 inches by 16 inches, is the highest award the Institute bestows.

It is virtually impossible to know just how many Milwaukee Road employes planted and tended gardens this year, but a conservative guess, based on the enthusiastic gardening and canning talk heard on all sides this summer and fall, would place the number in the thousands. It is known that 428 gardens were grown on railroad property, permits for which were granted free of charge; 376 of these were tended by employes.

In a number of ways the road assisted in this program. Booklets were distributed and employes were encouraged to avail themselves of gardening and canning literature and direct instruction provided by the various states. Service Clubs served as nuclei around which gardening groups were organized and through which sound gardening advice was disseminated by the road's agricultural agents and other authorities. The Milwaukee Magazine gave impetus to the entire program by a number of articles which appeared before and during the growing and canning seasons.

(Continued on page 14)

Ex-Railroad Man Walks with King

By Lisle Young

THESE are, indeed, days when the people of the earth are intermingled more than ever before in the history of the world, like a pack of cards shuffled and dealt. However, it is still considered a very great honor when one turns up with a king. Such was the experience of Lt. Commander David D. Scott, son of Agent F. R. Scott, of Webster, S. D., and himself a former part-time employe.

Lt. Commander Scott had the honor of escorting His Majesty King George VI on an inspection of the U. S. Fleet in North Africa the past summer, and he reports that His Majesty is a very democratic person, with whom it is a thrill and a pleasure to converse.

This was not by far the only important role played by Lt. Commander Scott. He took a very prominent part in the recent battle for Salerno as gunnery officer on the Savannah, according to a newspaper account in the Philadelphia Inquirer, written by Ivan H. Peterson, war correspondent. According to Mr. Peterson's article, American naval gunners, firing point-blank across mine strewn waters to demolish German tanks, troop concentrations and gun emplacements, won the battle of Salerno Beach. Two of the same cruisers which ruined Hitler's panzers in Sicily, riding behind intrepid minesweepers, closed within a few thousand yards of the shore and in a demonstration of six-inch gun devastation that blew the Nazis into the sky, helped save a section of the Fifth Army's assault and covered a successful Allied troop landing. Lt. Commander Scott, on one of these cruisers, called the targets like a schoolmaster giving a lecture.

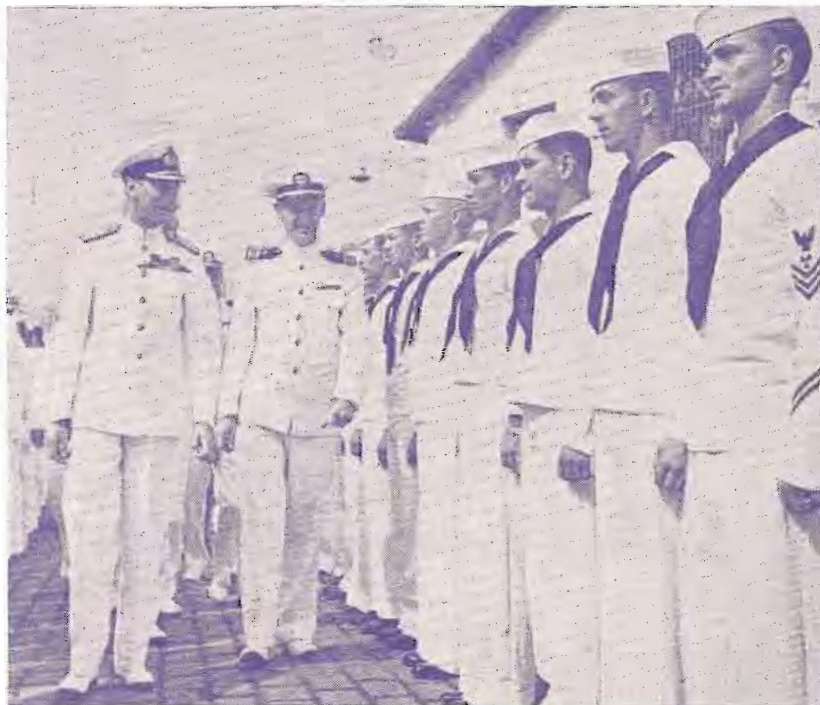
The war correspondent aboard Scott's

cruiser tells of training his glasses on four German tanks neatly drawn up on the yellow beach. The first salvo hit behind them and they kept on shooting. The next shells fell to the left and still the German "expendables" pumped away at the barges. The third cluster fell among the tanks, and when the smoke cleared, two were there but neither was firing. The next time Commander Scott ordered all three forward turrets to shoot. When the glasses picked them out, there were four black smudges on the beach, but they weren't tanks any more.

Twice bombs fell within 300 yards of the warship, but the beautiful team work of the destroyers, sweepers, monitors and cruisers went ahead. The Germans had everything in readiness for this invasion—mines thicker than alligators in a cypress swamp, gun emplacements in the hills, and on the beach, panzers and infantry, everything but the one thing they had to have to stop it—shore batteries better than those floating under the Allied flags. But such guns and such gunnery they didn't have. A message from one of Gen. Mark Clark's leaders ashore proves to us the important part these ships played in the success of that battle: "Thank God for the fire of the blue-bellied Navy ships. We probably could not have stuck it out on the blue and yellow beaches. Brave fellows, please tell them so. Well done!"

Lt. Commander Scott was born in 1912 at Bristol, S. D., and was graduated from the Waubay High School in 1928. He attended the Naval Academy, being graduated with the class of 1932, thence to the fleet and various ships, subsequent post-

(Continued on page 14)



Lt. Commander David D. Scott, son of F. R. Scott, agent at Webster, S. D., is shown with His Majesty King George VI of England (left) on the occasion of the latter's inspection of the U. S. Fleet somewhere in North Africa last summer.

☆ Front and Center! ☆



Pvt. Bill Sirotiak



Pfc. Albert Sirotiak

Mike Sirotiak, night painter in the shops at Minneapolis, has three sons in uniform, two of whom are shown here. The boys are: Private Bill Sirotiak, former Minneapolis machinist apprentice, who is now with the Railway Corps in North Africa, and Pfc. Albert Sirotiak, who is in the Solomons with the Marine Corps. The third son is in Marine training in San Diego, Calif.



G. H. Winters, U.S.N.

G. H. Winters, storekeeper 3/c in the Navy, was formerly an I&SM Division express messenger. At present he is somewhere in the British Isles.



Pfc. Lloyd E. Wayland

Pfc. Lloyd E. Wayland, who enlisted in the Air Force in October, 1942, is now a musician in the 335th Army Air Force Band, Foster Field, Tex. His father, Earl Wayland, is a carman inspector at Davenport, Ia.



Corp. Leota Jane Hammell

Corp. Leota Jane Hammell, daughter of Engineer Merle E. Hammell of Minneapolis, joined the WACs in February, 1943, and took her basic training at Ft. Des Moines, Ia. After a 20-week course at Midland Radio School in Kansas City, Mo., she was transferred to Selman Field, Monroe, La., where she is engaged in radio work.



Sgt. W. F. Jensen

Sgt. W. F. Jensen is the son of Engineer Oscar Jensen employed in the Milwaukee Terminals. At the time this was written his whereabouts were unknown.



Staff Sgt. John D. Reed, Jr.

Staff Sgt. John D. Reed, Jr., at the Army Air Base, Clovis, N. M., is the son of Engineer Reed of Ottumwa, Ia.



Pvt. Lenus Long

Pvt. Lenus Long, in the Field Artillery at Camp McCain, Miss., was a water treating plant operator at Manila, Ia., prior to entering the Army.



Sgt. James Green, Jr., and his sister, Corp. Carol Green

Switchman James Green of Minneapolis has a son and a daughter in the service of their country. They are Sgt. James Green, Jr., with the Air Corps at Colorado Springs, Colo., and Carol Green, a corporal in the WACs, stationed at Tinker Air Field, Oklahoma City, Okla.



William J. Robinson, U.S.N.

William J. Robinson, who is stationed at the Farragut, Ida., Naval Training Station, was formerly a messenger who worked out of the office of B. J. Schilling, general agent passenger department, Chicago.



Pvt. James McHone

Pvt. James McHone, who was a section laborer at Cambridge, Ia., before entering the service, is stationed in the Black Hills of South Dakota with a Railroad Battalion.



D. L. Bowers, U.S.N.

D. L. Bowers, seaman 1/c, was employed as a brakeman out of Savanna, Ill., on the Iowa Division before joining the Navy. At present he is at sea.



George Evans, U.S.N.

George Evans, son of Switchman George Evans employed in the Chicago Terminals, joined the Navy recently and is now at the Great Lakes Naval Training Station.

THE MILWAUKEE MAGAZINE



Lt. C. Wendell

Lt. C. Wendell, former carman at the shops in Minneapolis, entered the Army in February, 1941. He was with the Infantry in Louisiana, then transferred to a Railroad Battalion, and thence into the Air Corps in 1942. He won his wings in June of this year and is now in England with a bomber group.



William J. Moody, U.S.N.

William J. Moody, seaman 2/c, son of Will C. Moody, passenger brakeman of Des Moines, Ia., is stationed at the Puget Sound Navy Yard, Bremerton, Wash. He is the third generation of the Moody family to serve its country. His grandfather, James Jackson Moody, fought in the Civil War, and his father served in the first World War.



Staff Sgt. William Bishop

Staff Sgt. William Bishop, son of Conductor Arthur Bishop of the Milwaukee Division, has been stationed in Hawaii since shortly after his enlistment in 1940. Although a member of the ground forces, he manned a gun on that black Dec. 7, 1941, and brought down a Jap plane.

December, 1943



Sgt. Charles R. Simms

Sgt. Charles R. Simms, stationed at Ft. Sheridan, Ill., is the son of Jesse S. Simms, a switchman in the west yards at Ottumwa, Ia.



Staff Sgt. John A. Malecki

John A. Malecki, who worked on the section at Green Bay for several years before joining the Army in November, 1941, has recently been promoted from sergeant to staff sergeant. As crew chief, he is in charge of all the mechanical maintenance of the veteran Flying Fortress "Local Girl," of one of the pioneer bombardment groups in the European Theater of operations. Working long hours in the blacked-out hangar, Malecki and his crews repair flak holes, make engine changes and keep their B-17 in readiness for the next daylight raid on Nazi Europe.



John E. Whelan, U.S.N.

John E. Whelan, son of Engineer Ed Whelan of Sioux City, Ia., is stationed in Trinidad at present, with the Navy.



Pvt. Don R. Kloss

Pvt. Don R. Kloss, formerly a clerk in the freight auditor's office, Chicago, was inducted into the Army immediately after turning 18, but has very recently been placed in the Army Reserve Corps due to a severe ankle injury sustained in maneuvers. He had been stationed at Camp Butner, N. C. His return to active duty or to civilian life depends on how completely he recovers from the injury.



Chas. A. Warren, U.S.N.

Chas. A. Warren, now in the Navy, stationed at New Orleans, was formerly employed as a switchman at Madison, Wis.



Sgt. Max W. Oswald

Sgt. Max W. Oswald, son of Special Officer Oswald who is employed by the company at Savanna, Ill., is an instructor in the Chemical Warfare Division of the Army, now located at Tallahassee, Fla. He was private secretary to many different commanding officers at the Savanna Ordnance Depot before entering the Army.



Francis B. DeBaker, U.S.N.

Francis B. DeBaker of Channing, Mich., is stationed at the Great Lakes Naval Training School, learning to be a gunner's mate. He is the son of Conductor Gustave DeBaker and the grandson of Conductor Bernard T. Petersen of Channing. He enlisted in the Navy on June 7, 1943, at the age of 16.



Pfc. Blanche M. McDermott

Pfc. Blanche M. McDermott of the Marine Corps Women's Reserve is stationed in Washington, D. C., at present. She is the daughter of Engineer R. V. McDermott of the H&D Division, and sister of R. G. McDermott, operator at Farmington, Minn.



Sgt. Jack Moore

Sgt. Jack Moore, who is with a tank destroyer unit at Camp Hood, Tex., formerly worked in the mail and baggage room in Milwaukee. He entered military service in June, 1942.

ACTIVITIES IN GENERAL

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

Old Line Club

The Milwaukee Road said "Thank You" to the employees in appreciation of the work the Old Line Club has done since its founding by sponsoring a banquet at the Community House in Horicon, Wis., on Sunday evening, Oct. 24. The tables, set for 72, were festive with gay Halloween trimmings and autumn flowers. The program opened with singing and the Flag Salute by Shirley Willers. A moment of recollection was given to the men in the armed forces, during which time a solo,



"There's a Star Spangled Banner Waving Somewhere," was sung by William Boden. Invocation was read by T. E. Melcher.

Impromptu talks were made by Messrs. J. W. Phillips, A. H. Olson and M. E. Noel. Walter Kohl, general chairman of the club, spoke on the loyalty of the club, both to the railroad and to each other. J. H. Valentine, superintendent, recalled many amusing incidents in which railroaders present had been involved and stated the necessity of building up friendly associations with the people of the community and of making the hours on the job as pleasant as possible.

P. L. Kaiser, county superintendent of schools, was the speaker of the evening. He talked on the problems of the day, his remarks being well received. As a musical complement to the program, the following numbers were rendered: Bass solos, "Funiculi, Funicula" and "Marching Along Together," sung by William Boden, and

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Service Clubs

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soprano solos by Mrs. D. C. Classen; a clarinet solo was rendered by Irene Schneider. Miss Ruth Wagner was their accompanist. Dancing and cards followed. The music for dancing was furnished by Mrs. Arnold Rassman.

the sake of the satisfaction and benefit the club members themselves would receive in taking a helpful, active part in the community.

Toastmaster at the dinner was Harry Keck. William Tritchler, club chairman, presided at the business meeting.

Dinner music was provided throughout the dinner period by Wilbur Sales Orchestra, with Joanne Herzog as vocalist. Carl Voelker entertained with a humorous song entitled "Mrs. Fogarty's Christmas Cake." Colored movies of a fishing trip and pictures of a rattle snake hunt were shown by Mahlon Sissel.

Stone City Club

A Service Flag was dedicated for employees and sons and daughters of employees in the area of the Stone City Club, on Oct. 21. The dedication was held in the club rooms at Bedford, Ind. Presiding at the ceremony was Rev. Sharp of the First Baptist Church of Bedford. The program opened with a group singing of "God Bless America," followed by a prayer by Rev. Sharp, then the roll call of those in service. Trainmaster L. S. Hunter and Mrs. Hunter followed with "Home on the Range."

After the dedication, Rev. Sharp gave a timely address, "When Men Serve"; 35 stars were placed on the flag with one gold star for Charles G. Glimpse, son of Mr. and Mrs. Bruce Glimpse, who was killed in line of duty in the South Pacific.

At their November meeting 10 more stars will be added.

Group in attendance at the Milwaukee Hiawatha Service Club's Third Annual Festival which was held at the Eagle's Club, Milwaukee, on Oct. 30.

Austin Area Club

More than 100 members of the Austin Area Club attended the Appreciation Dinner at the Austin, Minn., Country Club on Oct. 18. The menu consisted of southern fried chicken and trimmings.

Superintendent Dodds, in expressing his appreciation to the members for their loyalty in the past year, stated that "Credit for performing a job second to none in importance in the war is shared by every railroad employee." He said there is still a tremendous job ahead and that the burden placed on transportation will be increased in coming months.

A. G. Dupuis guest speaker, spoke of the many possibilities of the Service Club. He urged participation in civic activities, for

SERVICE CLUB SIDE-LIGHTS

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

J. H. Foster Club Anniversary Party

Space hardly permits full description of the Anniversary Party recently put on by the J. H. Foster Club in Minneapolis. Wm. R. Manion, chairman of the club, spent a great deal of time on it, as did J. G. Messicci, who was responsible for all of the individual bulletins sent out and placed on the bulletin boards, and which attracted a great deal of attention. This represented a lot of work, much of it being done at home. T. F. O'Connell also contributed much of his time, these three boys making a trio hard to match when it comes to getting things done in a big



Part of the group which attended the Austin (Minn.) Area Service Club's Appreciation Dinner at the Austin Country Club on Oct. 18.

way. There are a number of other names which could be mentioned, however the entire club membership was largely responsible for the success of this party.

The affair was held in their regular meeting place, the American Legion Hall, in Minneapolis. It is a newly decorated hall, and it is a place in which it is a pleasure to spend an evening. F. J. Newell, assistant public relations officer from Chicago, was the main speaker of the evening, and his talk was very inspiring and educational. Dining and dancing filled the balance of the evening, and in these days of rationing, the Dutch lunch set before the guests was a sight to behold. The committee on food arrangements might be considered miracle men. It was a nice party in every respect.

Mitchell Takes Over Elks Club for Appreciation Party

The Mitchell Milwaukee Service Club, with Lyle Paullin, chairman, and Otto Secory, appreciation party chairman, took over the Mitchell Elks Club rooms to stage a dance, card party and lunch on the evening of Oct. 18. It is good to know that the Milwaukee Road boys have the good will and friendship of the other organizations and the public to the extent that they are able to secure a fine place like the Elks Club to hold such an affair. All the rooms were used for different activities, as was the spacious dance floor.

Chairman Paullin was so occupied during the evening receiving compliments and expressions of thanks for the party that, confidentially, he missed out on the very good refreshments. It became necessary, therefore, for Mrs. Paullin to prepare a lunch for him at home afterward, as he pool-pooled the idea of stopping downtown, it being too near the breakfast hour.

J. T. Hanson, assistant superintendent of the H. D. Division, spoke briefly on the feeling of gratitude which the Railroad Company wishes to express by means of appreciation parties. This particular gathering was a gala event in every respect and was greatly enjoyed by the large crowd in attendance.

Spokane Inland Empire Club Appreciation Party

If time would permit, in these fast moving days, to dwell on our pleasures, the



Mrs. Blanche M. Allen, chairman of the Inland Empire Service Club.

December, 1943



There was a great deal going on at the J. H. Foster Service Club's recent Appreciation Party in Minneapolis. Some of the activities are pictured here. In case you are curious about what goes on in the top picture, it is square dancing. In the second picture from the top, William R. Manion, chairman of the club (left, front), is shown with some of the club's key men, discussing the party.

writer would most certainly have to turn to Webster to find appropriate words to describe in a fitting manner the wonderful Appreciation Party arranged by Mrs. Blanche Allen, chairman of the Inland Empire Club, and her committee.

One of the things which made this party unusual was the delicious chicken which had been personally prepared by Mrs. Allen in her own kitchen. This was, of course, a tremendous job, but, according to Mrs. Allen, well worth the trouble when a thing well done is fully appreciated, as this was.

A brief business meeting was held, and three new families were welcomed to the Idaho Division, namely: Mr. and Mrs. W. T. O'Reilly, Mr. and Mrs. J. W. Corbett, and Mr. and Mrs. Dennis Sullivan. After

a few remarks by the representative of the public relations department, explaining the reason for an Appreciation Party, Mayor Sutherland spoke on the many changes which have taken place in the 30 years since the Milwaukee Road entered Spokane. He told of the wonderful work the railroads are doing in the war, comparing it with the work done in World War I, and pointing out how we have learned and profited by the mistakes made at that time. He praised very highly, the Service Club work being done on the Milwaukee Road, calling it a point of contact which makes it possible for each employe to have a personal part and responsibility in his railroad and his community.

Mr. Calkins sang two fine selections, "When Irish Eyes are Smiling" and

"There's A Long, Long, Trail A Winding." These were enjoyed to the extent that the audience joined in singing the chorus with him.

Mrs. Greybill, who is in charge of the Service Men's Center in Spokane, gave some very interesting highlights of the activities and accomplishments of the center, and quoted statistics which really ran into lengthy figures.

Mr. Funkhouser, attorney for the Mil-

waukee Road, expressed his thanks to the club for the work being done in a civic way, and also congratulated the chairman and her committees for the wonderful dinner.

The evening was completed when Mrs. J. Lawrence, Mrs. Fallschur, E. M. Young and Mrs. Earl Calkins took the honor in pinochle and Mrs. R. Prosser, Mrs. Chas. Strong, J. Z. Ramsey and J. N. Airlie received prizes in bridge.

Victory Gardens

(Continued from page 9)

Benefits Are Many

The benefits which have accrued from this program are numerous. First and foremost, of course, is the fact that vast quantities of health-giving vegetables were produced which otherwise might not have been produced, what with the shortage of farm labor. The additional amount of food which was thereby made available to the home canners, canneries, and other food processors will likely prove to be a real blessing this winter. Thanks largely to the nation's 20,000,000 amateur gardeners, point values on many foods, notably tomato juice, have been reduced.

There is something to be said, too, for the improvement in war-time morale on the part of the amateur gardener who, perhaps for the first time in his life, found himself actually producing food for his own table. The partial return to nature, the soul-satisfying experience of seeing things grow before one's very eyes, has certainly been a good thing. The almost ecstatic enthusiasm which this natural phenomenon engendered in the new gardener probably did as much to improve his health as did his fresh, vitamin-laden handiwork.

Aside from everything else, Victory Gardeners are deserving of tribute for the hardihood and fearlessness they displayed in facing the denizens of the garden plot—the mosquitoes, chiggers and other bugs, birds, snakes, worms, squirrels, rabbits, cats and dogs of all sizes and dispositions, to say nothing of boundary-conscious neighbors. Heedless of these perils and of flood and drought, they nobly carried on.

Ex-Railroader Walks with King

(Continued from page 9)

graduate work at the Naval Academy and duty at the Washington Navy Yard. A fine background of preparation for his important work at Salerno. During his school vacation days he worked for Roadmaster Frank Natzell, and according to his father, railroading is second only to the Navy to Lt. Commander David D. Scott.

Operator Reports On Overseas Railroading

Staff Sgt. Clair Brunner, who is now somewhere in Sicily or Italy with a railway operating battalion which was cited for its meritorious service in the Tunisian campaign, addressed the following letter to Wiley Moffatt, a Milwaukee Division correspondent who is employed in the superintendent's office in Milwaukee. Sergeant Brunner worked as an extra opera-



Staff Sgt. Clair Brunner. Picture was made in Sicily.

tor on the old Northern Division before going into military service, his last station having been Ripon, Wis. He writes:

"Thought maybe you would be interested in hearing something of our railroad experiences in North Africa. Now that we are through there, we can tell about our experiences.

"We operated about 100 miles of narrow gauge line between Tebessa and Oulet Rhamoun in Algeria. We also had two branch lines—one from Tebessa to Kerbit and the other from Oulemene to Khenchela. I am not so sure that all these names will mean much to you, however, I think you can find Tebessa on almost any map.

"The equipment on this line was of French origin and had been run until it was about on its last legs. The cars were small and I don't believe they held much more than a good truck load. They were coupled with an arrangement that would resemble the old link and pin coupler, and they also had safety chains.

"When we were nearly through operating the road, Uncle Sam sent 12 new American engines and some flat cars, also a few gondolas, and that simplified operations a good deal. As I said before, all the equipment was old and pretty well spent. The engines were the sorriest of all rolling stock. This may be emphasized when I tell you that we had as high as 12 engine failures in one 24 hour period.

"We operated very nearly upon single track rules as used in America. We used dispatchers and, as an extra precaution, manual block. The trains were run by our own men, and I believe our organization is the first one to ever completely take over and operate a foreign railroad.

"There were times when things didn't look too good, and if you will remember reading of the battle for Kasserine Pass,

you will understand what I mean. We were very near it, but stood pat and kept the stuff rolling to the front, and our fellows made it.

"Besides railroad, there just isn't much of anything to do that is interesting. When we were relieved on this road we went to a rest camp at Tabarka on the shores of the blue Mediterranean. We spent about a month in that spot and thence to a port in Sicily.

"The people in Sicily are quite friendly, and I am sure they are quite tired of war.

"They haven't had sufficient food for the last five years, and I guess barely enough clothing to keep their bodies covered. We in the Army are getting quite tired of the C-ration, but these people surely enjoy it.

"Well, this is all for now—will be watching for a letter from you."

Private McCarthy Corrals a "Rubber Cow"

Recovery of runaway barrage balloons is a little out of routine for a railroad soldier, but when six enlisted men of the Military Railway Service, Transportation Corps, saw one of the rubber cows bouncing down a stretch of North African track and playing tag with the trains, they rubbed their eyes and went into action. Francis McCarthy, formerly with the Milwaukee Road at Janesville, Wis., was one of the six men.

Fully realizing the danger of a possible explosion, the railroaders captured the balloon, which was still considerably buoyant, tied it to a pole, and posted a guard over it.

