

The MILWAUKEE MAGAZINE



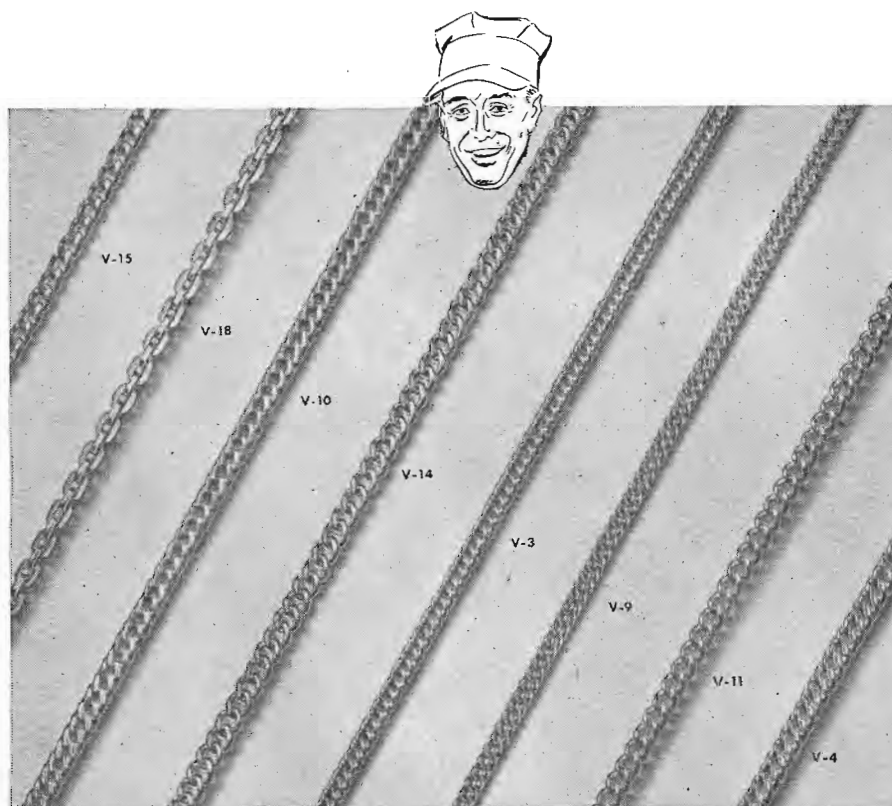
APRIL 1945

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ST. PAUL AND PACIFIC RAILROAD**



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CONTINENTAL
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CHICAGO - TORONTO - SAN FRANCISCO

The Milwaukee Magazine

Seventh War Loan

IN the Seventh War Loan, which is being launched by the U. S. Treasury, the American people will be asked to invest fourteen billion dollars in their government. The Treasury Department has set four billion dollars as the quota sought for investment in E Bonds, the kind you and I buy.

The following table has been suggested by the Treasury Department to guide employees in determining the amount they should invest in War Bonds during this campaign:

Column I Average Wage per Month	Column II Total Subscription Needed During Campaign	Column III Maturity Value of Seventh War Loan Bonds Bought
\$250	\$187.50	\$250
225 — 249	150.00	200
210 — 224	131.25	175
200 — 209	112.50	150
180 — 199	93.75	125
140 — 179	75.00	100
100 — 139	37.50	50
Under \$100.00	18.75	25

All War Bonds issued as a result of payroll savings, as well as Bonds bought outright for cash through our company during the months of April, May, and June, will be counted toward the quotas named in Column II above. Therefore, our railroad's Seventh War Loan Campaign started on Apr. 1 so we might take full advantage of the period allowed by the Treasury in which to meet our quota.

All of us know that our country needs the money with which to help finance the war and that War Bonds are the soundest investment we can make; also, they are the best medium by which we can provide a nest egg of savings for future needs; and they are one of the major means by which we may aid in the prevention of inflation.

The way in which the people of our railroad may invest in War Bonds has been made convenient. A member of a War Bond Committee will call on you and request you to subscribe the amount the Treasury Department is asking you to invest in War Bonds during the Seventh War Loan. You will be given a special form to enable you to purchase such extra Bonds through the payroll savings plan, or you may purchase your extra Bonds through the railroad and pay cash for them by using the cash purchase form provided for that purpose.

The Treasury Department favors the payroll savings plan for the purchase of War Bonds and you are urged to avail yourself of this plan if you are not already doing so. The easiest money to save is money you never see, and War Bonds bought through the payroll savings plan are the safest way to invest that money.

I have every confidence that we on the Milwaukee Road will do what our country is asking of us in this Seventh War Loan drive and, in doing so, we shall know that we are performing a patriotic duty.



P. R. Answers Customer's Phone Request

Harold Snapp of Northbrook, Ill., a suburb of Chicago, recently addressed the following letter to F. H. Johnson, public relations officer. A few weeks earlier, Mr. Snapp had asked that consideration be given to placing a telephone in our passenger station there.

"The telephone in our station in Northbrook surely looks good to me and I have heard the same from a number of people. We will give it newspaper publicity if you approve.

"I was recently made chairman of the public improvement committee of our Civic Association and I consider this my first improvement. We are getting busy on a landscaping plan near the station. Thanks again, and be assured we will not forget your kind cooperation.

"The railroads surely have done a wonderful job in this war. I know that a large measure of our success is due to their uninterrupted service. Day and night the trains have gone through during storms and bitter cold. A big hand to the fellows on the lines that are backing up the fellows on the other lines. They won't forget either.

"We hope soon you can bring them home to us, but up to that time, we will all keep puffing along with your loyal men setting the pace."

Jeffrey and Beckman Promoted to Treasury Posts



F. H. Jeffrey

The appointment of F. H. Jeffrey as treasurer of the Milwaukee Road, succeeding the late John Dickie, became effective Mar. 1.

Mr. Jeffrey was born in Edinburgh, Scotland and came to the United States in 1900 when he was 11 years old. He entered railroad service on July 1, 1904, in the ticket auditor's office of the Chicago & Eastern Illinois Railway Company. On July 1, 1913, he resigned to accept the position of general bookkeeper with the Chicago, Terre Haute & Southeastern Railway, and was assistant auditor of that

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Marc Green
Editor

A. G. Dupuis
Manager

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road when it was taken over by the Milwaukee Road on Nov. 1, 1921. He became credit officer on July 1, 1930, and, when the two offices were consolidated, on July 1, 1933, he was appointed auditor of station accounts. He became assistant treasurer on July 1, 1941, and continued in that capacity until Mar. 1, 1945.

Walter W. Beckman, who assumed the position of assistant treasurer on Mar. 1, has been with the road 29 years. He was first employed in the freight auditor's office, Chicago, in January, 1916, and in March, 1917, transferred to the treasurer's office as a clerk. Since that time he has advanced through all of the intermediate positions to that of assistant treasurer.



W. W. Beckman

Publisher Notes

Milwaukee Spirit

The following letter, containing as fine a compliment as has come our way in quite a while, was addressed to H. A. Scandrett by Thomas J. White, publisher of the Chicago Herald-American:

"I was up in the north country one winter week-end. I had occasion to watch the spirit on the run from here to Minocqua, particularly north of New Lisbon, and then with a different crew coming down. There is an extraordinary spirit and unfailing courtesy, and a standard of service that is as fine as the finest I have had a chance to see.

"The passengers are known. They are treated as friends. Their children are discussed, and everything is immaculate.

"Traveling as much as I do, and particularly under current conditions, I marvelled."

Brakeman Rescues Woman from Burning House

Harry Zoelle, a Milwaukee Road brakeman living in Watertown, Wis., rescued an 83 year old woman from the second floor of a burning house on Feb. 16. The woman brought to safety was Mrs. Fred Lehman.

As Mr. Zoelle was passing by the Lehman home on his way to work, Mr. Lehman stumbled out of the smoke-filled house and called to him that Mrs. Lehman

was in a bedroom on the second floor. Mr. Zoelle's first attempt to enter was frustrated by the dense smoke. On the second try he dashed in with his eyes closed and made his way to the second floor bedroom. He carried the woman to the outside, then stopped a passing motorist, who rushed her to St. Mary's hospital. Her condition was good at last report.

Think Your Job Is Tough? Read This

If anyone feels that his working conditions are not ideal, possibly the following will offer some consolation. They are the rules, written some 80 years ago, by the original Carson, Pirie, Scott & Company of Chicago.

Store must be open from six in the morning until nine at night the year round.

Store must be swept; counters, base shelves and showcases dusted; lamps trimmed, filled and chimneys cleaned; pens made; windows and doors opened; a pail of water and a bucket of coal brought in before breakfast (if there is time to do so) and attend to the customers who call.

The employee who is in the habit of smoking Spanish cigars, getting shaved at the barber shop, going to dances and other places of amusement will surely give his employer reason to be suspicious of his integrity and honesty.

Each employee must pay not less than \$5.00 a year to the church and must attend Sunday school regularly.

Men employees are given one evening a week for courting and two if they attend prayer meeting.

After 14 hours of work in the store, the leisure hours should be spent mostly in reading.



Traffic Department

Effective Mar. 1, 1945:

R. E. Beauvais is appointed division freight and passenger agent at Dubuque, Ia., succeeding W. F. Keefe, deceased.

P. P. Gehrig is appointed general agent, Duluth, Minn., succeeding R. E. Beauvais, promoted.

L. M. Jones is appointed traveling freight and passenger agent at San Francisco, Calif., succeeding R. G. Coates, resigned.

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How Green Is *Your* Thumb?

HOW would you like to have an extra \$50, \$250, or maybe a \$1000 War Bond? Many gardeners will get them. The National Victory Garden Institute will award \$2500 worth of War Bonds to winners who enter its 1945 garden contest.

Anyone who has had gardening experience and has the reputation of making things grow, should enter the Institute's Green Thumb victory garden contest. Why not? There is no cost, no extra expense and some one who enters the contest is sure to be a \$1000 War Bond richer along about Christmas time. Not a bad present for growing a good garden and keeping a simple record of the vegetables produced.

No, winners will not all get a \$1000 War Bond. Some will get \$50 bonds and others \$250 bonds. And, no doubt, many if not all the National Victory Garden Institute winners will win cash and other awards offered entrants in local and state Green Thumb contests.

Full instructions and copies of the Green Thumb Adult Contest Record Book can be obtained by addressing a postal card request for same to the National Victory Garden Institute, 598 Madison Avenue, New York 22, N. Y. A similar contest is being carried on by the Institute for youthful victory gardeners who are elementary or high school students. They too can get full directions and a Green Thumb Youth Contest Record Book by writing the Institute. The top award in the junior con-



test is a \$500 War Bond. Other winners will get \$100 and \$50 bonds.

The winner of the 1944 adult Green Thumb contest was Mrs. Catherine Benzo, Norway, Mich. Her garden was the best of all and was grown in a climate and on soil that is not the equal of that available to most victory gardeners in the Milwaukee Road family.

Generally gardeners feel they have been well paid for their effort when they have all the fresh vegetables they and their families can consume. To get a War Bond reward for doing what a good gardener always does will be an extra thrill.

Good luck, gardeners!

lem or family worry, or is having financial troubles, the American Red Cross man is available to help. He's the link in a Mr. Anthony-ish sort of way between the soldier and his folks thousands of miles distant.

Probably the most popular girls who ever lived in a caboose are the two American Red Cross recreation worker occupants of the second car. They are blonde, vivacious Lillian Hackworth of Seattle and dark-haired Marie "Rickie" St. Martin of Baltimore. These keepers of the bit-of-home car are known from the sultry Gulf near Khorramshahr to Teheran, providing not only food and entertainment but Main Street chat, a bit of sympathy where needed, and readiness to listen to soldier tales.

Their car contains a shower, wardrobe closet, two bunks, two chairs, a table, and a lamp. It has kitchen equipment and space for storing comfort articles. These—cigarettes, pipes, soap, razor blades, stationery—are given to servicemen who have lost or used theirs and have no other access to replacements.

The Red Cross Trainmobile Theater makes the round trip from the Gulf to Teheran in 21 days. Glamorous only to the home-hungry men it serves, the train has all the grime, soot, and dirt that is part of any freight railroad. It stops wherever Americans are sweating it out and they do sweat as they operate and maintain one of the most important railway supply lines in the world. Hot winds blow eternally over the miles and miles of desert; dust swirls angrily; long threads of steel stretch through precarious mountain passes, over cobwebby bridges and through 132 tunnels in one stretch of 131 miles.

Hot, dusty, forlorn though their route is, the Red Cross people would be loathe to give up the work they know is valuable to GI morale. Temperatures of 160 are not unusual. One must avoid touching metal lest he be burned. In order to sleep he must lie between dampened sheets. Yet

(Continued on page 9)

A Train Full of Morale

FROM the Persian Gulf to Teheran runs a Middle Eastern version of the Toonerville Trolley. This unique, glorified freight car is known as the American Red Cross Trainmobile Theater. But it is more than that to hundreds of soldiers (former railroaders, most of them) stationed along the vital link of lease-lend supply route to Russia—it is a touch of U. S. A., a tangible reminder that there are such things as ice cream, doughnuts, movies, and American girls.

The Trainmobile Theater is composed of two standard box cars. One is converted into a recreation room complete with red-and-white checkered curtains at the windows, linoleum on the floor, and a car-length snack bar. The room contains a library with detective and western novels in chief demand, games, a 16-millimeter movie projector and screen supplied by Army Special Services, and quarters for the American Red Cross assistant field director in charge.

This man is affable Edwin L. Abbott, of Lawton, Mich. Known up and down the line, "Bud" Abbott is always ready to deal with GI needs. If a soldier wants to send a telegram, is harassed by a personal prob-



The Red Cross Trainmobile Theater stops along the Middle East lend-lease route to bring entertainment, refreshment and conversation to American soldiers.

The 744th Delivers the Goods

This story, direct from United States Army Headquarters, European Theater of Operations, was received in the Milwaukee Magazine office on Mar. 6.

WITH U. S. FORCES IN BELGIUM.—Sponsored by the Milwaukee Road, the 744th Railway Operating Battalion, during more than six months of operation in France and Belgium, has worked day and night, often within range of enemy attack, delivering mountains of supplies to the fighting forces at the front. The soldiers have been shot at by snipers, strafed, bombed, and machine gunned, but not a man has been lost to enemy action.

Commanded by Lt.-Col. Walter J. Hotchkiss, of Aberdeen, S. D., former superintendent of the Milwaukee Road's H & D Division, the battalion arrived in France in early August. Due to the lightning thrust of Gen. Patton's drive across the Brittany Peninsula, the battalion went into immediate operation at Folligny, near the tip of the peninsula, while its vehicular and working equipment was still with the advance party in England. It didn't even have a fusee, torpedo or lantern for signal communication.

The battalion's task was much greater than just moving into an area and starting to operate. The stations, yards, bridges, and water tanks had suffered concentrated bombings by our own planes that played havoc with enemy transportation. Then

our advancing artillery shelled the buildings, rolling stock and roadbeds into nightmare masses of destruction. And to add further damage, the retreating Germans planted cleverly concealed mines along the rails.

The battalion's first operation extended from Folligny to Surdon, 80 miles toward Paris. The route passed through Vire and Argentan, two of the most heavily fought for cities in western France. The blasted yards of Argentan were pictured in Life and Time magazines, and described as the worst war-torn railyards of Europe.

Company A Is Handed a Job

It was the task of the battalion's Company A, commanded by Capt. John W. McReynolds of Bolivar, Mo., formerly of the Milwaukee Road's Iowa Division, to make these yards serviceable. The bridge builders, bulldozer operators, steel structural workers, road repairmen and draftsmen worked hand in hand with the



Capt. J. W. McReynolds, commander of Company A.

Engineer Corps service regiments and with French civilian laborers. It required long hours of day and night work, but when the yards and tracks had been completed, smooth new lines were ready to receive the gigantic burden of supplies being unloaded



Lt. Col. Walter J. Hotchkiss, former superintendent of the H&D Division, commands the 744th Railway Operating Battalion.

on the beaches and in the ports.

During the first few months after the invasion, the railroads were operated completely by the army, without even pilots to acquaint the engineers with the strange French lines. Small crews of operators, telegraphers, dispatchers, linemen and water service men were distributed along the stations between towns, and maintained complete operation.

Time tables were anything but regular, the time of train departure being determined entirely by loading at the ports and beaches. Working schedules were the only things remembered from civilian days.

The first run out of Folligny was to deliver several trains of ammunition to Surdon, where the crews were to be relieved after the 24-hour haul. Instead of being relieved, they were dispatched on to Le Mans, 60 miles to the east, where one of the crews manned another train and departed with a load of reinforcement troops for Chartres, only 50 miles from Paris.

The conductor on this run was Sgt. Guy Chamberlain, a former Milwaukee Road brakeman from Aberdeen, S. D.

"When we delivered the troops at Chartres," he said, "we had been on the road for five days without rest, but we headed back for our home terminal at Folligny, nearly half way across France. We got lost and traveled all night on a single Toonerville track, knowing only that we were headed north. The tracks were on an isolated route and we had no communication whatever.

"Passing through Argentan we could hear the artillery rumble a few miles to the north, where the German 7th Army was being driven through the Falaise Gap. We got so hungry we stopped and bought a supply of eggs from a French farmer and for two days we lived off eggs and green Normandy apples."

168 Hours on the Road

When the crew finally arrived back at Folligny, it had been on the road for seven days and nights. After eight hours of sleep in an orchard pup tent, the men were on the go again. Many times the crews were called out after only four hours of sleep.

The locomotives used were largely

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This picture, which is believed to be the first to reach the United States showing the Military Railway Service operating in Germany, depicts a scene which by now is probably typical of many witnessed by 744th men. The diesel switcher is shown pulling a car for a trial run over a newly-constructed bridge. (Army Signal Corps photo.)

American built 2-8-0 models, but a number were antiquated French models left behind by the Germans. The rolling stock was a grand mixture of Allied and Axis equipment. Lettering and markers on the boxcars and gondolas identified them as French, Belgian and Dutch, as well as German and Italian. Added to these were thousands of new olive-drab gondolas bearing the emblem of the U. S. Army Transportation Corps, assembled in England prior to the invasion and ferried across the Channel on barges and landing craft.

The four companies of the battalion are completely mobile. They live, cook and eat in captured German boxcars. They sleep on German-built beds and heat the cars with German stoves. Some of the more mechanically inclined railroaders have improvised showers, using German gas cans for water supply.

The unit established wartime records during its operations at Vire and Argentan. During one month it operated more than 1,000 trains that ran approximately 90,000 miles and moved in excess of 300,000 tons of gasoline, rations and war supplies.

To accomplish this task, many of the crews worked continuously for 80 and 90 hours. Records show that one crew worked without relief for 110 hours and two minutes, hauling critical supplies from Cherbourg eastward to the advancing Yanks.

Capt. William J. Winfree, a former Seaboard Line trainmaster who lived in Atlanta, Ga., and who spent 17 months with the 761st Railway Operating Battalion in North Africa, commands Company C. It supplies the engineers, brakemen, firemen and conductors for the trains.



Somewhere in Europe an American checks up on some of the hundreds of American-built locomotives needed to transport men and materiel to the front lines. (Army Signal Corps photo.)

Sergeant's Realistic Cackle Produces Eggs

The Sgt. Chamberlain referred to in this dispatch from Belgium, quoted from an Aberdeen, S. D., newspaper, is the same man credited with the non-stop job of railroading from Folligny to Chartres, France, in the accompanying story. He was a brakeman in Aberdeen before entering the army. The dispatch reads:



With the men of the 744th railway operating battalion, Sgt. Guy Chamberlain of Aberdeen, S. D., has a reputation as a man who can produce fresh eggs simply by waving his arms and making sounds that vaguely resemble the triumphant cackling of a relieved hen.

While making a run with his four-man crew on an army freight train, Sgt. Chamberlain discovered that all the K-rations allotted for the trip had been eaten, and the train was still far from its destination. When the train made a stop, Sgt. Chamberlain dashed over to a nearby farmhouse.

The farmer was smiling and friendly, but he couldn't understand Sgt. Chamberlain's English or his effort at French. As a last resort, Sgt. Chamberlain squatted low for a silent minute and then leaped into the air flopping his arms wildly and giving forth with a chorus of cackles.