Brig. Gen. Carl R. Gray, Jr., director general of the M.R.S., has extended his personal commendation to the men: "This type of action adds greatly to the reputation which the personnel of the Military Railway Service is establishing in this theatre for efficiency and alertness. The conduct of these enlisted men is in the highest tradition of the M.R.S."

Captain Snellgrove Reports on Iranian Railroading

Captain Neal F. Snellgrove, formerly of our comptroller's office, Chicago, but now in Iran with the Transportation Corps, addressed the following to the Magazine on Sept. 26:

"Have just received the July issue of the Milwaukee Magazine and was very glad to get it. The cover is a masterpiece!

"Apparently the road is doing its share in the war effort. Railroading is quite different in this neck of the woods. No automatic couplers, chain hooked with bumpers. Grades that make double heading necessary even with short trains. Wish I could tell you maximum tonnage per train which is allowed. But the boys are doing a wonderful job in hauling 'aid to Russia.'

"Living conditions in Iran could be a lot worse, particularly in this section. Never rains in the summer, and cloudless skies, day and night, are the rule. In fact, early mornings and the night are great—always a cool breeze. Heat has been bad—105 to 110 degrees here, and 130 degrees farther south and along the gulf.

"We have plenty of good food, but most of it comes out of cans. One thing we miss a great deal is fresh meat. Local meat is taboo and too hot to bring it in.

"Please say hello to everybody."

THE MILWAUKEE MAGAZINE

The Milwaukee Railroad WOMEN'S CLUB

Special Commendation

Once again Miles City Chapter was willing and ready to meet an emergency call. Only two hours after the derailment of the Olympian on Oct. 14 the club house was opened as a rest room and the first cup of coffee was served. Extra ration points were secured. The ladies, under the direction of first vice-president Mrs. Wm. James, prepared sandwiches and served them, doughnuts, rolls, cookies and coffee to the marooned passengers, which numbered around 400. From 9:00 a. m. until 3:45 a. m. the following morning the club house was kept open for the comfort of the travelers. Fifty-two Wacs rested there at one time. Homes were found where passengers could take baths and rest and where babies could sleep. Cars were supplied to take them around and automobiles rushed back and forth from the train to town and to hospital and clinic all day.

Nurses aides and aides to nurses aides helped in the hospital and other members distributed cigarettes, stationery, stamps, and magazines to those in the hospital, delivered messages and in many other ways helped them. In the evening cards were supplied for those at the club house, and dancing also helped pass the time for the Wacs and soldiers who were stranded. Everything possible was done for the comfort and pleasure of the passengers.

Wausau Chapter

MRS. ALBERT KASTEN, *Historian*

Our meeting was held Oct. 12 at the club house. We appreciate the cooperation extended to us by everyone, which made it possible to go over the top in membership, thus entitling us to a \$20 prize. We have 71 contributing and 76 voting members.

It was voted to give each mother who has a son or daughter in service money with which to buy them a Christmas gift from our chapter, instead of sending the same gift to each one as in the past. It was also voted to donate about 200 of our library books to the Army and Navy. Good Cheer chairman reported that \$9.80 was spent during September. After cards, lunch was served by Mrs. John Whaley, chairman, and her committee, Mrs. M. Harrington, Mrs. Wm. McEwen, Mrs. Bob McCarthy, and Mrs. Campbell.

Spencer Chapter

MRS. CARL FRENCH, *Historian*

Members met at the Floyd Merchant home for the October meeting of our chapter. Reports of the summer's work were given and approved and plans were made to send Christmas cards to the boys in service. The meeting was very well attended and all present enjoyed the games and cards which followed and the lovely lunch which was served.

Mobridge Chapter

MRS. A. SIDNEY HAGAN, *Historian*

At our regular meeting impressive dedication exercises in honor of the new flag purchased through volunteer gifts were enjoyed—Mrs. Patton, Mrs. Cotton and Mrs. Baun gave readings. A unanimous vote to continue the canteen for service men through two more months was given

Mrs. Gallagher, chairman, gave a detailed report on the various phases of canteen service. Mrs. A. S. Hagan gave the financial report of this committee. A new committee was named to take over the executive part: Mrs. J. Klein, Mrs. I. Kern and Mrs. V. Cotton.

Up to the close of September over 3,000 service men have been served, 120 Mobridge ladies have served on food committees, and many donations of food and money have been received by our chapter. To facilitate serving during cold weather space has been made available in the former news room at the depot.

Milwaukee Chapter

MRS. DONALD McKENNA, *Historian*

Members of the Red Cross class honored our chairman Mrs. F. Ross at a surprise luncheon October 6, the occasion being her birthday, also presented her with a gift in appreciation of the kindness and patience she has shown us in our class work. The monthly report was 410 knitting hours, turtle neck and sleeveless sweaters, gloves, helmets, and tubular scarfs finished. An appeal has been made from the Veterans' Hospital for 25 beanies for tubercular patients; so far 10 have been donated. If any of you ladies have any leftover yarn, Mrs. Ross will instruct you how they are to be made. Seventy-five workers reported for surgical dressings, 2,050 dressings, and a total of 800 hrs. for October.

At our business meeting October 18 members were informed that our chapter now owns 12 \$100 War Bonds, six additional bonds having just been purchased.

October 28 a luncheon and card party sponsored by present officers was served at 12 noon. A very appetizing lunch was enjoyed by 200 guests. Mrs. J. J. Kelly and Mrs. J. H. Valentine were chairmen and made a report of \$46.27 realized.

Chicago-Fullerton Ave. Chapter

CLARA A. CUSH, *Historian*

Meetings were resumed October 12th after a three months' vacation. Mrs. Irma Rummel, Refreshment Chairman, and her committee were prepared for us at five o'clock with a delicious dinner. The meeting was opened with pledging allegiance to the flag and reciting the club motto. Reports were read and it was noted several of our committees were busy throughout the summer. Sunshine committee visited the sick at the hospital and sent out cards, the Library handed out books twice a week, Red Cross committee and Employees' Victory Club met all necessary requirements and House committee had the club rooms freshened up.

Red Cross Report for September: Surgical Dressings—attendance, 61; hours worked, 312; production, 1383 dressings. Sewing—attendance, 10; hours worked, 40½; production, 20 garments. Knitting—attendance, two hours, 52; production, four. Nominating Committee appointed as follows: Kitty McCants, Chairman, assisted by Marie Nixon and Ida Selig. The Club voted to make three afghans to be donated to the Red Cross. Mrs. Martin, President, welcomed Mrs. Mollie T. Lewis, who favored us with a book review, entitled "So Little Time," by Marchand, which was enjoyed by all who attended.

Aberdeen Chapter

GRACE HARTLEY, *Historian*

"We went over the top!" This greeting welcomed a goodly number of members at the October meeting. And so we did—giving us the honor, for the present at least, of being the largest chapter on the entire Milwaukee system, besides rounding out our pocketbook with the cash award of \$50. A bouquet of big red roses to Mrs. Florence Klucas and her most efficient committee for their splendid work during the membership drive. By the way—she received them at this meeting—an honor duly won.

Thanks to Col. Joshua Green of Seattle, who recently enjoyed a hunting trip here. The Colonel may have taken some birds back home with him, but he left us the valuable nest-egg—a personal gift of another precious \$50. By now our purse fairly bulges and we're excited! Two great big drops in the bucket the same night would make almost any club excited, wouldn't it? Some of us may receive a crown of glory now and then for service well rendered, but Mrs. Pearl Soike is especially fortunate. In recognition of her outstanding work as Club President, Col. Green left for her a crown-of-gold pin, inlaid with jewels—a diadem that might well be likened unto the Master's reward when He calls to one of His chosen—"Well done, thou good and faithful servant."—Pearl is worthy of this gracious courtesy. We, who know her, love her and we live in the light of her good deeds.

During the opening program, our American flag was advanced to the front by Mrs. Edyth Chamberlain and properly saluted while the pledge of allegiance was given in unison. Mrs. Lillian Conley was at the piano. Club singing helped greatly to lend a friendly welcome to the several new members present. Attendance prizes were won by Miss Marjorie Aggen and Mrs. Pearl Soike. Courtesy hostesses for the evening were Mmes. Irving, Chamberlain, Hayes, Lowe and Hartley. Beautiful flowers were furnished by Mmes. Kelly, Hayes and Burlock, adding loveliness to the already comfortable setting.

The Good Cheer committee is mailing holiday greetings to all Milwaukee persons in the armed forces. The Red Cross sewing group, under the leadership of Mrs. Emma Maketsky, has chalked up 104 hours to its credit. Hospital shirts have been the objects of effort. The Knitting group, supervised by Mrs. Hayes and Mrs. Hatten, has turned in gloves, scarfs, wristlets, sweaters and shawls, crediting its workers with 200 hours of service.

Our chapter furnishes 14 workers who assist the U.S.O. Red Cross Canteen Service with the serving of lunches gratis in our depot to all persons in the armed forces passing through. When Brown County in South Dakota finished its recent sale of Victory Bonds, it had a rating of 113 per cent. When the sales personnel was checked, we patted 16 Milwaukee women on the back for being listed among this group of sales experts. And lately, to further our loyalty to our boys, our country, and to the call of freedom for which we, as a united people, stand—we glory in this privilege of saying—our chapter has just purchased six more Victory Bonds.

At the close of the business meeting, refreshments were served buffet style by Mmes. Moeffenbeir, Blando, Pierson and Mattice. Our house matron, Mrs. Burlock, was in charge of the kitchen.

Iron Mountain Chapter

Mrs. HERBERT SHIELDS, *Historian*

At a meeting of our chapter in the American Legion club rooms the evening of Sept. 21, members were urged to assist in the work on Red Cross surgical dressings at the Lincoln and Amidon schools.

We are happy to say that our chapter voted to purchase another war bond, and that it will also send Christmas gifts to our boys and girls who are in the service.

Bridge and bongo were played and prizes awarded. Mrs. Carl Walner, Mrs. Jos. Gardener and Mrs. Walter Helsing were in charge of refreshments.

Minneapolis Chapter

Mrs. H. M. HAUSER, *Historian*

The Board started Fall activities by meeting at the Leamington Hotel for a One O'Clock luncheon, and the work for the remainder of the year was planned. The Service Club again entertained the club at the September meeting designating it as Appreciation Night. A very nice time was had with dancing and a lunch to finish up the party.

Regular meeting was held on the fourth Monday and a very delicious chicken dinner was served,—and no points to worry the committee. Our treasurer reported balance of \$512.64. Good Cheer chairman made eight personal calls and

sent out 13 Good Cheer and Sympathy cards. We were happy to be able to invest in another bond, adding to the fund which may be needed when times may not be so prosperous. A guest speaker from the War Chest gave a short talk. A vote was taken on meeting same time as the Service Club, to combine our social hour to the advantage of both clubs.

LaCrosse Chapter

Mrs. C. J. WETHE, *Historian*

Sept. 1 we came to a covered dish luncheon. We met—two \$25 bonds were bought. We left after a few games of cards.

Oct. 6. By hard work we went over the top in membership and received the \$35 prize from the Gen. Gov. Board, 388 members were reported. The club extends sympathy to our president, Mrs. John Rogowski, in the loss of her only daughter, and also one of our members, Mrs. Arthur Blasezyk, who passed away Sept. 19. Nominating committee appointed was Mmes. Troger, Marchant and Wurm.

Nov. 3 two new young ladies, Mmes. Berg and Stefferud, joined the club. A Christmas party was planned for our next meeting, Dec. 1, with a regular Christmas dinner and exchange of 15-cent gifts. Committee was appointed to look after sending Thanksgiving baskets. 1943 officers were elected to continue in office for 1944.

October meeting was held at our new club rooms and we were invited to the dinner given by the Service Club celebrating its fourth birthday. It was a very delicious feed and after our business was taken care of we joined in the general merry-making. The Service Club always proves to be a very good host.

Monthly Board meeting was held at Cafe Exceptionale. Our Red Cross group has been handicapped by lack of material, but has 62 working hours to its credit and is ready to resume work as soon as material is received. Good Cheer reported six personal and telephone calls, five cards sent, and eleven families reached.

Austin Chapter

The club met at the club rooms for a pot luck supper and program Oct. 12. Meeting was presided over by the President, Mrs. E. J. Full. Committee reports were given. Good Cheer reported 15 telephone calls, 27 personal calls, \$8 flowers without cost to the club, 22 families reached, 16 gifts of food; Ways and Means, \$4.65; Welfare, \$2.50. Audit report was read.

Club members were asked to bring magazines and books to be placed in the depot waiting room for reading material. Surgical dressings has begun work again, and Thursday has been set for Milwaukee Women's Club. It was voted to change our evening meeting to an afternoon meeting and regular monthly meetings will commence with November, hereafter be held the first Thursday afternoon of each month. Ronnie Jakubec favored us with several vocal selections and Mrs. Carl Voelker gave two humorous readings. Cards followed.

Tacoma Chapter

Mrs. A. E. MOXNESS, *Historian*

Seventy members assembled for pot luck lunch at 12:15 p. m. on September 27. Mrs. Douglas Fairbanks, president, presided at the business meeting. Members who attended the club picnic on July 25 reported an enjoyable occasion.

Tacoma Red Cross informed us that the Milwaukee Women's Club holds the distinction of having furnished the greatest number of recreation rooms at Fort Lewis of city organizations. The accompanying photograph shows some of our soldiers enjoying the comfort and relaxation of the room furnished by the Mount Tacoma Service Club and the Women's Club. The request to assist in the "Back the Attack" bond drive resulted in our club leading 14 other women's organizations in Bond sales. Fifteen dollars has been sent to the Christmas Gift Fund for wounded soldiers.

On Oct. 5 a lunch of coffee and doughnuts was served to 35 members of the Service Club.



This recreation room for soldiers at Fort Lewis, Wash., was furnished by the Tacoma Chapter of the Women's Club and Mount Tacoma Service Club.

Butte Chapter

MRS. PETE OLSON, *Historian*

Our regular meeting was held Monday afternoon, Oct. 4. Good cheer chairman reported 14 phone calls, six personal calls and several cards sent. Red Cross chairman reported 75 hours spent on surgical dressings, other members have sold bonds and stamps, and some have taken the Red Cross Home Nursing course. We are also working in the A. W. V.'s booth at the depot during train time. After the meeting lunch was served by the hostesses, Mrs. Nicholas Garloff and Mrs. Pete Olson. Bridge was then enjoyed.

November meeting was a joint meeting with the Service Club. It was held the evening of the 1st with a good attendance. Lunch was served following the business session by the hostesses, Mrs. D. W. Amick and Mrs. Victor Peterson. The new officers chosen are: Pres., Mrs. D. W. Amick, 1st Vice Pres., Mrs. Victor Peterson; 2nd Vice Pres., Mrs. Arthur Jersey; Sec., Mrs. N. B. Lupton; Treas., Mrs. Dave Ehrlich; Historian, Mrs. Pete Olson. Members voted to donate \$5 to the National War Fund. Christmas gifts have been sent to sons of members who are in the service.

Channing Chapter

MRS. C. HUETTER, *Historian*

Our regular meetings have been resumed with very good attendance. Many members are again busy with the various phases of Red Cross work. The club members served a cafeteria supper Oct. 2 from 5 to 7 P. M. It was well attended and all commented on the deliciousness of the foods served. It was followed by a fancy work sale and card party. The success of same was due to the efforts of our Ways and Means chairman Mrs. Jack Meyers. The annual birthday party was held Oct. 19. Pot luck supper was served at 6 P. M. followed by cards and bunco.

Sioux Falls Chapter

MRS. JOHN B. NELSON, *Historian*

The club held its regular meeting in the club rooms on Sept. 12, Mrs. Albert Spencer, president, presiding with all officers present, the chairman reporting our summer activities. On July 19 we entertained at the evening "Coffee and Snack" hour of the U.S.O., serving 800 guests. The club purchased a \$25 War Bond. Members were happy to receive \$20 prize money for increase in membership over last year. We voted to send Christmas remembrances to all of our 51 men and one WAC. At conclusion of business meeting a delightful social hour was passed. Hostesses Mrs. W. E. Adams and Mrs. Leslie Drew served a lovely lunch.

Our October meeting was held with a good membership attendance. Committee reported that Christmas gifts of fifteen cartons of cigarettes and one package had been mailed to our over seas men—and cash gifts were sent to one WAC and 35 men who are in the U.S.A. Ways and Means reported card party proceeds \$18.25 and rummage sale profits \$20.00. Victory committee reported War Bonds and Stamps

sale of \$3,000.70 during the Sept. Bond drive.

Mitchell Chapter

MRS. FLOYD PHILLIPS, *Historian*

The club held its regular meeting Oct. 11 with a good attendance. This was our first meeting since vacationing for the summer months. Reports of committee chairmen were given. Our club has been doing a great amount of work in the war effort during the summer months. We furnished cookies for a period of one week for the U. S. O. Service Men's Center. Many members are doing Red Cross work in the sewing and knitting rooms and wrapping bandages. We purchased another bond and this month Christmas greeting cards have been sent to employees and sons of employees in service. Through the efforts of several of our members twenty-three hundred dollars worth of stamps and bonds were sold during the summer.

We cooperated with the Service Club Oct. 18, serving refreshments at the "All Milwaukee party." About 150 were present and a good time was enjoyed by all. We are planning a Christmas party.

Spokane Chapter

MRS. W. H. HUNTER, *Historian*

The high lights of our Oct. 12 meeting were the receipt of our \$100 War Bond, our contribution to the local Community Chest drive, and the receipt from Chicago of our membership prize money. Mrs. Ethel Perry reported 125 hours given to Red Cross work, and Mrs. Chas. Lillwitz' Good Cheer committee has made 15 personal calls and contacted eight families. Our Oct. 2 public card party, the first in a series of three, was well attended. Mrs. A. L. Meeks, Mrs. R. W. Prosser and Mrs. N. B. Jones were hostesses.

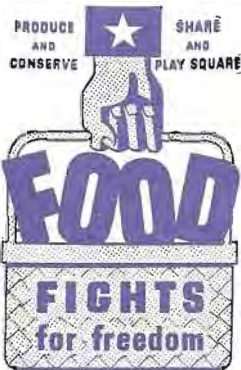
Sioux City Chapter

MRS. BEN ROSE, *Historian*

Red Cross chairman, Mrs. A. M. Nelson, reports 610 hours, which includes surgical dressings, canteen, Gray Ladies, and knitting for Sept. and Oct. Mrs. Jay W. Bailey and Mrs. C. E. Lovell, chairman and co-chairman of Ways and Means, with Mmes. Raff, O'Neill, Houser, Carlson, Burrell, Ryan and Gallas managed a 35-table card party which replaced the October pot luck dinner.

From national headquarters of the American Red Cross Mrs. J. T. Hansen, safety-first, received and distributed 200 checklists of Common Home and Farm Hazards designed to assist homemakers in accident prevention. Mrs. Hansen remarked "Each year some 32,000 Americans are killed in home accidents, and 4,500 farmers are killed by work accidents. No other occupation has such a great number of fatal accidents."

Double dividends in lemon juice are your reward when the lemon is warmed up a few minutes before using. A good way is to cover it with warm water and let it steep for a few minutes before it is squeezed.



Deer Lodge Chapter

MRS. J. E. PEARS, *Historian*

On Oct. 15 we tried having our meeting in the evening to avoid being in the way of Canteen workers for train No. 15, which should arrive at 2:10 p. m. But this night No. 16 was late, the first time in weeks, and did not arrive until after 8 p. m. There were only a small number out but there was a busy business session, discussing ways and means to get some badly needed furnishings for the club rooms. The Canteen workers are very faithful and deserve all the help in their work we can give them. Mrs. Collins, Canteen chairman, reported 3,379 men and women fed in September. A delightful lunch was served by Mmes. Brautigan, Coey and Luetz.

Janesville Chapter

MRS. C. A. DRAWHEIM, *Historian*

Our Chapter held its regular meeting on Tuesday evening, Oct. 5, with Mrs. P. J. Wallace, presiding. Reports: Red Cross, 100 hours surgical dressings; Good Cheer: 55 personal and phone calls, 10 families reached, six greeting and sympathy cards sent. A funeral dinner was served to 23 persons by Mmes. Boucher, Kennaugh, Bennett and Fox. Ways and Means, \$16.56; Membership, Mrs. Francis Wiskie and her committee obtained 33 new members, bringing the total membership to 389. We were very happy to receive a check from the General Governing Board for \$35.00, prize for going over the top in the contest. After adjournment refreshments were served and a surprise package was won by Mrs. Walter Seitz.

A public card party was given on Oct. 20, Miss Margaret Coughlin and Miss Maud Coleman co-chairmen for the event. Hallowe'en party on Oct. 28, Mrs. J. W. Higgins, chairman. Bingo was played and refreshments were served. Reports Red Cross, 125 hours surgical dressings; Ways and Means, \$14.50; Sunshine, 20 families reached, \$9.90 spent.

St. Bernice Chapter

MRS. B. M. KUHNS, *Historian*

St. Bernice Chapter held its regular monthly meeting at the school building Friday evening, Sept. 24. A chicken dinner was served to about 40, with several soldier boys home on furloughs as special guests. A spelling contest was the social diversion, followed by the business session, opened by the president, Mrs. Reed McGinnis, with all repeating the club motto. Minutes were read and approved. Sunshine Committee reported two cards and three personal calls and lunch served in a bereaved home. Membership reported 108 voting and 109 contributing members enrolled 18 ladies present.

On Sept. 16 a pleasant afternoon was spent in the home of our President, Mrs. McGinnis, the occasion being a visit from our Secretary General, Miss Lindskog, who told of the activities of other chapters and complimented St. Bernice Chapter on its splendid membership and the fine work it had performed during the short time since it was organized. Reports were read, following which a very tasty lunch was enjoyed by all present.

Twin City Terminals

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

St. Paul

Alice Treherne Herrick
Correspondent
General Agent's Office

Through the Looking Glass

My best wishes to you all for a bright and joyous Christmas! May the New Year see our prayers answered; bring peace to the world; renewed happiness to each of you, and the reunion of loved ones. Besides these thoughts, I want to wish you all the best of health and happiness—not just in 1944, but for years to come.

On Oct. 3, Mr. and Mrs. Frank R. Anderson of La Crosse celebrated their 55th wedding anniversary at Winona, Minn., at the home of their son-in-law and daughter, Mr. and Mrs. John Staley. Mr. Anderson, in the service of the Milwaukee Road for 56 years, was employed in our La Crosse freight office and served as an operator on the River and Southern Minnesota Divisions for a long time, retiring from active service about five years ago. Like father, like son. Railroading is a tradition in the Anderson family, two sons having marched in their dad's footsteps—Ollie R. Anderson, TPA, and Bill Anderson, Eau Claire, an engineer. Counting the great-grandchildren, there were between 40 and 50 relatives present at the anniversary party.

Friends of Alfred Schremser, machinist welder at the roundhouse, were glad to hear he is home again after an operation and several months in the hospital.

The St. Paul Service Club played Santa Claus this year to our servicemen overseas by sending each a little package containing two decks of Milwaukee Road playing cards and a cribbage board, together with season's greetings from the club.

Old friends were glad to see H. S. Zane, A.F.T.M., Chicago, in our office in November. As always, he was a most welcome caller.

Overheard on a Pullman sleeper:

Passenger: "Porter, what about these shoes? One's black and the other one is tan."

Porter: "Well, if it don't beat all! Dis is de second time dat's happened this mawnin'."

Twin City correspondents were feted at a very nice dinner Nov. 3 at Freddie's Cafe in Minneapolis by ye editor of this publication, Marc Green of Chicago. A. G. Dupuis, assistant public relations officer, of Chicago, was also present.

Most recent addition to our office force is tall, dark and handsome Jim DuBois, who has replaced Fred Grunewald as stenographer in the passenger department.



George Quinlan, TFA, Detroit, formerly CFA here, stopped in to pay us a visit while here with his family recently. He was the picture of health.

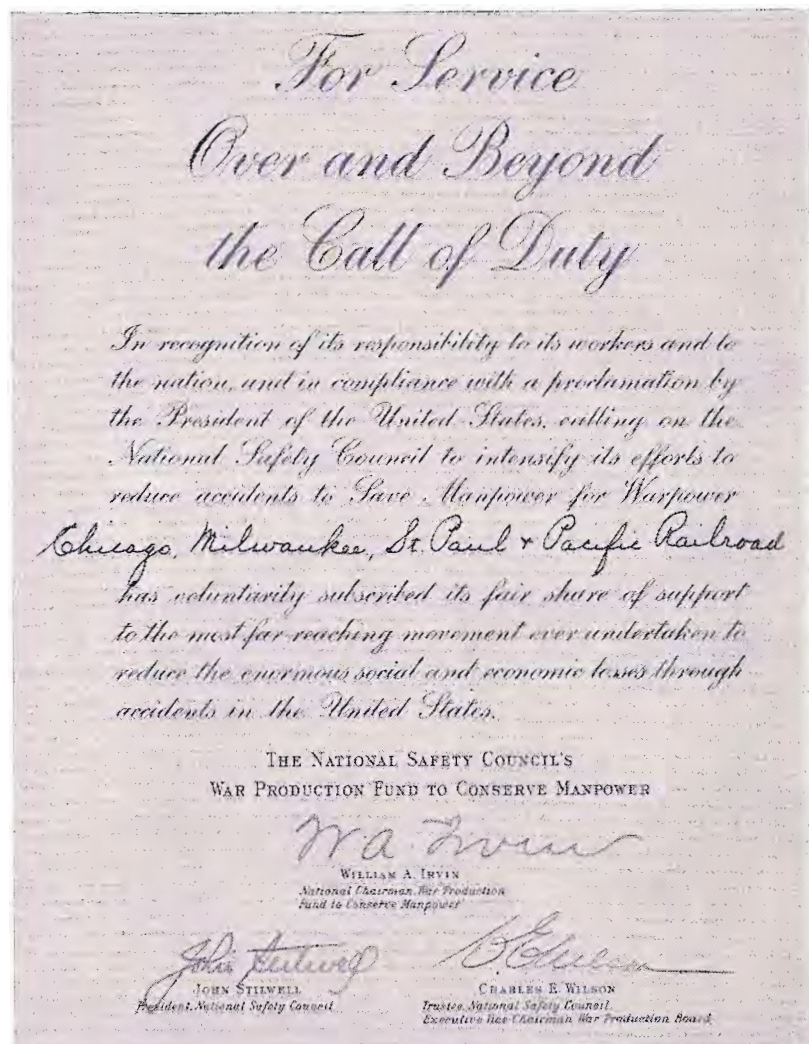
Retirements that have come to our attention this month are those of Joe Culnane, on Nov. 1, a 25-year veteran machinist, aged 68, and Daniel Donahue, car oiler, on Nov. 16. Mr. Donahue has been with our company 30 years and is now 72 years old. Mr. and Mrs. Donahue plan to move to California. Good luck and much happiness to both gentlemen!

News From the Front:

General Agent's Office—Maj. Robert R. Burns, son of General Agent R. A. Burns, who recently was assigned to duty in El Toro, Calif., where he was forming a new Marine Air Squadron, now has been transferred to Cherry Point, N. C., where he is an instructor in the school at the Marine Air Base there... Old friends were pleased

to see Corp. Don McGeen, son of the late General Agent D. M. McGeen, when he visited our office in October while home on furlough. Don is stationed with the 726th Railway Operating Bn. at Clovis, N. M., but during the year he has served with Uncle Sam he has seen various parts of the South, having been stationed in Texas, Alabama and New Orleans. He says he wouldn't give one acre of Minnesota land for the whole South. Corp. and Mrs. McGeen are the proud parents of a son, born Sept. 26. Baby McGeen has been named Patrick Michael. Don was not only receiving congratulations on being a papa but also on marksmanship medals and other meritorious awards.

Rip Track—Robert Mandell was home on a 10-day furlough last month from Brooklyn, N. Y., where he is attending a Merchant Marine school. Robert is studying cooking, and expected to be sent overseas or assigned to a boat when he returned. From car oiler to cook is quite a jump,



The above certificate was recently presented to the Milwaukee Road by the National Safety Council's War Production Fund to Conserve Manpower in recognition of its efforts to reduce accidents.

THE MILWAUKEE MAGAZINE

but Bob likes his new occupation, and who can tell—he might wind up wearing a chef's cap in one of our dining cars when he comes back to stay... The gang on the rip track were mighty happy to receive a letter from E.M. 2/c Wm. Wheeler, former car oiler, son of Jim Wheeler, conductor, River Division, while he was stationed at a Naval hospital in New York City, stating he had been subject to ear aches and had been confined to the hospital for treatment, but was again up and around and hoped to be released soon. Bill has been seeing the world, having been overseas on two or three trips, Africa and the Bahamas being a couple of his many stops.

Roundhouse—A nice letter has been received from Pfc. Alfred Kozkowski, thanking the Service Club for its membership card, and expressing deep appreciation for it and the Magazine, which he has been receiving regularly. Alfred wrote that he took part in the Kiska affray while stationed in Alaska. He is now stationed in the Hawaiian Islands... Staff Sgt. Carl Heiser also wrote the boys recently, from San Luis Obispo, Calif., expressing thanks for the cigarettes he received from them... Paul Gehrig, coal agent at Minneapolis, received word from his son, Paul, Jr., stationed with the Military Railway Service in North Africa, that he took a plane trip recently to Constantine, Algiers, where he spent three days sightseeing. Had a fine time and mentioned seeing some very beautiful scenery.

With this issue of the Magazine your writer is reluctantly singing her "swan song." Before bidding you adieu, though, I want to take this opportunity of expressing my appreciation and sincere thanks to all of you in the various departments who have shown me such fine cooperation in furnishing bits of news and information, and to my "spies" who have had a nose for news and did an A-1 reporting job. I also want to take this means of thanking all the boys in the service who have written me such nice letters and those who dropped in at the office telling me they received the Magazine, and how much they enjoyed and appreciated it. Thanks, too, to those who kept me advised of their whereabouts and activities, and for all the pictures they so thoughtfully sent in. Keep up the good work, boys, as I know your new correspondent will be as grateful as I am for your help and cooperation. Good luck to all of you, and each reader of this column!

Minneapolis General Offices

Kitty Carlil, Correspondent

R. E. Alvord, 1st class pharmacist's mate, from Camp Lathe, Kans., son of G. E. Alvord, freight claim agent, was home on furlough recently.

J. J. Lund, in the baggage department for 22 years, died Oct. 25.

Walter Anderson, of the engineering department, writes he arrived at destination in Alaska not far from the Arctic Circle, traveling via every means except a bicycle. He reports 30 degrees below, good food, lots of sleep and plenty of money as there is no way nor place to spend it.

Corporal Patrick L. Hanley, U. S. Army air Corps, formerly special officer, after 13 months in the Solomon Islands, is home on furlough. He was in a hospital in New Zealand combatting a tropical fever but has now fully recovered and will be assigned to duties as a machine gun instructor in this country.

South Minneapolis Shops and Coach Yard

Oriole M. Smythe, Correspondent
Car Department

Former Carman George Mandell, in training with the Merchant Marine in New York, is visiting home folks at Farmington. Supply Sgt. R. C. Ingvaldsen, with Engineers Platoon, Portland, Ore., writes they had 18 inches of snow above the timberline, which makes it a very pretty sight, as Mt. Hood is quite visible now. So, Minnesota is not the only state with a snow storm around Armistice Day. Warrant Officer Orville N. Nelson, with Headquarters, 2nd Army, at Memphis, Tenn., mentions the warm sunshine and wishes for cooler weather.

A welcome addition to our office is Stenographer Caroline Dickert.

An oversight is cause for the late announcement of the birth of a son to the Paul Turnquist family. Mother is fine and father hopes the boy will be a good electrician like himself.

Still on the sick list but improving are John Thomas, Abe Tabochnik and Frank Surovick.

Former Carman Helper John A. Swanson, aged 82 years, passed away on Oct. 13. Mr. Swanson had retired in 1939 with over 35 years of service to his credit.

South Minneapolis Locomotive and Store Depts.

Katherine McBride
Correspondent

Confucius say: "Him who not remember all service friends at Christmas, guilty of doing less than least expected!"

The October guest log burst its bindings—Twin City correspondents were entertained by Marc Green and Al Dupuis of THE magazine, who brought no preachments, just bouquets and an evening of most pleasant conversation. Then there was Storekeeper John Hart from Deer Lodge, who proved quite incoherent, having his mind on wife Letty's arrival that eve from Virginia, Minn., where she spent the entire summer caring for her mother. Miles City's storekeeper, Harry Stump, spent a day extolling the wonders of Montana. Foreman George Ellis of Tacoma stopped enroute to his son's graduation from Naval training. Supply Train Storekeeper Al Roe dropped in looking for a blonde cook (We always thought blondes didn't have to know how to cook!)—and then, of course, there were the fellows who come on business—we don't talk about them!

Marine Pfc. George Beyers was here too—a Japland veteran. George left Minneapolis on Jan. 13, 1943, sailed for Pacific duty Apr. 13, went into the front line on Guadalcanal Nov. 13, after our Navy cleaned the harbor of Jap ships for the landing. His outfit unloaded gear in 12 hours flat, under constant fire and strafing. He spent 32 days in foxholes on canned rations, under a sky that dripped daily rain and nightly bombs from "Washing Machine Charlie", "a Jap plane with a domestic-sounding motor. No time to wash or change clothes. Jungle warfare at its worst—lying in foxholes, watching the ever-moving undergrowth and trees for targets. Hand-to-hand combat—crawling on your belly—unbearable heat—mosqui-



Pfc. George Beyers

toes and insects—women snipers—and over it all the deafening roar and sickening smell of battle. The Marines had only canned rations last Thanksgiving and Christmas—and on Christmas the Japs dropped fire bombs over the area and the dry vegetation blazed fiercely, but the Yanks found safety?

In December, George was taken out of the battlefield unconscious with malaria, bronchitis and food poisoning, and was flown to a New Hebrides hospital. He lost 32 pounds during his illness, running a temperature of 108. He later alternated hospital stretches with guard duty in New Zealand, until Aug. 13 this year, when he sailed for the Navy Hospital at Oakland, Calif., with six malaria attacks to his credit—and three Japs. Stuck with a "13" fate, George left Oakland for Minneapolis on Oct. 13, and reported back to Long Beach Hospital on Nov. 13—having suffered his seventh malaria attack while here on leave.

His wanderings in service covered some 17,000 miles, with assignments in the Solomons, New Hebrides, Samoa and Fiji Islands. He says most of the natives in this area speak and understand English, but their living conditions are strictly native. Guadalcanal boasts headhunters, but they never showed themselves.

Here's a bit of pre-war reporting on George. His sisters recall how he bothered the life out of them, when still a minor, with countless Marine enlistment papers, which he begged them to sign. Well, he's had his taste of service now—and is he fed up? The following verse was composed with the help of two fellow Marines while convalescing:

"I can't be bothered with troubles, my son—
I ain't got time—there's work to be done.
I'll clean my gun, practice the trigger squeeze—
'Cause I'm gonna raise hell with the Jap-anese!
I've got a hole to dig so I can get out of sight
When Washing Machine Charlie comes out at night.
Oh, I ain't got time for troubles my lad—
Tell them to the chaplain—he won't get mad.
Them little devils better get on the run
'Cause we're going to sink that Rising Sun!
Sorry I can't stop and chat for a spell
But I wanta see Tojo run like hell—"

Nope! Can't be bothered by your sob story
For there's a place I want to take Old Glory—
Right down the streets of Tokyo—
Come on, you Americans! Let's go!
Those Japs have me so mad I'll do all I can
Before I go home by way of Japan!"

A comfortable step up the ladder was made by Clarence Hallum, new TCT and Duluth line traveling engineer, and Phil Anderson, new traveling fireman. Both men are off the River Division.

Your correspondent has the nasty knack of interviewing every uniformed man who looms in the vicinity. The latest victim is George Ferrier, honorably discharged infantryman and, more recently, Army dental technician, now hiring out as a fireman. George served on the West Coast during those trying days of 1942 when Japs were expected anywhere all the time. His outfit spent two days on a Washington camp parade ground all packed and loaded into Army trucks, ready for embarkation, that time the Japs assembled the Armada which struck at Kiska and then vanished, destination unknown. He was on hand also to witness the blessedly nil damage wrought by sub fire on the California coast. George, incidentally should know railroading. Pappy is a Milwaukee conductor, and he has two uncles manning our engines.

New Color Bearers: Navy A/C Merrill Riccius, Greencastle, Ind., (where they get 42 meat points a week, in return for which they study navigation, physics, math, plane identification, radio code and gym); Joseph Turansky, machinist apprentice, unassigned as yet; and Switchman John Fredrickson, Navy.

Old Iron Nerves Harvey Borseth became a papa again in September. He took it so calmly we'd never have known, except that one of our servicemen wrote back with the news.

Our Mail Bag: Good luck to Pvt. Les Soderman, who is "on his way." Storekeeper Bob Akemark is now studying Japanese at the University of Chicago, under Army Specialized Training Program. Will forward his address to any Chicagoite who wants to brighten his Christmas.

Shop Supt. Blyberg got a short letter from Coxswain Harry Becker at long last, saying he's still afloat.

More about the progress in the 757th Ry. Shop Battalion—from Lt. Bill Hotzfeld to Gus Blyberg: "Have about half of the battalion in the shops at one time. (SP Railroad Shops, Little Rock, Ark.) Our men work with mechanics right on each job, and the officers with each foreman. So far we haven't cut down their production—5 locomotives of Class 3 and 5 repairs per week—so you can see the experience we are getting is unlimited! They have a back shop and two round-houses here. The men have really taken us in and given us all they've got—which is what you could expect from railroad men. They are swell to us and know they are only doing what you would do if you had the chance."

And now for a Yuletide wish to all of you. May you each earn a very happy holiday season through expression of the true spirit of Christmas—in bringing pleasure to others!

Minneapolis Local Freight and Traffic Departments

Kay Jiran, Correspondent

Thoughts while sitting in the Zoo: Frank Quirk of the superintendent's office has a name for those two long seats facing each other in the street car. He calls them the "zoo." While I'd never given it much thought before, that lady across the aisle and I are sitting here staring at each other like a couple of monkeys. Maybe I had better fix my eyes firmly on that dog food ad and think over the past few weeks and what I can put in my column.

Gladys Mirocha, Bonnie Stevens and Elizabeth Hessburg went to Chicago for a week end and to attend the Minnesota-Northwestern football game. The game was a disappointment to the Minneapolis girls, but otherwise the trip came up to all expectations.

If you ask Helen Flesland to go some place or do something these days and she tells you she's too busy, take it from me, she's too busy. There is no slump in the pick-up and delivery business—and aside from that, she's trousseau shopping.

Welcome to Miss Florence Halverson, a new clerk in the local freight office, and also to Doris Snyder and Jeanne Villas, office girl and tracing clerk respectively in the traffic department.

Have you heard about Sylv Smith's operation? It seems Smitty swallowed a sparerib bone while making a flying tackle to keep his young son from falling out of the high-chair at the dinner table. It was far from a laughing matter, and resulted in Smitty's first trip to the hospital as a patient. With Christmas coming up, let's hope he has better luck with holiday meals. Can you imagine eating cream of wheat for Christmas dinner?

Our Men in Uniform: Johnny Seland, former hill clerk, now stationed at Fort Snelling, will have joined the ranks of the benedicts by the time my column is in print. Johnny and Miss Betty Jane Randall were to be married on Nov. 17 and plan to spend Johnny's furlough honeymooning in Chicago.



Ben Dahlberg, former office boy in the traffic department, stopped in to say hello to traffic department employees last week. Ben is now a seaman 2/c in the Navy.

Sgt. Vernal Boline of the 610th Bombing Squadron paid a visit to friends at the local freight.

They have Pvt. Doug Sutton pounding a typewriter in New Orleans, among other things. The local freight office had a note from him the other day in which he said he had paid a visit to old New Orleans and enjoyed it very much.

Chicago General Offices

Purchasing Department

Josephine O'Hara, Correspondent

Wedding bells will soon be chiming for Lurena Whidden, our recent correspondent, who has left us to see what there is to this marriage business. Bookends were presented to Lurena with our very best wishes for her happiness. She will become the bride of William H. Polk, also of the Milwaukee Road, on Dec. 4 at the First Congregational Church in Evanston, Ill.

Our recent bride, Jean Conte Gullang, was pleasantly surprised by a belated wedding gift. She received our delayed gift with as much enthusiasm as a bride-to-be at her first shower.

The proportion of Elginites has taken a slight decrease in our office, for the two new girls added to the office force are Chicagoans. They are Mrs. Evelyn Ward and Mrs. Genevieve La Vorene.

While the purchasing department has been very busy keeping the railroad running, it has also been playing host to some of its good friends:

Jean Baker Krause dropped her household duties for a few hours to visit us. Her short absence has not allowed her to forget, as she reflected a fellow-worker's interest in all the happenings of the department and personnel.

Tall, dark, and handsome Pvt. Bob Reiter dropped in on us for a day's visit. He not only created a sensation by his surprise entrance, but entertained us one and all with his tales of life in the Army. He looked very well in uniform with his additional 30 pounds and healthy color. He acted very happy as he moved very slowly



The above group of employees, selected by the road's Booster Club in Chicago, competed with a similar group from the New York Central on the Noxzema Brain Battle radio program which was broadcast over station WBBM on the night of Oct. 25. They are, l. to r.: Ray Bishop, from the Galewood freight house; Dorothy Heinberg, claim prevention department; F. D. Cooper, engineering department; Gabrielle Oberlander, a refugee from Belgium who is employed in our payroll taxes department; and Cliff Johnson, master of ceremonies. The contest resulted in a tie.

from one desk to another where warm greetings always awaited him. Finally, at the end of the day, Mr. Radicke asked him why he didn't take off his coat and get to work. Bob's unexpected visit was a six-day layover en route to his new location, Camp Reynolds, Greenville, Pa. We have already received a letter from him since his arrival at the new camp.

Former Cadet John Beton, also paid us a visit. With all the new girl workers added to the office force since his departure a year ago, he moved as slowly as Bob Reiter from one end of the office to the other. We are hoping to see John back again for good after the first of the year.

There has been no further news from our other friends in the service, but with Christmas fast approaching, we should be receiving many letters from them.

An interesting letter from Frieda Henninger tells us of life in California. With such enthusiasm for her new life, it is doubtful that Chicago will be seeing her soon. It is difficult for us to realize that grass and trees are still green and flowers are blooming. Frieda has added another celebrity to her list—none other than Walt Disney.

Our Miss Ritt has amusing tales to tell us each morning when she arrives for work. The fact that she does not arrive at the same time each day bears out her stories. She is firmly convinced that she should rent a room in the Union Station or move her home along the Milwaukee Road. She commutes from Crystal Lake on the Northwestern. One cold morning found her waiting an hour for a train which could not only be seen at a distance but stayed at a distance. She finally grew exhausted from running in and out of the station to see if the train was moving and went back home for another cup of coffee to warm her up. She did get to work that day on a later train. And the following morning the train hit the bumping post so hard in the station that five men landed on her ankle, and her last look in the coach was that of a woman sprawled out on the floor determined to collect damages. When are you moving, Miss Ritt?

The purchasing department feels complimented by the interest its friends show. An all-day visit where you formerly worked speaks for itself. This same interest is reflected in work, too, as Dorothy Croffoot, our smiling girl who keeps all the orders in order, even went so far as to make a bet with Mr. Casey as to the amount of orders in file, and she won the bet! We also have Joe Pace with his great interest in steel remarking that it is time he began to show his little Esther (eight months old) how to figure weights in steel.

Auditor of Overcharge Claims Office

Marie Hotton, Correspondent

The controversy of Brink vs. Atherton regarding the desert heat brought a letter from Sgt. Don Ostien in the distant Aleutians. In nostalgic recollection of his sojourn on the California desert, Don thinks there is nothing unusual about a temperature of 160 degrees, and after a 10-mile hike with full pack, is positive that it often registered 260 degrees.

Alvin Payne of the record room, who did such a fine reconditioning job on the office furniture, has now turned his versatility to the composition of verse, recently turning out a few poems for private circulation.

Charles Gardner has been in constant attendance at the meetings in the Union

(Continued on page 25)

Veteran Employees Association

We have at the close of this year 7,618 members, an increase of only 391 over the total reported for last year; but, under existing conditions, and having no convention to stimulate interest, this does not seem at all discouraging to me. In the same period we have lost by death 200 of our faithful, loyal brethren and gained over 400 new members.

In our report of last year mention was made of our investment in \$10,000 worth of War Savings Bonds which you will find in the treasurer's report below. The transaction was completed too late to appear in the 1942 report.

I know that we are all looking forward hopefully to the happy day when this cruel war will be over and we can once more hold one of our enjoyable and inspiring meetings.

Greetings and best wishes to all.

Respectfully submitted,

Mrs. Grant Williams, Secretary.

Treasurer's Report

Statement of Receipts and Disbursements—Aug. 1, 1942 to July 31, 1943

BALANCE—Cash on hand and in banks—July 31, 1942..... \$12,482.25

From

RECEIPTS

Initiation Fees	\$ 400.00
Dues	4,117.00
Overpayment of Dues	1.00
Sale of Membership Buttons	3.00
Miscellaneous Receipts	.90
Interest on Savings Account	45.61
TOTAL INCOME	\$ 4,567.51

DISBURSEMENTS

Postage	46.62
Printing and Stationery	182.41
Office Supplies	10.10
Overpayment Refunds	1.00
Collection expenses	5.23
T. Hammersmith—Membership Buttons	112.12
Dodge, Incorporated—Dies for Membership Buttons	68.60
R. J. Walker—Expenses as delegate to United Ass'n of R. R. Veterans Convention in New York	47.10
F. G. McGee, Treas. Annual Dues—United Ass'n of R. R. Veterans	10.00
Secretary's salary	1,200.00
Auditing of Accounts	25.00
Miscellaneous Expenses	3.55
Bank Exchange	3.65
TOTAL EXPENSES	1,715.38
NET INCOME	2,852.13

Investment in U. S. War Bonds (par value \$10,000.00)..... 7,400.00

BALANCE

First National Bank of Chicago—Checking Account	\$ 3,559.55
First National Bank of Chicago—Savings Account	3,684.37
Cash on hand	690.46
\$ 7,934.38	

INCOME ACCOUNT

Total Income—August 1, 1942 to July 31, 1943	\$ 4,567.51
Total Expenses	1,715.38
NET INCOME for year	\$ 2,852.13

NET WORTH

Cash Balance as of July 31, 1942—	
First National Bank of Chicago—Checking Account	\$ 8,153.32
First National Bank of Chicago—Savings Account	3,638.76
Cash on hand	690.17
NET WORTH—July 31, 1942	\$12,482.25
ADD—Net Income—Aug. 1, 1942 to July 31, 1943	2,852.13
NET WORTH—July 31, 1943	\$15,334.38
Consisting of BALANCES in—	
First National Bank of Chicago—Checking Account	\$ 3,559.55
First National Bank of Chicago—Savings Account	3,684.37
Cash on hand	690.46
\$ 7,934.38	
United States War Bonds (par value \$10,000.00)	7,400.00
\$15,334.38	

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

Division	Pass. Tips	Frt. Tips	No. of Tips Per 100 Employees	Division	Pass. Tips	Frt. Tips	No. of Tips Per 100 Employees
Seattle General	17	9	14.5	Chicago General	31	4	1.6
Iowa & S. Minn.	37	78	12.9	Terre Haute Division	1	15	1.5
Dubuque & Illinois	63	17	5.9	Trans-Missouri Div.	11	1	1.2
Chicago Terminals	3	157	5.2	Coast Division	11	4	1.1
Madison Division	32	—	4.7	Iowa Division	17	—	1.1
Milwaukee Division	39	—	2.9	La Crosse & River	19	2	1.0
Hastings & Dakota	25	1	2.2	Rocky Mountain Div.	10	—	1.0
Iowa & Dakota Div.	26	6	2.0	Kansas City Division	4	3	0.8
Superior Division	10	2	1.8	Twin City Terminals	10	2	0.5
Idaho Division	8	—	1.7	Milwaukee Terminals	15	1	0.4
				Miscellaneous	5	—	0.4
TOTALS					394	302	2.2