The soldier-engineer and the soldier-fireman on the train watched his performance with astonishment, but reported: "By golly, he came back with both hands full of eggs."



The blasted yards at Vire and Folligny, France, along the line of the 744th battalion's first operation on the Continent, were considered even worse than those at Laon, pictured here. (Army Signal Corps photo.)

April, 1945

"Many times," he said, "the men went hungry and without sleep, and through their own initiative delivered the goods, despite such adverse conditions as strange roads, total blackout, bad communications and weak bridges."

The train crews set out on journeys not knowing where they could obtain water and coal supply. On one occasion the fireman borrowed a pump from the fire department of Villedieu and pumped water into the boiler from a muddy creek.

Battalion Moves to Belgium

After the Allies had closed in to the German border, the 744th moved on and set up operations in Belgium. While in France the unit not only ran locomotives, built bridges and tracks, but also kept a sharp lookout for the Germans and captured many prisoners. In one week, Company C alone captured 11, two of whom were daringly taken by a soldier who used an angle iron for a gun.

When the German counter-attack got under way on Dec. 17, operators from the 744th were placed at three small towns which were prominently mentioned in the news dispatches of the bulge fighting.

Lt. Col. Hotchkiss went forward with train crews and organized plans for evacuating valuable supplies before they fell into enemy hands. At one time the evacuation run to the north was threatened and on short notice the complete plans were changed, and the supplies routed to the south and to safety in France.

Lt. Col. Robert McNamara of Sunbury, Pa., acting superintendent of the 709th Railway Grand Division, who was on the spot when the last train pulled out, said, "Not a single box of rations or a car of supplies was left behind in the area the 744th crews had been given orders to evacuate."

Sgt. John Lear of Phillipsburg, N. J., was riding a locomotive strafed by the Luftwaffe. He ducked and a .20 mm. shell ripped a four inch hole in the side of the cabin where he had been standing.

After the emergency was past the crews returned to their home yards. Christmas holidays had come and gone, but they found

(Continued on page 9)

April Is Perfect Shipping Month

THE ninth annual April Perfect Shipping campaign will be conducted this year by the various Regional Advisory Boards in cooperation with the Association of American Railroads, trade associations, chambers of commerce, local traffic clubs, the National Industrial Traffic League, the Office of Defense Transportation, the War Production Board, and other governmental agencies.

H. A. Scandrett has always been an ardent loss prevention enthusiast and in appointing the committee to handle the campaign on the Milwaukee Road, he commented as follows:

"There should be renewed efforts on our part to reduce loss and damage in the handling of freight and, as Mr. Pelley (speaking for the directors of the National Association of Shippers Advisory Boards) has stated, 'Their idea is not only to promote a campaign for that month seeking better packing and handling, both to reduce the claim expense to the railroads and the loss of products to industry, but to carry on such activities as may be found practicable throughout the year that there may be continuing interest in the subject.'"

It would seem almost unnecessary to call attention at this particular time to the extreme importance of everyone doing his part in conserving materials of all kinds, considering the frequency with which this crying need is brought to our attention through the radio and public press, but in view of the fact that approximately 60 million dollars loss and damage occurred during the year 1944, it is obvious that there were many of us who failed in some way or another to do our particular job the way it should have been done.

When we talk of perfect shipping we must appreciate that this involves everyone who has anything to do with the shipment from the time of its inception until the time of its delivery to the ultimate consignee, this involves the employees of the shipper, the pick-up and delivery contractor, the railroad, the contract truckers, the delivery drayman and the employees of the consignee. If anyone in this chain fails to do his job properly, there cannot help but be loss or damage, with its consequent economic effect on the country as a whole. Let's take a few examples of what we have in mind:

All Must Work Together to Prevent Damage

A manufacturer of machinery spends quantities of money in his engineering department in drawing up plans for a machine that will have a vital effect in the conduct of the war; other thousands of dollars are spent in producing the machine, and after it comes off the produc-

By W. L. ENNIS
Assistant to Chief Operating Officer

tion line it is turned over to the shipping room for forwarding on to its destination. The employees in the shipping room, with the best of motives, fail to realize the fact that the machine is top heavy and must, therefore, be secured in a manner that will prevent its tipping over in transit.

miles away, the consequence being that the machine cannot be used until it is repaired, thereby causing delay, loss of man hours, and other factors, all of which contribute towards slowing up the war effort.

A shipper of case goods, having difficulty in procuring proper containers, buys up a volume of second-hand cartons, many of which are well beyond the point where they can offer protection to the contents.

While the shipping room employees may do their best in providing interior protection for the contents, even their best efforts in this direction are insufficient and in their desire to get the shipment started on its journey, after applying the address of the new consignee, they overlook entirely the fact that there are other old marks on the container. The receiving clerk at the large freight house fails to item check the shipment of which this container is part and parcel. The result—when the shipment gets to the next transfer point it is found marked for two or more different consignees, causing it to go astray and never reach the party for whom it was intended, thus creat-

ing inconvenience and perhaps even causing a shortage of some vital article intended for use in a base hospital.

Food Supply Affected by Shipping

A farmer invests several hundreds of dollars in a herd of hogs and after spending more money in fattening the animals, finally decides on a certain day to ship to market. He forgets, momentarily at least that these hogs have been raised in a sheltered building and they are not, as they used to be in many instances, able to stand sharp changes in temperatures. It is snowing and blowing by the time he reaches the railroad stock yards and he is anxious to get the stock loaded and on its way, so he rushes the unloading from the trucks into the yard and from the yard into the car, failing in the meantime to throw in a few extra bales of straw so



The railroad agent, having full knowledge that a valuable machine is to be loaded and shipped, fails to have one of his own brother workers, such as a car department employe or a freight service inspector, contact the shipper and give him the benefit of his experience. Along comes the switch crew and after doing a nice job of picking up the car at the industry, fails to remember that this is an important war shipment and in switching the car into the train, in a hurry to get it made up and started on time, cuts the car off at excessive speed with the result that the car hits other cars in the train, creating a shock which, combined with the failure to block the machine properly in the first place, causes it to shift over on its side, with consequent damage. Being enclosed in a box car, this condition is not noted until several days later when the car has reached its destination several hundred

Perfect Shipping Prize Contest

Again this year, as a means of calling attention to the importance of the road's loss and damage prevention campaign, a prize contest is being conducted during the month of April. The contest is divided as follows:

- Five prizes of \$10 each in War Stamps for the best loss prevention slogans.
- Ten prizes of \$10 each in War Stamps for the best loss prevention suggestions.
- Three prizes of a \$25 War Bond each for the best letters on the subject of loss prevention.

All employees of the road, with the exception of those on the payroll of W. L. Ennis, assistant to chief operating officer, and G. W. Loderhose, freight claim agent, are eligible to enter any or all classes of the contest.

Entries should be sent to W. L. Ennis, assistant to chief operating officer, Room 867 Union Station, Chicago, some time before the end of April.

Cricketometer

If you want to know what the temperature is, consult your cricket. Since the tempo of the insect's chirping increases as the weather gets warmer, some one has worked out a temperature-determining equation. Count the number of chirps per minute, subtract 40, divide by four, add 50 and you get the exact temperature in degrees Fahrenheit. When set up, the equation should look like this:

$$\text{c.p.m.} - 40 + 50 = \text{temp. F.}$$

4

In order to know how many chirps to make per minute, the cricket has to do this ciphering in reverse, of course, beginning with the temperature (which he knows), so you might save time by just asking him. To determine the temperature in degrees Centigrade, for scientific work, the computation would be a little more complicated. Or, perhaps, there might be something you could do with a centipede.

Wanted: A Pen Friend

The editor of the Milwaukee Magazine recently received the following letter from Raymond Caaney, whose address is Woodland Grange Cottage, Almondsbury, England.

"I am writing to you to ask if you could write to me and let me know something about America, as I should like to come to America when I am old enough. I am fond of horses and I should like you to get me a pen friend. Write back to me and let me know."

The editor feels that being a typewriter companion to the Milwaukee Magazine is just about all the friendship he's capable of at one time, but maybe you have something on your mind about America and would like to get it off. If so, Master Caaney would be glad to hear from you.

A Train Full of Morale

(Continued from page 5)

this rugged life agrees with the American Red Cross girls, for they report gaining weight on this strange wartime job. And they have proved the military wrong when, back in 1943, high officers muttered, "Girls can't take this sort of life. This country is bad enough for soldiers!"

The Trainmobile Theater was the dream of Douglas Gunter, Richmond, Va., American Red Cross area administrator in the Persian Gulf Command. After 10 months of operation, this glorified box car has proved a dream come true to uniformed American railroaders laboring from the Gulf to Teheran. So successful has been its operation that American Red Cross Trainmobiles also are making the dream a reality for railroad GIs in Italy and still others in far-off Calcutta.

Boy: "My brother here will imitate a hen for you if you give him a nickel."

Lady: "What does he do—cackle?"

Boy: "Naw, nothin' like that. He'll eat a worm."

that the animals can make individual nests for themselves, and in all of this rush and excitement several of the hogs slip on the chutes, crippling themselves. Then, in an effort to keep warm they pile up in the car, other injuries occur, and in some instances the animals suffocate and die. This means, of course, severe loss to the owner of the stock and certainly cannot help but affect the food supply of the country as a whole.

This same shipper, a few months later, has another shipment of hogs. He has learned his lesson and insists that the railroad furnish him with a well cleaned and sanded stock car which is free of protruding nails and other obstructions which will cause injury to his animals. The weather is hot. Therefore, he insists on wetting down the sand bedding so that each animal can lie comfortably in the wet sand, this because he knows that when an animal is cool and calm there is very little shrinkage. The train starts for its destination, but there have been some delays in loading and the crew is anxious to get into their terminal on time, with the result that instead of doing a proper job of showering, they pass it up entirely, or permit the cars to go by the showers so fast that very little water gets in on the bedding. After the train reaches its terminal, it is placed on the track between two other tracks full of hox cars, with the result that very little air reaches the animals, which are already very warm because of lack of intransit showering. After remaining in this location for two or three hours, the cars are finally switched into a transfer for the stock yards, but when the unloading forces open up the cars, they find several of the animals dead due to their inability to withstand the excessive heat. Here again we find a situation wherein much valuable meat is lost simply because someone did not have the proper interest in loss prevention.

Perfect Shipping Is Part of War Effort

We could go on indefinitely reciting similar instances where all of us might, knowingly or unknowingly, contribute to loss and damage. However, we are sure that the people of this great country, once their attention is called to the importance of their own individual tasks in this com-

plete program, will have sufficient pride in their own part in the campaign to do everything possible to make the month of April a real month of perfect shipping.

One great obstacle which has always confronted the various loss prevention agencies has been a lack of information as to cause of damage, and we would again solicit your cooperation in the furnishing of such information as will enable us to take the action that is necessary to eliminate the cause of any trouble that is resulting in loss or damage to freight. Generally speaking, proper inspection of bad order freight, either carload or less than carload, will immediately reveal what has happened. Will you do what you can to help eliminate or at least reduce this terrific strain on our national resources?

The 744th Delivers the Goods

(Continued from page 7)

awaiting them 12 big bags of mail. Railroaders of the Milwaukee Road found checks for \$10 from their former employer, while other roads had sent Christmas boxes.

The 744th's first anniversary was Dec. 21, when many of the crews were occupied in the bulge. In a statement to every officer and enlisted man in the battalion, Lt. Col. Hotchkiss said, "Your full-fledged efforts, your cooperation and perseverance in keeping the supplies moving to the front have played an integral part in the success of the combat troops."

ON the Continent the G.I. railroad men have been living as well as working on the tracks. When they are making a run, the five-man train crews live in cabooses, or "crummies", on the train they are operating. They sometimes fry their food on a coal shovel, which they heat by steam in the injector, and draw drinking water from the engine tank, purifying it with pills. Occasionally, they climb into the tank and take baths.

—Pvt. Irwin Ross in YANK Magazine



FRONT AND CENTER



Sam E. Douglas, son of Conductor R. B. Douglas of Mobridge, S. D., recently completed boot training at Farragut, Idaho, and is now attending the Navy School of Engineering at Gulfport, Miss.



Sgt. Gayle Keely, former station agent on the LaX&R Division, and son of the late Ray Keetley, an engineer on that division, is overseas with a railway operating battalion.



Lt. William Flynn, formerly a clerk employed at the Fowler Street freight station in Milwaukee, is with the Army Air Force somewhere in the South Pacific.



Donald E. Thompson



Charles T. Thompson

Neils C. Thompson, machinist at Savanna, Ill., has two sons in the navy: Donald E. Thompson, MMM 3/c, former machinist at Savanna, is serving in the Philippines; and Charles T. Thompson, yeoman 2/c, former clerk in the superintendent's office, Savanna, is stationed at Farragut, Idaho.



Corp. Raymond W. Pieper, son of A. H. Pieper, special accountant in the auditor of expenditure's office, has been overseas since August, 1944, and has seen action on the European front.



S/Sgt. Gerald C. Bruns of the Marine Corps, son of Engineer Henry Bruns of the I&SM Division, is presently being treated in a hospital in San Diego after several months in the South Pacific.



Barnard Buzdikian, former operator at Three Forks, Mont., has been overseas since Sept. 20, 1943, at which time he arrived in England. His exact present location is not known.



Clifford Deakin, H.A. 2/c, formerly employed in the auditor of expenditure's office, is stationed at the Great Lakes Naval Training Station.



L. P. (Patty) Lieb, 3/c A.R.E.M., a dispatcher's clerk at Austin, Minn., before she entered the Waves, is stationed at the naval air station in Ottumwa, Ia. She is the daughter of Assistant Superintendent W. J. Lieb, Austin.



John E. Ewin



E. R. Ewin

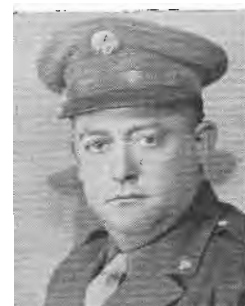
Maj. Earl R. Ewin and his son, Pfc. John E. Ewin, both former employees, are seeing active service overseas. Maj. Ewin, who was supervisor of equipment in the master mechanic's office at Western Avenue, Chicago, is in France with the Military Railway Service. Pfc. Ewin, formerly a pipefitter helper in the mechanical department at Western Avenue, Chicago, arrived in France in February.



William F. Fath, S 2/c, former machinist helper at the Milwaukee car shops, is being trained as an aviation metal-smith at the naval air base at Norman, Okla. His father is employed in the car department blacksmith shop, Milwaukee.



Pvt. James C. Serakos, former track department employe at Mason City, and son of Chris Serakos, employed in the ice house there, recently spent a furlough at home after serving with the Infantry in Italy.



Pvt. James Hamilton is with a railway operating battalion on the western front in Europe. He was formerly a section laborer and foreman at Indian Springs, Ind.



Sgt. Robert McGinnis of the Marine Corps, son of Switch Foreman Clarence McGinnis employed in the Chestnut Street district, Milwaukee, recently returned from three and a half years in the South Pacific and was married. He is now stationed at Lakehurst, N. J.



L. M. Truax, Jr., pharmacist's mate 2/c, son of the agent at Rockford, Ill., and himself a former station employe, recently returned home on furlough after two years overseas, most of which time was spent in the Hebrides Islands.



Wanda Valentine, H.A. 1/c of the Waves, daughter of F. M. Valentine, chief dispatcher at Austin, Minn., is stationed at Corpus Christi, Tex.



W. H. Robinson



B. M. Robinson

W. H. Robinson, agent at Collins, Ia., has two sons in military service: William H. Robinson, seaman 2/c, an operator at Collins before entering the navy, is in training at Great Lakes Naval Training Station. Sgt. B. M. Robinson, an Iowa Division operator before entering the army, is serving with a bomber squadron flying over Germany.



Capt. Lloyd G. Brasure, son of Engineer Lloyd Brasure of Green Bay, Wis., is chaplain in a medical battalion attached to Gen. Patton's Third Army on the western front in Germany.



Sgt. Elmer E. McCaustland, who is serving with a railway operating battalion in France, was formerly a boilermaker helper at the Minneapolis roundhouse.



T/Sgt. Richard Grange, son of Conductor Ross Grange of Minneapolis, Minn., completed his 35 missions as photographer and gunner on a B-24 bomber and left Italy on Jan. 17. Upon arrival in Minneapolis, he met his wife and his little daughter, Jill, whom he had never seen before. He has been awarded the Distinguished Flying Cross, the Air Medal with Oak Leaf Clusters, the Presidential Unit Citation and the Purple Heart, the latter for a flak wound received in a raid over Odertal, Germany.



Mrs. June Gilmer, daughter of Conductor F. W. Spear of Miles City, is serving overseas as staff assistant recreational director for the American Red Cross. Her husband, Corp E. E. Gilmer, formerly employed in the store department at Miles City, is in Belgium with the Amphibious Tank Corps.



T/Sgt. Sheldon A. Stafford, former store department employe in Minneapolis, has returned to the States after completing 35 air missions over Germany, and is now stationed at Rantoul, Ill.



Robert H. Becker



Ralph L. Becker

Henry A. Becker, brakeman on the D&I Division, has two sons in the army: Corp. Ralph L. Becker has been in the army more than three years and is at present stationed at Fort Jackson, S. C., with an ordnance company. Pvt. Robert H. Becker was formerly with the U. S. Rangers; he was wounded in the D Day invasion of France, and is now with the military police in France. He wears the Croix de Guerre and other medals. Henry A. Becker, the father, is a veteran of the first World War, having spent more than a year in France with the 7th Division.

April, 1945



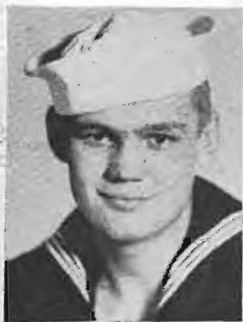
Pvt. John Phleger, Jr., son of Traveling Engineer J. T. Phleger, has been in Europe with an infantry division since January.



Capt. Robert J. Scharf, son of Anton Scharf of Miles City, was very recently promoted to that rank. He is communications officer of a B-24 heavy bomber squadron in England, where he has been stationed for more than a year.



Maj. A. V. Marxen, former city passenger agent in Chicago, is serving as Army Air Corps chief of transportation in the United States, with headquarters in Washington, D. C. His father, H. C. Marxen, and his brothers, Henry R. and Chester E. Marxen, are also Milwaukee Road employes.



Harold D. Hollander, A/S, formerly employed on the section at Manilla, Ia., is stationed at the Great Lakes Naval Training Station. His father, William D. Hollander, is also employed on the Manilla section.



Pfc. Don E. Kurtz, former H&D Division fireman and son of Earl Kurtz, a pipefitter in the Minneapolis locomotive shops, is stationed in Hawaii with the Signal Corps.



Anton J. Martin, machinist's mate 2/c, former machinist apprentice at Miles City, returned home on furlough after two years in the South Pacific, during which time he survived the sinking of the U.S.S. Chicago.



S/Sgt. Melvin A. McGoon, former agent and operator on the LaX & R Division, is stationed in Belgium with the 744th Railway Operating Battalion.



2nd Lt. Wilbur H. Moe, Army Air Corps pilot, formerly employed at the St. Paul Union Depot, is the son of Maj. John W. Moe, commander of the 757th Railway Shop Battalion in France.

Briefly Quoted

This new department is to serve as a collection point for notes from servicemen and other items of a paragraph or so which can be briefly quoted. This time it is confined to excerpts from a few of the letters which Milwaukee Road men in military service wrote to H. A. Scandrett, thanking him for the company's Christmas gift check of \$10. These letters, which are still arriving, are truly inspiring; it is believed that Milwaukee Road employees will be just as interested in these men's thoughts now or next summer as they were at Christmas time.

Navy—FPO San Francisco.

A remembrance such as yours gives me the assurance that I and my buddies are being backed up all the way by you folks at home. Such assurance is really a morale builder. I thank you from the bottom of my heart.