TRAFFIC TIP CARDS SUBMITTED BY TIPPEES DURING THE MONTH OF OCTOBER, 1943, AS REPORTED BY DIVISION OFFICES

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Chicago General Offices—									
Anderson, O.R.	Depot Pass. Agt.	Chicago, Ill.		1	Lemke, Walter	Clerk	Galewood, Ill.		2
Barnett, H.W.	Head Clerk	Chicago, Ill.	1		Maloney, Robert M.	Asst. Cashier	Galewood, Ill.		1
Brandt, Margaret	Clerk	Chicago, Ill.	1		Miller, E.A.	Chf. W.B. Clk.	Chicago, Ill.		1
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.		1	Miller, John H.	C/L Notice Clerk	Chicago, Ill.		2
Burtness, T.W.	Secretary	Chicago, Ill.	4		O'Byrne, William	Clerk	Galewood, Ill.		1
Butler, J.S.	Ret. Clerk	Chicago, Ill.	2		Oettinger, J.J.	Rate Clerk	Galewood, Ill.		21
Culver, C.L.	Tax Agent	Chicago, Ill.	1		Rebacz, Stanley	Clerk	Galewood, Ill.		1
Dempsey, G.M.	Gen. Insp. Safety Div.	Chicago, Ill.	1		Reiman, B.	Rate Clerk	Galewood, Ill.		4
Dougherty, C.R.	Asst. Mgr. Asst. to C.O.O.	Chicago, Ill.	1		Schulthies, Chas.	Clerk	Galewood, Ill.		1
Edwards, O.G.	Asst. Gen. Solicitor	Chicago, Ill.	1		Sherry, John	Claim Clerk	Galewood, Ill.		2
Franz, J.L.	Chf. Clerk	Chicago, Ill.	1		Thirsk, Olive	Stenographer	Chicago, Ill.		1
Gaertner, Anthony	Ice Disb. Clerk	Chicago, Ill.	1		Wagner, Al	Car Record Clerk	Galewood, Ill.		1
Graves, Vila M.	Asst. Sec'y	Chicago, Ill.	3	2	Watson Clyde	Clerk	Galewood, Ill.		1
Griesenauer, Geo. J.	Ret. Instrumentman	Chicago, Ill.	1		Willison, H.	Asst. Chief Clk.	Galewood, Ill.		6
Gunter, Helen M.	Real Estate Dept.	Chicago, Ill.	1		Woldt, Chas.	Foreman	Chicago, Ill.		1
Hall, L.L.	Supv. Mail Room	Chicago, Ill.	1		Zienty, Barney	Clerk	Galewood, Ill.		2
Hallwachs, Dorothy	Stenographer	Chicago, Ill.	1					3	157
Hammenberg, W.C.	Aud. of Inv. & Jt. Fac. Accts.	Chicago, Ill.	1		Coast Division				
Kusch, L.C.	Laundry Mngr.	Chicago, Ill.	2		Anderson, Millie	Gen. Clerk	Tacoma, Wash.	1	
Macina, G.G.	Asst. Engr. Mech.	Chicago, Ill.	1		Appell, Margaret	Gen. Clerk	Seattle, Wash.	1	
McPherson, W.R.	Chf. Psgr. Car Disb.	Chicago, Ill.	1		Bryan, J.F.	Dem. Clerk	Tacoma, Wash.		1
Miller, Irene	Clerk	Chicago, Ill.	1		DeGuire, C.E.	Clerk	Tacoma, Wash.	2	1
Parrott, W.O.	Asst. Engr.	Chicago, Ill.	1		Ellis, G.J.	Store Dept.	Tacoma, Wash.	2	
Roth, Alfred	Draftsman	Chicago, Ill.	1		Gould, Alice I.	Stenographer	Seattle, Wash.		1
Scotfield, E.J.	Dist. Adjuster	Milwaukee, Wis.	1		Gleb, A.H.	Frt. Whse.	Tacoma, Wash.		1
Williams, Clement D.	Son of Tax Comn.	Chicago, Ill.	1		Grummel, R.A.	Agent	Tacoma, Wash.	2	
			31	4	Hubbard, W.L.	Gen. Foreman	Tacoma, Wash.	1	
Chicago Terminals Division					Lane, R.R.	Agent	Ellensburg, Wash.	1	
Beaubien, Sidney	Clerk	Galewood, Ill.		1	Rasmussen, F.W.	Chf. Clerk	Seattle, Wash.	1	
Bishop, N.	Asst. Agt.	Galewood, Ill.		6	Robertson, M.J.	Agent	Mineral, Wash.	1	
Bishop, Ray	Clerk	Galewood, Ill.		1	Sandberg, C.L.	Clerk	Tacoma, Wash.		1
Bitz, H.F.	Agent	Evanston, Ill.		8				11	4
Boeck, H.F.	Chf. Clerk	Galewood, Ill.		9	Dubuque and Illinois Division				
Borman, H.A.	Rate Clerk	Galewood, Ill.		6	Ames, J.	OS & D Clerk	Dubuque, Iowa		2
Borman, T.M.	Ret. Yd. Condr.	Chicago, Ill.	1		Brennan, Geo.	Sec. Foreman	Waukon, Iowa		1
Boyle, Dominick	Clerk	Galewood, Ill.		1	Calehan, Doris	Clerk	Savanna, Ill.	1	
Brown, H.	Rate Clerk	Galewood, Ill.		6	Ceurvorst, A.D.	Clerk	Davenport, Iowa		1
Chalifoux, Roland	Rate Clerk	Galewood, Ill.		1	Claussen, W.H.	Agent	Canton, Minn.	3	
Connolly, John J.	Rate Clerk	Galewood, Ill.		2	Contare, Wm. E.	Ret. Cond.	Elmwood Pk., Ill.	1	
Dandre, Joseph	Car Dept.	Chicago, Ill.	1		Davidshofer, V.	Laborer	Dubuque, Iowa	1	
Dyba, T.	Rate Clerk	Galewood, Ill.		2	Dubmeyer, A.	Welder	Dubuque, Iowa	1	
Ensor, A.	Rate Clerk	Galewood, Ill.		3	Dunham, Maynard	Sec. Stockman	Savanna, Ill.	2	
Ficarra, R.S.	Chf. Bill Clerk	Galewood, Ill.		3	Eckstein, F.E.	Chief Clerk	Dubuque, Iowa	1	1
Gable, John	OS & D Clerk	Galewood, Ill.		1	Fisher, J.H.	Car Foreman	Savanna, Ill.	2	
Hall, Floyd	Clerk	Galewood, Ill.		1	Greener, G.J.	Conductor	Preston, Minn.	3	
Hanson, Herman	Route Clerk	Galewood, Ill.		6	Hall, Gladis M.	Clerk	Savanna, Ill.	3	
Ippolito, Louis J.	Clerk	Galewood, Ill.		2	Ickes, J.F.	Chief Clerk	Dubuque, Iowa	2	
Kerwin, John L.	Rate Clerk	Galewood, Ill.		7	Keck, Walter	Cutter	Dubuque, Iowa	2	
Kohn, Arthur L.	Blacksmith	Galewood, Ill.	1		Klavitter, H.	Helper	Dubuque, Iowa	1	
Kucera, Miles	Car Order Clk.	Chicago, Ill.		3	Krafft, Carl A.	Store Helper	Savanna, Ill.	2	
Lecture, Thomas	Clerk	Galewood, Ill.		1	Kurt, Francis	Clerk	Waukon, Iowa	18	8
Le Mire, G.E.	Rate Clerk	Galewood, Ill.		39	Lahre, Dewey	Chauffeur	Savanna, Ill.	1	
					Maus, T.	Laborer	Dubuque, Iowa	1	
					Piltz, J.	Millman	Dubuque, Iowa	1	
					Schuster, L.A.	Equipt. Mtnr.	Dubuque, Iowa	1	
					Schwartz, L.V.	Dist. Storekeeper	Savanna, Ill.		3
					Thompson, L.E.	Laborer	Dubuque, Iowa	1	
					Unmacht, H.A.	Gen. Foreman	Dubuque, Iowa	4	
					Willmers, Raymond	Cutter	Dubuque, Iowa	1	
					Withhart, F.M.	Baggage man	Savanna, Ill.	13	
								63	17

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Hastings and Dakota Division									
Aggen, Marjorie	Clk.-Steno.	Aberdeen, S.D.	7		Kauder, Geo. E.	Pumper	Madison, S.D.	1	
Bradbury, E.M.	Stenographer	Aberdeen, S.D.	2		King, Ben A.	Loc. Stkpr.	Austin, Minn.	1	
Geiser, W.A.	Agent	Fairmount, N.D.		1	Lunde, Wm.	Carman	Austin, Minn.	3	
Hopp, Pearl A.	Secy. to Supt.	Aberdeen, S.D.	2		Majusiak, S.A.	Sec. Foreman	Modford, Minn.		1
Lundberg, A.F.	T.E.M.	Minneapolis, Minn.	1		Muller, A.C.	Steno-Clerk	Austin, Minn.	1	
Malsom, Anton P.	Store Dept.	Aberdeen, S.D.	1		Olson, Elling	Engineer	Austin, Minn.	3	
Menzia, Anton	Lumberman	Aberdeen, S.D.	2		Olson, H.L.	Agent	Brownsdale, Minn.	1	
Moriarty, W.J.	Clk. Store Dept.	Aberdeen, S.D.	5		Peterson, R.A.	Agt. & Opr.	Winnebago, Minn.		5
Murphy, W.H.	Chf. Clk. to	Aberdeen, S.D.	1		Peterson, V.A.	Clerk	Pipestone, Minn.		2
	D.M.M.	Aberdeen, S.D.	2		Popejoy, John I.	Agent	Medford, Minn.		1
Springer, Frank X.	Machinist	Aberdeen, S.D.	1		Wopat, E.L.	Agent	Vienna, S.D.		3
Van Stone, F.G.	Sec. Foreman	Hague, N.D.	1		Wopat, Mrs. E.L.	Wife of Agent	Vienna, S.D.	4	
Weeks, G.D.	Instrumentman	Aberdeen, S.D.	1		Wulff, B.	Transfer Co.	Albert Lea, Minn.		1
			25	1				37	78
Idaho Division					Kansas City Division				
Hill, Mrs. G.H.	Wife of Supt.	Spokane, Wash.	2		Crane, Beulah	Tracing Clerk	Kansas City, Mo.	2	
Hill, Roxie	Daughter of Supt.	Spokane, Wash.	5		Hampshire, J.F.	Car Clerk	Ottumwa, Iowa	1	
O'Reilly, W.T.	Supt's Office	Spokane, Wash.	1		O'Malley, A.J.	Rate Clerk	Ottumwa, Iowa		1
			8	0	Mills, J.W.	Cashier	Ottumwa, Iowa		1
					Schorr, Max E.	Clerk	Ottumwa, Iowa	1	
					Ward, C.L.	Bill Clerk	Ottumwa, Iowa	4	3
Iowa Division					La Crosse and River Division				
Aspinall, Arthur J.	Mech. Dept.	Perry, Iowa	1		Betsinger, F.T.	Track Dept.	La Crosse, Wis.	1	
Berryhill, A.M.	Personal Steno.	Marion, Iowa	1		Blanchfield, E.C.	Cashier	Merrill, Wis.	1	
Brown, Mrs. John	Widow of Switchman	Marion, Iowa	2		Dietz, J.M.	Car Foreman	La Crosse, Wis.	1	
Failor, W.E.	Rdmstr's Clerk	Marion, Iowa	1		Franzier, I.L.	Rate Clerk	Merrill, Wis.	1	
Hoes, Frank R.	Mech. Dept.	Perry, Iowa	1		Frye, M.J.	Clerk	Merrill, Wis.	3	
Jenkins, B.A.	Sec. Foreman	Springville, Iowa	2		Genrich, H.	Frog Shop Frmn.	Tomah, Wis.	2	
Kime, G.W.	Switchman	Cedar Rapids, Iowa	1		Jenks, Elmer	Car Foreman	La Crosse, Wis.	1	
Martin, L.N.	Fireman	Marion, Iowa	1		Karow, C.A.	Cashier	Winona, Minn.	2	
McGuire, Alice E.	B. & B. Clerk	Marion, Iowa	2		Lemone, C.K.	Instrumentman	La Crosse, Wis.	1	
Miller, L.J.	Agent	Springville, Iowa	1		Owacke, Harry A.	Rate Clerk	Winona, Minn.	2	
Murphy, H.J.	Tramstr's Clerk	Marion, Iowa	1		Ruder, Geo.	Warehouse, Frmn.	Merrill, Wis.		1
Nelson, M.H.	Mech. Dept.	Perry, Iowa	1		Ruder, Wm.	Yard Clerk	Merrill, Wis.	1	
Zeiser, F.A.	Agent	Delmar, Iowa	1		Schad, Gregory	Trucker	Merrill, Wis.	1	
Ziehlske, O.H.	Sig. Mntnr.	Oxford Jct., Iowa	1		Uehling, U.	Rodman	La Crosse, Wis.	1	
			17	0	Wheeler, M.J.	Bill Clerk	Winona, Minn.	2	
								19	2
Iowa and Dakota Division					Madison Division				
Anderson, E.E.	Sec. Foreman	Delmont, S.D.	4		Agner, C.H.	Trn. Dispatcher	Madison, Wis.	1	
Brown, Mrs. R.O.	Wife of Sec. Foreman	Armour, S.D.	1		Eller, B.L.	Agent	Palmyra, Wis.	1	
Challas, Nick	Loco. Dept.	Mason City, Iowa	1		Kilian, A.M.	Chr. Dispatcher	Madison, Wis.	2	
Claney, F.L.	Conductor	Sioux City, Iowa	1		Kline, O.S.	Trn. Dispatcher	Madison, Wis.	1	
Collings, L.H.	Lead Carman	Sioux City, Iowa	1		Kurth, I.A.	Disprs. Clerk	Madison, Wis.	1	
Edwards, Mrs. C.	Wife of Track Dept. Worker	Parker, S.D.		1	Lemanski, F.W.	Disprs. Clerk	Madison, Wis.	1	
Gribben, Leo	Rate Clerk	Mason City, S.D.	1		Macdonald, J.A.	Superintendent	Madison, Wis.	2	
Hatzenbuehler, Ed	Machinist	Mitchell, S.D.	1		Marsh, V.A.	Conductor	Mineral Point, Wis.	17	
Hornig, Fred F.	Engineering Dept.	Mason City, Iowa	1		McDonnell, W.J.	Trn. Dispatcher	Madison, Wis.	1	
Hudson, Zane	Frt. Sta. Force	Sheldon, Iowa	2	1	McNulty, E.	Chief Clerk	Madison, Wis.	1	
Lagan, Wm.	Revising Clerk	Sioux Falls, S.D.	1	1	Murphy, Wm.	Asst. Warehouse Foreman	Madison, Wis.	1	
Lonseth, L.O.	Sw. Clerk	Sioux City, Iowa	1	2	Pagel, T.L.	Ret. Sta. Agent	Madison, Wis.	1	
Mattison, Ed.	Loco. Engineer	Sioux City, Iowa	2		Parkin, C.A.	Trn. Dispatcher	Madison, Wis.	1	
Oeschger, C.E.	Store Dept.	Mason City, Iowa	1		Price, Wilma	Clerk	Madison, Wis.	1	
Ogden, Mrs. C.F.	Wife of Sec. Foreman	Lennox, S.D.	1					32	0
Osthoft, A.H.	Chief Clerk	Sioux City, S.D.	1						
Petersen, C.R.	Gen. Clerk	Mason City, Iowa	2						
Scott, Lloyd	Check Clerk	Sioux Falls, S.D.	1						
Serakos, Chris	Laborer	Mason City, Iowa	1						
Shaltanis, A.P.	Sta. Helper	Parkston, S.D.	1						
Sopoci, James	Son of Sec. Foreman	Tripp, S.D.	1						
Sopoci, S.	Sec. Foreman	Tripp, S.D.	1						
Steck, Howard	Sec. Foreman	Lennox, S.D.	1						
Zack, Albert	Electrician	Mason City, Iowa	1						
			26	6					
Off Line Offices and Miscellaneous Group					Milwaukee Division				
Black, Dr. John R.	Co. Doctor	Jefferson, Iowa	1		Beamish, H.J.	Operator	Racine, Wis.	1	
Hanson, Anthony	Cook	Chicago, Ill.	1		Brown, E.P.	Clerk	Racine, Wis.	1	
Johnert, W.A.	Pull. Condr.	Chicago, Ill.	1		Engel, W.G.	Ret. Agent	Beaver Dam, Wis.	1	
Stellmacher, H.L.	Pull. Condr.	Chicago, Ill.	1		Fiebelkorn, W.C.	Chief Clerk	Beaver Dam, Wis.	1	
Westaby, Dr. J.R.	Co. Doctor	Madison, S.D.	1		Harper, R.V.	Trackman	Horicon, Wis.	1	
			5	0	Kuhn, H.G.	Clerk	Beaver Dam, Wis.	5	
					Lentz, Delbert	Trackman	Horicon, Wis.	2	
					Meyer, I.C.	Agent	Beaver Dam, Wis.	4	
					Moffatt, W.R.	Clerk	Milwaukee, Wis.	1	
					Morick, William	Carman	Rockford, Ill.	1	
					Mueller, A.A.	Operator	Beaver Dam, Wis.	7	
					Noel, M.	Roadmaster	Horicon, Wis.	4	
					O'Laughlin, F.E.	Clerk	Racine, Wis.	1	
					Olson, A.H.	Roadmaster	Horicon, Wis.	2	
					Staples, F.E.	Car Foreman	Rondout, Ill.	1	
					Whitty, H.	Mtce. Clerk	Horicon, Wis.	7	
					Wille, August	Trackman	Horicon, Wis.	1	
					Willers, John	Sec. Foreman	Horicon, Wis.	1	
								42	0
Iowa and Southern Minnesota Division					Milwaukee Terminals and Shops				
Anderson, M.	Store Helper	Austin, Minn.	1		Ameringer, I.	Leadman	Milwaukee, Wis.	1	
Bruha, F.H.	Agent	Dexter, Minn.	1		Belond, H.	AAR Inspector	Milwaukee, Wis.	6	
Crabbs, F.L.	Clerk	Madison, S.D.	1		Bilty, G.J.	Car Foreman	Milwaukee, Wis.	2	
Crabbs, Mrs. F.L.	Wife of Clk.	Madison, S.D.	2		Braun, Walter	Foreman	Milwaukee, Wis.	1	
Crabbs, Phyllis E.	Daughter of Clk.	Madison, S.D.	4		Keller, E.A.	Station Force	No. Milwaukee, Wis.	2	
Decker, J.J.	Laborer	Austin, Minn.	3		Lentz, L.L.	Gen. Foreman	Milwaukee, Wis.	1	
Dosey, E.H.	Cashier	Bloomington, Minn.		61	McLarnon, E.P.	Frt. Serv. Insp.	Milwaukee, Wis.		1
Full, Mrs. E.J.	Wife of Agent	Austin, Minn.	3		Zirbel, Walter	Triple Valve Rep'r.	Milwaukee, Wis.	1	
Gregerson, J.R.	Bill Clerk	Madison, S.D.	1					15	1
Harmacey, F.J.	Conductor	Austin, Minn.	1						
Hayes, Albert	Operator	Albert Lea, Minn.	3						
Hubbard, Mrs. M.	Wife of Agent	Naples, S.D.	1						
Johnson, Chas.	Agt. & Opr.	Sherburn, Minn.	1	3					

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Fr.				Pass.	Fr.
Rocky Mountain Division					Superior Division				
Haanes, Ole	Roadmaster	Lewistown, Mont.	1		Dinwoodie, J.T.	Chief Deptchr.	Green Bay, Wis.	1	
Metoff, Sam	Sec. Foreman	Lewistown, Mont.	1		Flom, Arthur	Track Foreman	Iron Mountain Mich.	1	
Monkellin, Ole	Carman	Lewistown, Mont.	1		Hanson, E.	Engineman	Green Bay, Wis.	1	
Mundt, Ed.	Car Foreman	Lewistown, Mont.	1		Heckler, William	Clerk	Iron Mountain, Mich.	1	
Newberry, Mabel	Clerk	Lewistown, Mont.	1		LaVeau, F.J.	Agent	Republic, Mich.	2	1
Nummerdor, C.A.	Asst. Supt.	Lewistown, Mont.	1		Trigloff, Bernard	Clerk	Iron Mountain, Mich.	1	
Reuther, Ann	Rate Clerk	Lewistown, Mont.	1		Ratagick, A.	Transport Driver	Green Bay, Wis.		1
Rodgers, Beatrice	Cashier	Butte, Mont.	1		Schaner, Geo.	B. & B. Carpenter	Green Bay, Wis.	2	
Steiner, J.F.	Car Dept.	Ot. Falls, Mont.	1		Wood, E.B.	Sandwich Man	Green Bay, Wis.	1	
Thompson, W.J.	Operator	Lewistown, Mont.	1					10	2
			10	0					
Seattle General Offices					Trans-Missouri Division				
Barkley, A.H.	Off. of Asst. to Trustee	Seattle, Wash.	2		Boehm, Paul W.	Local Attorney	Hettinger, N.D.	2	
Crockett, Bettie A.	Stenographer	Seattle, Wash.	1		Manley, A.F.	Roadmaster	Mobridge, S.D.	1	
Cumming, J.R.	Asst. Tax Commr.	Seattle, Wash.	1		Nugent, Tom	Whee. Foreman	Miles, City, Mont.	1	
Davis, J.N.	Asst. to Trustee	Seattle, Wash.	1		Peterson, Oscar	B. & B. Carpenter	Miles City, Mont.	1	
LaFortune, V.	Stenographer	Seattle, Wash.	1		Revlng, C.O.	Conductor	Miles City, Mont.	1	
Luterman, B.E.	Attorney	Seattle, Wash.	1		Stamp, H.L.	Divn. Stkpr.	Miles City, Mont.		1
McGalliard, S.O.	Investigator	Seattle, Wash.	1		Tripp, Mrs. C.B.	Wife of Agent	Hettinger, N.D.	5	
Moody, Lillian R.	Clerk	Seattle, Wash.	1					11	1
Morgan, Lt. H.R.	Asst. Engr.	Seattle, Wash.	1						
Naramore, H.S.	Asst. Chief Surgeon	Seattle, Wash.	1		Twin City Terminals Division				
Nelson, Mildred	Clerk	Seattle, Wash.	1	1	Berg, O.H.	Ins. Law Dept.	Minneapolis, Minn.	2	
Nupp, J.L.	Clerk	Seattle, Wash.	1		Gallagan, J.J.	Police Dept.	Minneapolis, Minn.		1
Sanders, R.C.	Gen. Frt. Agt.	Seattle, Wash.	1		Leyhe, C.	Stenographer	Minneapolis, Minn.	1	
Sanderson, C.B.	Milw. Land Co.	Seattle, Wash.	2		Lindquist, Helen	Clerk	Minneapolis, Minn.	1	
Strassman, J.N.	Auditor	Seattle, Wash.	1	8	Nelson, Bloise F.	Mpls. Local Frt. Dept.	Minneapolis, Minn.	1	
			17	9					
Terre Haute Division					Rothmund, A.C.				
Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		15	Smith, Geo. C.	Cashier	St. Paul, Minn.	1	
Stangle, Jessie	Car Dept.	Terre Haute, Ind.	1		Stevens, G.V.	Yd. Condr.	Minneapolis, Minn.	2	
			1	15	Wall, N.R.	Steno-Clerk	Minneapolis, Minn.	1	1
						P.F.I.	Minneapolis, Minn.	1	
								10	2

RETIREMENTS

The Following Employees' Applications for Retirement Were Recorded in October, 1943

CHICAGO TERMINAL

Burlak, John L. Laborer, Car Dept. Chicago, Ill.
 Little, Geo. H. Loco. Engineer. Oak Park, Ill.
 McGregor, Wm. R. Loco. Engineer. Chicago, Ill.

COAST DIVISION

Barrett, Clare B. Agent Tekoa, Wash.
 Kirkendall, E. L. Loco. Engineer Tacoma, Wash.
 Rasmussen, R. Section Foreman Snohomish, Wash.
 Veale, Thos. F. Loco. Engineer Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

Hanna, Riley L. Rail Sorter, Engineering Savanna, Ill.

HASTINGS AND DAKOTA DIVISION

Oscar, Henry M. Laborer. Madison, S. D.
 Smith, Glenn O. Loco. Engineer. Aberdeen, S. D.

IDAHO DIVISION

Riegart, James W. Loco. Engineer. Spokane, Wash.

IOWA DIVISION

Cobb, Elmer E. Section Laborer Storm Lake, Iowa
 Coppess, Guy W. Section Laborer Olin, Iowa
 Johnson, Emery D. Loco. Engineer Perry, Iowa

IOWA AND DAKOTA DIVISION

Kirby, Amos T. Loco. Engineer. Sioux City, Iowa

IOWA AND SOUTHERN MINNESOTA DIVISION

Block, August H. Carman Helper Austin, Minn.
 Lehmann, Arthur G. Agent Welcome, Minn.

KANSAS CITY DIVISION

Koehly, Louis Chief Carpenter Chillicothe, Mo.
 Melcher, John R. Boilermaker Helper Ottumwa, Iowa
 Wright, Chas. N. Clerk Kansas City, Mo.

LA CROSSE AND RIVER DIVISION

Bystrom, Chas. Yard Cleaner Red Wing, Minn.
 Dodds, Harry G. Conductor Minneapolis, Minn.
 Evans, R. E. Signalman Mauston, Wis.
 Flynn, Daniel T. Loco. Engineer St. Paul, Minn.
 Susor, Louis M. Machinist Helper Wausau, Wis.

MILWAUKEE DIVISION

Flannigan, Thos. Boilermaker Helper S. Beloit, Wis.
 Houy, Win. H. Conductor Darlington, Wis.
 Spaeter, Wm. L. Machinist Milwaukee, Wis.
 Werner, Ernest O. Section Laborer Oakwood, Wis.

MILWAUKEE TERMINALS

Chervenansky, J.M. Blacksmith Helper Milwaukee, Wis.
 Mitchell, Robert E. Telegrapher Milwaukee, Wis.
 Przybysg, Walter J. Carman Milwaukee, Wis.
 Schluga, Mathias. Carman Milwaukee, Wis.
 Thielke, Frank E. Demurrage Clerk Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

Daniels, Jos. E. Loco. Engineer Three Forks, Mont.
 Helton, Richard W. Conductor Three Forks, Mont.
 Leggett, Edgar D. Brakeman Deer Lodge, Mont.
 Lindbloom, J. L. Conductor Lewistown, Mont.

SUPERIOR DIVISION

Asp, Ole L. Watchman Escanaba, Mich.
 Hoover, Henry G. Agent Stambaugh, Mich.

TERRE HAUTE DIVISION

Edmons, James E. Carman Terre Haute, Ind.
 Shreve, Levi O. Operator Watseka, Ill.

TRANS-MISSOURI DIVISION

Buchholz, Louis G. Mach. Helper Mobridge, S. D.
 Waugh, John E. Carman Roundup, Mont.

TWIN CITY TERMINALS

Anderson, F. A. Car Inspector Minneapolis, Minn.
 Daniels, Wm. B. Switchman Minneapolis, Minn.
 Kragero, H. Yard Conductor Minneapolis, Minn.

(Continued from page 21)

Station, where, since Oct. 4, the Brotherhood of Railway Clerks has been discussing plans for a new working schedule and agreement.

Who is the most faithful supporter of the Woman's Club library? The nomination goes to Jim Thomas of the rate bureau, who, year in and year out, remains its most consistent and indefatigable patron. Two books every Friday, rain or shine, is Jim's quota, and 104 books every year is more than a maintenance diet.

The symphony concerts are proving ever more popular among the boys and girls at Fullerton Avenue. Last month, glimpsed at the Haydn symphony were George P. Weseman, J. Harold Grove (former music student at Wheaton College), and Mr. and Mrs. Osmund Osmundson.

The Navy came in for its share of attention last month when "Scotty" Milton, now a confirmed New Yorker, visited the old home town prior to his departure for points East. Jimmy Lynch is also sailing the bounding main on the good ship "Loy", and Bob Dillon, old "Rapid Robert", has joined the basketball team at the U. of C. Bob's room-mate is satisfactory in every way, although he has one peculiarity; he wakes Bob early in the morning to see the snow. You see, he used to live in Alabama.

If you are contemplating a little holiday entertainment, there is no need to hire professional talent. Guarantee the success of your party by engaging Ad D. Gove, the famous mystic of the East, with his demonstrations of feats of magic, for public or private exhibition.

Merry Christmas!

Office of Auditor of Passenger and Station Accounts

Bill Tidd
Correspondent



Dear Fellows:

Greetings to you all, wherever you may be.

This is the first occasion we have had to say hello to all of you as a whole through the Magazine. We are deeply grateful for this opportunity. Some of you have been gone a long time, others just a few months. We certainly miss you, but no matter how big or how small your position may be in the service, you are all doing a grand job. We are all proud of you. Keep up the fine work. We are praying for your quick victory and a safe return home.

Your letters are most interesting and encouraging. We have derived a great deal of consolation and pride from your splendid manifestations of sincerity and courage. Keep your chin up! We will be behind you to the end and always praying for you.

Best wishes to you all from all of us of the A. P. & S. A. office.

Jimmy McCauley dropped in the other day and let us all take a look at the new uppers the Army installed. Don Malatesta also stopped en route to Carlsbad, N. M., where he will continue his studies as a navigator. Hans Klemmer has shoved off for places unknown. Ed Rhyner says his whereabouts are a military secret but the place is a haven for "B. O." Vic Quaritsch joined the Army Air Corps and was given

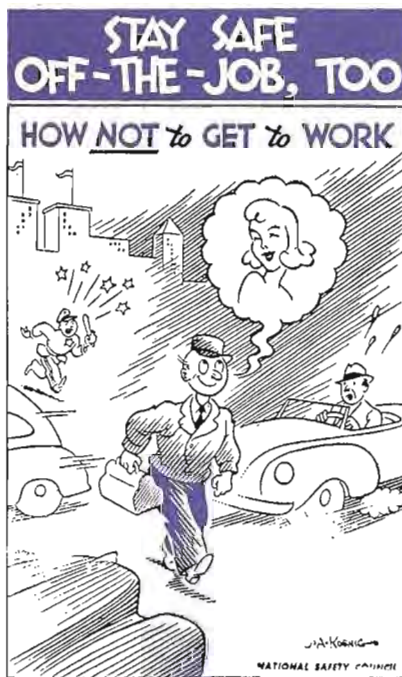
a swell send-off. Len Janke has been promoted to captain in Uncle Sam's Army. Nice going, Len. Charlie Baker is reported as being a prisoner of war some place in Germany. Gunnar Drangsholt's folks say they hear from him regularly and he seems to be in good health. His brother Swede was in to see us and said he was en route to the west coast.

Say, fellows, you should see our new office girl. Boy! She's O.K. As a matter of fact, I noticed the older guys in the front of the office have gone "hep" on us.

Jayn Smyser has resigned to be near her mother in Portland, Ore.

Birthday cakes are getting to be quite the rage, as Emily Gannon was surprised by a swell cake whipped up by Terry and Edythe. Say, Em, how many birthdays do you have a year? It seems we celebrated one in July.

As the holiday season is near, the correspondent personally wishes you all a Merry Christmas and a Victorious New Year.



IT'S A funny situation, all right—the love sick Romeo out in the middle of whizzing traffic.

Funny—but only in a cartoon. In real life it isn't at all funny, since each year thousands of jaywalkers are killed. In 1942, approximately 10,000 pedestrians were killed and about 200,000 injured.

In cities, pedestrian deaths account for over half the death toll. Nearly half the pedestrians killed were crossing in the middle of the block or coming from behind parked cars.

Drinking, on the part of driver or pedestrian or both, is a factor in a large number of pedestrian deaths.

These facts should speak for themselves. But here are some cautions:

Cross streets only at intersections, with the light, and on the crosswalk.

Never leave the curb until you are sure you can make it all the way across safely.

When you get off streetcars, go to the nearest curb and wait until crossing is safe.

Remember that accidents today hurt the victim and the country's war effort.

Freight Auditor's Office

J. A. Strohmeyer
Correspondent



We welcome back Irene Krakowski, estimated earnings bureau, after her siege with the doctors. Bertha Ohmstead and Dorothy Wrobly, auto accident victims, are reported getting along well. We wish continued improvement for all of them.

It is reported that Helen Burke is tops as the new head W. B. sorter in Mr. Gills w. B. filing bureau. New employees in that bureau are Anna Allen, Alice Hainer, Ileana MacLennan, Katherine Fuchs, Irene Moranda, Stella Mazur, Ruth Hoffman, Marion Buerger, Ann Carlson. The following "anon" is from one of them: "First Impressions, New Employees—Sorta funny how we 'Dame Femmes' try to compete with the men. When it comes to speed or a battle we take the cake, but in endurance we better hand it to the 'male chiefs' of the species. Yet, where there is a will there is a way to keep 'em guessing'."

Wm. Stelk, retired, for many years one of our elevator operators, passed away Oct. 27. And another elevator man here for some time, Albert Renhack, brother of Herbert Renhack, review bureau, after a brief illness passed away Nov. 12. We extend our sincere sympathy to their families.

Fred Mueller, generally known as "Ignatz," a rate clerk, revising bureau, prior to 1924, is back in the fold and is now a clerk in Jim Harvey's 17,000 adjustment bureau. During his spare time during the evenings he is the editor of DeSoto Council K. of C. Bowling News, and hard work has brought him much praise.

Bowlers: Hats off to Ted Capron for his 254 game, and to John Gross for the 274 game Nov. 12. Keep your eyes on the Marquettes. You are all cordially invited to see our teams compete in the City Tournament at Recreation Gardens, 4015 Milwaukee Ave., every night during December. We said good-bye to another of our bowlers, Herschel Valindingham, Nov. 9. At that game he was the recipient of a \$50 gift from his fellow employees and the bowlers. He entered the Navy Nov. 13. We look to see him an officer soon. To H. Lawrence, Bensenville: We accept your challenge, games to be rolled after the Holidays.

Winning the war: Ruth "Pinkie" Norman sent a letter and post card from Hunter College, N. Y., of N. Y. Naval Training Station. Said being a WAVE is great, but G. I. Nylons are not made of iron. Marty Giebenau, Seaman 2/c, is serving aboard a flat top; he wrote Ken Meske to tell about how much he'd like to pay us a visit and wants to get all the news about the football games, the bowlers and the basketball teams. A/C Jerry Dapper, now in officers' school, Ft. Myers, Fla., wrote for recent copies of the Milwaukee Magazine.

Service men visitors: Art "Red" Rosengren, from Camp Mills, Ill., Oct. 19. Howard Linder, Nov. 4, from Camp Adair, Ore., and wearing Trail Blazer division insignia, he now serving in communications department. Andy Duffy sent his cable address to Joe Pecora, and later to Ed Ludwig, H. C. Interline, a post card picture of Belfast, Ireland, Hill and Cave. Help the Victory Committee to Help Our Boys.

We extend to you our wish for your happiness at Christmas, New Year's Day and always.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

We say goodbye and good hunting to more of our servicemen this month... Emil Becker is with the Seabees at Camp Perry, Va... Michael Aloisio, who transferred from our office to Mr. Saida's payroll recently, is delving into Marine life in place of his favorite paints... Harvey Zunker, who has been working in Milwaukee, dropped in to see us before he, too, journeyed out to Fort Sheridan to begin Army life.

Lt. Joe Kirchen, formerly of the bill and voucher bureau, is still moving around a lot for one fellow; he's overseas now... Another one of our boys who's shipped out is Bob Vujovich... Stan Peterson is another who is touring Europe at the Army's expense.

There were two additions to the Milwaukee Road family in November. Kenneth Rappe joined the fun Nov. 1, so Rappe is pappy again. This all makes the bond bureau happy.

The romance department reports Eleanor Hennig is engaged to a Coast Guardsman, Dick Zie. He can forget the coast now and concentrate on Eleanor... One of our newer employes in the computing bureau has taken on a husband. Elizabeth Ayars is now Mrs. Elizabeth Deutch. Congratulations!

Our sincere condolences are extended to family and friends of Fred L. Waters, retired employe of this office, who passed away in Chicago on Nov. 10.

Our sympathy, too, is extended to the family of John Paul Finucan, who died early this month as a result of injuries incurred just before he began Naval Air Corps training. Jackie was employed with the road temporarily last winter.

Notes from the timekeeping bureau... George Berghauer has at long last inveigled Gus Dahlke, a World War No. 1 vet, to join the American Legion. Gus has been a staunch V. F. W. man and it was a long, hard battle.

There is some talk that Frank Opie has no business with a ration book—anyway, not as long as the peanut machine is well stocked.

DELICACIES FOR THE TABLE

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To give Art (Shop Order) Weber a little rest, we would like to say that Harold Weber is back in the pink and is hard at work in Milwaukee. "Rollo" has recovered completely from his lingering illness.

Roberta Shepherd has taken a leave of absence and is off for Columbus, Ga., for a rest. Best of health, Roberta!

If you look really close, you can notice that gleam in some of the girls' eyes. In another month, 1944 will be with us and 1944 is Leap Year! That gives them a 365-day period for this Sadie Hawkins stuff.

With due apology to Arch Ward and his Wake of the News, we would like to mention that this column depends upon its friends. Help! Help!

Car Accountant's Office

Harry M. Trickett
Correspondent

The former Elsie Kaeding rates first in the column this month, as she revealed upon return from her vacation that she was married on Oct. 9 at Elgin, Ill., to Ray Graening, and enjoyed a honeymoon in New Orleans, La.

Sgt. Wm. Olsen, who was the first man drafted from our office in March, 1941, has been promoted to first sergeant and transferred to Company B, 174th Engineers Combat Bn., at Camp Beale, Calif.

Pvt. "Jerry" Nowakowski writes on Oct. 31 that he enjoys receiving Victory Topics and that the ladies of the Woman's Club must have a heart of gold, making bandages, knitting, and then wanting to spread Christmas cheer to the boys.

Letter was received from Andrew Pokrzewinski, with the Coast Guard in Brooklyn, N. Y. It was pleasing to find that he has received a haircut and has only one inch of hair, so he can now see what it's all about. The office collected and forwarded a check on Oct. 29 as our gift for his entering the service.

Dorothy Quinn left the office on Oct. 30 in order to give full attention and care to her baby.

Joseph Crowley, who has two sons in the service, received good news on Nov. 2 from the son in the Navy that he had located his brother in the Army on a Southwest Pacific island.

On Nov. 24 Edna Johnson will be married at Deerfield, Ill., to Fred Brandwein, and best wishes for their happiness is herewith extended.

Don't forget, it's not too late to write the boys in service located in the states, extending to them the Season's Greetings and best wishes for victory in 1944.

Iowa Division

East End and Branches

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

The stranger in the store department office is Vera Reichert.

Mrs. Fairhurst, wife of Traveling Freight Inspector A. E. Fairhurst, has been confined for several days in the hospital at Rochester, Minn., awaiting a second operation. We hope that Mrs. Fairhurst will be up and around soon.

The fellows from the division engineer's office who have been building the new line between Madrid and Dallas Mine came blowing into town right ahead of Old Man Winter who just recently started his big show today.

Engineer Lloyd Stark passed away at his home Nov. 1, after a brief illness. The sympathy of the division is extended to Mrs. Stark.

Charles Bell, retired agent at Eldridge, Ia., died Nov. 3 at the Mercy Hospital at Davenport, Ia. We extend our sympathy to the family.

Sympathy of the division is extended to Section Laborer Henry Mikkelsen, Tama, Ia., in the death of his wife.

Retired Freight Conductor John Standish passed away at his home in Marion on Oct. 31. A good neighbor has left our neighborhood, and our personal sympathy is extended, as well as the sympathy of the division.

Sympathy is extended to Conductor Izer, Davenport, in the recent death of his brother, Martin Izer, at Milwaukee, Wis. Martin Izer was well known to many on the division.

Pvt. James Ryan was home for a visit with his parents, Engineer and Mrs. Pat Ryan, after completing the A.S.T.P. course at City College, New York.

Ruth Honomichl, daughter of retired Conductor L. G. Honomichl, has enlisted in the WAVES.

Lt. Eldon Gardner, who is an instructor at Fort Meade, Md., was home on a furlough in November to visit his parents, Conductor E. C. Gardner.

Engineer Frank Wicheal was a hospital patient during November for treatment for infection in his face.

Conductor Charles McCutcheon, who had planned to retire the latter part of November, died suddenly at his home in Des Moines on Oct. 28. He was sick only a few hours. A son, George, is in passenger train service on the Des Moines Division.

A daughter was born Oct. 23 to Lt. and Mrs. William Gibson at a Des Moines hospital. Bill lived in Perry when his father, DeWitt Gibson, worked as a machinist in the Perry shops.

Arthur Aspinall and wife recently visited in Southern California with their son and Mr. Aspinall's brother. Their son is an aviation machinist's mate in the Navy.

Marriages in the Milwaukee Family at Perry during the last month included that of Betty Monthie, daughter of Engineer Amos Monthie, to Corp. Richard Merical of Perry. The wedding took place at the Christian Church at Morgan Field, Ky.

Engineer Harry La Borde was married on Sept. 30 at Boone, Ia., to Mrs. Lenora Randall. They are at home to their friends in Perry.

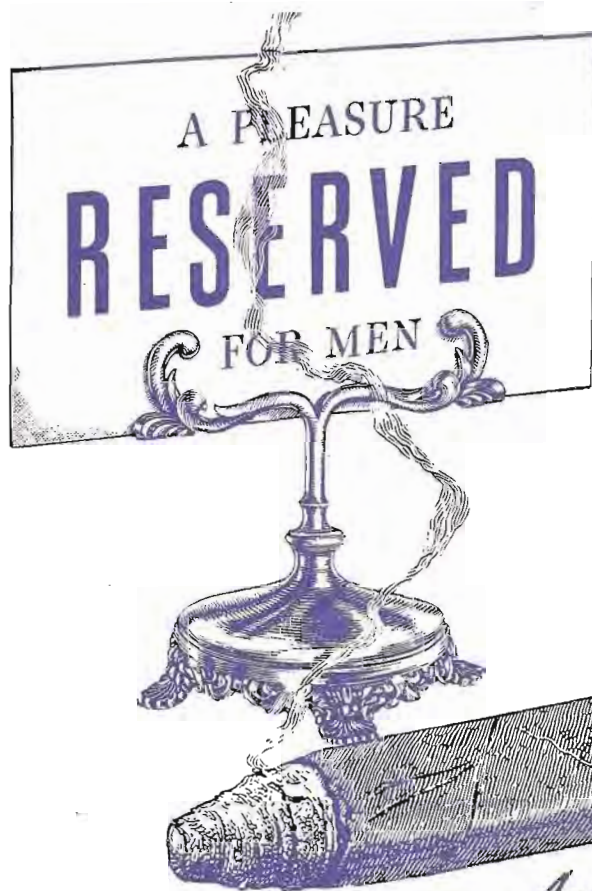
New additions to the Milwaukee Road Family include a new grand-daughter for retired Engineer F. L. Hanner. The daughter was born to Mr. and Mrs. George Hanner in Milwaukee. George was formerly in train and engine service with the Milwaukee but is now with the A. O. Smith Company.

Gerald Hunter, whose father, Frank Hunter, was an engineer for many years, is now a fireman, having started his railroading career in October.

Iowa Middle and West

News during the last month regarding the Perry men and women in the armed services includes the fact that Aviation Cadet James Hass, son of Machinist Harold Hass, has completed the flexible aerial gunnery course at the air field in Laredo, Tex., and has received the rating of aerial gunner.

Pvt. Dean Woodford of the Army Air Corps was home on furlough from Sheppard Field recently. His wife, who will soon complete her nurse's training course



THE cigar is one of the few good things of life that is reserved exclusively for men. It glows brightly with his triumphs and many of his worries vanish in its curling smoke. For men who thrill to fine tobacco we produce the Dutch Masters, one of the world's truly great cigars.

DUTCH MASTERS CIGARS

at Wesley Memorial Hospital in Chicago, was also home. Mrs. Woodford is the former Muriel Callahan, daughter of Engineer W. A. Callahan.

Homer Fiscel, who is with the 91st General Hospital at Clinton, has been made a private first class.

Jack Gibson, son of Machinist DeWitt Gibson, has entered the Naval Reserve midshipman's school at the University of Notre Dame.

Donald Chase, Naval Air Corps, has been sent to the air school at Miami, Fla.

Air Cadet James Haas, son of Machinist Harold Haas, has been selected for special training as a bombardier and is now studying at the Midland Army Air Field, Midland, Tex.

Howard Wasson, son of Engineer Halsey Wasson, has been given a temporary release from the Army. An old knee injury showed up under strenuous training; he will return for limited service if needed.

Vernon Buswell, son of Train Dispatcher Harry Buswell, has been promoted to captain. He has held the rank of Lieutenant since enlisting with the Royal Canadian Air Force, and has been overseas for several months. He recently was forced down and with other flyers was afloat 17 hours before being rescued.

Pvt. George Barth and wife visited at the W. J. Barth home in Perry while en route

from West Chester, Pa., to California. George is in the Army Mail Service.

James Cline, son of Engineer Bart Cline, was graduated from the navigator's school at Hondo, Tex., in October, getting his wings and commission as second lieutenant. Lt. Cline came home for a visit before going to his new base near Jacksonville, Fla.

Pfc. Edward Cummings was home on a furlough during October. He is stationed in Texas.

Air Cadet Orlan Emerick, who has been stationed at San Antonio for some time, was home on a furlough during November.

Clarence Nicholson, seaman 2/c, got his first furlough recently and came home from Camp Scott at Farragut, Ida., to visit his parents, Mr. and Mrs. A. W. Nicholson.

Merle Yanders, son of M. J. Yanders of the roundhouse force, was given an honorable medical discharge after having been confined to the hospital at El Paso, Tex., for several months. He returned to his home in Perry.

Fireman W. W. Goodman, who enlisted in the Navy recently, completed the course for dieselmen at Iowa State College and has a rating of fireman 2/c.

Have you observed the Dec. 10 deadline for the mailing of U. S. Mail and Railway Express parcels?

D & I Division

First District

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

On Oct. 16, when Operator John J. Duhigg elected to retire, he had rounded out 39 years as operator at Davis Jct., which work he performed faithfully and well. His railroad career began on the I&D Division in 1895. His many friends on the D&I Division feeling that this well-earned service should be rewarded, presented him with a billfold containing a nice sum of money. We are sorry to report, however, that at the present time Mr. Duhigg is confined to St. Anthony's Hospital in Rockford, but hope that the operation will prolong his pensioned days.

Report from Finley Hospital, Dubuque, where Second District Chief Dispatcher Crawford has been confined since Oct. 28, is that he is improving.

Sympathy is extended to Mr. and Mrs. Frank Cimino (superintendent's office) Savanna, upon the death of their infant son, Sydney Anthony, who died shortly after birth on Nov. 6.

Retired Fireman Fred Goos of the Iowa Division passed away at his home in Savanna on Nov. 7, following an illness of several years.

Engineer Wm. McMahon and Conductor Stanley Darr were involved in a serious auto-truck accident while enroute from Elgin to Bensenville the latter part of October. Both of them have been confined to St. Joseph's Hospital, in Elgin, since that time. Our latest report, however, is that they are improving.

Master Mechanic and Mrs. L. H. Rabun and family attended the wedding of their son, Air Cadet Thomas W. Rabun, to Miss Joan Godden, of Algona, Ia., which took place in Houston, Tex., on Nov. 13.

Conductor and Mrs. Thomas Freeman have returned to Bensenville from a visit with their son, Lt. Thomas Freeman, and wife and new granddaughter, Marsha Jan, in Cleveland, Ohio.

From around the world with the Army and Navy:

Pfc. Gervase Doherty, son of Machinist

and Mrs. Wm. C. Doherty, of Savanna, was graduated recently from the Liberator bomber mechanics' school at Kessler Field, Biloxi, Miss., and will be sent to a factory school for further specialized training or to one of the training command aerial gunnery schools.

Walter Tett, seaman 2/c, son of Engineer and Mrs. Leslie Tett, of Bensenville, returned to Farragut, Idaho, after enjoying a furlough with his parents and sister during October.

To the person who anonymously sent me some news items for the Magazine this month, many thanks. Come again.

Milwaukee Division

Superintendent's Office and "C. & M."

Wiley Moffatt, Correspondent
Superintendent's Office
Milwaukee, Wis.

How about cheering up a pal? Bob Lazenby, victim of an unfortunate accident on Oct. 7, is still at Milwaukee Hospital and will be there for some time to come; he will surely welcome visits from his friends. Typical of what Bob calls "Lazenby Luck," a week or so after he landed in the hospital, his 15-year-old son was brought to the same hospital with a fractured leg injured in a playground football game.