I know that I can never imagine the great work the Milwaukee Road is doing in this emergency. However, I do know that she is fit to undertake any job that may come here way and deliver the goods on time. I'm really proud to say that I was part of that great organization before my present job and that I am anxiously awaiting the day I can return.

W. E. Beaulieu, S.M. 3/c
Operator, Rocky Mountain Division.

Army—Baltimore, Md.

I am late with my thanks for the swell Christmas present, but won't try to apologize. Perhaps you know how hard it is to put into words the feeling of thanks that comes with being remembered. It's nice to know that you aren't forgotten, though you are gone.

I'm proud to be one of the Milwaukee family and am looking forward to rejoining it when all this is over. Meanwhile, I'll

never stop telling the guys that before I put on this uniform I worked for the best railroad in the country.

Pvt. Harry W. Brennan
Switchman, Savanna, Ill.

Navy—FPO San Francisco.

I was deeply touched by your Christmas remembrance. I hope to be back in your service soon.

Marlo R. Godfrey, R.M. 3/c
Station Helper, Sisseton, S. D.

Army—France.

Thanks very much for your Christmas letter and the check. All my mail for the holidays was late this year, arriving all through January and into February. We keep quite busy here but I've visited town a few times. There are still many things I hope to see in France but I'd pass them all up gladly for an early return to the good old U.S.A. We are hoping to be home by another Christmas. Thanks again for the gift. It makes a man feel that he's really a member of the Milwaukee family.

Pfc. Paul F. Grove
Clerk, Chicago.

Army—New Guinea.

I received your generous Christmas gift in yesterday's mail, along with your letter. I would like you to know that I appreciated it very much and was just as pleased to know that the Milwaukee Road thinks of its thousands of employees scattered all over the globe.

I am always on the lookout for fellows who were former railroad employees. I have found quite a few and we always have our old railroad pep talk. As you probably know, there is no other group in the world that can talk shop like we can.

Corp. W. J. Mang
Dispatcher, Savanna, Ill.

Army—Germany.

The Christmas check reached me in the midst of intense fighting at Saarlautern, Germany. We people overseas look forward to mail call even more than chow call. When that mail contains a note that shows you are individually remembered by your former employer, it brings some respite from the strain of combat while bringing to mind relieving thoughts of a more pleasant past, and renewed efforts for a pleasant, productive and peaceful future.

The Milwaukee Magazine reaches me regularly with all the railroad news. Needless to say, the people in this battalion are well acquainted with the Milwaukee Road, both from reading the Magazine and from my personal accounts, as I'm the only railroader. I speak with authority—on railroading.

Since a large corporation is composed of so many individuals, I wish to express my appreciation through you, sir. I hope that we can defeat the enemy soon and return to the work we enjoy most.

Maj. Earl A. MacBride
Assistant Division Engineer,
Rocky Mountain Division.

Navy—FPO San Francisco.

I wish to thank you and the company for the Christmas letter. As you can see by my rating, I have reached first class water tender. I think that is the nearest thing to my former job I could find.

Several of us fellows gather and start discussing our jobs in civilian life and I'm very proud to say that I work for a company as big and fine as I do. If I'm fortunate enough I fully intend to return to the railroad, as it is a very interesting line of work.

Charles W. Richard, W.T. 1/c
Fireman, Terre Haute, Ind.

A meddling old English woman accused one of the village workmen of having reverted to drink because, "with her own eyes", she had seen his wheelbarrow standing outside the tavern.

The accused man made no verbal defense, but the same evening he placed his wheelbarrow outside her door and left it there all night.

The Milwaukee Magazine

SERVICE CLUBS

Quad Cities Service

Club To Reorganize

Aware that the fire had not gone out of the Quad Cities Club, W. G. Bowen, superintendent of the D. & I. Division, spoke to the group at a special meeting held at Davenport, Ia., on Mar. 8. The Service Club is a voluntary movement on the part of the employees, he said, to do something by way of helping to keep their railroad important, especially in these days when more and more of the general taxpayers money is being expended by municipal, state and the federal governments to keep the rail competitors in business. A voluntary movement with both a selfish and unselfish purpose. Selfish in that one wants to promote his own well being; unselfish in that one is willing to help in keeping Tom, Dick and Mary, on the payroll. Fraternal, in the sense that it brings the employees together in a closer bond of friendship. Constructive, because it affords the employee the opportunity to speak, recommend and suggest. Last, but not least, it is a club, and all clubs have a social purpose.

Carroll Richardson, yard conductor, will assume the leadership in reinstating the Quad Cities Club to a status where it rightfully belongs. Being able, qualified and well-liked, all he needs is the support of the employees willing to mix fun with a little business.

LaCrosse Club Sees War Films

La Crosse Service Club members enjoyed two more War Department film communiques at their Mar. 9 meeting. The fine turnout got an inside story of German morale, and also Germany's secret weapon.

Actual scenes inside Germany showed Himmler's infamous "SS" and "SA" troops applying tension to a slackened morale caused by defeats and destruction. The deadliest of Germany's many secret weap-

ons and ingenious devices was depicted as Hatred.

Inasmuch as many of Dan Smith's evenings are taken up with additional work, Russ Peacock, the aggressive chairman of last year, took over Dan's present position as treasurer.

Ralph Hempstead, recently-appointed division master mechanic, was a welcome member at the meeting.

The card tables again proved the boys would much rather do that than go home. The usual lunch and refreshment went with it.

Chairman Art Sundet, intimated that the members would have a surprise meeting hall for the next get-together.

Montevideo Club

Tackles First Job

A second meeting of the Montevideo Service Club was called to order by Acting Chairman Oscar Sorbi on Mar. 14 for the purpose of finishing the re-organization plans. The following officers were elected to serve for the year: Chairman, Andrew Noard; vice chairman, L. E. Nemitz; secretary, C. L. Severson; treasurer, C. E. Standahl. It was decided to assess annual dues of \$1.00 per membership and the first civic project to be tackled was that of taking the initiative in the Montevideo Red Cross Drive, which was done very successfully under the chairmanship of W. D. Smith, agent.

The newsy little sheet, *Rails*, edited by B. M. Connell and C. E. Petrick, made its re-appearance, with the election news hot off the press. The paper is to be published monthly with bits of news of the H&D Division and other articles of interest. A good lunch was served at the conclusion of the meeting, and we are looking forward with interest to the next get-together.

Passenger Men Entertain Inland Empire Club

At the January meeting of the Inland Empire Club it was decided that the various departments should plan the entertainment programs for each month. The passenger department, with J. G. Cain, district passenger agent, as chairman, arranged the program for the February meeting. After a short business session with Club Chairman J. H. Downey presiding,



Officers of the newly-reorganized Montevideo Club. They are, 1. to r.: C. L. Severson, secretary; L. E. Nemitz, vice chairman; Oscar Sorbi, acting chairman. Mr. Sorbi is also a Milwaukee Magazine correspondent.

Mr. Cain and his employees entertained with a bingo party and after the bingo, doughnuts and coffee were served.

The proceeds of the bingo were earmarked for the civic affairs committee, to be used to entertain servicemen at the U.S.O. and for the convalescent of Baxter Army General Hospital in Spokane.

Mr. Cain and his group are to be congratulated on their effort and the excellent prizes given the winners of the bingo game.



Part of the group which attended the Montevideo Club's meeting on Mar. 14.



Among a great many other things, cards were on the docket at the Montevideo Club's party.

Ripon Area Service Club Honors Retired Agent

As a boy, Joe Meigher watched the trains as they sped up and down the Northern Division. When visiting with the agent in his home town of Winneconne, Wis., he watched and studied as adept fingers made dots and dashes at the telegraph key. So began the story of his rail-roading career as related at the recent Ripon Area Club meeting where he was honored on the occasion of his retirement.

He was appointed night operator at Granville, Wis., in the fall of 1897, and for the next two and a half years he worked at various stations on the division. J. M. Bunker was superintendent at that time, and G. A. Rossbach chief dispatcher. A few months were also spent on the Valley Division as relief operator.

Early in 1900 Joe left the service, entering the employ of the U. S. Express (now Railway Express). However, on Sept. 24, 1912, he returned to his first love, the Milwaukee Road. He was agent at Winneconne from that date until his retirement Jan. 15, 1945.

"Back in the old days the work day consisted of at least 12 hours," Mr. Meigher related. "Switch lamps and semaphores had to be lighted by hand and in the morning they had to be cleaned; all for \$40 a month."

Mr. Meigher concluded by saying, "It certainly has been a real pleasure working for the Milwaukee Road. It is the best road in the U. S. I say the best because its officers have a human kindness about them that makes for good supervisor-employee relations."

The retired agent's time will be occupied fulfilling his duties as a member of the Winnebago County Board, member of the Winnebago Highway Commission, and as chairman of the Sheriff and Coroner Commission.

G. C. Meigher, agent Waukau, Wis., bore out the remarks of his brother pertaining to subsidies. "Millions of tons of freight are moving up and down the Mississippi River at a great profit to the commercial user, with the general taxpayer footing the bill for keeping their plant in running order," he said.

George Passage, trainmaster, paid tribute to the honored guest, remarking that the loyal agent would not have stayed with

the road these past 33 years if he were not a conscientious and faithful employee.

Continuing, the trainmaster related that a brakeman, recently hired and holding previous service on other rail lines, remarked that the supervisors on the Milwaukee Road seem to be part of the family. This

naturally leads to better understanding and working conditions.

Mr. Passage continued, "After the war we will again have our competitors, plus one—the airways. The employees and supervisors are all in the same boat. We sink or swim together. One thing is sure, we must stick together, be friends, good neighbors, and do the best we can. There is always some little thing we can do in helping to get somewhere."

"Unfortunately, there are many things impossible to do today. However, we can try to furnish the answers for many of our shortcomings. The war has thrown an extra heavy demand on railroad facilities. The rails are restricted in carrying on their building program as the demands of the government come first. Shortage of manpower and inexperienced help has been an additional handicap. Of late, nature has frowned upon us. Snow and floods have tied up thousands of cars. We, as employees, can pacify an uninformed public by presenting a few facts," Mr. Passage concluded.

Medical Authority Addresses Minneapolis Club

The members of J. H. Foster Service Club thoroughly enjoyed themselves at the Mar. 15 meeting held in the club room at 35th and Chicago Avenue in Minneapolis.

The speaker of the evening was Dr. W. A. O'Brien, professor of preventive medicine at the University of Minnesota, whose subject was "Progress in Modern Medicine."

Dr. O'Brien, a most genial man, held the interest of his audience of 150 club members and members of the Women's Club who were invited, while he discussed the manner in which we should live in order to enjoy good health. He pointed out the danger signs to look out for. All present were agreed that Dr. O'Brien was just about the easiest speaker to listen to that they had ever met.

A question and answer discussion followed Dr. O'Brien's talk, and that, too, proved most interesting.

The J. H. Foster Choral Club entertained with a group of Irish songs in honor of St. Patrick's Day, and this portion of the evening's entertainment was very well received by the enthusiastic audience.

A peppy four-piece orchestra furnished music for the dancing that followed, and the only disappointing note of the entire

evening was that the lights went out and the hall cleared at midnight.

Events in the offing are Old Timers' Night in May and the annual picnic in June. Details of both will be announced later.

Service Club Highlights

The excellent entertainment provided by the Falk Corporation Talent Club at the Hiawatha Club, Store Department Unit meeting, Feb. 24.

Hiawatha Club, Roundhouse Unit meeting, Mar. 10. Packing the club room with an overflowing crowd. A guest, Robert Schroeder, quoting his son, Lt. Robert, Jr., of the Signal Corps, as saying the Milwaukee Road has the best trains and personnel in the country. Neither is an employee.

Land O' Lakes Club (Watertown, Wis.) meeting, Mar. 14. The club's donation of \$5 to the Red Cross War Fund. Morris Cross winning the jack pot of \$3.55, and then showing the boys how to play cards.

Lincoln's "Jackass" Story

This story, written about 1860 by Petroleum V. Nasby, was a favorite of Abraham Lincoln's and was often told by him.

Once they was a king, who hired him a prophet to prophet him his weather. And one day the king notioned to go fishin' but the best fishin' place was nigh onto where his best gal lived. So he aimed to wear him his best clothes. So he called in his prophet and he says: "Prophet, is hit a comin' on to rain?" And the prophet says, "No, king, hit ain't a comin' on to rain, not even a sizzle-sozzle." So the king he put on his best clothes and he got his fishin' tackle, and he started down the road towards the fishin' place and he met a farmer ridin' a jackass. And the farmer says, "King, if ye hain't aimin' to get yore clothes wetted, ye'd best turn back for hit's a comin' on to rain, a trash-mover and a gulley-washer." But the king drewed himself up and he says, "Farmer I hired me a high-wage prophet to prophet me my weather and he 'lows how hit hain't a comin' on to rain not even a frog-duster." So the king he went a fishin' and hit come on to rain, a clod-buster and a chunk-mover. And the king's clothes wuz wetted and they shrunked on him, and the king's best gal she seen him and laughed and the king was wroth and he went home and he throwed out his prophet and he says, "Farmer, I throwed out my other prophet and I aim to hire you to prophet me my weather from now on 'ards." And the farmer says, "King, I hain't no prophet. All I done this evenin' was to look at my jackass's ears. For if hit's a comin' on to rain his ears lops down and the harder hit's a comin' on the lower they lays, and this evenin' they was a layin' and a loppin'." And the king says, "Go home, farmer, I'll hire me the jack-ass." (And that's how it happened. And the jackasses have been holdin' down all the high wage government jobs ever since!)

Capt. Washburn Looks at India

Capt. Charles Washburn, formerly employed in the Minneapolis local freight office, now stationed in India with the Air Transport Command, recently wrote the following to Al Wareham, chief clerk in that office:

"I got a day in Bombay—it looks so much like parts of Miami Beach, Fla. (needing only a fresh coat of paint here and there) that I got confused. It's clean and there are things to do—a few good hotels with bars and good dining rooms serving water buffalo steak, odd hors d'oeuvres, and queer looking vegetables. They have a couple of orchestras playing American music, movies, fascinating shops selling jewelry, intricately designed knives, rugs and colorfully embroidered women's clothing. There are plenty of taxicabs, supplemented by gharries, which are horse-drawn convertible cabriolets.

"I have read of these strange customs so many times and seen pictures of them in magazines and travelogues—such as ox carts with wooden wheels, coolies carrying stuff on their heads, the odd dress of the people, beggars, sacred cows and cows that always have a bird riding on their shoulder, eating insects off the cow. I always thought these things were rare—like our tribal Indians—but they are not rare at all. They



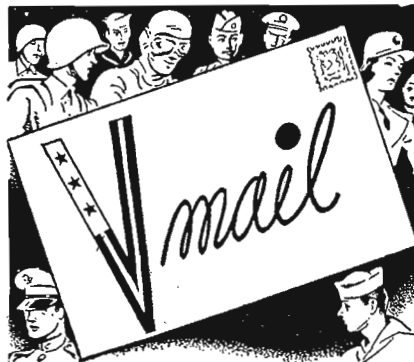
Capt. Charles Washburn

are everywhere. Beggars—I've seen thousands. 'Bakshi, sahib,' they wail at you on the streets, at railroad stations, everywhere. Bakshi means alms.

"We are at a new base in Assam Province. There is nothing here yet; no post exchange (so no candy, gum, cigarettes, beer or writing paper). No post office, no water, no electricity, but we have a good mess officer. He scours the countryside and feeds us well. Our homes and offices are native built bashes, woven of bamboo. The floors, walls, ceilings, doors, windows are bamboo; the roof is thatched. They are very clean, cool and airy.

"By train we made 200 miles in two and a half days. It ain't funny. You should see the cars!"

April, 1945



LETTERS AND BITS OF NEWS ABOUT OUR MEN IN SERVICE

In Iran Even the Locomotives Dig In

When S/Sgt. Wendell Meier, former section laborer at Aberdeen, S.D., wrote H. A. Scandrett on Feb. 26 to thank him for the railroad's Christmas gift check, he enclosed a clipping from a service publication which he receives as a member of the 791st Railway Operating Battalion in Iran. Here is the story:

It happened in the early days of railroading in Iran when the utmost in physical exertion was squeezed from every Military Railway Service man to expedite supplies to Russia. Engineer Pvt. Carl Lopez and Fireman Pvt. Maurice Brady had gone without shut-eye for over 48 hours.

Nearing kilo 671 their eyelids seemed pulled downward by a conspiracy of force in the earth's gravity. They fought against Morpheus but the click-click-clack-clack caused drowsiness; and fatigue gave way to heavy slumber.

Carl awoke first and hurriedly shook Maurice to sensibility. "What in hell is happening?" Neither of them could figure it out and both were dumfounded. The engine raced at full steam. They felt the huge drivewheels churning beneath them . . . but the train was standing dead still, suspended midway up a slight grade!

Maurice leaped from the cab and beheld a sight which it is believed no man ever saw before.

While these two exhausted GIs slept heavily, their locomotive had struck a greasy spot on the rails. The wheels lost traction and began digging in. The soft rails used in Iran, plus the terrific heat of the sun beating upon them caused the track to melt beneath the friction of the harder wheels.

Maurice had to extinguish a fire which was burning up the ties beneath the rails, as the steel track had been liquefied almost to the trackbed, where friction ignited the wood.

A western radio station recently tried broadcasting bagpipe music but received so many complaints about it sounding like bagpipe music they had to take it off the air.

Marine Hero Awarded Bronze Star

The Bronze Star medal for heroism in action on Tinian Island has been awarded Corp. Harold R. Rediske of the Marine Corps, 20 year old son of Agent G. F. Rediske of Ryegate, Mont. The decoration is the young Leatherneck's second. He previously was awarded the Silver Star medal for gallantry in action during the Marshalls campaign early in 1944.

Following is the citation accompanying the latest medal:

"Without thought of his personal safety, he went to the aid of a severely wounded companion. His action in pulling the marine back from the lip of an 80-foot cliff while under direct fire from an enemy machine gun less than 15 yards away was an exhibition of great courage."



Corp. Harold R. Rediske

Corp. Rediske won the Silver Star under similar conditions, braving heavy Japanese fire to rescue two wounded companions on Kwajalein atoll in the Marshalls Islands. He was wounded during that action, and wears the Purple Heart Medal.

Former Fireman Says "Thanks"

Arthur J. Sullivan, the fireman in Milwaukee who has probably done more corresponding with servicemen than any other 10 people on the railroad, recently received the following from T/5 Deane Gigous, who was also a fireman in Milwaukee before entering the army:

"This is the first chance I have had to thank you for the swell box and the very sincere card. It really was quite thoughtful of you and I did appreciate it very much.

"Your box along with a box from the Milwaukee Victory Committee and \$10 from the road itself made me feel a bit superior to other fellows whose lodge did nothing for them, and their railroads did likewise. The Santa Fe sent \$10 and the New York Central sent a pen and pencil set to their men, but they were an oasis. The more I hear the fellows talk about their railroads the more I think that the Milwaukee Road is better than most of

them as far as working conditions and so forth.

"My outfit, sponsored by our biggest rival, is doing a very good job of putting the stuff where it belongs. We were the first full railroad outfit to hit France and we have been in the thick of the transportation battle ever since. My engineer and I have averaged as much as 150 hours a week on an engine with very few meals and less sleep. We made one trip of 76½ hours in length with no sleep and four meals. Wouldn't the I.C.C. and every one else be up in arms over that one! There have been even longer trips than that, too. One of our crews put in 96 hours on one stretch. We put the stuff where it belongs, though. Our motto is 'The Transportation Corps will furnish the necessary transportation'."



Lt. Commander Richard Peterson, son of Dispatcher R. C. Peterson of Spokane, is shown just after receiving the Silver Star Medal. He has since been promoted to the rank of commander and has been awarded the Navy Cross.

Milwaukee Road G.I. Saves Torah from Fire

The hero of a recent fire which destroyed the chapels at Sheppard Field, Tex., was Pvt. Vernon Abramson, 19, who was formerly employed in the store department at the shops in Milwaukee.

Pvt. Abramson, with two companions, dashed into one of the chapels to rescue the Torah, Jewish holy scroll. The trio managed to remove the scripture unharmed and fight their way back to safety. Temporary chapels have been set up.

A twin brother, Warren, is stationed with the army at Santa Fe, N. M., and a sister, Bernice, is in London serving as a Wac.

Private Jones

With a horde of men I drive a jeep
With a mob of guys I try to sleep;
An army accompanies me to mess;
A platoon's around me when I dress;
With a regiment I drill all day;
With a company I eat and play;
Men around day and night;
The army—I can take it, see,
But the thing that murders me,
The irony that stabs my bones
Is this: They call me PRIVATE
Jones!

"The Freight House with a Heart" Holds Memorial Service

Corp. Francis Brogan, who died on Jan. 28 of wounds suffered in Germany where he had been serving with the Infantry, was honored on Feb. 21 at a memorial ceremony at Union Street freight house No. 3 in Chicago.

Corp. Brogan had worked there as a check clerk before entering the army. His father, Patrick Brogan, janitor at houses Nos. 2 and 3, and a brother, Edward Brogan, stower at house No. 2, as well as the soldier's mother and other relatives, were present. Others in attendance were William A. Bade, president of the International Forwarding Co., Rev. J. P. Kennedy of St. Gabriel's



Corp. Francis Brogan

Church, R. G. Larsen, agent at Union Street, B. Smith, general foreman, and F. Bruen, general organizer of Lodge 549—Freight Handlers Lodge, and many of the employees.

The warehouse was closed for half an hour during the service which was climaxed by the placing of a wreath on the Union Street servicemen's honor roll. J. Johnson of the Canadian Legion Post 132, Chicago, conducted the ceremony.

Corp. Brogan entered the army on Sept. 11, 1942; he was first wounded in France in August, 1944, and received the Purple Heart. He returned to service and was fatally wounded.

The gesture of esteem and sorrow accorded this man by his fellow employees inspired President Bade of the International Forwarding Co. to characterize the group as "The Freight House with a Heart."



Rev. J. P. Kennedy, Mr. and Mrs. Patrick Brogan, and J. Johnson of the Canadian Legion Post 132 are shown at the memorial service held in honor of Corp. Francis Brogan at Union Street freight house No. 3 in Chicago. (Photo courtesy The Chicago Times.)

What Do You Say, Sgt. Baker?

This letter from T/5 John E. Wadsworth, former brakeman at Savanna, Ill., recently arrived in the public relations office, Chicago. It is being published despite the fact that it will probably result in the Milwaukee Magazine being turned into a battleground on the subject of just which place on this wretched globe has been most damaged by the war. He writes from France:

"I am writing for a threefold purpose. 1—To thank you all for your thoughtful Christmas present. 2—To enlighten you on a letter printed in your February issue by one Sgt. Baker. 3—To point out several mistakes in my address. On second thought, I think I had better make it a

fourfold purpose: Is the Dubuque Division still in existence?

"The particular part of Sgt. Baker's letter [Sgt. Richard Baker, formerly of the public relations department] that I thought very misleading is: 'France certainly has suffered from this war. The country is almost entirely demolished. The British Isles have been only bruised in comparison.' I spent some seven months in England, three in London alone, and to say that the Isles have only been bruised in comparison is a misleading statement, especially to you people at home. True, some of these French cities are unquestionably in ruins, but to look at the bombed sections of London, Plymouth, Coventry and many others and then say that they are only bruised, is hardly the right word. How many times have I been in the Lon-

The Milwaukee Magazine

don tube stations and seen the women and children sleeping on the cold concrete station platforms during the raids and thought to myself that that had been going on for some four years! In the Jan. 27 issue of *The New Yorker* you will find an article on what I am trying to tell you and it is done better than I am able to do. For your own enlightenment, I would suggest that you read it.

"I may have missed the Dubuque Division in your 'About People of the Railroad' but I don't think so. I wrote there before Christmas, but no answer. Do you suppose they have been snowed in all winter? I enjoy the Magazine a lot."

No, corporal, the Dubuque Division hasn't been snowed in, but our correspondent out there has—with work, that is. She is being dug out.—Editor.

Brothers Meet in Italy

Corp. Paul Jones and Lt. Roy E. Jones, sons of Roy Jones of Wessington Springs, S. D., sat down at a turkey dinner together on Christmas day somewhere in northern Italy. Paul, a member of a 5th Army artillery unit and a former Milwaukee Road clerk, was the one who did the visiting. Roy, a former liaison pilot with the Field Artillery, but now in the Air Corps, found that his duties as squadron adjutant, supply officer and unit censor made it impossible for him to take time off. For Paul, who has been overseas since February, 1943, and has more than 430 days of combat, it was a real breather.

The brothers entered the army together on Apr. 22, 1942, at Fort Snelling, Minn.; they were separated there and didn't meet again until a little more than a year ago when Paul was at Cassino and just before Roy went to the Anzio beachhead. They met several times later, but their meetings were temporarily halted when Roy went to southern France; this was their first get-together since.

A third brother, S/Sgt. Robert F. Jones, is with the Army Air Forces in England.



Corp. Paul Jones (left) and his brother, Lt. Roy, enjoy a chat after the Christmas dinner they had together somewhere in northern Italy.

A Scot was engaged in an argument with a conductor as to whether the fare was 25 or 30 cents. Finally, the disgusted conductor picked up the Scot's suitcase and tossed it off the train just as they passed over a bridge.

"Mon!" screamed the Scot, "it isn't enough to try to overcharge me, but now you try to drown my little boy."

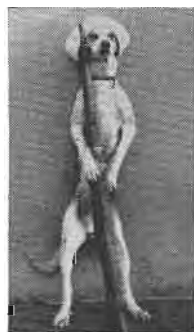
April, 1945

Carl M. Keefe Back On The Job

"The Navy is in need of radio men, Enlist now." Carl M. Keefe, agent at West Salem, Wis., heard this radio appeal time after time back in 1942. It brought back memories of the first World War. It stirred the sea ferry blood of the former sailor.

So Carl re-enlisted on Nov. 14, 1942, and 14 days later was assigned to the *U. S. S. Pumper*, a tanker hauling high octane gas. He was first in charge of all radio communications, having learned radio in connection with his service in the first World War.

After spending Christmas of 1942 in Miami, the boat went into the Caribbean. It visited both British and Dutch Guiana, steaming 50 miles up two different rivers to haul cargo to bases in the jungles. It also stopped at French Guiana, anchoring off the French penal colony com-



Joe, mascot of the *Pumper*.

monly known as Devil's Island. The commandant of the prison and a convict crew rowed out to the ship, which was the first to stop there in a long, long time.

The sailors exchanged articles with the convicts and guards and Carl recalls how wolfishly one of them ate an apple a sailor gave him. It was years since he had had one.

Given a short leave, Carl rejoined his crew in Algiers in June, 1943. His ship then joined forces forming for the invasion of Sicily, which took place in July, 1943. After the landing, it followed the 15th and 12th Air Forces, hauling oil for their needs.

The *Pumper* was in several air raids. The ones he won't ever forget were Bizerte and Bari, he says. Seven of a 24-ship convoy were all that escaped the Bari raid on Dec. 2, 1943. The *Pumper* suffered only minor damages but an officer had his back broken, two enlisted men were hit with shrapnel, and another, a veteran of the first World War, was shell shocked. Despite its damage, the ship picked up 60 survivors from various ships. Many of the men were severely burned and badly injured.

The ship underwent three air raids at Bizerte, one bomb landing within 70 yards of the ship.

Besides the grim experiences inevitable in war, there were pleasanter happenings.

Keefe had the opportunity to visit Rome and the Vatican City, where he was one of a large group that had an audience with the Pope, who blessed several religious articles for him and others. While in Naples, he saw Mt. Vesuvius in eruption.

From Cuba, British, Dutch and French Guiana, Jamaica, Algeria, Tunisia, Sicily, Italy, Sardinia and Corsica to West Salem, Wis., the veteran traveled. He received his



Carl M. Keefe aboard his ship, the *U. S. S. Pumper*.

release through the Naval Bureau of Personnel as one of the specially trained men past the age of 42. Sickness in the family brought him home before V-Day. When he left his men to return to the States, the crew gave him a send-off befitting an admiral, he said.

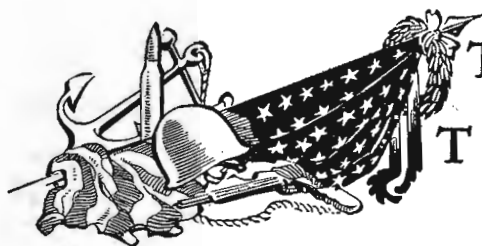
"It is good to be home again, and to return to the best railroad of them all—the Milwaukee Road," says Keefe.

The active service tradition in his family is continuing in his son, Corp. C. M. Keefe, Jr., 27, who is now overseas as a radio gunner on a B-17.

When the butchers start smiling at their customers again, you'll know the war is nearly over.



From France comes this picture of Sgt. Richard Wank, formerly employed as a clerk at the North Milwaukee and Chestnut Street freight stations in Milwaukee. His wife, Gloria, is now employed at Chestnut Street.



THEY GAVE THEIR LIVES

Lt. Bernard A. Perlick, 31, son of Bernard H. Perlick, head of the tie bureau, purchasing department, Chicago, was killed on Feb. 23 in the Mediterranean area while in active service as a pilot with the North Africa Ferrying Division of the Air Transport Command. Lt. Perlick's unusual career in aviation began when he was 12 years of age. He first flew an airplane when 13, and at the age of 16 was granted a pilot's license. Later he entered the field of aeronautical engineering and contributed much to the industry by his work in the airplane instrument and panel phases. Before entering the service he was employed in various technical capacities by several of the leading aircraft manufacturers and played an important part in the designing of the automatic pilot and other instruments which are now standard equipment on most aircraft. He is survived by his parents, the widow and two small daughters, who reside in Venice, Calif.



Bernard A. Perlick

Pvt. Richard E. Barnes, former maintenance of way employee, and son of Joseph D. Barnes, brakeman on the La Crosse & River Division, was killed in action in Germany on Dec. 13, 1944, while serving with a medical detachment. Another son, S/Sgt. Joseph S. Barnes, has also been killed in service; the third, and only remaining son, is expected to be called into military service soon. A daughter, Corp. Gertrude D. Barnes, is with the WAC at Fort Des Moines, Ia.



Richard E. Barnes

Frank O. Helenski, former boilermaker's helper employed at the shops in Milwaukee, died on Feb. 6 of wounds suffered during the invasion of Luzon Island in the Philippines.



Delbert Murphy

Delbert Murphy, former machinist apprentice in the Minneapolis shops, was killed on Feb. 6 while in action with the army on Luzon Island in the Philippines. He was the son of Clarence Murphy, machinist helper at Minneapolis.

Pfc. James O. Beerman, 19, son of Superintendent O. A. Beerman of Marion, Ia., and who was himself employed in the engineering department for a short time, was killed in France on Nov. 18, 1944, while in action with the Infantry. The family has been notified that he was buried in an American cemetery in Luxembourg. Memorial services were conducted at St. Paul's Lutheran Church in Marion on Mar. 11, with Marion Legion Post No. 298 participating. He is survived by his parents and two sisters, Mrs. C. A. Rivedol of Ft. Dodge, Ia., and Mrs. H. L. Fox of Brownwood, Tex.



James O. Beerman

John E. Whelan, 21, coxswain in the navy, and son of Engineer Edward Whelan of Sioux City, Ia., was killed last November in the explosion of an ammunition ship in the Pacific. He is survived by his parents, one brother and two sisters.



John E. Whelan

M/Sgt. Harold M. Kruck, 27, son of Engineer Henry Kruck of Sioux City, Ia., was killed in action in Belgium on Jan. 7, 1945, while serving with the paratroops. He is survived by his widow, his parents (formerly of Sioux Falls, S. D.) and two brothers, both of whom are in the navy.

Corp. Francis Brogan, 24, former check clerk at Union Street freight station, Chicago, died in France on Jan. 28 of wounds suffered during the fighting in Germany. (See "The Freight House with a Heart" Holds Memorial Service" in this issue.)

Kathryn B. Benningfield, storekeeper 2/c in the Waves, daughter of Yard Conductor D. E. Chambers of Ottumwa, Ia., was killed on Dec. 17 when struck by an electric train in Chicago. Her husband is in the navy in the South Pacific, and a brother, Jack Chambers, is serving with the marines.



Kathryn B. Benningfield



Carroll Smith

Sgt. Carroll Smith, son of Engineer C. I. Smith of Rapid City, S. D., was killed in action on Jan. 14 while serving with the Infantry in Belgium. He had been in the army for two years and had been overseas about five months.

IF YOU EVER FEEL DISCOURAGED, REMEMBER THE "SUCCESS" STORY OF LINCOLN:

Failed in business.....	1831
Defeated for Legislature.....	1832
Failed in business again.....	1833
ELECTED to Legislature.....	1834
Sweetheart died.....	1835
Nervous breakdown.....	1836
Defeated for Speaker.....	1838
Defeated for Elector.....	1840
Defeated for Land Officer.....	1843
Defeated for Congress.....	1843
ELECTED to Congress.....	1846
Defeated for Re-election.....	1848
Defeated for Senate.....	1855
Defeated for Vice-President.....	1856
Defeated for Senate.....	1858
ELECTED PRESIDENT.....	1860

**Want a better job?
Want a better place to work?
It's up to you . . .**

...and here's a "new" way, a sure and certain way to get the two of them:

Tell the world about your company; tell them how good it is; tell them and tell them . . . and TELL them . . .

...and tell it to each other, to the folks who work beside you day by day...until it's true.

When you talk to other folks at night, when you meet and talk to strangers, when you write letters to friends and relatives ...sing the tribal song of your grand company.

You are good, you intend to be...then spread the news until it is accepted in every mind.

Tell that you're a part of one of the finest organizations ever devised...tell how carefully, accurately, painstakingly you work...tell of the skills, the abilities of pals of yours in production, in the office ...tell how the employees work to keep costs down so that your company can sell to users at fair and lower prices...and keep on telling them, endlessly, year after year.

Spread your fame, make people (buyers of what you make) believe in all you make and do and say, give them great faith in the things your company makes...in order that more and more buyers will want and prefer what you make to sell...to make them buy from your company...to keep your wheels turning...to keep your company's income coming...to keep your own wage coming, regularly...

...that YOU may have a secure and better job...and an even better place to work.

—from CALL WORKMAN.

People seldom improve when they they have no other model than themselves to copy after.

The Milwaukee Magazine

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Chicago General Offices					Iowa and Dakota Division				
Brown, J.L.	Gen. Supt. Trnsp.	Chicago, Ill.		13	Burnett, M.L.	Trmmstr's Clerk	Mason City, Ia.	1	
Burtress, T.W.	Secretary	Chicago, Ill.	2	2	Cline, Mrs. P.M.	Wife of Tkt. Clk.	Sioux City, Ia.	2	
Eldridge, E.	Freight Clerk	Chicago, Ill.		3	Gaetze, J.J.	Station Force	Mitchell, S.D.		1
Graves, Vila	Asst. Secretary	Chicago, Ill.			Lowmsberry, M.C.	Steno-Clerk	Mason City, Ia.	1	
Westerberg, Ardell	Aud. Pass. Accts. Off.	Chicago, Ill.	1		Moran, C. Grace	Stenographer	Mason City, Ia.	1	
			3	18	Nihlen, N.E.	P.F.I.	Sioux City, Ia.		1
					Osthoft, A.H.	Chief Clerk	Sioux City, Ia.	1	
					Pattschull, Theo.	Engineer	Mason City, Ia.	1	
					Paullin, F.E.	Clerk	Mitchell, S.D.	1	
					Worthington, R.J.	Capt. of Police	Sioux City, Ia.	1	
								9	2
Chicago Terminals Division					Iowa and Southern Minnesota Division				
Bishop, N.	Asst. Agent	Galewood, Ill.		4	Bauer, F.W.	Engineer	Albert Lea, Minn.	1	
Boeck, H.F.	Chief Clerk	Galewood, Ill.		7	Clinnin, D.W.	Agent	Zumbro Falls, Minn.		1
Borman, H.A.	Rate Clerk	Galewood, Ill.		4	Dosey, E.H.	Cashier	Bloomington, Minn.		38
Brown, H.	Rate Clerk	Galewood, Ill.		4	Hayes, Albert	Operator	Albert Lea, Minn.	9	
Chartrand L.	Clerk	Chicago, Ill.		1	Johnson, Charles	Agent-Operator	Sherburn, Minn.	3	1
Dyba, T.	Clerk	Galewood, Ill.		1	King, Ben A.	Local Storekpr.	Austin, Minn.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.		1	Kneeskern, Dwight	Asst. Cashier	Austin, Minn.	1	
Evans, R.	Clerk	Galewood, Ill.		1	Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	2	
Ewing, J.J.	Clerk	Galewood, Ill.		5	Peterson, R.A.	Agent-Operator	Winnebago, Minn.		1
Hanson, H.	Rate Clerk	Galewood, Ill.		4	Samuel, G.C.	Station	Lansing, Minn.		2
Kerwin, J.J.	Rate Clerk	Galewood, Ill.		6	Simon, J.E.	Sec. Foreman	Bloomington, Minn.		4
Kucera, M.	Car Order Clerk	Chicago, Ill.		1	Werth, Otto H.	Sec. Foreman	Zumbrota, Minn.		1
LeMire, G.E.	Rate Clerk	Galewood, Ill.	116		Witt, D.J.	Bill Clerk	Albert Lea, Minn.	1	
Lenke, Edgar	Clerk	Galewood, Ill.		1	Wopat, E.L.	Agent	Chandler, Minn.	2	
Miller, E.A.	Chr. W/B Clerk	Chicago, Ill.		1	Wopat, Mrs. E.L.	Wife of Agent	Chandler, Minn.	4	1
Miller, John H.	C/L Notice Clerk	Chicago, Ill.		4				24	49
Oettinger, J.J.	Clerk	Galewood, Ill.		14					
Saladis, R.M.	Clerk	Galewood, Ill.		1					
Willison, H.	Asst. Chr. Clerk	Galewood, Ill.		3					
			0	179					
Coast Division					Kansas City Division				
Anderson, Millie	Clerk	Tacoma, Wash.	1		Cherwink, Fay	Track Dept.	Ottumwa, Ia.	1	
Gould, Alice	Stenographer	Seattle, Wash.	1		Ferrell, J.T.	Claim Clerk	Ottumwa, Ia.		1
Jackson, Blanche	Demurrage Clerk	Seattle, Wash.	1		Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	1	
McMahon, Florence	Steno-Engineering	Tacoma, Wash.	1		Hampshire, J.F.	Car Clerk	Ottumwa, Ia.		1
Rasmussen, F.W.	Chief Clerk	Seattle, Wash.	1		Hobbs, Sam B.	Conductor	Ottumwa, Ia.	1	
Robertson, H.B.	Operator	Mineral, Wash.	1		Loveless, Herschel	Steno-Clerk	Ottumwa, Ia.		1
Robertson, M.J.	Traffic	Mineral, Wash.	1		Mills, J.W.	Cashier	Ottumwa, Ia.		1
Rusch, Helen	Stenographer	Tacoma, Wash.	1		Powell, J.D.	Clerk, Traffic	Kansas City, Mo.	1	
Wilson, F.E.	Machinist	Tacoma, Wash.	1					5	3
			9	0					
Dubuque and Illinois Division					Number of Traffic Tips Reported During February, 1945				
Breckler, N.M.	Laborette	Marquette, Ia.	1						
Brannan, George	Sec. Foreman	Waukon, Iowa		1					
Collins, Frank	Bkrm. & Condr.	Dubuque, Ia.		6					
Dubmeyer, A.	Cutter	Dubuque, Ia.							
Haggie, W.A.	Ret. T.S.M.	Deerfield, Ill.	1						
Harron, D.J.	Loc. Stkpr.	Marquette, Ia.	1						
Johnson, Marion	Clk. to T.F.T.M.	Davenport, Ia.	1						
Kurt, Francis B.	Clerk	Waukon, Ia.	8	5					
Mayers, Leonard	Baggageman	Savanna, Ill.	1						
Reinehr, Mary E.	Stenographer	Savanna, Ill.	2						
Riechmann, Wm.	Laborer	Dubuque, Ia.	1						
Schroeder, Pete	Truck Driver	Savanna, Ill.		2					
Schuster, L.A.	Carman	Dubuque, Ia.	1						
Sprengelmeyer, J.A.	Chauffeur	Dubuque, Ia.	1						
Thompson, L.E.	Chauffeur	Dubuque, Ia.	1						
Urmacht, H.A.	Gen. Foreman	Dubuque, Ia.	1						
Urmacht, P.R.	Son of Gen. Fran.	Dubuque, Ia.	1						
Withhart, F.M.	Baggageman	Savanna, Ill.	16						
Youngblood, L.A.	Loco. Dept.	Marquette, Ia.	2						
			39	15					
Hastings and Dakota Division									
Goldade, Anton B.	Section Laborer	Aberdeen, S.D.	2						
Henderson, Mrs. W.	Wife of D.M.M.	Aberdeen, S.D.	6						
Mitchell, J.M.	Asst. Engineer	Aberdeen, S.D.	1						
Moriarty, W.J.	Chr. Clerk, Store	Aberdeen, S.D.	3						
Rabine, M.	Sec. Foreman	Pierpont, S.D.	1						
Seiler, J.J.	Chief Clerk	Aberdeen, S.D.	1						
			14	0					
Idaho Division									
Stoll, E.J.	Engineering	Spokane, Wash.	3						
			3	0					
Iowa Division									
McCalley, Hazel	Stenographer	Cedar Rapids, Ia.		9					
McGuire, Alice E.	B. & B. Clerk	Marion, Ia.	3						
Miller, L.J.	Agent	Springville, Ia.	2						
			5	9					

Watch for opportunities to turn in traffic tips.