Charles A. Bode, train baggageman, after 39 years of service, decided to hang up his clip-board, retiring effective Nov. 10.

After many months of silence, word has been received from former brakeman Norman W. Soergel. Air Cadet Soergel has successfully passed his preparation at Maxwell Field, Ala., and is now stationed at Helena, Ark., where he is taking advanced flight training.

Saddest story of the month: On a dark and dreary night, with the wind blowing and snow drifting, a car comes feeling its way down the road. Our hero, Operator George Mitchell, is on his way to work at Bardwell—the trains must run. Comes a heavy gust of wind and snow, temporarily blinding our hero; he misses a curve in the road, careens into the ditch to the accompaniment of a loud report. You guessed it—a tire has blown. And now the saddest part—no spare.

Harry H. (Snookie) Holt, Lochinvar of the C&M, came out of the West (Coast) and brought with him a bride from California. We are all waiting to see her and won't be satisfied with anything less than a starlet. So bring her down to the depot. Harry, and we'll pin on our inspector badge and give our benediction.

Employees and friends were shocked to hear of the untimely death of two of our well-known conductors:

On Nov. 6, James G. Yahnke passed away at his home at Libertyville, death being caused by a heart attack. Mr. Yahnke was 57 years old and had worked for the Milwaukee Road 37 years. He was the first conductor of the Hiawatha when that train was put on in 1935.

Earl A. Schirmer passed away in his sleep on Nov. 11, death resulting from a heart attack. Mr. Schirmer had about 35 years of service with the Milwaukee Road, and was 51 years old.

The sympathy of all is extended Conductor Burr H. Kress, whose wife passed away at Deerfield on Nov. 16.

Word has also been received of the death of retired Train Baggageman Frank O. Peterson on Nov. 10. Mr. Peterson retired in May of 1942, after 37 years of service.

The deepest sympathy of all their fellow employes is tendered the bereaved families.

Depot Dabs

Harvey Zunker, who worked in the depot during the good old days of division accounting, stopped in last week to say goodbye. Harv is off to the war, and all they have to do now is let him pitch 'em into the Axis 1-3 pocket, and with his unerring aim the war will soon be over.

Chicago's loss will be Milwaukee's gain when Lurena Whidden and William Polk repeat the marriage vows in the First Congregational Church in Evanston, Ill., on Dec. 4. Miss Whidden is (or was) the correspondent for the purchasing department in Chicago, whose pretty face smiled at you from the Magazine each month. Mr. Polk is employed in the division engineer's office at Milwaukee.

My scouts report that Casimer "Little Casey" Ratkowski, erstwhile messenger, ticket stock helper, and night chief switchboard operator in the order named, has been in the Navy for more than a year, and is now in Washington, D. C., watching history being made. "Big Casey, the Cop," has the downtown beat that includes the depot.

Elwood Bartlett, formerly of the division engineer's office, Milwaukee Terminal, has finished his boot training at Great Lakes and is now waiting further assignment. He stopped in on his furlough, looking very fit, and said he enjoyed service life quite well, largely because he was company clerk and thus dodged "Squads right, etc."

Little Jackie Moore, who kept things stirred up in the mail and baggage department, is doing the same for the rookies at Camp Hood, Tex., since he has been promoted to sergeant in a tank destroyer outfit.

Corp. Albert E. Unruh, on furlough from Camp Stewart, Ga., proudly presented his wife to the boys in the baggage and mail room, where he was formerly employed as tractor driver.

When you see Lois Phillips with her face a-beam, that means she has just received another letter from husband Foster, who left for Army service a short time ago. Lieutenant Phillips is, at the present writing, stationed at Fort Slocum, N. Y., receiving preparatory training before assignment to a railway operating battalion.

Have pity on the mail service employes and do your Christmas mailing early this year. The deadline has been set for Dec. 10, because of the limited forces available to handle the usual Christmas rush, and delivery before Christmas cannot be guaranteed if mailed after the deadline. Also, when sending your Christmas cards, don't forget the boys and girls in service. Send them your warmest greetings. They deserve the best of everything.

"R. & S. W."

Ted Day, Correspondent
Beloit, Wis.

J. J. Meyers, retired engineer, celebrated his golden wedding anniversary early in November at the Pfister Hotel, Milwaukee.

A brake beam down on train No. 75 on Oct. 11 did no damage because the sharp eyes of H. G. Geu, our agent at Shannon,

THE MILWAUKEE MAGAZINE

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observed the bad order beam while inspecting the train from the station platform. Good work, Mr. Geu.

Gennell Carter, daughter of Leonard Carter, train dispatcher at Beloit, joined the WAVES, and left Chicago on Nov. 3, aboard a special train for Hunter's College, N. Y. Some of our employes will remember Miss Carteo as a drum majorette during her school days. She will be trained for recruiting.

Welcome to J. N. Metzler, new trucker at Beloit freight house. Jolly takes over the duties of Alfred Bethke, who left us because of sickness.

T. L. Bamlett has been promoted to passenger agent at Beloit, taking over the position from C. O. Swanberg, our new agent at Mount Carroll, Ill.

The groaning coming from the freight office at Beloit should not alarm anyone. It's just John Connors singing. How do I know? Because I heard the words, "Lay that pistol down, babe. Lay that pistol down!"

The last note I have for this period comes from Uncle Willie, the warehouse foreman. He states the best device he knows of for the prevention of claims is situated just under the truckers' and stowers' cans. That, I would say, is the truth, Uncle Will! Thanks for the note.

"Old Line"

Hazel Whitty, Correspondent
Ticket Clerk, Horicon, Wis.

The cover picture on last month's Magazine brought to mind this poem, written by J. Murphy of Milwaukee (now deceased), a railroad fan, after a visit to his old home town, Berlin, Wis. (in part):

*There are times when pleasant memories
fill one's mind with days of yore.
So I'm writing a little poem called "The
Old Time Grocery Store,"
And those of you who read it, who have
passed three score and ten,
Will recall the many incidents I'm men-
tioning therein.*

*They would sit around the wood fire in
the old time grocery store;
You have seen that aggregation which as-
sembled years before
Them new rural routes were started and
the farmers liked to go
Down to get the mail and papers and con-
verse an hour or so.*

*Each one would touch the poor box for a
pipe full o' the weed,
An' oined was gettin' round to where
they'd buy their garden seed.
An' then the talk would veer around a bit
and settle down once more
On Blaine and Logan, who was runnin'
back in '84.*

*In the evenin', when the train came in,
they'd all go down t' see
How many new arrivals on Number 23.
Tom Ronch was the conductor. Pat Whitty
engineer.
Tom's "All Aboard" as the train pulled
out was pleasin' to one's ear.*

Francis E. Noel, seaman 2/c, stationed at Cudahy Field, Corpus Christie, Tex., spent his furlough with his parents, Roadmaster and Mrs. M. E. Noel of Horicon, Wis., and took in the Service Club banquet. Francis enlisted 23 months ago; he was last employed as trackman at Beloit, Wis.

E. Beske and wife spent their vacation in Aberdeen, S. D., and Ervin managed to get in a little hunting, bagging 35 pheasants.

If anyone desires a little coaching in waltzing, he should contact Trackman Vernon Harper and wife of Horicon, as they recently took the prize as the best waltzers at Horicon, Wis. Vernon is secretary of the Old Line Service Club.

Irving H. Meyers, son of Agent I. C. Meyers of Beaver Dam, who has been working as extra operator for the past two years, volunteered for the Navy and left Milwaukee on Nov. 6 for Farragut, Idaho.

The following article, brought to our attention through a letter from Congressman Harry Sauthoff, should be of interest to old Old Liners: "There is a possibility that the ore mines at Neda may be reopened with the aid of a federal grant of moneys appropriated by the 78th Congress. Such a reopening project would require the co-operation of various communities in the county."

At one time ore mining was quite an extensive industry in the county and blast furnaces at Mayville turned out a considerable quantity of pig iron. A mill was also established at Neda for the grinding of the ore into a paint pigment and "Iron Ridge Red" paint was famous throughout the nation as a durable covering for structural steel work.

More than 12 years ago ore mining was abandoned at Neda and in recent years the paint mill has been dismantled. The present owners of the property have continued to take ore for the making of paint but this ore has been shipped to a southern mill for conversion.

A regular fruit basket upset movement was established through the opening of the foremanship position at Berlin, Wis. We find Foreman Arden Kreps, formerly of Markesan, now at Berlin; Hugo Warren, formerly of Waupun, now at Markesan; Ervin Beske, formerly at South Byron, now at Waupun; and Alfred Haddv, relief foreman, now permanently established at South Byron. Carry on, boys.

Sympathy of the entire community went out to Engineer and Mrs. John W. Freinwald of Horicon, Wis., upon the tragic news of the death of their second son, Raymond. He was killed in action in the Solomons, a victim of a Japanese machine gunner. Mr. and Mrs. Freinwald are gaining small comfort, if that it may be called, from the fact that their son was killed instantly, as testified to by several comrades as well as by the Command.

Milwaukee Terminals

George A. Steuer, Division Editor
Superintendent's Office



Muskego Yard

Grace Johnson,
Correspondent

Our boys in the service seem to have the spotlight, and rightly so, this month. We had V-mail from Edward H. Blanck, former switch-

man in the Terminal, who writes:

"Have had intentions of writing before since I have arrived overseas, but due to military movements and time being well occupied, have had to neglect my correspondence somewhat. The main reason for this letter is to let you know I still think of my friends and fellow workers and would sincerely appreciate your saying hello to Mr. Bush and Caller Ben. I have made brief contacts with members of railroads in places I have visited and found interest in their manner of operation. The

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railroad system here is somewhat like our own but lacks in power and efficiency in comparison with the American system. I really miss my job at the cut-off and hope it is not too long till I can resume my railroading activities. With best wishes and regards to all my fellow employees."

Norbert Miller, former train clerk, paid us a visit this week. He is stationed at Great Lakes, but when this furlough terminates he will be ready for gunnery school; where that will be he is not sure—perhaps in Chicago. Our old friend, "Mike Switch" Gene Kolasinski, showed up in person instead of just by mail this week and gave us quite an account of his baking record.

Honorable tribute has been paid Staff Sgt. Arthur Sullivan (former terminal fireman) who has been missing in action since February. The presentation of the Air Medal with two Oak Leaf Clusters was made to his father at an impressive church service on Oct. 10 at the English Lutheran Church of the Resurrection. Sgt. Sullivan won the Air Medal last January for extraordinary achievement as top gunner on a Flying Fortress. The first Oak Leaf Cluster was awarded for participating in five combat missions, while the second is for destruction of an enemy airplane while a crewman on a Flying Fortress.

We extend sincere sympathy to the family of Anton J. Plewa, former switchman in the Terminal, who died of a heart attack Nov. 12. He had been a switchman for 30 years.

We also had news of the death of another of our switchmen, Roy E. Folsom, who passed away Nov. 14. Mr. Folsom had not worked for some months, due to illness. We offer our sympathy to Bob Esser in the Car Record office in his recent bereavement, the loss of his mother. Yardmaster Charley Tennant has just returned from Pittsburgh, where he was called to attend the funeral of his brother.

E. T. Smith, our operator at Grand Ave., said goodbye to us this week to leave Milwaukee for Butte, Mont., where he will work as train dispatcher. Good luck to you, Smitty.

Yardmaster Emery Hanson, who has been off for some time due to a leg injury, hopes to be back on the job soon. It seems this injury had nothing to do with safety or rules, inasmuch as he "fell"—and how, judging by the time it is taking him to come back to us.

John Cavey, former switchman, has gone to Deer Lodge, Mont., to work. Due to the illness of his wife, it was necessary for Mr. Cavey to make this change.

We expect in the next issue to be able to list all of the unusual Christmas gifts which Santa will leave in the stockings of the good boys around here. No doubt Ray Birchard's only gift will be a trap which he asked for to catch the rat that has been poisoning his lunches. It would take less work for Ray to poison the rat if he could catch it.

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

Richard J. Steuer, Correspondent

Walter Demerath, car clerk at the Chestnut Street station the past 26 years, passed away on Nov. 6 after a short illness. He began his service with the road in 1917 as car clerk under E. F. Rummel and handled this position till the time of his death. Mr. Demerath was a tireless worker, well liked by his co-workers and shipping friends alike. His ever-present helping hand will certainly be missed.

If anybody happens to be in the vicinity

of the Humboldt Avenue yard office, drop in and view the new paint job, negotiated through the ingenuity of Yardmaster Buck Leaman. Note the safety slogan on the wall—*Use Your Head, Watch Your Step and Let Safety Be Your First Consideration*. Buck says it makes the boys think a little when they eye the daily reminders.

We saw a few of "our boys" the past month. They were Bill Koepke, Ed Kurtz and Mahlon Gilbert. Bill is with a railroad battalion, Eddie with a medical unit, and Mahlon with the Air Corps. All of them looked very good. Also received a card from our latest draftee, Larry Janus. His new home is Camp Roberts, Calif.

Congratulations are in order for two of our soldiers, Pvt. Bill Stein and Corp. Dick Wank. Bill became the proud father of a baby daughter, and Dick an equally proud father of a baby son. Now these boys really have something to fight for.

With the Christmas season a short month away, here is a tip for your shopping list: If you really want your money's worth, invest that \$18.75 in a War Bond and collect the \$25 ten Christmases from now.

Fowler Street Station

Nola Pantazes, Correspondent

William Nonnenprediger retired Nov. 1 at the age of 68. Bill sought employment at the fruit house in 1909 and has been there for the past 34 years. His co-workers have always enjoyed Bill's congenial smile and will certainly miss him. As a going away gift, Bill was given a box of cigars, a brand new pipe and several packages of tobacco with which to break in this pipe. Also included were a tie clasp and a shirt clip. His fellow workers wish him the very best of luck.

Congratulations to Richard and Gloria Wenk upon the arrival of a bouncing baby boy. Gloria held the position of timekeeper and stenographer in our office. Richard is serving overseas with Uncle Sam's forces.

Congratulations to Grace Bannon upon her graduation from the messenger desk to the tracing desk.

Bill Soredemann has returned from his two week's vacation, one of which he spent up north trapping muskrats.

We regret to inform you of the death of our fellow employe. Mike Doolan. Mike passed away on Nov. 3 and was buried in his home town at Maple Grove, Wis. Mike had been in the service of the road for the past 30 years, working in various departments. He will be missed by his fellow employes. We wish to extend our sympathy to his sister, with whom Mike had made his home.

We are proud to announce that we have some boys at the fruit house Reed Street yard who are three timers at the Red Cross Blood Center. Inspectors, Jim Moore, Jim Gelason. Bill Ranscht and yard policeman Jim Freitag. At the present time we don't know of any others. Good work, boys!

Our yardmaster, Mr. Cull, is feeling the itch badly these days for his Mission, Tex., fruit ranch.

Our yard cleaners, George Gittens and shorty Cosmo, are hoping that it won't be a winter like last year. They say that the wheelbarrows don't run so good in the snow.

The gold dust twins, Mike and the Swede, coopers at the fruit house, are worrying about who is going to keep it warm in the fruit house now that "old reliable Bill" has retired.

Jim "W. W. I. B." Gleason has not had

THE MILWAUKEE MAGAZINE

a new automobile for over three months. Can it be that super-salesman Jim is hoarding? Or are you buying more War Bonds, Jim?

Inspector Jim Moore reports a letter from his son who is in sub duty in the Pacific. Jim says, "the boy must be kept very busy these days chasing those Japs."

A visitor whom we were glad to see was Bob Heinan, in the Coast Guard, now stationed at New London, Conn., training base for officer cadets. Bob was on convoy duty all last spring and winter.

A letter from Irv Miskimins tells that he is now attending Southwest Texas Teachers College at San Marcos, Tex. Anticipates going to college for five months there and then on to preflight and then through flying school. Extends his regards to all and would like to hear from the "gang." Those wishing his address contact your correspondent.

A letter from Corp. Edgar Kurtz, stationed at Camp Polk, La., states that as far as the camp itself is concerned, it's O.K. Even have German prisoners of war all over the camp. Has nice barracks and good "chow." Receives the Green Sheets and the Magazine, and really appreciates them. Also received a Christmas gift from the Milwaukee Road Victory Club which he thought was swell of the gang.

Coast Division

Seattle General Offices

J. M. Wilhelm
Correspondent, General
Claim Department

Rails in the Armed Forces

I had a very interesting phone conversation with Capt. Ed Sima's wife the other day. She had received a package from her daddy in North Africa containing a very beautiful Oriental rug, all hand made and apparently woven from camel's hair. It is of intricate design with fringes an inch and a half thick, and you may well imagine is the prize possession of the Sima household. She also received a very nice hand-made bracelet, some sea shells from the Mediterranean shores and some Algerian money. Eddie, Jr., is the proud possessor of some Italian corporal's stripes for which his dad traded a package of American cigarettes; also some Algerian stamps for his collection. The Captain also sent



Capt. Edward Sima as he appeared while in camp in St. Paul. He is now in the Military Railway Service in North Africa.

December, 1943

home quite a few pictures of scenery over there and also of himself and the gang. In one picture there was Capt. Ed boasting a moustache, and, as Mrs. Sima put it, she only recognized him by his long legs and arms. She immediately wrote and told him to eradicate the fuzz, or else! It was rather interesting to learn what the boys over there are needing. Ed asked for two fountain pens, some swimming trunks and phonograph records. Mrs. Sima has been sending Ed the Seattle Sunday Times, which is most welcomed by all who can get near each issue. He wrote that there is a Red Cross Nurse in their administrative department who had worked on the Times Staff and she was most elated on seeing the Times again. Ed's picture, along with a write-up, was in that paper a while back and Mrs. S. said she received ever so many phone calls from people with husbands, sons or other relatives in the service over there.

Another V-letter from Pfc. George Baker, also in North Africa, tells of seeing some very happy Italian prisoners who were most grateful for their release from the Nazi "Heel." George has seen many interesting sights but even though he is in the tropical zone, he writes he will be glad to get back home to enjoy some of Mrs. Baker's southern fried chicken (and George married a Southern belle, too.)

Greetings: To Miss Dorothy Helms, steno-clerk in the real estate department.

To Miss Marion A. Mayne, steno in the general freight department.

To Miss Dolores Krininger, file clerk in the general freight department.

To Miss Gertrude Freeman, secretary to L. J. Kidd.

Congratulations: To Earl R. McAnaney, appointed freight claim inspector.

On the Home Front: Assistant Treasurer Sam Greengard was happy to advise your correspondent that the Community Fund Drive met with very good response, showing better than 20 per cent over last year's contributions.

On Nov. 8, J. N. Davis presided over the last of nine meetings held by the War Production Board at the New Washington Hotel in Seattle. Mr. Davis gave a talk on what the railroads were doing and pledged the Milwaukee Road for full co-operation in seeing that an effort was made to secure all available scrap. He had two wires, one from Mr. Nelson, chairman of the W.P.B. in Washington, D. C., and one from Undersecretary of War Patterson. Each wire pointed out the necessity of securing more scrap and urged the railroads to continue their untiring effort to secure it. It is requested that all employees make a careful survey of their homes and premises and ask their friends and neighbors to do likewise, for scrap is vitally needed.

Freight Claim Adjuster Harold Whatmore (September issue) is very busy being a daddy to that three-month-old future railroad executive, and, being a camera hobbyist, has taken many interesting pictures of the little feller.

Dick Lindstrom, file clerk, general manager's office, had a bright idea several months back and purchased four young turkeys to fatten up for Thanksgiving. He took careful pains in nurturing these birds—in fact, he and Mrs. even gave them names—and when Dick started thinking about preparing them for that grand national repast, neither he nor Mrs. L. could bear the thought of munching on a leg formerly part of, say, "Oscar." In order to relieve the situation, Dick was forced to sell the turks and the Lindstrom domicile is once more under control.

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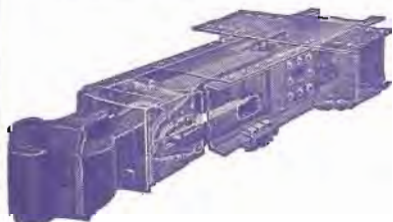
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The Seattle general offices were saddened by the news of the passing of John C. McConnell, retired telegraph foreman, on Oct. 21. Mr. McConnell was born on Nov. 6, 1857, came to Lines West on June 1, 1908 to take over the duties of telegraph foreman, and continued in that capacity until his retirement from service on Aug. 1, 1936. He then went to Eugene, Ore. and lived with his daughter until his demise. Mr. McConnell was highly respected by everybody and especially those who worked with him and for him. He was a very capable man in matters of construction and maintenance of telegraph systems.

*The transportation department was humming a morning tune—
Willie was opening the mail, to be gone over very soon;
Stenos were lifting the night gowns from Royals and Underwoods, too;
Keller and Doug were lighting up, making swirling patterns of blue.*

*Miss Lawrence was sharpening pencils and Miss Williams dusting her desk;
Miss Murphy and Mrs. Campbell were entering the manifest;
Everything just as it should be in an office loaded with work
Kept in line by none other than Miss Baldwin, the chief file clerk.*

*When out of the morn and quick as a flash the door opened wide;
In walked a man with a 10-gallon hat and a Lone Ranger stride.
The clerks in surprise put their hands to eyes to hide this awful scene
But on looking again saw to their chagrin "Two Gun" E. Stablein.*

*Yes, my friends, it was he who wore the hat of a true Westerner,
Just trying to hide the fact that he was once a telegrapher.
Perhaps his early days on the range were coming to the fore
And he was remembering the time when he could handle a forty-four.*

*He's challenged us on the 6th Floor and put up the hard-earned cash
That he'll still step off 40 paces and strike the head of a match.
Frankly, I think he can do it, but if you are doubting his word,
Just drop a note to yours truly, and I'll give "Stab" the old Bronx Bird.*

Albert J. Laughon, prominent Washington lawyer and attorney for the road in Seattle, died Oct. 21 at the age of 69. Mr. Laughon was born in Texas and brought to Washington from Missouri in a covered wagon when he was only six years old. He began working for the Milwaukee Road in 1918. Mr. Laughon wrote a historical novel concerning pioneer life in Washington entitled "The Spirit of the Wild Rose." He is survived by his widow, Mae, and a brother, William E. Laughon.

Tailor (wrapping up suit): "You know, sir, I'm letting you have this garment at less than it cost to make it."

Customer: "You're always telling me that. How do you make a living?"

Tailor: "I make a small profit on the paper and string."

Seattle Terminals

Lois M. Chapman
Correspondent, Office of
Assistant Superintendent



Wedding bells have begun to ring around here again. This time the ting-a-ling is heard from the operating department and 'tis none other than Freddie Hanes that "dood it." Mr. Hanes, yard brakeman, was married on Nov. 6. Congratulations, Freddie; we wish you and your bride a world of happiness.

By the time this article appears in print we hope to have J. T. Hogan back in our fold once again. Mr. Hogan has been in the Army for some time. He wired Nov. 9 that he had now been released and was returning soon, having arrived safely from the "Land of the Kangaroos." We are mighty glad to have him back and to all the rest of our Milwaukee Road military force at home and abroad and to your military pals, we say we sincerely wish you a Merry Christmas. May the New Year bring all of you home again!

Our Seattle Terminal can now boast of having a hotel of its own, for the Milwaukee has taken over the old Stacy Hotel for the duration in an effort to obtain and hold employees that might otherwise shy away from Seattle, due to the housing conditions here.

Harry J. Carpenter, a former yard clerk here in the terminal, is now in England. Word has it that he recently has been promoted to the rank of sergeant and has promised to send us a photo of himself all decked out in the uniform. Where is the photo, Sgt. Carpenter?

Mr. and Mrs. John Lee recently celebrated their 30th wedding anniversary. Mrs. Lee, the lovely lady that she is, presented her husband with a beautiful Onyx and diamond ring mounted in rich yellow gold, a gift which Johnnie will treasure the rest of his life.

Friends, it has been reported that Yard Brakeman M. C. Cook's son of the Army Air Force is missing in action. Mr. Cook received a letter from a pilot following the plane that his son was in and which was destroyed, stating that there were 10 men in the crew and that he saw 10 parachutes open up in their jump to safety, reasonably reassuring the Cooks that they will hear from their son. Stories such as this one typify the American home today and touch our hearts. Mr. and Mrs. Cook, may the New Year bring your son and the sons of the thousands of other American families home, giving a new and deeper meaning to wishes for a Happy New Year.