Division	Pass. Tips	Frt. Tips	No. of Tips Per 100 Employees
Iowa & S. Minnesota	24	49	7.4
Twin City Terminals	3	167	7.0
Seattle General	5	8	6.8
Chicago Terminals	—	179	6.0
Dubuque & Illinois	39	15	3.5
Milwaukee	18	—	1.3
Hastings & Dakota	14	—	1.1
Madison	8	—	1.1
Terre Haute	—	11	1.0
Iowa	5	9	0.9
Kansas City	5	3	0.9
Chicago General	3	18	0.8
LaCrosse & River	16	3	0.8
Superior	4	2	0.7
Coast	9	—	0.6
Iowa & Dakota	9	2	0.6
Rocky Mountain	6	1	0.6
Trans-Missouri	1	5	0.5
Idaho	3	—	0.4
Milwaukee Terminals	5	1	0.1
Miscellaneous	—	—	—
TOTALS	177	473	2.0

Name		Department or Occupation	Location		No. of tips submitted	
					Pass.	Frt.
La Crosse and River Division						
Blanchfield, E.C.	Cashier	Merrill, Wis.	1			
Comiskey, Peter	Blacksmith Hlpr.	Tomah, Wis.	1			
Frazier, I.L.	Rate Clerk	Merrill, Wis.	1			
Frye, M.J.	Chief Clerk	Merrill, Wis.	1			
Karow, C.A.	Cashier	Winona, Minn.	2			
Karow, Mrs. D.C.	Expense Clerk	Winona, Minn.	2			
Owecke, Harry A.	Rate Clerk	Winona, Minn.	4			
Ruder, George	Warehse. Frmn.	Merrill, Wis.		1		
Ruder, William	Yard Clerk	Merrill, Wis.		1		
Schaad, Gregory	Trucker	Merrill, Wis.		1		
Wheeler, Morton J.	Bill Clerk	Winona, Minn.	2			
Winkler, Arnold	Clerk	Watertown, Wis.	2			
			16	3		
Rocky Mountain Division						
Johnson, H.C.	Chief Clerk	Butte, Mont.				1
Peterson, Mrs. Roy E.	Wife of R.H.F.	Avery, Idaho			2	
Strong, C.R.	Asst. Engineer	Butte, Montana			1	
Zahradka, W.J.	Div. Chief Clk.	Butte, Montana			2	
Zahradka, Mrs. W.J.	Wife of Div. Chf. Clk.	Butte, Montana			1	
					6	1
Seattle General Offices						
Davis, J.N.	Asst. to Trustee	Seattle, Wash.			1	
Hamer, Lenore	Clk., Purchasing	Seattle, Wash.			1	
Kelly, Gladys	Stenographing	Seattle, Wash.			1	
Meyer, N.A.	Supt., Transp.	Seattle, Wash.			1	
Sanders, R.C.	Gen. Frt. Agt.	Seattle, Wash.			1	
Strassman, J.N.	Auditor	Seattle, Wash.				8
					5	8
Superior Division						
Buntin, George	Engineering	Green Bay, Wis.			1	1
Dinwoodie, J.T.	Chf. Disp.	Green Bay, Wis.			1	
Landry, E.F.	Conductor	Green Bay, Wis.				1
La Veau, F.J.	Agent	Republic, Mich.			1	
Maierle, P.M.	Train Disp.	Green Bay, Wis.			1	
					4	2
Terre Haute Division						
Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.				11
					0	11
Trans-Missouri Division						
Nugent, Tom	Warehse. Frmn.	Miles City, Mont.			1	5
					1	5
Twin City Terminals Division						
Andren, Joel S.	Clerk, Yard	St. Paul, Minn.				167
Fernstad, E.Z.	Clerk, Store	Minneapolis, Minn.			1	
Knapp, O.A.	Leadman	St. Paul, Minn.			1	
Leevers, Wm.	Store Dept.	Minneapolis, Minn.			1	
					3	167
Madison Division						
Blethen, W.W.	Stenographer	Madison, Wis.	2			
Coleman, J.F.	Ret. Clerk	Madison, Wis.	1			
Conlin, R.A.	Asst. Cashier	Madison, Wis.	1			
Glenn, W.H.	Ret. Flagman	Madison, Wis.	2			
Higgins, B.L.	Clerk	Madison, Wis.	1			
McNulty, B.M.	Chief Clerk	Madison, Wis.	1			
			8	0		
Milwaukee Division						
Brown, C.A.	Cashier	Beaver Dam, Wis.	1			
Drake, Spencer	Warehouseman	Beaver Dam, Wis.	1			
Fiebelkorn, W.C.	Chief Clerk	Beaver Dam, Wis.	4			
Hoyt, O.E.	Operator	Slinger, Wis.	1			
Hughes, W.J.	A.M.M.	Beloit, Wis.	10			
Meyer, I.C.	Agent	Beaver Dam, Wis.	1			
			18	0		
Milwaukee Terminals and Shops						
Hamann, Mrs. Edith	Clerk-Steno.	Milwaukee, Wis.	1			
Hansche, Doris	Loco. Dept.	Milwaukee, Wis.	1			
Keller, E.A.	Station	No. Milwaukee, Wis.		1		
Paulson, Wallace A.	Carman	Milwaukee, Wis.	1			
Schram, George	H.F. Blk.	Milwaukee, Wis.	1			
Zirbel, Walter	Triple Valve Rep'r.	Milwaukee, Wis.	1			
			5	1		

Report on the 757th

AN army news release which arrived recently in the Milwaukee Magazine office told a fascinating story of the near-miracles that have been performed by the 757th Railway Shop Battalion, a Milwaukee Road outfit operating in France under the command of Maj. John W. Moe, a former machinist in our Minneapolis locomotive shops.

On July 25, with the American armies firmly entrenched on French soil, this battalion established the first railway repair shop on the Continent. A huge job of repairing hundreds of locomotives and freight cars which had been seized from the retreating Germans greeted them—and, oddly enough, the first locomotive they repaired turned out to be an American engine which had seen service in the first World War.

The 757th has repaired more than 750 locomotives and 3,000 freight cars of German, French, Italian, Belgian and American manufacture. In addition to the regular repair schedule, which is a major task in itself, the outfit has, during spare time, converted 500 foreign made freight cars into refrigerator carriers; constructed from salvaged material the first two U. S. Army hospital trains; improvised gasoline tankers from German flat cars and made the first church on wheels for army personnel.

Vast quantities of supplies for the 1st,

3rd and 9th Armies have been hauled on rolling stock that was serviced by the men of the 757th.

Commander Writes Scandrett

In a letter dated Dec. 20, Maj. Moe wrote Mr. Scandrett as follows:

"Please accept my thanks for the Christ-



Maj. John W. Moe, commander of the 757th Railway Shop Battalion.

mas remembrance check and letter. We are cheered to know that the Milwaukee family is thinking of us. I am proud to say that I am a member of that family. I know everyone on the Milwaukee Road is doing his utmost to furnish power and equipment to rush the supplies, materials and ammunition which are so sorely needed over here.

"Mr. Nystrom and Mr. Bjorkholm would be thrilled to see some of the repairs made to cars and locomotives. In many instances the men had no railway experience whatsoever. Over 20 badly broken locomotive cylinders have been welded. Many of these cylinders would have been scrapped back in the States. To date, not a single welded cylinder has shown a defect.

"The fine record obtained by the battalion is in no small measure due to the excellent supervision of the commissioned officers. I'd like you to know that the following officers who are members of the Milwaukee family are doing an exceedingly fine job: Capt. Earl D. Austin, Milwaukee; Capt. Joseph T. Burns, La Crosse; Lt. Ralph C. Midgley, Milwaukee; Lt. James E. Palmer, Milwaukee; Lt. Sigmund J. Gralewicz, Milwaukee; Lt. Leonard F. Duffey, Chicago; Lt. William A. Hotzfeld, Minneapolis; Lt. Arthur W. Hallenberg, Minneapolis; Lt. Joseph F. Fiala, Mason City; CWO Neal H. Raimor, Portage, Wis. It is a pleasure to have officers of this type under my command. They certainly make the job much easier."

The Milwaukee Magazine

Bensenville Chapter

Mrs. James M. Calligan, Historian

On Feb. 7, after a very delightful luncheon in keeping with the Valentine spirit, served by Hostesses Mmes. Vanella, Bachelor and Holstrom, our very gracious new president, Mrs. Paul Sturm, opened her first meeting with all repeating the club motto and giving the pledge of allegiance to the flag, after which all joined in singing "God Bless America" and the "How do you do song." This was followed by our program chairman, Mrs. Jesse Capoot, introducing Mrs. George Martin, who gave a very interesting and inspiring talk on the Red Cross from its very beginning up to the present time. Sunshine chairman reported 14 cards sent out, 10 phone and eight personal calls made. Librarian reported \$15.61 taken in during January, 78 books given out. We have a total of 1,920 library books. To add to our treasury we still hold two Bingo nights a month, the first and third Monday. This has been very profitable to us. We have a few new features coming up for the benefit of our club. Come out, ladies, to see and hear what your club is doing and spend a pleasant social afternoon with us, also support your new officers and let them know you are behind them 100 per cent.

Beloit Chapter

Mrs. Edgar Ruck, Historian

Our new president, Mrs. Edward Sherman, opened the February meeting. Ways and Means reported \$15 cleared on the sale of dish cloths and \$13.23 on a card party; \$4.67 was spent for welfare. Sunshine chairman reported spending \$9.50 for good cheer and 10 cards sent. Chapter voted to donate \$5 to the Red Cross. Meeting closed with refreshments and a social hour. Mrs. A. Morrissey headed the committee for a delightful dessert bridge Feb. 6 with the clubroom decorated in the Valentine theme.

Minneapolis Chapter

Mrs. Fred J. McKeever, Historian

Regular meeting was held Feb. 14, at which a letter of thanks from a soldier who had enjoyed the hospitality of the club's canteens along the Milwaukee Road was read. Welfare reported two calls and \$7.70 paid for coal to a needy family. Good Cheer had sent two cards and cards of sympathy were to be sent to the Ralph Henry, Harley Moore and Wm. Casey family. We all hope for the speedy recovery of James Tappens.

Our safety-first chairman read a very interesting report on traffic rules. Motion was passed to give a dance, the proceeds to go to the "Hobby Hall" at Fort Snelling for one of their projects for the returning veterans, a most needy and worthy undertaking. We received the first edition of the paper the boys at St. Cloud had put out with our financial aid, for which they are never through thanking us.

Meeting adjourned, after which we joined the Service Club with a costume party and a program. The costumes were beautiful and some funny. We had a musical program, a very fine reading by Miss Muriel Fairly, who is always much enjoyed, and then a Beatrice Kay skit which brought a good laugh from everyone. Prizes were given for the prettiest and funniest costume, the one for the prettiest going to Mrs. Talmadge and the funniest to Mrs. Melquist. After the program a fine dinner was served and dancing was enjoyed to very good music.

Deer Lodge Chapter

Bessie Healey, Historian

The club met in regular session Feb. 16. Mrs. J. V. Steinberger, Mrs. Jasper Jones and Mrs. Peter Lavis, as hostesses, served a 1 o'clock dessert luncheon. Following the luncheon a business meeting was held with Mrs. Wm. Lintz presiding. The ladies attending served the canteen during the afternoon and then had a social hour playing bingo.

Worrying takes up just as much time as work, but work pays better.

The Milwaukee Magazine

The Milwaukee Railroad Women's Club

Merrill Chapter

Our club met Feb. 7 with Mrs. Alice Beattie hostess at the home of her daughter, Mrs. Carl Newholm. Thirteen members were present in spite of the snow and storm. Our secretary, Mrs. Elmer Bloomquist, is recuperating from a serious illness. We all wish her a speedy recovery. Thomas Christensen, son of Mr. and Mrs. Miles Christensen, passed away Feb. 9. Mrs. Christensen was our president last year until illness forced her to resign. The club served dinner after the funeral, committee being Mrs. Art Finn, Mrs. C. Randby, Mrs. Roy Zipp and Mrs. Roy Truax.

Madison, Wis., Chapter

Mrs. A. P. McMahon, Historian

Regular meeting was held Feb. 1. Sunshine Committee reported four phone calls and seven cards, also that several members had donated blood to the Red Cross. A luncheon was held at the Kennedy Manor with 40 ladies attending. Meeting closed with a penny march. Traveling prize was won by Mrs. Royston and the \$1 door prize by Mrs. Fitzpatrick. Refreshments were carried out in the theme of Valentine's Day. Committee: Mrs. Wm. Murphy, Mrs. Thos. McDermott, and Mrs. C. C. Mahaffey.

Tomah Chapter

Mrs. Francis Brown, Historian

Tomah Chapter held its meeting March 7. Treasurer reported a balance of \$434.31. Our membership drive is under way and we expect to take in a number of new members. We sponsored a dance in February which swelled our clubhouse fund to \$563.49. Besides the dance we have sold dish towels, hot pads, pillow cases and numerous other articles for this fund. Mrs. Frank Argall is chairman.

We celebrated the twentieth anniversary of the club at our March meeting with a card party and invited the men to participate. Refreshments were served, a large cake inscribed with "20th Anniversary" adorning the center of the table.

Madison So. Dak. Chapter

Mrs. Harvey Gregerson, Historian

At meeting Feb. 13 letters of appreciation from men in service who had received Christmas boxes from the club were read. There were letters from Belgium, Germany, Hawaii and other Pacific posts. All showed how much the men enjoyed the thoughtfulness of the club. A set of towels embroidered by Mrs. Broderick and hemmed by Mrs. Long is to be awarded some lucky person. Mrs. Fred Peck, member of Austin Chapter, was a special guest.

On Feb. 27 a very successful "membership dinner" was held at the Legion club rooms. Nearly 150 members and guests were present. Patriotic decorations were used on the long tables where a two-course dinner was served by a committee of members. After dinner a short program was given by children of employees. Mrs. H. H. Green told of the work done by the Lake County Chapter of the Red Cross and asked the cooperation of the Milwaukee women when there is call for workers. Dr. J. R. Westaby, railroad physician, spoke briefly, noting the absence of members who were ill. After the dinner and program tables were set for cards, and prizes for the evening went to Mrs. Verne Eggebraten and Mrs. N. T. Dingman. Attendance prize went to Verne Eggebraten.

Marmarth Chapter

Mrs. Shirley Richey, Historian

Hello, everybody, and Happy New Year to you all. Our Chapter, under our new president, Mrs. Frieda Striebel, is making plans for several money making activities and hopes to have a good year. The officers elected for 1945 are: President, Mrs. Frieda Striebel; 1st Vice President, Mrs. Roy Keating; 2nd Vice President, Mrs. Theo. Rushford; Treasurer, Mrs. Ollie Hedges; Secretary, Mrs. Ben Childers; Historian, Mrs. Shirley Richey. We have our clubhouse all nicely painted and cleaned. Our general officers are welcome at any time. At Xmas time all our Road boys were remembered with a nice card with \$1 bill enclosed, which they surely did appreciate.

Kansas City Chapter

Mrs. H. B. Numbers, Historian

The Chapter met Feb. 6 at 10:30 a. m. for Red Cross sewing. The noon luncheon was served to a group of 18 by Mrs. John Dobson, Mrs. H. J. Banta and Mrs. Hal Midkiff. New officers were installed by Mrs. Paul Affeld. Mrs. Warren Alexander was appointed Red Cross chairman, and Mrs. H. E. Sevedge Sunshine chairman. A total of 249½ hours was reported for Red Cross work for January. Report from Sunshine chairman was seven sick cards and one sympathy card sent. In appreciation of the wonderful work in the past year by our president, Mrs. J. L. Tarbet, a silk umbrella was presented to her.

SUMMARY OF WOMEN'S CLUB ACTIVITIES

Covering year Jan. 1 to Dec. 31, 1944, inclusive

		Increase Over Dec. 31, 1943
Voting Membership Dec. 31, 1944.....	7,141	638
Contributing Membership Dec. 31, 1944.....	11,719	2,015
Total Membership Dec. 31, 1944.....	18,860	2,653
Expended for Welfare, Good Cheer, and War Work.....		\$7,947.07
Estimated value of donations of clothing and other articles, received and distributed by chapters, which required no expenditure from club funds.....		\$1,879.05
Number of families given aid and reached through good cheer and war work.....		9,247
Number of welfare and good cheer calls made.....		10,896
Number of good cheer cards and messages sent.....		5,279
Number of hours spent on Red Cross and other war work by members.....		74,373
Cleared on money-making activities.....		\$11,859.32
Amount sent to local chapters by the General Governing Board.....		\$2,635.00
Cash Balance in General Governing Board and local chapter treasuries as of Dec. 31, 1944.....		\$31,679.45
Amount invested in War Bonds by the General Governing Board and local chapters up to and including Dec. 31, 1944.....		\$21,235.50

Respectfully submitted,
General Governing Board.

Miles City Chapter

Mrs. N. A. Helm, Historian

Club met Feb. 5 with President Mrs. Gilbert presiding. Treasurer Mrs. Grace Moss reported a balance of \$146.35. Sunshine Chairman Mrs. Wm. James reported 378 calls made, 57 cards sent. She read some very interesting letters from boys in service thanking for Christmas gifts received and saying how pleased they were that the club had remembered them. Housing chairman reported \$42 rent received. Mrs. Brisbane, Red Cross chairman, reported four women served 31½ hours, three nurse's aides worked 73 hours; 21 Milwaukee persons are regular blood donors. White elephant sale netted \$15.25. Mrs. M. Gilmore won bank night prize. Refreshment Committee, Mrs. Wm. Cain, Mrs. Herb Lathrop, Mrs. Lindensan, Mrs. N. A. Helm.

Othello Chapter

Hattie Ferguson, Historian

Business meeting was held at clubhouse Feb. 6. The President's Ball sponsored by our club was held in the school house gym. A large crowd attended. Also on the same evening a card party was held at clubhouse. At 12 o'clock supper was served; net proceeds, \$174.14. The card party given for the Red Cross was also well attended.

Ottumwa Chapter

K. M. Gohmann, Historian

On the first Friday in March our meeting was again held in the Ottumwa Gas Company service room with 32 at the luncheon preceding the meeting. Games and contests occupied the social hour following the meeting and prizes were awarded to Mesdames C. Richmond, A. Savage and A. M. Jackson.

Two hundred service men and women enjoyed the free waffles and sausage on Sunday, Feb. 11, at the U.S.O. Center, furnished by our chapter; also furnished coffee during February to the U.S.O. Center to serve gratis to all in a uniform of Uncle Sam. The U.S.O. annex was officially opened on Feb. 22 for the exclusive use of the negro personnel at the Ottumwa Naval Station, and our chapter donated the coffee to be served without charge to all in service who patronize that club during March—the first contribution of this kind from any local organization. Books and jigsaw puzzles were donated to the Sunnyslope Sanitarium for the use of patients; their library was destroyed by fire several months ago. Mr. and Mrs. M. L. McNeerney and Mr. and Mrs. Fred Wilford are the donors of the free coffee at the U.S.O. Center during March.

St. Bernice Chapter

Mrs. Wallace Jordan, Historian

At our February meeting a delicious supper was served and was enjoyed by a good attendance. The serving committee was Mrs. James Lechner, Mrs. George Holloway and Mrs. Reed McGinnis. Sunshine committee reported 19 personal and eight phone calls, one congratulation, nine sympathy and four get-well cards sent. Mrs. McGinnis reported 36 victory maps sold. Meals were served in the following bereaved homes: Mrs. Katherine Elkins, Mrs. Permal Good and Wayne Dagley. After the business session bingo was enjoyed by everybody.

Iron Mountain Chapter

Mrs. N. G. Schumaker, Historian

Regular meeting of our club was held Feb. 20. At that time ways and means chairman gave out the war maps which were ordered at the previous meeting and orders were taken for more. A prize is to be given to the one selling the most maps. A card party held in February was well attended, clearing \$10.50 for the club. It was voted to buy a flag for the depot which is to be dedicated to George McDonnell, a former employee who died overseas recently. The committee in charge of the evening's entertainment was Meses Henry Larsen, Robert Baldrice, H. J. Kell and Carl Wallner.

Milwaukee Chapter

Mrs. John Ehert, Historian

Members met Feb. 19 for a pot-luck supper; later the meeting opened in regular form and routine business followed. Four letters were read, one from Veterans' Home, U.S.O. Club, Soldier K. K. Callahan, and American Red Cross, thanking our club for gifts received. Welfare: \$5 for medicine, seven calls made, one new member in February. Blood plasma donation, \$5.18.

On Feb. 22 a card party was held at the club rooms; proceeds, \$14.50. A beautiful afghan made by 10 Red Cross ladies will be awarded at the June meeting. American Red Cross report for February: Sleeved army sweaters, army socks, eight 6-in. squares donated, value \$1.20; knitting hours, 454; surgical dressings, 1,830; surgical hours, 233; surgical workers, 61; total workers for month, 75; total hours worked by group, 687. Meeting closed followed by cards.

Mobridge Chapter

Mrs. Arthur Groth, Historian

The feature of our February meeting was a white elephant auction sale which afforded a hilarious hour of able auctioneering by our president, Mrs. George Gallagher, and wild bidding by members present. Mrs. John Hardcastle, ways and means chairman, sponsored the sale. A newsy letter was read from Mrs. Maud Burton of California, a former member of our chapter, commending the club on the canteen work being done. A check was enclosed to aid this work.

We were delightfully entertained with a piano selection by Miss Mary Nord and two violin selections by Homer Hamilton, accompanied by his daughter Joyce. Lunch was served by Mesdames Patton, Riecke, Hepper and Erickson.

Marion Chapter

Mrs. Robert M. Low, Historian

Members and their families met in Memorial Hall for a pot-luck supper. There was baked ham and coffee furnished by the club and an abundance of other good things which everyone enjoyed.

The club voted to give \$10 to the Red Cross. Mrs. Elmer Fisher, membership chairman, reported 29 voting members and 22 contributing members to date. A letter was read from one of the Milwaukee boys serving overseas thanking the Milwaukee Road for the gift he had received from them and also thanking the club for the box which it sent. The remainder of the evening was spent playing cards and bunco. There was also a table of bunco for the children and they enjoyed it as much as the grownups did their games.

Savanna Chapter

Mrs. Raymond Schreiner, Historian

Meeting was held the evening of Feb. 12 with a large attendance. Five families were remembered by the good cheer committee. Mrs. H. P. Buswell, membership chairman, gave a fine report. The club voted to purchase two \$100 war bonds. After the business meeting cards and the game of "50" were played with honors going to Mrs. Wm. Doherty, Mrs. Chas. Ferris and Mrs. Joseph Hodoval. Delicious refreshments were served by the hostesses, Mrs. Lloyd Calloway and Mrs. Wm. Stevens.

Butte Chapter

Mrs. David Ehrlich, Historian

The popularity of a pot-luck supper and cards and Bingo following, which was held in January, has inspired another of these affairs to be given at our April evening meeting. As Red Cross surgical dressings work has been temporarily discontinued in Butte, members now have more leisure to turn to more social activities, until such time as the Red Cross again calls for our help. Members reported on the sale of "World Maps" and it was discovered they were very popular and sold easily. Mrs. Beebe and Mrs. Skelley were hostesses for the delightful dessert luncheon which preceded the business meeting. At its conclusion the ladies settled down for a few games of bridge.

Davenport Chapter

Mrs. George Volrath, Historian

Meeting was held Feb. 12 with 20 members present. A book, "Brave Men," by Ernie Pyle, was presented to the Davenport Public Library in memory of one of our boys who lost his life serving his country. A motion was made to sell wax paper as a means of making money for the club. Several cards and letters were read from our boys in service thanking the club for their Christmas gifts and saying it took them back to the time when they were youngsters and Santa would always put in his appearance at the Milwaukee Railroad Women's Club Christmas party, which they always enjoyed. To date we have 35 boys in service. Mr. and Mrs. Wayne Bowman have just received word that their son, Pfc. J. N. Bowman has received the bronze medal in France.

Sparta Unit-Tomah Chapter

Mrs. Wm. Hovey, Historian

Jan. 11 meeting was held at the home of Miss Emma Draves with Mrs. Richard Dux assisting hostess, Mrs. Peter Hensgen presiding. All officers and chairmen were again voted in for 1945. Annual reports of 1944 were given. Ways and means, \$33.90; membership, \$38.75, which was turned over to Tomah. Good cheer chairman reported 35 Christmas cards sent to our contributing members, 40 sick and sympathy cards, six baskets of fruit, one bouquet, 10 small tokens for our veterans, widows and shut-ins, two funeral-day meals furnished. Red Cross, 142 hours, six sweaters, three helmets, one pair gloves, four watch kits knitted; 12 bouquets of flowers and eight dozen cookies for U.S.O. The 5-cent collection box has now completed two \$25 bonds; \$150 in war stamps sold. Sparta's activity fund brought \$87.97 made on auctions and monthly meetings. Games were played and a fine lunch was served.

Eighteen members attended Feb. 8 meeting at home of Mrs. Carl Hanson, with Mrs. Peter Hensgen presiding. Reports were given in order. Lunch discussion came to a vote to simplify lunches to only three things to be served hereafter. Mrs. Leo Gruen, membership chairman, was pleased to see the membership rolling in. We wish to thank Mrs. Henry Laufenberg for her past three years serving our membership so faithfully. She and Mrs. Geo. Shaw are taking charge of piecing laprobes for our Camp McCoy Hospital. Mr. and Mrs. Geo. Shaw received a Purple Heart last week as an honor to their son, Corp. Daniel Shaw, who was killed in France July 31. Appropriate citations accompanied the honors. Thank-you cards were read. Some safety discussions were appreciated. Games and a splendid lunch were enjoyed by all.

Austin Chapter

Mrs. Fred M. Valentine, Historian

A 1 o'clock dessert luncheon preceded the February meeting which was held in the club rooms. The hostesses were Mrs. Trichter, Mrs. Healy, Mrs. King and Mrs. McGovern. Mrs. Pauley, president, called the meeting to order. Minutes were read by the secretary, Mrs. John Hogan. Treasurer's report by Mrs. George Haseltine showed a bank balance of \$213.19. Welfare report showed an expenditure of \$5.14. Twenty-four families were reached through personal and telephone calls in time of illness and death. Bridge and "500" were played.

Perry Chapter

Mrs. Jess Snipe, Historian

The chapter met at the home of Mrs. Frank Hoes for a 1 o'clock pot-luck luncheon. Meeting was conducted by Mrs. W. S. De Laney, president. The membership drive has gotten under way with success. Members reported 116 hours spent at Red Cross rooms and on Red Cross drive. The chapter donated \$25 to the Red Cross. Welfare chairman reported one family helped last month.

Following business session the meeting was turned over to Mrs. Frank Kleth, Red Cross chairman, and the next two hours were spent in labeling soldier kits. Everyone had a very enjoyable afternoon.

The Milwaukee Magazine

Sanborn Chapter

Leah M. Smock, Historian

Sanborn Chapter met Feb. 16 with our president, Mrs. Harvey Hopkins, presiding. Mrs. Frank Melvin substituted as secretary in the absence of Mrs. Fred Soop and the business meeting was ably taken care of. Treasurer was authorized to send \$5 to the Red Cross. It was nice to have so many of our younger and newer members with us. A social hour was enjoyed and a delicious lunch was served by Mrs. Claude Powell, chairman; Mrs. Paul Jones, Mrs. Geo. Costello, Mrs. Bellesfield and Mrs. Dick Leemkuil.

Terre Haute Chapter

Mrs. Edward Bevington, Historian

Monthly meeting was held on Feb. 15. A pot-luck supper was served. Mesdames Pat Bailey, Edward Bevington, Oscar Bond and Ellis Boyll served on the committee. At business meeting following supper plans were made for the dedication of a service flag at the March meeting. To stimulate membership and attendance it was decided to award a door prize at meetings of \$1 to a voting member and 50c to a contributing member.

Mitchell Chapter

Mrs. Floyd Phillips, Historian

Our club held its monthly meeting Feb. 12. The newly elected officers were installed and the chairmen of various committees named by the new president. As many of our members are doing work for war activities, some of our club work has been dispensed with for the duration. However, we hope to have some social times and keep up our membership. Plans were discussed for the coming year. A social time followed, cards were played. Refreshments were served by Mrs. D. I. Caldwell, Mrs. Ray Schultz and Mrs. Chas. Dunn.

Wausau Chapter

Mrs. A. W. Kasten, Historian

Wausau Chapter met Feb. 13. Reports were read and approved. We regret the death of a member, Mrs. Godfred Paulus. The club served a meal at the home the day of the funeral. Quite a number of letters and cards from our service men were read thanking us for our Christmas gift to them. Cards were played and refreshments were served by Mrs. Lawrence Nowitzke and her committee. Mesdames Otto Cleveland, Michael Donovan, Nick Obey and R. P. Rawson.

Mason City Chapter

Mrs. John Balfanz, Historian

February meeting was a Valentine card party. Sixty members and friends attended. A short business session preceded the card party. Mrs. F. J. McDonald, program chairman, was in charge of the entertainment, assisted by Mrs. F. Hornig, Mrs. Paul Hurley and Mrs. Ray Sizer. Refreshments were served. Prizes for high score were awarded to Mrs. Al Zack, Mrs. Harold Colloton and Mrs. T. Taylor. Mrs. M. Barnett, membership chairman, announced she was out after members and quite a few had been obtained. Red Cross chairman, Mrs. O. T. Anderson, reported on the number of kit bags made and that each Wednesday will be sewing day at the club room.

Portage Chapter

Mrs. B. A. Gothompson, Historian

Again the Portage club women have demonstrated their interest, for in spite of a cold wet rain mixed with snow about 50 women were in attendance at February meeting. After routine business came the drawing for the various prizes. Mrs. J. H. Pike received the door prize. Mrs. Frank Rohde the bank day dollar and the January committee turned in \$4.55, part of which came from the sale of a nice home-baked cake for which the chairman, Mrs. Keith Smith, was responsible. Our penny collection netted \$1.02. After a dainty lunch served by Mrs. Arthur Yates and committee a social hour was enjoyed.

Janesville Chapter

Mrs. J. W. Higgins, Historian

Greetings from Janesville Chapter. At March meeting our president, Mrs. Pat Wallace, announced that we had gone over the top in membership for 1945. We now have a membership of 402, while in 1944 we had 391 members. Our thanks again and again to Mrs. Jas. Fox and her hard-working committee, namely Mesdames Bennett, Wallace, Reilly, McCue, Jackson, and Robertson of Milton. Mrs. McCue reported \$17.25 made on her lovely card party; \$11.45 was realized on a basket of groceries sold that night. Mrs. Wilcox submitted a grand Sunshine report—\$17.39 was spent for sunshine, 46 telephone calls made, 10 cards sent out and 16 families reached; \$10 was donated to the Red Cross. Many members are now soliciting for the Red Cross while others are making surgical bandages.

New Lisbon Chapter

Mrs. George Oakes, Historian

At meeting held Feb. 13 at home of Mrs. R. Bullis, good cheer report was 25 calls made and 12 cards sent; membership, 25 voting and 19 contributing members. The auditing report was read. Our new vanilla and lemon flavorings are now here. A motion was carried to send \$10 to the blood donor service in Milwaukee. We were honored by the presence of Miss Lillian Gibson of Hawaii, who gave us an interesting informal talk on life in general on the islands before and after the Jap attack on Pearl Harbor. This

was her first trip home in five years, being called home by the death of her father, J. P. Gibson, former station agent for many years.

Following are 1945 committee chairmen: Constitution, Mrs. D. Westcott; welfare, Mrs. J. McKegney; good cheer, Mrs. L. Daniels; ways and means, Mrs. D. Westcott; membership, Mrs. K. Andrews; social, Mrs. E. Kratzman; publicity, Mrs. W. Scott; auditing, Mrs. E. Karner; safety, Mrs. Wm. Bernard; house and purchasing, Mrs. R. Bullis. After adjournment luncheon was served to the 27 members and three guests present by Mesdames R. Bullis, T. Shrake, C. Bosacki, Ben Bowman, Wm. Kallies, C. Christensen and E. Smith.

Green Bay Chapter

Mrs. W. F. Kramer, Historian

Regular meeting was held March 1 with Mrs. Russell Anderson presiding. About 30 members were in attendance. Good-cheer chairman Mrs. Bennett reported for February seven cards sent, 12 sympathy and four telephone calls made. One funeral spray and one mass card sent. We were all asked to cooperate in the membership drive now under way so that we will again go over the top. It is hoped the drive will be completed on or before May 1. We were happy to welcome three new members into the club—Mrs. Norman Pfarrang, Mrs. Clarence Tradness and Mrs. Ray Miskimins. Cards were played. Refreshments were served by Mrs. George Gunn, hostess for the evening. Door prize was won by Mrs. George Bennett.



The women of the Montevideo Chapter have presented on a number of occasions a "Major Bowes Program"; these pictures were taken at the time of the last presentation. It is expected that a similar show will be presented by the group in the near future. Shown, clockwise from top right, are: Mrs. M. P. Golle, president, as Major Bowes; the Spanish dancing and singing team, Mrs. J. L. Hoen (left) and Mrs. Albert Moe; the Barber Shop Quartette—Mrs. L. H. Wallien, Mrs. C. D. Mayer, Mrs. M. J. Dorsey, and Mrs. Herman Faudry; the Scottish couple, Mrs. L. E. Nemitz and Mrs. Harry Ryman.

IDAHO DIVISION

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



Roadmaster C. F. Allen has 30 years of continuous service with the Milwaukee to his credit. He started as roadmaster at St. Maries on Mar. 13, 1915. He is now at Spokane.

S/Sgt. Tyler B. Coplen, son of Agent C. H. Coplen of St. Maries, and former clerk there, was

called home due to the illness of his mother who recently underwent a serious operation. During the time he was at home, he worked at his old job. He is stationed at the Army Air Base at Rapid City, S. D.

Mrs. Rausch, wife of Charles N. Rausch, former locomotive engineer of the Pend Oreille Line, passed away Mar. 3. She was preceded in death by her husband by 10 years, who was one of the pioneer engineers of the old I. & N. W. Railway and continued with the Milwaukee after that line was taken over in 1916.

Section Foreman and Mrs. Harry Ryder of Lost Creek, had a pleasant visit with their son, Stanley, a navy lieutenant, who recently returned from service in the Southwest Pacific.

Former Section Foreman Robert L. Baker, of Ione, recently injured himself seriously while helping to unload poles. He is confined to the hospital at Ione.

J. B. Dede, public relations officer at Spokane, has been called east twice within the past few weeks by death of his brothers.

Car Inspector Grover C. Pierce died on Feb. 22. Mr. Pierce had 30 years service with the Milwaukee, having been at Spokane since 1915. He leaves his wife and daughter. He has been replaced by Nels Nelson as car inspector at Spokane, with Roy Evans taking Mr. Nelson's place as night car inspector.

Mr. and Mrs. L. G. Graham, agent and operator, respectively, at Warden, have retired, effective Mar. 15. Their long years of service have been greatly appreciated and we all want to wish them the best of luck in their new job—that of just taking it easy.

E. H. Johnson, division engineer, visited Portland Feb. 25 on invitation to the christening of the ship on which his son, Ens. Robert Johnson, is a gunnery officer.

Trainmaster F. E. Devlin, Spokane, is the proud father of a baby girl, Patsy Jane, born on Feb. 16.

A recent visitor in Conductor Ralph W. Prosser's home was his son, Ralph, MM 1/c, who has been with the coast guard three years and is now stationed in Seattle. Mr. Prosser's other two sons are also active in the service. Wally, radioman 1/c, is in Alaska, and George Schmitt, MM 1/c, is with the Seabees somewhere in the South Pacific.

George W. Louiselle, retired Idaho Division conductor and former labor agent in 1944 at Spokane, visited this office Mar. 2 just to say hello to his old friends.

This reporter has had the pleasure of

Are You Peeved?

A Milwaukee Magazine correspondent's life is not a particularly easy one. He does his reporting without pay and frequently without praise. He does his best to dig up the news, write it interestingly, meet a 15th of the month deadline 12 times a year and help keep the railroad running at the same time.

His reward, all too often, is a complaint that a name was misspelled or that sister Susie's nuptials went unheralded.

This is not a typical wartime plea to be sweet to the waitress 'cause she's doing the best she can. Our correspondents know their business. They are doing an excellent job and should not be denied your support because of the things you feel should have been printed but weren't.

Due to the war-stimulated flood of pictures and news on the one hand, and the shortage of paper on the other, correspondents have been asked to weed out items of the least relative significance, such as routine vacations and minor illnesses. The importance of any piece of news can be gauged only in comparison with other items with which it must compete for space. A publication that attempts to publish anything and everything submitted to it soon becomes a wasteful collection of nothing in particular and dies young.

This is to ask that you make an honest effort to help your correspondent. Let him have what news you know of and think is worth publishing; and don't hold it against him if it isn't all printed. It probably will be, but if not, the reason is that it was either edited out in the Magazine office or the correspondent, knowing it would be deleted anyway, took it out himself.

He isn't angry at you. Don't be peeved at him.

—Editor.

reading a letter from J. Ward O'Reilly, A. M. M. 1/c, son of Chief Clerk W. T. O'Reilly, about the ship's mascot, "Error," on a navy carrier. "Error" is "just a plain dog," but worth writing about.

The finding of a purse didn't aid Howard Jensen, Spokane carman, at all. He didn't accept the reward when he returned it, but his wife did!

We are all wishing a speedy recovery to Howard B. Kipp, clerk in the superintendent's office, Spokane, who sustained a broken collarbone and several cracked ribs on Mar. 11. It seems he was doing his Boy Scout duty for the day and the limb of the tree broke while he was recovering a kite for a child.

A new arrival in the Paul L. Edmunds household is Patricia Jo Edmunds, born Feb. 9. Mr. Edmunds is a fireman.

IOWA DIVISION

Iowa Division—Middle, West and Des Moines

Kenneth Hamilton, a passenger brakeman on the Des Moines Division, died during the past month.

New members of the Milwaukee family include a daughter born to Agent J. I. McGuire of Perry; a daughter born to Paul Bess of the navy; a son born to Mr. and Mrs. Merle Yanders.

Advancements for the boys in service include the rating of corporal for William Johnson in Guam with the Marines; rating of corporal for Orville Salzgebbler with the 737th railway operating battalion; and rating of 2nd class petty officer for Jack Vodenik in the South Pacific area.