What's new at Van Asselt? Well, Eddie Cartwright reports that the lead from No. 8 switch is to be relaid, entailing about two weeks work and adding another half mile of new track at Vantown. Jackie Warner, mayor of Vantown, offers in the way of news that they have a new coffee pot!

Bill Kapral, yard brakeman, has become very popular among all venison lovers, having received numerous propositions to "let" him give a venison dinner or two. Marksman Merchant, yard brakeman, shot at and missed a deer—and that is news. Merchant, if you will remember, bagged a bear not so long ago and the compliment is paid that he usually gets what he goes after, when it comes to the use of shootin' irons.

Well, Milwaukee friends, this is the last issue of the year, so, on behalf of the Seattle Terminals, embracing Van Asselt

THE MILWAUKEE MAGAZINE

yard, Stacy Street yard and waterfront, I sincerely wish you all the merriest Merry Christmas possible under war conditions and with a prayer that the war will end very soon, I wish you the Happiest New Year you have ever known.

Remember—Buy bonds!

Tacoma

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



D. V. Finley, second trick operator at Tacoma Junction, was married on Nov. 4, but we haven't heard the bride's name. Nevertheless, congratulations to the newlyweds.

Brakeman Willys Turner developed a sudden attack of appendicitis while out on his run the other day and was rushed to the hospital here and operated on immediately. Fortunately, the operation was in time and he is now rapidly recovering.

M. J. O'Connor, first trick operator at M. A. relay office, Tacoma, is recovering from an operation which he recently underwent.

Messrs. Gillick, Penfield and Sorenson were around Tacoma the first week in November. The outlook for the immediate future is bright.

Maj. Clyde Brewsaugh, who was wounded and is now in Officers' Ward 10 at Barnes Hospital, Vancouver, Wash., has recovered sufficiently to come to his old home here for a brief trip. He would be glad to hear from his many friends here while he is still at the hospital.

Kenneth Alleman, chief bill clerk at the local office, has received a letter from Loren Cowling, who is now in the Transportation Corps of the Army at New Orleans and writes very entertainingly of the doings there. He has met railroad men from all the states and has come to like his work first rate but would like to get back on his old job at Tacoma.

David J. Powels, son of Cashier Ray Powels of the local office, has now been transferred to the advanced class of Radar students at the Naval Air Station, Roosevelt Field, Mineola, Long Island, being one of the first class of ten to be so transferred. Ray Powels is justly proud of his son being second highest in the entire class of 300 and admits that the boy bids fair to outrank his father. In a little while David will have to decide between Radar and an officer's career and he doesn't know yet which it will be. Here's hoping for the best. By the way, he met William Rohrs, also of Tacoma, in New York recently and both were so overjoyed that they had to write home for money.

Tom Dolle, chief claim clerk at the local office, and Mr. Collins, both members of the Tacoma Chess Club, recently met at a session of the club and proceeded to mix with each other from 9:30 p. m. until 1:30 a. m., and still it was a tie game! We submit this as a fair sample of the prowess of these champions.

Mrs. Velma Wheeler is back on her old job in the cashier's department at the local office. Beverly, where she was, proved to be too windy for her—no wonder, for it is the breeziest spot in the state of Washington. Her son Harold is also back in the yard office force and her son Ora is working in the telegraph office here.

Shirley Moxness (now Mrs. Shirley Blanchard), daughter of Roadmaster Moxness, is doing extra work in the cashier's office at the local office here.

Althea J. Slater has bid in a new posi-

tion as stenographer and expense clerk; Bessie M. Waffin is now stenographer in the trainmaster's office, and Betty Walsh is general clerk, while Mrs. Alice Farrow has joined the force at Seattle.

Bob Shipley is now trainmaster on the main line.

Violet Tollefson is working temporarily in the roadmaster's office.

Margaret Kirsch has taken a job in Superintendent Wylie's office.

George W. Bogart, who came to us from Los Angeles, is now working as expense clerk.

In order to consolidate reports and to work his forces more efficiently, Agent Ray Grummel has brought much of the yard clerk's force to the local office; we notice Eshelman and Wheeler among those now come over. To accommodate the force at the local office, the old record room there has been converted into part office, with beautiful lighting and high grade linoleum, so that it now looks better than the old parts of the office; the old records have been transferred to the freight house and the revising and billing departments installed in the new office.

Frieda M. Jacobson, formerly agent at Haynes, N. D., is now working the second trick as operator at Chehalis.

R. C. Wagner is relieving E. P. King at Chehalis Junction.

Nina Wolf is working third trick at Hyak as operator. She comes to us from the Trans-Missouri Division.

Hurley R. Carroll at Tacoma Junction celebrated 40 years of continuous service with this company as operator on Oct. 8. He was off duty for a vacation the last two weeks in October, being relieved by Operator R. R. Sphung from North Puyallup.

R. B. Jose, the veteran operator at Everett, is now the new agent at Bellingham; L. R. Wallace relieves him at Everett.

Clarence Otto, formerly of Maytown (which is now closed altogether), is now working third trick at the Tacoma relay office.

Ann Johnson of the superintendent's office has taken the newly opened position as counter-clerk at the cashier's office.

Frank Bryson has bid in the new job as chief demurrage and revising clerk.

Yard Conductor William Martin is one of the yard office hunters who brought in something—a big black bear.

The yard office will be enlarged by the addition of one room.

Frank Kirkland, clerk to the trainmaster,

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handed us an interesting relic: a seniority list of the Prairie du Chien (now Madison) Division, made by Frank Ziel, now conductor on the Willapa Harbor line, in June, 1899, when he was young and handsome and was a caller at the roundhouse at Prairie du Chien. At that time there were engineers on the list dating from 1854, 1859, 1863, 1867 and 1869, the bulk dating from the 1870's, 1880's and 1890's. Of course, many of the names are familiar to us but we cannot identify them; it would be very interesting if Mr. Ziel would tell us about these old-timers. For instance, who are E. W. Ziel and Charles Ziel? A list like this reads like ancient history.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen
Correspondent
Local Freight Office

H. M. Lamox, former yard clerk at Seattle, has taken a position in Beverly, Wash., and we understand he feels quite at home as it is so much like Texas, his home state.

A new addition to our warehouse force is Ann Sigurdson, who recently came to us as warehouse checker.

Jurette Watkins has joined the Milwaukee family as "janitress" at the local freight house.

Miss Laura Babcock, former secretary to the freight agent, and who is now with the Pere Marquette Railroad, informs us that she recently heard from Peter Darwin, our former P.U.D. clerk. Peter is with the field artillery and is located at Camp Adair, Ore. She also reports hearing from Pfc. Jimmie Smith, former messenger and yard clerk. Jimmie is in a radio corps and is located at Camp Stoneman, Calif.

Freda McBride, interchange clerk, returned to work on Nov. 8 after a serious illness and an operation.

Alice Farrell, secretary to the trainmaster at Tacoma, has taken over the position of stenographer and reclaim clerk in our Seattle freight office. Her husband is now stationed near Seattle. He is a storekeeper for the Navy.

Franklin A. Gilbert, our new interchange checker, was recently discharged from the Army.

Ed Hart, who has been in the Army for some time and who recently suffered a broken heel while training, has been discharged and is back at his old job as counter clerk at the Seattle local freight office.

Miss Audry Bush, steno-reclaim clerk in the local freight office, resigned on Nov. 9 to return to her home state of Utah. Miss Bush is an accomplished musician and while in Seattle was a mem-

ber of the Seattle Symphony Orchestra.

Harry Clapham, painter foreman, recently returned from Anderson, Ind. Mr. Clapham accompanied the body of Jesse Dilts, B&B carpenter and cook for many years on the Coast Division, to his last resting place. Jesse Dilts died in the Providence Hospital in Everett on Oct. 16.

Jim Donahue, janitor, recently left for Worcester, Mass., where he will visit relatives and friends. His place is being taken by James Ferguson.

New employees at the freight office are Evelyn Funk and Norma Bailey, both expert typists.

Chicago Terminals

Bensenville

Howard Lawrence, Correspondent
Assistant Superintendent's Office

Al Shore, whose smiling face has been missing around Mannheim for some time now, has been discovered out at Hines Hospital where he is being treated for a peptic ulcer. If anyone can find the time, Al would appreciate a line or two from some of his old associates, as he expects to be there for several more weeks. Address him in care of U. S. Army, Hines, Ill., Ward C:432.

Word has been received from Larry Donohue who has landed in Phoenix, Ariz., where he hopes to get some permanent relief from a bronchial condition with which he has been pestered for some few years now. Incidentally, Larry writes that the weather is perfect, which should help some during the coming winter months.

Western Avenue

T. A. Finan
Correspondent
Care of Yardmaster

Engineer Wm. McMahon, formerly at Elgin Hospital, is now at Hines Hospital.

Former Engineer Geo. Weldon passed away in November.

Captain Earl Ewin, formerly of the master mechanic's office, is now stationed at Camp Robinson, Little Rock, Ark.

Pvt. Leo Corrieri whom we reported as missing in action in our last edition, is now being held prisoner by the Nazis. Pvt. Corrieri was formerly employed in the car department.

The following car department employees have entered the armed forces in the last month: Elmer Konke, electrician helper; John Koss, carman helper; Mario Pollacek, carman helper; and Nick Biban, Jr., electrician's helper.

Switchman John McCluskey reports the birth of a son last week. That makes two boys.



Switchman Leroy Harsted is recovering in Wesley Hospital, after a serious operation.

The employees of Western Ave. coach yard, wish to thank Painter Charlie Jindra for the beautiful honor roll he made and contributed as his bit for the boys in service. He was aided by Carpenter Walter Newcomer of the B&B department who made the case.

Chef. Wm. H. Johnson and Porter James Fentress, retired in October, after long and faithful service.

We are sorry to report that J. J. Taylor, retired laundry manager, passed away on Oct. 27, after a long illness. Our sympathy to his bereaved family.

Carman Geo. Shaw, has returned to work at Western Ave. after visiting his son George, former yard clerk, who is with the Army in New Orleans.

Superior Division

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



Effective Nov. 1, we lost our congenial roadmaster, A. F. Carlson, to the Terre Haute Division. We were sorry to see Art go, as he had become like one of the family during the 15 years he was with us. We had a nice dinner for him at the Beaumont Hotel on Nov. 1, with 34 present, including a number of his section foremen. Superintendent Buechler, acting as toastmaster, spoke very highly of him and wished him success on his new assignment. F. M. Sloane, division engineer from Milwaukee, was also present, as well as Barney Dougherty, rail inspector from Chicago. After the dinner he was presented with a gift.

Charles Maddy, who was injured while riding at the head end of a string of cars that was being pushed down Cedar Street in Green Bay, is still at the hospital; however, it is reported that he is getting better.

J. C. Zorn, side wire operator, just received a letter from William J. Hetherington, Jr., who is now in Amarillo, Tex., in the Air Force, and reports he is getting along fine.

LaCrosse & River Division

First District

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

Our division, particularly Portage and vicinity, was greatly shocked by the sudden passing of Engineer Robert Nugent, 57 years of age, who suffered a heart attack recently. He will be missed by all of us because he was one who was always ready to help the other fellow. He bore malice toward none.

I met a couple of retired vets recently. One was Fred "Pokey" Bennett, former engineer who is past 85 and can walk faster than the average person of 50. He claims the secret of health is taking care of his house and garden, and he sure does that ship shape. Eugene Chapman, carpenter foreman of the B&B department, recently retired, spent 54 years with that department, during 34 of which he held the position of foreman. Gene is a man who likes the quiet of his home and who is justly proud of the work he did on our division, evidence of which is shown in about every depot where at some time or

other he and his crew worked, keeping them in condition.

Engineer James "Steamer" Thomas has a monopoly on the fox trade, having thus far this season bagged three foxes. He is as good a hunter as he is a fisherman, inasmuch as no one knows where he gets them.

I saw Ivan Little recently reading the want ads to see if anybody had any extra shells. He's going after some deer to save points.

Wisconsin Valley

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

We regret to report the following deaths:

Mrs. G. F. Raese, wife of Engineer Raese. She passed away on Oct. 28 after a long illness.

Mrs. Frank Duvie, wife of Re-Machinist Duvie. Death occurred on Oct. 31.

Machinist Roger Kershaw has returned home from Memorial Hospital and is convalescing after an operation.

A brand new baby boy arrived at the home of Chief Clerk Earl Hazelwood on Oct. 30.

A baby boy arrived at the home of Fireman Roy Hintze, also on Nov. 12.

The Minocqua and Wausau bowling teams met at Merrill on the night of Nov. 12 for a match game, Wausau scoring on total pins.

W. Adamsheck, agent at Schofield, and wife returned recently from a visit with their son who is in the armed forces, stationed on the east coast.

The sad news of the sudden passing of Mrs. B. A. Lemke, wife of Engineer Lemke, which occurred Nov. 15 after she had entered the hospital, has just reached us. Sympathy is extended to Mr. Lemke and family.

Milwaukee Shops

Davies Yard

D. O. Ritzke, Correspondent

Received news from Pvt. John J. Klewein at Billings Hospital in Indianapolis, where he is recovering from his fifth attack of malaria. John saw action in Honolulu and Guadalcanal. We are all hoping for a speedy recovery, and in the meantime am sure he would appreciate hearing from his fellow workers.

Pvt. Eddie Nowakowski, now stationed in Oklahoma, will soon join a former buddy of his, Alex Meyers. Both will be stationed with the Railroad Battalion at Bucyrus, Ohio. Looks as if the boys are going to keep right on railroading.

Henry Evanson, 48, who was employed by the road for the past 27 years and who was also active in the Milwaukee Road Credit Union, suddenly passed away at his home on Oct. 30. This was a great shock to all of us. He is survived by his wife,

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mother, brother and sister, to whom we extend our deepest sympathy.

Our deepest sympathy is also extended to Mike Cienian, whose wife passed away on Oct. 18.

Carman August Beier has again become a father. This time it is a boy. Congratulations, Augie.

A huntin' we will go, and two of the boys have already done just that. Car Foreman Jake Hansen stayed close to home—could be he was suffering from "A" trouble—while Fred Ramer did his shooting out South Dakota way. No "A" trouble, in fact no car, but he did manage to bring home 35 pheasants and 19 ducks. Jake bagged seven of the fine feathered friends. No dinner invitations have been extended so far. Can't blame the boys. With the meat situation the way it is, I am sure they don't want to be caught with their points down.

Car Department

Myrtle Zunker, Correspondent

Our car shops service flag now has 224 stars, having been brought to this total by the following fellows leaving during the past month:

Eugene Jacobs, electrical shop; Marco Kos, freight shop; Robert Schultz, tin shop. Good luck to you new stars and to all of our boys serving all over the world.

Capt. Carl Heinold, formerly of the Blacksmith and freight shops and now with the Army Ordnance Department, visited us. He looks fine and his only gripe is that he would like to get out and see some action.

Otto Marx is in New Orleans and Al Pollnow in Greenland. Both boys write asking for our Magazine and any news from the shops. Upholsterer Carl Schumacher is acting as an interpreter for the Intelligence Department, location unknown. Upholsterer Roland Roenspies, first class fireman, is attending school at San Diego. Upholsterer Fred Jakobek, seaman 1/c, is doing canvas work, right up his alley, at Farragut, Ida. Foreman Klind's son, a corporal, is being moved around California, having been at three different camps in the past month and a half. Who said, "Join the Navy and See the World?" The Army seems to do all right for the boys. Corp. Eugene Comdohr, son of Upholsterer Al, is in the Personnel Division at an outpost near Oresville, Calif. He reports that his meals are brought out to him—deluxe service. Carman Henry Schaffer informs us that his son Dick, who worked here in the office, is now chief clerk in the Company office at Orlando, Fla., with a sergeant's rating. Nice going, Dick. Upholsterer Edwin Mueller reports that his son William



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is a lieutenant at Camp Howze, Tex., and Edwin, Jr., is a corporal in the Aviation Corps at Richmond, Va. Carpenter Frank Pillat's son Ed is an A. P. in Africa. His sons Max and Irving have served their country and been honorably discharged after having been wounded in action. Irving was a bombardier.

Robert Burr, President of the Hiawatha Band, received a citation from the U. S. Army Air Forces on behalf of the band for its efforts in negotiating and arranging programs and activities for the procurement of Army Aviation Cadets.

We were all glad to see Art Grothe when he visited the shops. Art is now a foreman at Minneapolis shops.

We welcome to our department E. H. (Jack) Poenisch, who has taken over the duties of general foreman of the newly organized reclamation department. We have all known Jack a long time and hope he enjoys being one of us. Fred Kratzat has gone over to handle Jack's office work and in Fred's place we have Whittler Billy Moch.

Painter Leadman Mike Lilach confessed to me that he had asked for his first pass and taken his first train ride. Too bad they lost the game after being all pepped up, Mike.

We wish to extend our deepest sympathy to Dick Heise in the loss of his brother, Frank, who also worked in the freight shop.

The proof of the pudding is in the eating, so after all his talk about his victory garden, Willard had to furnish the matter for eating. It came in the form of a large bag of tomatoes. Got to admit they were good. Remember, though, Willard has an advantage over the rest of us in that he gets week-end practice on a real farm.

Foreman Peter Mitchell is now a father-in-law, having acquired a son-in-law on Oct. 23 when his daughter, Geraldine, was married to Aviation Cadet Francis Burke at Grider Field, Ark. Some lucky fellow got himself a very pretty wife. Good luck to both. By the way, Francis was already a member of the Milwaukee Family, as his father is an engineer out of Milwaukee.

The week of Oct. 25 was "party week" for the boys at the shops. Monday, B.A.R.E.; Tuesday, bowling party; Saturday, Service Club party. That's crowding a lot of fun into one week. Hats off to the B.A.R.E. for their generosity in entertaining a large group of service men at their party and arranging for girls to dance with the boys. I spoke with a lot of them and they all said they had a wonderful time and expressed their appreciation at being taken in and made to feel right at home.

A daring stick-up occurred one day when Cowboy Grafwallner and Shorty Dougherty invited Secretary Andrew Pienning of Local 77 back of the hammer and relieved him of \$204. Old Man Conscience stepped in and Cowboy and Shorty returned the

To Our Many Loyal Friends

THE PAST YEAR has been a trying one for all of us. While it has been difficult to maintain the type of banking service to which we have been accustomed, you . . . our many loyal friends . . . have been most helpful in the generosity and consideration which you have shown. For in sharing the burdens of war with us you have made our job easier . . . our relationship more friendly and pleasant. May we take this opportunity to express our many thanks and sincere best wishes for a bright and Happy New Year.



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funds. The funny part of this story is that these boys are so closely related that they are known as the Triplets of Three Trip Hammers. Moral—you can't even trust one of your triple (Local 77) brothers.

Have you bought that extra bond? Did you give that pint of blood? Don't forget.

Locomotive Department

Louis E. Bednar

Werner Keil, son of Elmer Keil, electrician foreman, was appointed a major on Oct. 20. Werner enlisted as a buck private on Oct. 15, 1940, and received his captain's bars on Feb. 10 of this year. That's some record! We don't blame his dad for not being able to button his vest.

The other men in military service heard from recently are:

Eugene Jacobs, electrician apprentice, in the Navy, says that he will come down to see the fellows the next time he gets a leave.

Richard Andrews, of Mr. Koop's office, is now with the Squadron Flight at Fort Logan, Colo.

Pvt. Ray O'Brien, 748th Shop Battalion, tells us his outfit was moved from Van Buren, Ark., to Camp Barkeley, Tex. Ray says that he has seen quite a bit of the U. S. A. since he joined the service.

Henry Pichalski, electrician apprentice with Uncle Sam's Navy, dropped in for a short visit recently. Glad to see you, Henry! We hope you drop in again soon.

Hugo Reuter, machinist apprentice, recently joined the Navy.

Two oldtimers decided to retire from active service. They are Machinist Fred Uehler and Machinist John Bong, who learned his trade under N. Kimball at Green Bay. Mr. Uehler figures he can do his country more good by producing poultry and eggs.

Trans-Missouri Division

West End

Pearl Huff, Correspondent
Miles City, Mont.

T/S Charles S. Torgerson, son of Mr. and Mrs. S. G. Torgerson of Miles City, has been transferred from Dallas to Lubbock, Tex., where he is attending the Texas Technical College. He is taking preflight training.

Miss Florence Wright, daughter of Mr. and Mrs. W. W. Wright of Miles City, spent a 10-day furlough from her work as a WAVE visiting her parents. She is at the present time employed as a secretary in the service, in New York City, and says that she likes her work very much.

Miss Audry O'Connor, daughter of Mr. and Mrs. V. B. O'Connor, left Nov. 8 for Washington, D. C. Miss O'Connor enlisted on May 17 as a WAVE. She reports that she has enjoyed life at Hunter College in New York very much and after three weeks of a constant rush for shots, uniforms, hair cuts, and classes, together with much drilling, she was given her classification test and assigned in three weeks. She has been home on a short furlough and has gone to Washington, D. C., for service.

Lt. Col. Dawes E. Brisbine, Washington, D. C., brother of H. C. Brisbine, TF&PA at Miles City, is the author of an article "Army Rail Men at Work," appearing in the October issue of the magazine, Railway Purchases and Stores, a general railroad organ. The writer mentions Col. Norman Ryan, former general manager on Lines West, and also discusses the Alaskan

Railroad, India and the Far East, Egypt, African operations and other items of general interest to railroad men.

Bernard A. Schaut, son of Mr. and Mrs. Alphonse Schaut of Miles City, second class petty officer in the Navy, was home on a furlough recently. Like many of the American fighters, he was disappointed that when they called on the Japs on Kiska, the occupants of the island were not there. He is on a 30-day furlough earned for extended service in the field and on the sea. However, he reports they did find the Japs at home on Attu when he and his fellow Americans drove them out after a great deal of hard work, fighting under difficult conditions in the bleak and desolate areas. He has been in the service a year and a half. This is the first furlough he has had in a year.

Considerable shifting around has been going on in the clerical force at Miles City—Harold Fuller is back in the main office as time revisor, Ann Anderson in the trainmaster's office as stenographer, Patsy Manage in the chief dispatcher's office, Raymond Grant, stenographer to the chief clerk in superintendent's office. Mrs. Mary Johanson and Mrs. Jane Blue have been recently employed on the clerical force in the main office. We welcome them to our midst and hope they have come to stay.

Jos. Peschl, time revisor at Miles City, recently spent a week's vacation with his parents in Minnesota.

East End

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



In the last issue of the magazine we reported that Lt. Keith Byington, son of Engineer and Mrs. Walter Byington, was missing in action. Since then his parents have received a message from the War Department stating that he is being held a prisoner of Germany. It is a comfort to know that he is alive. They are hoping to hear directly from him soon.

Mrs. Ivan N. Kern, chairman of the canteen committee, reports that they now have a little room all fixed up in the waiting room of the depot, here at Mobridge, where they can make their coffee, thus eliminating the work of having to go all the way to the clubroom to make it. We are also grateful for all the fine contributions received recently, among them the \$100 donated to us by the Order of the Eastern Star, and to the farmers of our community and others for the food and points donated.

Mr. Johnson of Isabel, S. D., is our new section foreman, replacing Dan McCarthy who has been with us so many years. Mr. McCarthy will be assistant foreman.

Lt. Jack Blaylock and wife of Fort Knox, Ky., have been visiting at the home of Mrs. Blaylock's parents, Engineer and Mrs. C. W. Nath. Lt. Blaylock was graduated from officer's training school at Fort Knox and is now being transferred to Camp Chaffee, Ark.

Have just finished soliciting for the National War Fund drive and wish to state that 'most all the railroaders responded. Now let us remember our boys in the service with holiday greetings and cards and letters, to show them we appreciate what they are doing for us.

I also wish to thank the people who have been kind enough to help me gather news items from this part of the country

and for submitting pictures for the Magazine. Wishing you all a happy holiday season.

I&D Division

Marquette-Sanborn

M. B. Hickey
Division Editor pro tem.
Superintendent's Office
Mason City, Ia.

T. G. Sessions, boilermaker at Mason City, but better known as "Arkansas" recently had his picture in the local paper, displaying the largest red fox taken in this county. I wonder if the smile was inspired by that honor, or by the knowledge that the county and hide would net him \$10.

Another hunting item is that the "Coon Hounds" went out recently and bagged two coons the same evening and did not even shoot a shell. Some hunting. Of course, the dog did most of the work. The "Coon Hounds" are Frank Crowley, roundhouse painter; Duke Moore, roundhouse clerk; and another dummy from one of the offices.