Capt Richard Tutt, son-in-law of Conductor Frank Wagner, was awarded the Air Medal. He is with the 9th Air Force.

Mary Patricia Kanealy, granddaughter of Conductor James Kanealy, was voted "Queen of the Willa Waws" by the marine group in the Aleutians where her father is serving. A \$25 bond was given her with the title. The selection was made from pictures of the children of the marines at that base.

Co-Pilot Lodge, an auxiliary to the B. of L. F. and E., is a new organization at Perry. Mrs. R. J. Haues was elected president.



With these young ladies working the three shifts as operators at the Avery, Idaho station, the slogan of the boys in those parts is "A cute trick on every trick". They may not look like it, but these girls are seasoned rails. According to Don Rue, freight service inspector, who submitted the picture, they send Morse with the right hand, copy train orders over the 'phone with the left, work the foot pedal with the right foot and bemoan the fact that the left foot has nothing to do.

The Milwaukee Magazine

D & I DIVISION

First District

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



Conductor M. K. Lynn, who was confined to Sherman Hospital in Elgin for a couple of weeks following a serious illness, now is convalescing at his home in Elgin.

Engineer J. L. Thompson is well on the road to recovery following a major operation at Wesley Memorial.

Miss Peggy Roe received her Bachelor of Science degree from Marquette University at the commencement exercises held in Milwaukee on Feb. 27. Her father, J. J. Roe, is superintendent of the Savanna rail mill. Peggy is a member of Zeta Phi Delta Sorority.

Congratulations to Paul W. Reibel of the car department and his bride, the former Miss Vera Knight, both of Savanna, whose marriage took place in Amboy on Feb. 14.

The diamond on the left hand of our office messenger, Mildred Marken, indicates that she now has decided to settle down to "one and only," Pvt. I. Bedeger, stationed at Camp Maxey, Tex. This makes two engagement diamonds in the office.

At a point somewhere in France the week-end of Jan. 27 proved to be a happy one for M/Sgt. Kenneth W. Barbican, formerly of the store department, and Corp. John L. Breitbach, signal department, of Savanna. It was their first meeting in two years and they made the most of their time, catching up on news from home. Both men are in the Transportation Corps.

ROCKY MOUNTAIN DIVISION

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

The Jenkins family recently had a letter from young Tommy who is, of all places, on Iwo Jima. And when he was in high school here he probably didn't know there was such a place. He is well and happy and so are the home folks—now.

Engineer Hansen had a letter from his son in Iran, where he has been for some time. He enclosed a number of native pictures which we all enjoyed looking over. Another place many of us could not have described exactly as to location before the war.

Lester McKinnon, eldest son of Engineer McKinnon, has come over to this division from Alberton as brakeman. He is quite an artist. He and Father should get together on those stories that Mr. McKinnon, Sr., writes for magazines.

Of interest to Rocky Mountain employees is the wedding in San Francisco of Robert E. Bennet and Miss Geraldine Flanagan of White hall. Bobby is the son of Engineer Bennet of this division and was raised in Three Forks. He is now in the navy. Mrs. Bennet is a graduate of the St. James Nursing School in Butte.

Conductor Halford Rector and wife, with Halford, Jr., have moved back to Three Forks where they have bought the Joe Daniels home. They have been living in Deer Lodge for several years. G. W. Mealey, second trick operator, at Butte yard, has enlisted in the navy.

Lt. Dean Pogreba and wife are visitors in Willow Creek where Mrs. Pogreba's home folks live. Dean is in the Army Air Force and will leave Mar. 13 for a field in the east.

April, 1945



Above. These men employed in Milwaukee are all proud holders of the Red Cross ribbon and certificate signifying that they have each donated at least eight pints of blood. They are, l. to r.: C. W. Harbaugh, locomotive machine shop employee—8 pints; J. F. Smigelski, engineering department—10 pints; Wiley Moffatt, chief clerk to Superintendent Valentine—11 pints; W. R. Wambold, foundry employee—12 pints; W. F. Bartel, city ticket office—11 pints; J. L. Nolan, signal department—8 pints.

H & D DIVISION

East H & D

*S. A. Brophy, Correspondent
c/o W. J. Kane, Superintendent's Office
Aberdeen, S. D.*

A new service club was organized at Montevideo on Feb. 20 and Engineer Oscar Sorby was appointed temporary chairman.

Brakeman Kenney Struck and Engineer Renold Nelson were seriously injured in auto accidents recently, and will be hospitalized for some time.

Engineer Carl Tiegh has been elected local chairman of the B. of L. E.

We now have a lady "op" on third at MA. She is Cecelia Eichens and the vocabulary around the yard office is milder in tone now.

The new carrier telephone system has been installed in Mr. Wolf's office, which will enable him to contact Minneapolis more readily.

Ray Nichols, conductor on the Middle Division, is now in extra passenger service.

Our congratulations are extended to Paul Gehrig, former agent at Watson, who has been promoted to general agent at Duluth effective Mar. 1.

The recent Red Cross fund drive was a complete success here and the employees solicited were most generous in their contributions.

MILWAUKEE TERMINALS

Fowler St. Station

Dorothy Bertha, Correspondent

Sympathy is extended to the family of Gertrude Roszbach, demurrage clerk, who passed away Mar. 1. Miss Roszbach, who had been in service since July, 1911, took a disability pension a few months ago, due to illness.

A bit of the sunny South is Kathleen Allison, brightening up the messenger desk.

The fruit house is mightily pleased to see the "Gold Dust Twins," Mike and Swede, both back on the job after quite a siege of illness.

A handsome young addition to the fruit house gang is David Drewek, checker, who is being painfully initiated into the clan. David is standing up pretty well under the strain.

Beverly Schwei is back from her vacation which was spent nursing a fractured toe after a bus rolled over her foot.

There was quite a commotion over at the rate desk last month, when the postman was interrupting every trip with another valentine for Tony Chelhar. He

Below. Mrs. Frank Ross, chairman of the Milwaukee Road Red Cross unit in Milwaukee, who has been recruiting blood donors from the Milwaukee Terminals for the past three years. By the end of February 1,109 pints of blood had been donated by Terminal employees.



has become quite a ladies' man since he left the fruit house. He confided that he also got several valentines at home.

Clerks and trainmen at Burnham bridge have moved into their new headquarters and I must admit that it is quite an improvement over the old.

Kenneth Stelzle, former messenger in Dummer's office, is taking his Marine Corps boot training at Paris Island. He has been flying with the Civilian Air Patrol, and is hoping to get into the Air Corps.

Buddy Miller, former store department employee, son of J. V. Miller, was home on a 15-day furlough. He has been in the army four and a half years, two of which were spent in the Aleutians. His brother, John Miller, who also worked on a supply train, is stationed in India.

A very interesting letter was received from Sgt. George Lawrenz, former steno, who is in Assam, India. He is very much impressed by the native beggars and peddlers, and is still confused by the money exchange.

A farmer was economizing by putting green glasses on his cow and feeding her sawdust. Asked by a neighbor how it was working out, he replied: "She quit giving milk, drat her, but we got 15 gallons of straight wood alcohol the week before she died."

Muskego Yard

Grace Johnson, Correspondent



FLASH! 1st Lt. William J. Cary, Jr., serving with a field artillery battalion of the 7th Army in France, has recently been awarded the Soldier's Medal for heroic action not involving actual conflict with the enemy. Lt. Cary was a former train clerk at Muskego.

Nick Nooyen, Jr., left for military service Mar. 22 but doesn't know what branch of service he will land in.

Neil Wolf is leaving the service of the railroad to exercise his talents in front of a drafting board (not draft board—it's Norvin they want). If we had known that Neil was a full-fledged draftsman, he would have been expected to know all the angles. The fellows are sorry to see him go, but if his talents are furthering the war effort in another direction, that's all we can ask.

Don McKenna (No-Go McKenna) is now second trick train director and it seems Donnie has been hiding his light under a bushel all these years because he makes a tip-top executive type for that well-worn chair upstairs.

Deacon Brown has suspended his "beef rail" efforts the last few weeks in favor of giving undivided attention to the Red Cross drive. The Deacon always goes in for these things with a bang and certainly merits recognition for his efforts.

Chief Clerk George Steuer's son, Paul, has been wounded in action. He was with an infantry division in Belgium at the time of the "Belgian bulge" and was wounded by machine gun fire. Paul is only 19 but has seen plenty of action in this war to date, having left for overseas in December. He is now recuperating in an English hospital.

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

Richard J. Steuer, Correspondent

Good news this spring season. Veteran Frank Wallace, who was reported on our sick list the past few months, is just as good as ever, and is putting "us young birds" to shame with his vitality. His stories, moreover, are funnier than ever. It is an effort to keep from laughing out loud before he finishes an anecdote.



Another person who is progressing nicely is Rate Clerk Bill McGrath. On his recent visit to the office, Bill thought he would be ready in another month or so. We hope to see him around soon.

The combination of a light snow on a stretch of ice was "too fast" for Yard Clerk Bill Kaegler, who suffered a broken leg Feb. 20. We can report, however, that Bill is showing wonderful progress and will be up and around for his daily exercise very soon.

Since Tommy Regan returned to camp, his weekly letters to the office have not appeared. Mrs. Regan informed us that her husband was being transferred to another location, and that it would be some time before he would drop us another line.

Other news concerning service men trickled in, and the location of Pfc. Larry Janus was learned. This former bill clerk and ladies' man is stationed at Pearl Harbor, and sports a native tan.

Funniest moment of the past month. . . . The elaborate baby shower on Car Clerk Frank Vail . . . the presentation of useful gifts including booties, toys and rubber panties, the donors being the

"Godparents," Mrs. Gloria Wank and Bud Van Deeden.

Our northern neighbors are still in a quiet mood, and not even a peep has been heard from them for some time. A note now and then and we will be entirely satisfied.

TERRE HAUTE DIVISION

Terre Haute District

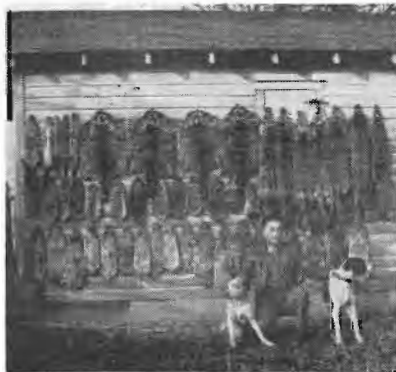
William Nadzeika, Correspondent

V. A. Wray, agent at Lewis, Ind., retired on Mar. 14 after 45 years of continuous service.

John Schumacker, clerk at Crane, Ind., recently noticed a carload of vehicles, with about 14 inches broken out of the wheel rim. He stopped the train and had the car set out for repairs, thereby averting a derailment and should be highly commended.

West Clinton

Paul Good, former car department employee, who was reported missing in action recently, is a prisoner of war in Germany.



Charles Avenetti, machinist in the roundhouse at West Clinton, Ind., is shown with his two faithful fox hounds and some of the pelts he took during the winter.

Robert Hartsook, Jr., is reported missing in action and it is hoped that this report will prove false. He was a car department employee.

We are glad to report the return of brakeman Arthur Kimball after four years in the armed forces.

LACROSSE & RIVER DIVISION

First District

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

The picture of our ancient passenger station in the Magazine was favorably commented upon so I will have to submit one of the new structure with a Hiawatha train standing at the platform. Sorry I cannot include the street car, as that is not operating any more.

Henry J. Laufenberg, 58, veteran telegrapher and agent, passed away very suddenly at a Madison hospital on Feb. 25 where he had been taken for treatment. He was one of our veteran agent-telegraphers, having been agent at Rockland for many years before taking the second trick at Sparta, which he held when he passed away. Having known him and worked with him, I can only say in tribute that we have lost a good friend and fellow worker, whose aim in life was to be of the most help to others, asking no odds himself. The sympathy of our division is extended to his wife, and a son and daughter who survive.

Another veteran, Herman Schiefelbein, 69, passed away in St. Savior's hospital at Portage on Mar. 8 due to a heart attack. He was a retired warehouseman, having worked in the Portage freight house for many years. His residence was

close to the Wisconsin River and he was an authority on fishing of all kinds. We will miss the friendly arguments on where the fish were and why they did not bite!

The steel gangs on the west end are sure going to town, the spring weather being all in their favor. If Mike Kruczich stays around Portage much longer, I will have to learn Mexican so I can steer the track laborers in the direction of their bunk cars. He has about 50 Mexicans in his gang.

Veteran Telegrapher John Gollwitzer has taken his pension, and a well-earned one it is. After his long service with our road he can well afford to watch the younger generation keep the trains moving over the "mountain" at Tunnel City, his home.

Sgt. Herb Witt, Jr., was performing his daily routine in Africa when a truck with a movie projector pulled up and the reel included a shot of Herb's home town—showing the Main Street, of Portage, Wis. Needless to say, his morale was boosted several hundred percent.

This year, in line with the victory garden and stuff, I am going to see that a corner is reserved for night crawlers so that I can have plenty of bait inasmuch as the meat situation will be kind of tight, they say.

MILWAUKEE DIVISION

"Old Line"

Hazel Whitty, Correspondent
Ticket Clerk, Horicon, Wis.

Joe Meigher of Winneronne was honored by the Ripon Area Service Club at a gathering at Oshkosh which Messrs. Passage and Hoerl attended. Joe says he knows he always worked for the best railroad and does not intend to stop working for it, even though he is not in actual service.

1st Lt. Robert Schwantes, son of Agent Emil Schwantes of Mayville, was home on a 21-day furlough after eight months overseas completing 50 missions over enemy territory as first pilot of a B-17 and for which he has been awarded the Air Medal and Distinguished Flying Cross. He returned by boat from Italy after a visit to Rome, Egypt and the Holy Lands.

Paul Koelsch of the engineering department is caring for Roadmaster M. E. Noel's territory while the latter is off.

Franklin Lentz of the Waupun section, one of our servicemen overseas, extends thanks for his Christmas gift and wants mail. Call for his address at any time.

Roy Bent of Oshkosh took over the flagman's job at Oshkosh for a month when the regular man became ill and was operated on.

At a dinner-meeting of the Horicon Chamber of Commerce, L. H. Robbins, Milwaukee Road's assistant commissioner, agricultural department, gave a highly interesting talk before 100 members and guests. He pointed out that with the present income of agriculture at about 20 billion dollars, the nation's income has risen to about 150 billion. When the agricultural income falls to about 5 billion, as it did in the 1930's, the nation's income was only 35 to 40 billion. He painted one graphic word picture after the other of the value of co-operation between agriculture, industry and business and pointed out that when these all work together, all will prosper. Mr. Robbins told of a number of instances wherein the railroad has encouraged the growing of specific crops that have proved profitable to the growers and have supplied a constantly increasing demand. He told of the railroad's assistance in the opening of mining developments. All this results in increased freight traffic. In closing his talk Mr. Robbins said, "We must do the things that we can do best and must work together for the maximum production."

Mr. Valentine also spoke and told the

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meeting that it is through the close co-operation of shippers and receivers with the railroads that has made possible the movement of far more freight with less equipment than was moved in the first World War. Mr. Valentine said that 36 percent of all car loadings handled by the Milwaukee Road are products of agriculture and that the railroad is always ready to co-operate with any agency that can improve its productivity.

CHICAGO GENERAL OFFICES

Engineering Department

F. D. Cooper, Correspondent

Daniel J. Short, an engineering accountant at the time of his retirement on Sept. 15, 1943, died on Mar. 9. He started his railroad career in 1875 with the Michigan Central and came to the Milwaukee Road in 1883. With the exception of 11 years, he worked continuously for the Milwaukee, being appointed engineering accountant in November, 1918, which position he held until retirement.

John W. Melcher, retired steel bridge foreman, passed away at the home of his oldest son, John, in Milwaukee on Feb. 23. Born in Burlington, Wis., on Sept. 2, 1861, he entered the service of this company in October, 1895, as an iron bridgeman. On Dec. 27, 1900, he was promoted to steel bridge foreman, which position he held until his retirement on July 15, 1937. His service with the road was colorful, embracing as it did the replacement of iron bridges all over the system with heavier structures of steel. He erected draw bridges in Milwaukee and Chicago, the three-hinged arch over the Menomonee River near Iron Mountain, Mich., as well as bridges over the Grand, Rock, Wisconsin, Missouri and Mississippi Rivers on Lines East. In 1908 and 1909 he bridged the Mussellsell, Yellowstone, Missoula and Hellgate Rivers in connection with the building of the Puget Sound line. The list of bridges, turntables, smoke stacks and other structures which were the product of his skill are too numerous to list. He lived hard, worked well and left many monuments to his name.

Passenger Traffic Department

E. R. Will, Correspondent



We missed the last issue due to other assignments but there is one compensation—it will prevent that dear, dear boy down in the Philippines from censoring the copy. We refer to Clyde Deacon, R M 2/c, who went on a beach party in Lingayen Gulf recently. One bit of

criticism received from Clyde we all really should take to heart. MacArthur, Nimitz, Ike, Patton, etc., are a great lot, but the other boys are doing a job. Hitting these Pacific beaches is no snap. We stand corrected, Deak.

Something is in the wind concerning Bernice Luckman of the rate department, but a veil of secrecy has been cast o'er the scene. This much is known: Phil —, U.S.C.G., is in town. Bernice feared a big needle. We know she isn't being drafted.

His friends and acquaintances here in the building wish to thank Glen Hyett for his Christmas cards received in February. No, Glenn isn't mailing early to avoid the rush. It seems that the pudgy city passenger agent misplaced the whole lot of them in a desk in the depot. They were found early in February by an unknown benefactor who did the gent the good turn of dropping them in the mail box.

The Lyle James are now three, the depot passenger agent having become the

April, 1945



Above. The Milwaukee Road Girls' Basketball Team of Chicago. At the time this picture was taken, the season had not yet ended, but they were well toward the top. Harry Wallace, manager of the team, is shown at the left. The girls, 1. to 7. are: Front row—Marie Schaeffer, Marilyn O'Donnell, Emilie Dodovich, Mary Gluchmann and Torchy Wilkes. Back row—June Marx, Shirlee Hayes, Irma Waters, Eva Paoli and Pat Hayes. The coach, Jack Jennings, was not present when the picture was taken.

proud papa of a baby girl born early in February.

Gil Henkens caught sight of an article in the newspaper recounting the experiences of Pvt. Harry Stastny of the advertising department. Harry was interviewed in Belgium concerning German prisoners and civilians. He studied German after entering the army and acts as an interpreter.

We are glad to report that the hard-luck gal, Doris Jones, has weathered successfully another siege of illness in the hospital and will be home soon. Hurry back, Do-riss; that ever-present smile is missed. It sets an example.

Freight Claim Department

Marie Horatt, Correspondent

The stork recently visited Mrs. John Franks and presented her with a baby girl. John is serving Uncle Sam in France.

The stork also made a stop at the home of Carl Rank, also leaving a little girl. Carl is in Texas, having completed his missions in the Pacific. He is the son of Carl Rank, Sr., head of the mail, express, baggage and milk department.

We were very glad to present R. O. Reimers with his 25-year veteran's button. It won't be possible for him to hide the years now.

Wedding bells rang for Emily Dhom on Easter, when she was married in her home town somewhere near Effingham, Ill.

Purchasing Department

Josephine O'Hara, Correspondent



As these notes are being written, news comes to us of the death of Lt. Bernard Perlick, son of Ben Perlick. He was killed in a plane crash somewhere in the Mediterranean area. He was in the Air Transport Command. We extend to Mr. and Mrs. Perlick our sincere sympathy on the death of their heroic son.

Below. This bit of fast action was snapped during the game between the Milwaukee Road girls and the Rock-Ola Manufacturing Co. team on Mar. 11. Shown, 1. to 7. are: Eva Paoli, Milwaukee Road; Twila Sheveley, Rock-Ola; Irene Kotawicz, Rock-Ola; and Mary Gluchmann, Milwaukee Road.