Engineer Mason Barr of Mason City was recently made happy by a visit from his son who is in the Navy. He is serving on a submarine chaser, which sounds like pretty exciting business.

Fred Cape, formerly of the engineering department at Mason City, and more recently with the government in Panama, has now enlisted in the Navy and is taking his preliminary training as an ensign. He has had quite a heavy schedule of late, finishing his job in Panama, getting married and joining the Navy, all within a few weeks. We wish him the best of luck.

Robert Joseph Kelly, son of Michael E. Kelly of Mason City, arrived at Camp Wolters, Tex., where he has been assigned to a battalion stressing specialist training. He entered the service in October.

Joseph S. Griffin, formerly a trainman at Mason City, was home on furlough the first part of November and visited the division offices. He is stationed at the airbase headquarters at Alliance, Nebr., and has achieved a sergenty.

Congratulations and best wishes to Frank M. McConnell, conductor Mason City, who retired Nov. 15.

The members of the armed forces passing through Mason City on Nov. 22 are being treated nightly to coffee and doughnuts provided by the women from the various churches. The church groups take over this job for a week at a time. There is a long table in the waiting room, equipped with a hot plate, plenty of coffee and plenty of doughnuts. The men who have received this hospitality from the Mason City churchwomen have expressed themselves as being highly in favor of it.

Our sympathy is extended to Mrs. W. F. Cody, on the death of retired Division Freight Passenger Agent W. F. Cody, who passed away Nov. 2.

Our sympathy is also extended to the family of W. S. Long, engineer, on his recent death.

Sioux City and Western Branch Lines

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

A baby daughter was born to Brakeman and Mrs. L. E. McDonnell at Sioux Falls on Oct. 20. This is the second addition to the McDonnell family and makes Conductor Harry Kelly a grandpa twice over.

A German battle flag was recently sent

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For more than half a century, Simmons Chains have been the outstanding favorites of railroad men, *everywhere*. They're the kind of chains that railroad men like *and want*... strong, durable, and full of mannish style. Made of Simmons Quality Gold-Filled... gold on Sterling silver... some styles are still available even though Simmons Craftsmen are spending practically all their time and effort on war work.

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to Lineman Al Erickson by his son Neal, who is with the Marines somewhere in the European war theater. We dare Al to mount this flag on his motor car and go charging up the Mitchell line.

Charles A. Benson, veteran delivery clerk at the Sioux City freight house, is on an extended leave of absence due to illness.

Word has been received in Sioux City that Albert Scott, former carman helper at the Sioux City shops, and now in the Navy, has recently volunteered and been accepted for submarine duty.

Retired Passenger Trainman Alex J. Porter died at Sioux City, Ia., on Nov. 2, of a heart ailment following several years of ill health. He entered the service of this company in June, 1902, in the track department and was employed as a passenger brakeman in August, 1909, working steadily until his retirement on Oct. 26, 1942. He left a wife and daughter, Grace Margaret, both of Sioux City, and two brothers and a sister residing in California. His genial good nature and sterling character had made him a familiar figure to literally thousands of patrons of this railroad in this territory; his presence will be sadly missed. That he was a man of action when action was necessary is indicated by the following entry which appears on his personal record:

"MERITORIOUS ACTION—Dec. 28, 1921, while brakeman on train No. 35 at night, was attacked in the smoker near Hawarden, Ia., by an armed masked man who ordered him to hold up his hands and turn over his money and at the same time commanded him to stop the train. Instead of doing so, Mr. Porter struck his assailant, knocking him against the side of the coach. One shot was fired by the robber but did not take effect. During the encounter the robber or some other person pulled the signal cord and the train was stopped, the robber leaving the train after forcing Mr. Porter with his drawn gun to get off in the dark. Porter's assailant then escaping. Mr. Porter's presence of mind and activity, it is thought, prevented both the passengers and crew from being held up by train robbers. File 3456."

Merritt A. Ford, roundhouse foreman at Sioux City for a number of years, has been transferred to Council Bluffs, Ia. He is succeeded by Forrest D. "Bill" Morgan, for many years a machinist at Sioux City.

A. C. Kirschner, former caller at Sioux City roundhouse, has been accepted into the Army Air Cadets after a tour of duty in the Caribbean Sea and is now undergoing training.

Machinist Frank L. "Mick" Donovan passed away at Sioux City on Nov. 7, following a heart attack. He was 48 years old at the time of his death and had been employed at the Sioux City roundhouse nearly 30 years.

Constable (to gentleman staggering home at 3 a.m.): "Where are you going at this time of night?"

Gentleman: "To a lecture."

Santa Claus is a pretty good guy, so why don't you give the old fellow a break? Do your Christmas mailing and Railway Expressing before Dec. 10, thereby giving Mr. C. a chance to maintain his good reputation for punctuality.

Sanborn-Rapid City

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



Sympathy is extended to the relatives of Engineer Wm. Long, who met with accidental death in the Canton yards early in November.

Operators Miner and Mayer of the Canton office have both left for the Army and will be stationed in a railroad battalion. Best of luck to both of you.

Brakeman Walters of Sanborn has resumed his duties on the I&D after serving about a year in the armed forces.

Section Foreman Chas. Wantoch has resumed his duties on the east section after several months' leave, due to his being assigned to an extra gang in Iowa.

This community experienced a real blizzard early in November and traffic was more or less at a standstill for several days.

W. Ollenburg of the express office returned from overseas duties and has resumed his former duties.

Congratulations to Section Foreman Chas. Wantoch and wife, who were presented with a bouncing baby boy the last of October.

Conductor Al Kirkby and family have moved to Mitchell and he has taken over the passenger run between Canton and Rapid City.

Fireman Floyd Phillips and wife have moved to Mason City, Ia., where Floyd will work in the future.

W. Evers, who was recently given a date as an operator on this division, has taken over third trick duties at Canton.

Jack O'Neil, formerly of the freight office, recently spent several days' furlough with his mother and sister.

Phil McMahon, son of PFI McMahon, has received his honorable discharge from the Army and at present is visiting here with his parents and family.

Miss Mabel O'Neil, general clerk at the freight house, has taken up bowling and, according to her instructor, Shorty Cunningham, she should soon be able to bowl a 300 score.

Lt. L. Williams, who has been stationed at a camp in North Carolina, spent several days' furlough with his parents, Mr. and Mrs. Leonard Williams.

Due to the heavy increase in L. C. L. freight, several new truckers have been added to the freight force.

Frank Boyle has received the position of baggageman at the local station.

Now, just for curiosity, try writing eleven million eleven thousand, eleven hundred and eleven dollars out in figures, and if you get it the first time, you should never worry about mathematics.

Kansas City Division

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

A golden wedding anniversary was quietly observed by Mr. and Mrs. D. G. Higbee on Oct. 19 at their home in Ottumwa. Mr. Higbee is a retired passenger conductor. Many friends remembered the occasion by sending them greetings and gifts.

Mr. and Mrs. Chas. H. Baker observed their silver wedding anniversary in October, good wishes being received from many friends.

After 51 years of service, Leonard J. Buehler, in recent years engineer on the

way freight between Ottumwa and Laredo, retired on Oct. 22. For the past 46 years his family has resided in Ottumwa.

Check Clerk Mike Doohan, Kansas City freight house, retired on Oct. 31. For quite some time Mr. Doohan has been in ill health.

When the Southwest Limited pulled into the Union Station at Kansas City on Sunday morning, Oct. 31, two brothers completed runs totaling 98 years of combined service. They are: F. M. Biesecker, engineer, and H. L. Biesecker, conductor, both retiring from active duty as of that date. Frank has been with the company 51 years, beginning his career in September, 1892, as a locomotive fireman, promoted to engineer in 1900; H. L. spent the first four years of his 47 years of service with the company in the bridge and building department, but has served as a conductor for the past 35 years. Both make their home in Kansas City.

Master Mechanic L. H. Rabun and wife passed through Ottumwa on Nov. 10, en route to Houston, Tex., to attend the wedding of their son, Sgt. Thomas W. Rabun, and Miss Joan Godden of Algona, Ia. Sgt. Rabun is a bombardier in the Army Air Corps, stationed at Ellington Field.

Vic Grimsley, the very familiar figure at the Sherman Street station building, speaks with pride of his grandson, Corp. Claude McCullough, a radio technician in the Army, who spent a 10-day furlough with his grandparents in Ottumwa during October. He returned to Fresno, Calif., for further assignment.

Another visitor was Robert Fulton, W. O., Luke Field, Ariz., who was on furlough after 19 months away from home. He is in charge of armament at Luke Field and his duties include the instructing of many Chinese sub-lieutenants, sent there for their final instructions in the maintenance of armament.

Lt. Col. Robert H. Nevins was on a 12-day leave in October, which he spent with his family in Ottumwa. He has been transferred to Camp Swift, Tex., in command of an ordnance battery.

With the increase in passenger traffic, because of the naval air station north of Ottumwa, a day ticket clerk has been assigned at Sherman Street station; position has been given to Max Schorr, formerly abstract clerk at the freight house. Max was at Rutledge handling all work there in connection with the construction of the naval air station.

Two clerks recently employed at Ottumwa freight house are Margaret Santee and Virginia Chambers. Effective Nov. 1, we have Don Fisher with us as chief carpenter.

The position of night ticket clerk at Sherman Street was bid in by Glen Martin, who for some months was working the third trick at west yard. He succeeded F. B. Sutton at Sherman Street, who has been assigned to the position of second trick operator at Coburg. Harry A. Martin, son of Glen Martin, 3rd class quartermaster, spent a two-week furlough with his parents in Ottumwa during October.

Effective Nov. 1, Agent E. D. Kennedy, Ottumwa, was appointed representative of the Western Military Bureau to furnish routing, reservations and in other ways assist in the movement of all military personnel.

We hear from T/S H. E. Sevedge somewhere in Italy, that the Milwaukee Magazine is being sent to him and he does enjoy reading it. He was formerly expense clerk in freight house, Kansas City.

Some weeks ago death claimed one of the older members of the Milwaukee family, Mrs. Fred E. Orvis, who had been in

ill health for a long period of time and was confined to the hospital for several weeks preceding her death. She was always willing to do her share to support any Milwaukee activity. Mr. Orvis, who survives her, retired from active service as a locomotive engineer last May. She is also survived by a daughter, Miss Genevieve Orvis, and a son, Alvah, of Des Moines.

Wm. C. Welch, son of Conductor Earl C. Welch, is in the Medical Corps and taking instructions at Fitzgerald Hospital, Denver, Colo. His brother, Thomas, is stationed at Ft. Biggs, Tex., in the Army Air Corps.

Since last September it has been Captain LeRoy C. Beckert, who is now in Iran and writes of the enjoyment derived from reading the Milwaukee Magazine and the News Bits. He, in turn, mails the News Bits back to this country to his wife, who is now living in Coldwater, Mich., with little Steve, the son whom LeRoy has never seen.

Because of his physical condition, Pvt. Benton Jobe was given a discharge from the Army and has returned to his home in Ottumwa. He hopes to be physically able to resume his duties as brakeman soon.

Former Brakeman D. D. Gustaveson, now private No. 37670339, has had a conductor's rating since Oct. 18 and is stationed at Camp Wm. C. Reid, Clovis, N. M.

Engineer E. F. Peters has word from his son, Harold, that he has been commissioned a second lieutenant in the Army Air Force at Dodge City, Kans. He formerly was a flight officer at the same post and has been serving as an instructor.

Pvt. Melvin Forbes, son of section laborer Isaac Forbes, recently returned to MacDill Field, near Tampa, Fla., after spending a 15-day furlough with his parents in Ottumwa.

For the past 23 years John D. Reed, Sr., has been in the service as an engineman, but on Nov. 1 left for Ft. Slocum, N. Y., on a call to active duty with the Army Engineers with a commission of lieutenant. He is a veteran of World War 1, having served overseas. He has two sons in the service, John D. Reed, Jr., a staff sergeant in the Air Corps, stationed at Charleston, S. C., and James Reed, who is serving in the Medical Corps at Camp Barkley, Tex.

Bobby LeBow, aviation radioman, 3rd

class, son of Bernard LeBow, Ottumwa, left on Nov. 3 for Seattle for further duty, having been home on leave from his station at Jacksonville, Fla.

I&SM Division

East End

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

First, our apologies to those of you who may have looked for the I&SM Division news last month and couldn't locate same. I was so busy working with the committee making arrangements for the Service Club's Appreciation Party (write-up of which appears elsewhere in this issue) that I missed the deadline.

Notice that bump on the front of Roadmaster Larkoski's overcoat? He's had trouble getting his vest buttoned since he received a message from California telling him that his daughter announced the arrival of a "little bundle" which they named John Richard. Congratulations, Grandpaw.

You've often heard it said that it's a small world. Here's another point in favor of that argument: Superintendent Dodds received a letter from son Robert, who is with a railroad battalion in North Africa, in which he stated that one of the young men in his barracks is a boy with whom he attended junior high school in Kansas City.

Recent changes around the Austin terminal include: R. H. "Bob" McCoy, appointed rate clerk. Erle Jorgensen of the dispatchers' office has been helping out in the freight office until bulletin closes on the bill clerk's job, which Bob vacated. Patty Lieb has been doing Erle's work while he is away.

Richard J. King was senior applicant for the yard clerk's job at Austin vacated by Frank Grant, who entered the Navy in November.

The Nov. 2 issue of the Fairmont Sentinel paid a fine tribute to Agent A. A. "Bert" Horton of Fairmont with an item in the social column reading, "75th Birthday Finds A. A. Horton At Desk." In addition to celebrating his birthday, Bert



also had another occasion for celebrating in November, as on Nov. 26 he entered his 50th year since arriving in Fairmont on Thanksgiving Day, 1894, to start work at the local depot. Congratulations and a wish for many more happy anniversaries are extended by the boys on the S.M.

And now that the Thanksgiving bird has been stuffed (??), our thoughts turn to the Yuletide Season, and inasmuch as we don't go to press again before that season rolls around, we wish to take this opportunity to wish the Merriest Christmas possible to our boys all over the world, and may the New Year bring the speedy defeat of the Japs and Huns, and, once again *Peace on Earth, Good Will Toward Men*.

First District

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



Had a very interesting card from Wally Wallis, formerly with the public relations department, and now in the Army. Wally says he would like to hear from all his friends, so I will give you his address, (not sure its correct now, as Wally says it's his fifth since entering service). Pvt. W. C. Wallis, 36828052, 402nd Trg. Gp., Flight YY, Gulfport, Miss.

Telegrapher S. B. McGinn has gone out to Spokane to look over a train dispatching job. Our best wishes to you Red. I will say you have picked the most beautiful state in the Union. (I'll have repercussions from this).

Dispatcher F. G. McGinn at LaCrosse and a former I&SM telegrapher, is the proud papa of a son, born Oct. 28.

I believe this is the first I&SM girl to enter the service. At least, the first that has been reported to me—Marine Pfc. Blanche M. McDermott, the daughter of Engineer R. V. McDermott of the H&D, and sister of R. G. McDermott, operator on the I&SM. Pvt. McDermott is stationed with the Marine Corps Womens Reserve in Washington, D. C. Prior to her enlistment, she was a bookkeeper at the Gopher ordinance plant at Rosemount. Her picture will appear in this or a later issue. Have we any more I&SM women in the service of our country? If so, let me know about them so we can get them in print.

Everybody at Faribault is happy now. We are getting a nice, up-to-date depot. The work has been started and we are all anxious to see the finished product. Youse guys will have to come and give us the once over when its finished.

I wish to take this opportunity to wish all my friends and all our readers a Merry Christmas and a Happy New Year.

CHRISTMAS EVE

*Tonight, my Dear, we miss you so,
On this waning Christmas Eve,
While flickering lights of embers bright,
Shimmer on a tinselled tree.*

*Stockings on the mantle, Dear,
Hanging one by one,
Except for the place that is vacant now,
Where once your stocking hung.*

*Tonight in that place so vacant,
We hang no stocking there,
We hang, instead, our hearts, Dear,
Our hopes, our faith, our prayers.*

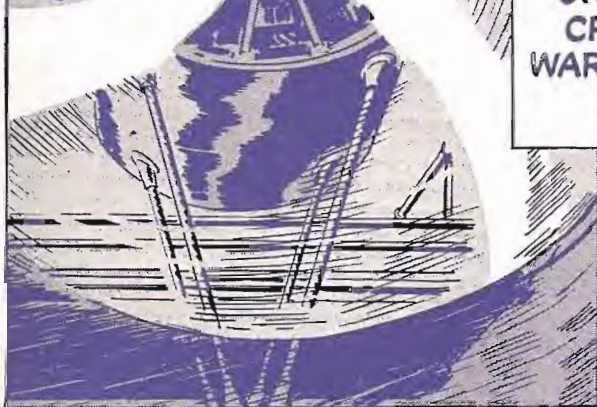
*For God to take to you, Dear,
Italy, Africa or Solomons too;
No matter where you are, my Dear,
God will bring our gifts to you.*

L. R. S.



When Al Culbertson, B&B carpenter, returned to Austin, Minn., recently, reporting for work after being discharged from the Seabees, he brought with him a bag of souvenirs and curios which he collected in Casablanca and Freetown, South Africa, including all the articles shown above, with the exception of the baskets. The foreign coins, purses, coin box (made by his laundry boy), native slippers, billfolds, bottle of mercury, pieces of coral and other objects were greatly enjoyed by the many people who saw them. The pictures are of Mr. and Mrs. Culbertson and family.

SILENT TORNADO



SCIENCE
KILLS ROAR OF
HUGE CLIPPER
SHIP ENGINES
ON TEST IN
CROWDED
WAR-TRAINING
AREA

THESE 1600 HORSEPOWER ENGINES
ARE TESTED FOR 8 HOURS AFTER
EVERY 550 HOURS
OF FLIGHT

THE NOISE MUST
BE DEAFENING

NOT WHEN YOU
GET OUTSIDE

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

AIR COMES IN ONE SET OF
TOWERS AND GOES OUT
THE OTHER SET. THE
ENGINES ARE
RUNNING
NOW

WHY, IT'S
AMAZING!
I CAN'T HEAR
A THING

ENGINE ON TEST
INSIDE EACH TOWER

YOU SEE—THE SOUND
GOES UP THESE FLUES,
AND THE IRREGULAR
SURFACES KILL MOST
OF THE VIBRATIONS

TAKE THE
BITE OUT, SO
TO SPEAK?

THAT'S IT, JUDGE
ROBBINS—THE SAME
IDEA AS THE
PRINCE ALBERT
FOLKS TAKING THE
BITE OUT OF THIS TOBACCO

—AND
LEAVING IN
THE RICH,
MELLOW
TASTE

FIRST PUFF TO LAST,
PRINCE ALBERT IS
MILD, SMOOTH, EASY
ON MY TONGUE.
THERE'S NO OTHER
TOBACCO LIKE IT

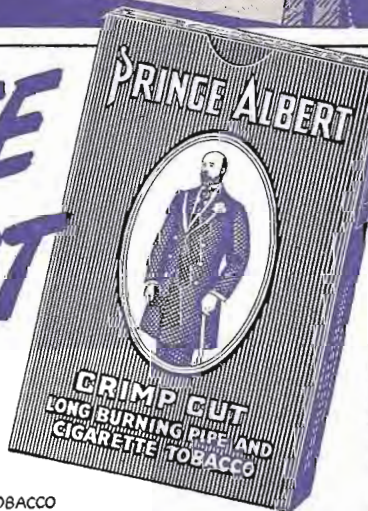
FOR ROLL-YOUR-OWNS,
TOO. THE P.A.
CRIMP CUT IS MADE
TO ORDER FOR **SPEEDY**,
EASY ROLLING AND
EVEN, FIRM SMOKES
THAT STAY LIT.

PRINCE ALBERT

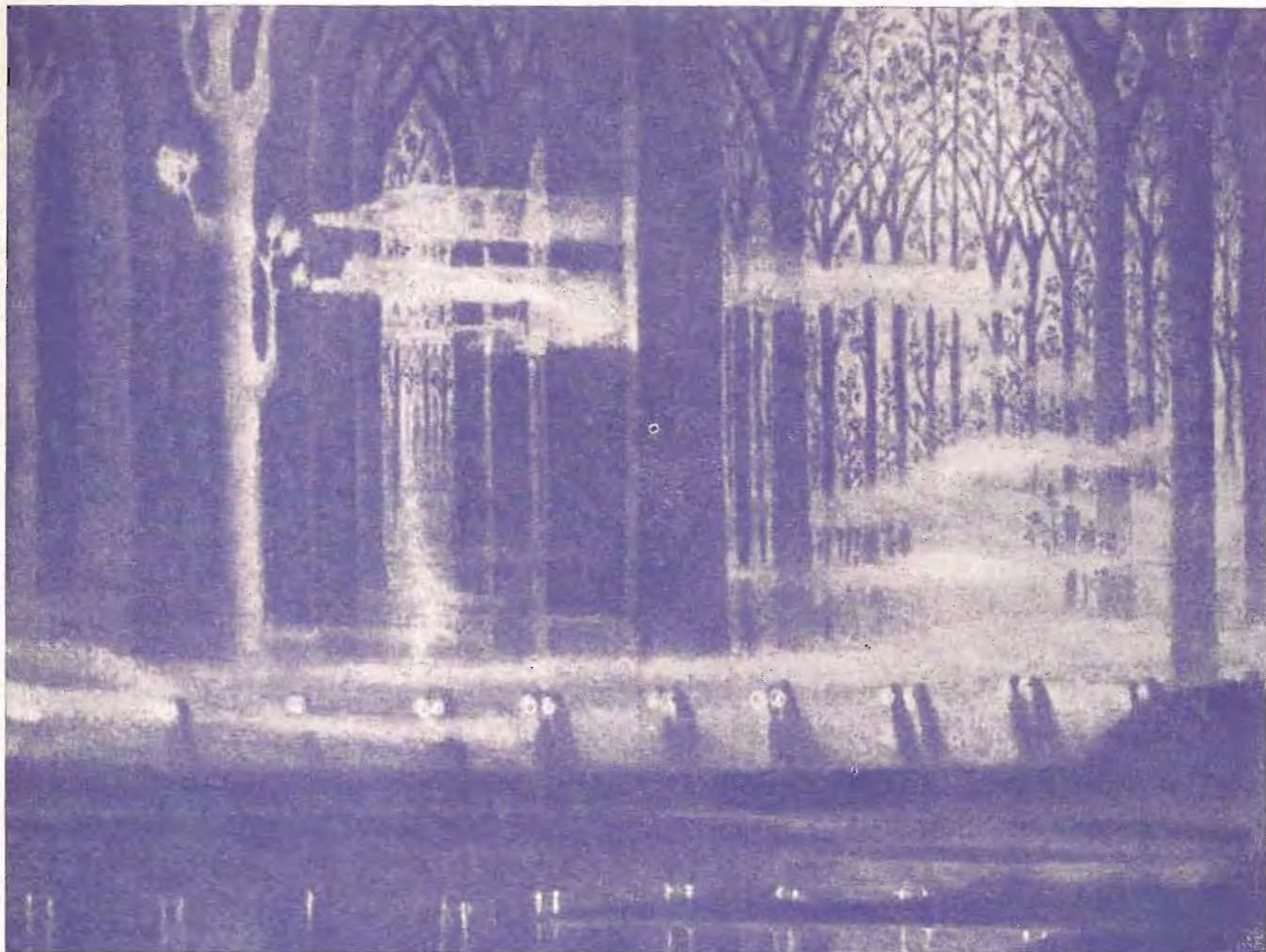
THE NATIONAL JOY SMOKE

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

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



BUY WAR
BONDS AND STAMPS



©Walt Disney Productions

What's the word you think most of at Christmas ?

THERE'S one word men of good will everywhere associate with Christmas.

That word is "Peace. Peace on earth"...

There can be no peace this Christmas. Not one of us would want the only kind of peace there could be, an inconclusive peace.

But we do want the right kind of peace as soon as possible. And this Christmas we can help hasten the coming of that

wonderful day, by making War Bonds our chief gift.

Every Bond you buy brightens the chances of a better world than man has ever known.

How, then, could you possibly give a better present than Bonds, Bonds, Bonds? Give them to each member of the family. Give them to your friends. Give them to *everybody—the greatest gift of all!*

Give War Bonds for Christmas

This advertisement prepared under the auspices of the U. S. Treasury Department and the War Advertising Council.