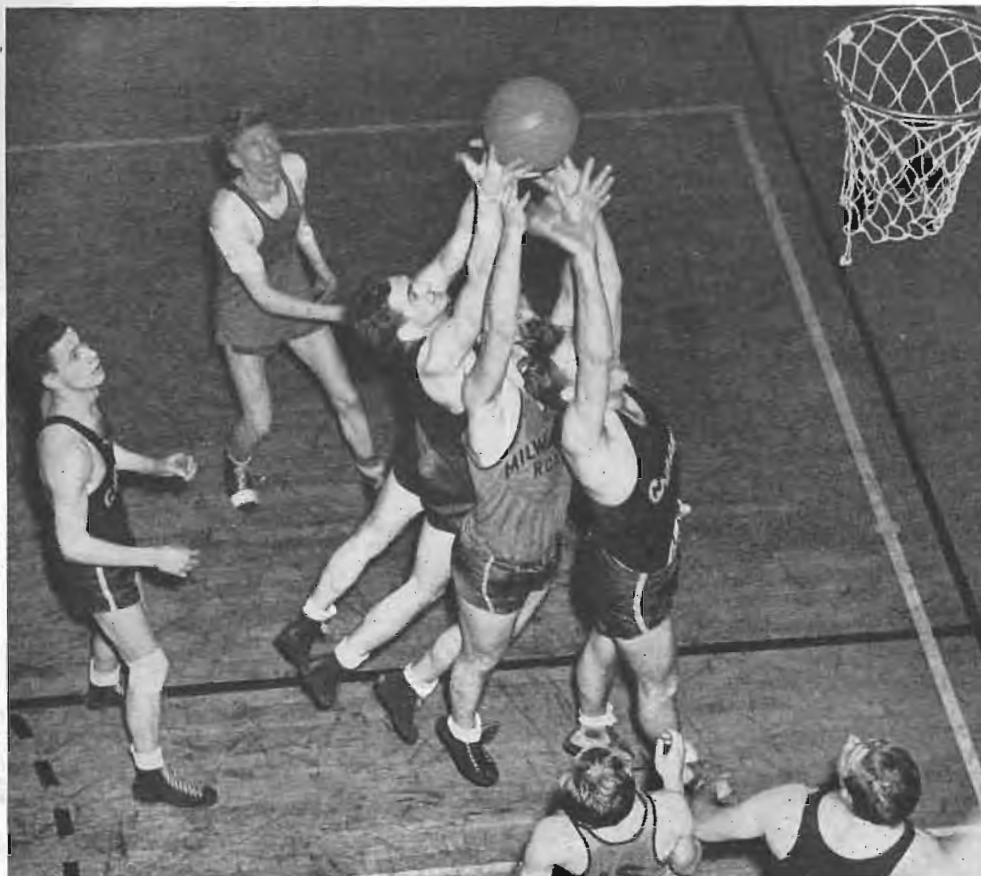


Pvt. Michael Matara, now stationed in Florida, has been assigned as reporter for various administrative proceedings involved in the handling of patients and overseas returnees.

Pfc. Robert Reiter is still writing to us from France. By now he should have had his anticipated visit to Paris. You will note that Bob is now a private first class.

Another commendable piece of literary work from Corp. Scott Van Delinder, stationed overseas, recently appeared in Marcia Winn's column in the Chicago Daily Tribune. His thoughts found expression in the form of a poem entitled "The Forgotten Men"—a poem which speaks not for himself alone but for the boys around him.

Corp. Don Russo is seeing a different



The Milwaukee Road Men's Basketball Team of Chicago is shown in the act of winning a game from the Croname team on Jan. 31. The man in the background is the Milwaukee Road's John "Whitey" Robbins of the ticket auditor's office. In the middle of the scramble is Jack Jennings of the auditor of overcharge claims office. In the middle foreground is William Greer of the auditor of expenditure's office. Harry Wallace of the freight auditor's office manages the team, and William Stegman of the auditor of expenditures office acts as coach. The team finished the season in fourth place in the Lincoln-Belmont "Y" League. They have lost 30 men to the armed forces.

part of the world as he serves his time with the army in the Philippines. Don sincerely believes there is no place like home.

While speaking of home, our congratulations are now offered to Elmer Eldridge who recently celebrated an anniversary date for 23 years of married bliss.

Lorraine Drzymala of Round Lake, Ill., has been added to our office force. We hope her stay will be a happy one.

A familiar face has been missing from the main office for several days but if we look hard enough, our petite Miss Lundeen may be found at work in George Gale's office across the hall. Evelyn has the honor of being the first girl to work in Mr. Gale's office.

It will be of interest to his many Milwaukee Road friends to learn that M. T. Doody, brother of Grover, has been appointed to a new position, "Superintendent of the Pacific Fruit Express Company," with headquarters in Chicago.

Car Accountant's Office

Harry M. Trickett, Correspondent

On Feb. 20, Helen Pearson announced her marriage of Feb. 19 to Harry Schultz, a government accountant.

Edna (Johnson) Brandwein, who resigned a year ago, announces the birth of a baby boy on Feb. 20.

On Mar. 3 we received a letter from Pvt. Gearhart, the first we have had in some time. He stated that conditions are again normal and that he is glad the Hein-



ies like Germany and have returned there. He and his buddy captured 18 Germans in a cellar and was surprised at himself.

Andrew Pokrzewinski, S 2/c, visited us on Mar. 1, also Verel (Berg) Zavinsky, formerly of our office, was a recent Chicago visitor.

Pfc. Stanley Scott says that his outfit held off a group of paratroopers and prevented a serious breakthrough. Hunting for men, he says, is a sensation, especially when you are hunting something that also is hunting for you.

Pfc. Nowakowski's letter of Mar. 2 said he was back in Germany and feeling well; he was trying to reach Berlin before the Russians.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

Three service veterans dropped into the office this trip, two in khaki and one in blue.

... Seaman Bob Vujovich, fresh from South Sea duty, came in on a crowbar so to speak ... that mustache (which came off after a few days home) gave him an oversized Colonna appearance ... Pvt. Harry Pajak, still having difficulty with his foot, and on his way back to Texas, visited with us twice ... Harry had a wife escorting him which the army didn't furnish, you can bet. Corp. Les Werhane was another home town visitor, who came around to see the old surroundings. He looks great, all right.

We regret very much to write of the death of Rose Yachnin of the computing



bureau, who passed away on Feb. 18 after a lengthy illness. We'll surely all miss her friendly smile when near the Comp. Bureau.

Grace Morrison of the payroll bureau is on leave of absence and is now recovering, we hear, after an operation performed recently.

F. P. Morrissey, Sr., of the assistant comptroller's office, is another hospital patient who is now on the mend and we hope to see him back on the job soon.

It was good-bye this month for Elaine Kozick, who boarded a Texas-bound choo-choo to catch up with Gene. Last month we erred in referring to him as "Pvt." ... the Army is pleased to correct us, it is Sgt. Eugene Kozick. He and wife will reside in the great big state of Texas until he receives further orders.

From Europe report comes that Don Carlson, formerly of the timekeeping bureau, was injured in the drive on Germany but has been released from the hospital and is now back with his outfit.

Henry Marquardt, shop bureau head, is undergoing repairs at Loretto hospital, and we wish him the best of luck.

Latest jewelry customer was Dick Dressler of the timekeeping bureau. Marie Kolb of Mr. Dryer's office is helping him out—she's doing the heavy work of carrying the diamond and answering all the questions. Congratulations, kids, and lots of luck—the good kind.

Congratulations to our Gallon Club members, donors to the Red Cross Blood Bank ... George Berghauer leads the pack with 11 donations, closely followed by Sig Scheffel with 10. Leah Williams recently gave her ninth pint. Chief Disbursement Accountant H. C. Johnson and R. P. Kauppi were the newest members, with their eighth pint, which entitles them to membership ... this is a small but VERY exclusive club ... more of us should join.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Allen McSween in the South Pacific wrote to Art Gentszke on Mar. 5 that he had been promoted to corporal of Marines on Mar. 4, and wants to let all of his old gang know about it.

Irene Lechman resigned on Feb. 21 to return to Sedgwick, Colo., to live with her parents.

Jane Walker returned to work on Mar. 1, after four months leave due to illness.

Our bowlers say oddities are few these days, but James Pease bowled three 155 games in the same series. Ken Meske of the Travelers team is smiling continuously, having rolled a 548 series. Len Potter is expected to be rollin' 'em again soon after a stretch at home with a broken jaw. Ralph Burton needs watching. He is scheming to raise his 639 score to 739. A mixed doubles is planned. The Arrows recently had them all guessing in the city tournament. We will be represented in the state tournament at Bensingers. The first grudge battle of the season—Ralph Burton and Al Gerke vs. John Gross and Stanley Skutek—soon to be staged.

Laverne Olson, machine room, is on a month's furlough to visit her husband, David. He is a navy radar man now on leave after 21 months service in the



South Pacific, and is to be stationed at San Diego for special training.

Pfc. Ed Mueller has been transferred from Leyte to a hospital in New Guinea, owing to a severe case of jaundice.

Laverne Lash is wearing a big smile these days. Her brother is on furlough from overseas and is wearing a Purple Heart. Mrs. L. Mix, L. & I. B. bureau, six time blood donor, laughingly tells about her daughter writing a 200 foot letter to her brother and has started a second one to her other brother.

Eleanor Stark says she hopes to equal last year's victory garden record with the first ripe tomato in her neighborhood.

Welcome to the Milwaukee family are these new girls: E. Hottal, L. Katzee and M. Charnata, all in the L. & I. B. bureau.

Observing Milwaukee road service anniversaries with a bit of pride, and displaying Veteran Association buttons are: May Whiteman, 35 years. For 30 years: A. E. Peterson, chief clerk; O. W. Reinert, Al Fritscher, Walt Ducret, Walt Flint, John Mischke. And for 25 years: Joseph Bialas, Lillian Bohn, Walt Hammel, Walt Stark, Chas. Tarkowski, Mabel Underwood and Tim Wood.

The modern girl's hair may look like a mop, but that doesn't bother her because she doesn't know what a mop looks like.

Real intelligence is like a river; the deeper it is, the less noise it makes.

Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent



In the last issue I neglected to mention the diamond that Ruth Conway is wearing on her left hand. It came from Chuck Kossman.

Jean Crofoot also received a ring from Sam Fiorito. Lucky gals.

Dorothy Simons was married to Marine Sgt. Dick Sturges Mar. 3 in Grove City, Pa. Her many friends at the office presented her with a comforter and many well wishes.

St. Ferdinand's Church was the setting for the marriage of Ed Pagoda and LaVerne Kay who were married Mar. 10. His brother, Dick, an ensign in the navy, was best man and all the male members of the wedding party were navy air officers. Ed is home on a 30 day furlough after 50,000 miles of combat flying with a navy Liberator squadron during which time they shot down 50 Jap planes and sank 70 Jap ships.

Lorraine Reid has joined the Wacs. Her husband has been overseas more than two years.

Mar. 13 was a red letter day, as Ted Padgett, Ed Pagoda, Rudy Rinka and Kenny Rutherford all stopped in to say hello while in on furlough. Jo Goetz received her paycheck in

rather unique style on Mar. 17, as it was her birthday. Raleigh Padgett is to be credited with the idea.

Johnny Groppl has been reported missing in action since Jan. 3. He was in the 7th Army on the Saarbruecken front. We hope for good news soon.

A personal shower was given for Terry Leb. Many girls from the office attended and she received many nice gifts.

Freight Traffic Department

Wesley S. McKee, Correspondent



It is our sad duty to record the unexpected passing of Earnest A. (Eddie) Rennebaum on Mar. 20, and to his bereaved family we extend our deepest sympathy. Ed was born Oct. 1, 1875, and was employed by our company since July 15, 1896.

Harry Sauter insists that the band on his wrist is an identification bracelet, but we know better. During the last scrap drive, Carmel turned in the iron ball and Harry, not wanting to waste the chain, had it cut and curved to fit the wrist.

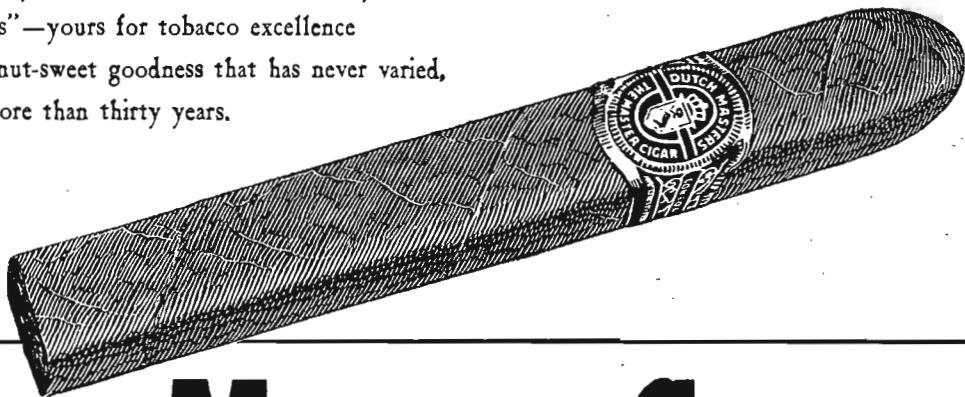
Through the efforts of Howard Walker, one of our shortages has been practically overcome. The "Deacon" certainly knows where to find 'em. Shades of ol' man Pinkerton!

Now that Lyle Whitehead is on the rate



Sincerely yours

Like a friendly letter, a Dutch Masters Cigar leaves you satisfied that it is "sincerely yours"—yours for tobacco excellence and nut-sweet goodness that has never varied, in more than thirty years.



DUTCH MASTERS CIGARS

desk, and Walter Klos had taken over his old job, wonder if Western Union has a uniform big enough.

The changing of jobs makes Manley Sampson our Chief Waste Paper Collector. Don't throw that paper away—send it to Porky and he'll add it to his scrap pile.

Fags are still scarce, but one of our gals keeps a certain elevator jockey supplied with smokes. Hope she gives him his favorite brandt.

We used to think that Johnny Burke was the attraction of the galaxy of glamorous gals who gathered round the desks of John and Everett each noon, but now that John has changed pews and the gals still gather, what else can we deduce but that the gay damsels have set their caps for the poor "Swede," one of the last of our eligible bachelors.

Am advised that as soon as the floods recede. A group of gay blades are going to tramp the marshlands of Franklin Park on a snipe hunt.

Wonder if Jimmy Anderson always made his book reports on time when he went to school.

Sarah Lester says that through a connection she made in Toomey's Department Store, she gets all the steaks she needs. We trust, Sadie, that these choice cuts are not obtained through an ebony-hued emporium.

A salesman making a two-week stay in town bought some limburger cheese to eat in his room. When he got ready to leave, he still had about half of the cheese left. He didn't want to pack it nor did he want to leave it lying in the room, so he went over to the windowsill, carefully removed a plant from its pot, buried the cheese, and replaced the plant. A few days later he received a telegram from the hotel. It said, "We give up. Where did you put it?"

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TWIN CITY TERMINAL

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

We doff our hats to the Twin City Terminal Committee who conducted the annual Red Cross fund-raising campaign, and a most successful campaign it was, exceeding the quota of \$12,000.

The success was due to the fine organization that conducted the drive, consisting of local chairmen of the various crafts and employes they appointed to assist them. We know that the workers must feel pretty happy to know that their efforts for a most worthy cause were productive of such good results; also the employes who so generously responded to their appeal just about 100 percent.

St. Paul Freight House

Allen R. Rothmund, Correspondent

Joe Powers, switchman at St. Paul, passed away in February after a short illness.

We submit the following: The Land of the Rising Sun provides the following monthly army pay scale—General, \$126.50; colonel, \$71.30 to \$85.10; major, \$39.16 to \$50.60; captain, \$27.60 to \$35.65; first lieutenant, \$19.55 to \$21.66; sergeant, \$5.29 to \$6.90; private first class, \$2.07.

Two of our boys now in uniform paid us a visit during March: Sgt. Louis Trudeau, and Bill Burfield of the navy.

In a discussion in the enginemen's locker room the other day Gus Stern was nominated as the strongest engineman on the division. It was overheard that Engineer Stern could shake the grates with one hand when it was impossible for both the fireman and a brakeman to do so with four hands.

I'm sorry we cannot print the names of those who saw the first robin this spring. It just couldn't get by the editor.

What a break the Irish got this year. St. Patrick's Day fell on Saturday.

St. Paul Traffic Department

Brooksie Luth, Correspondent



First of all we must put out the welcome mat for Ray Pfeiffer, formerly CFA in Minneapolis, who has come to us as our new livestock agent. Our former livestock agent, A. S. Peterson, has gone to Minneapolis as special coal agent.

Dennie Sullivan, once a member of our office, and now T. F. & P. A. in Spokane, came in recently to spread his cheerful smile around among us.

St. Paul is one of the larger cities on our system, and yet our support of the Service Club makes us look like the smallest village. The same faithful group attends the monthly meetings, but a few can do so little. If only each of us realized what the Service Club can mean to us, and does mean to those who are taking advantage of it, we wouldn't say, "Oh, it's too far to drive" or "I'd rather go to a show", or give some other feeble excuse for not attending the meetings. If some feel that the meetings aren't good enough for them, or are too good for them, let them attend and see just what goes on. You'll be surprised how many nice people you'll meet.

Now, I can come down off the lecture platform, with the final remark that the meetings are held the last Wednesday in each month, and we hope to see you.



Minneapolis Local Freight and Traffic Dept.

Gladys Mirocha, Correspondent

More letters are arriving from the boys in service expressing their appreciation for the Christmas boxes and Christmas checks. Latest ones were from Wallace Morris, somewhere in Belgium, and John Seland in India.

Yours truly comes in for a bit of attention this month as I reached the coveted 600 circle in bowling, putting together games of 186, 214, and 202 for a total of 602.

Ralph Felt, a former employe in the local freight, and now a clerk in the upper yard, passed away a few days ago of a heart attack.

Our new choral club, headed by Elizabeth Hessburg, whom we all know for her yodeling version of "Sleep, Baby, Sleep," were scheduled to give their first performance at the Service Club meeting to be held Thursday, Mar. 15.

The Commercial office has seen quite a few changes in the last month. Paul Gehrig has moved up to Duluth as general agent. Art Peterson has come from St. Paul to be special coal agent. Gus Reuland has taken over the duties of Ray Pfeiffer, who is now livestock agent in St. Paul. A welcome is extended to Henry Sturba, who hails from Omaha, Neb., and is now our city solicitor. Ceil Murphy, at present a rate clerk in the commercial, after 20 years service with the Milwaukee, is going to leave us to join the Minneapolis Traffic Association. Our best wishes go with her and we know her friendly smile will be missed.

South Minneapolis Shops and Coach Yard

Oriole M. Smythe, Correspondent
Car Department

Service Men Notes

A card from 2nd Lt. Cliff Wendell (prisoner of war in Germany since December, 1943) dated Nov. 29, 1944 sends greetings to all and says he has been at Kriegle for 11 months, that it is a very dull existence but that he feels lucky to be alive and all of them are living for the day when they can return home. Cliff was former apprentice and carman at Minneapolis shops and was called to service in February, 1941, trained with Railway Battalion in Louisiana then transferred to the Army Air Corps, graduating as a pilot in June, 1943, and going overseas the next month. He was on his 28th mission when his plane crash landed in enemy territory. Roy Billmark, formerly helper at Minneapolis shops, now with Merchant Marine sailing from the eastern coast, with over a year's service in the South Pacific and Atlantic, recently changed ships and enjoyed shore leave while his ship was undergoing repairs. Pvt. Edward G. Ryberg has been transferred to a hospital trains detachment stationed at Camp Edwards, Mass., and is attending school in the Pullman Company yards of the New York, New Haven and Hartford Railroad in Boston, receiving maintenance training work for a four-week period. T/Sgt. Dave Harrington. Pvts. George Myren and Herbert Kassins (from the shops) enjoyed a two-day furlough at home prior to a sea voyage of their railway battalion which had been training in Ohio. Pvt. Robert R. Svenetek, formerly a car cleaner at Minneapolis coach yard, who was inducted into the army in September, 1944, visited home folks in mid-March.

—◆—
Lose an hour in the morning and you will be all day hunting it.

—◆—
Doctor: "How is the boy who swallowed the half dollar?"
Nurse: "No change yet, doctor."

The Milwaukee Magazine

South Minneapolis Locomotive and Store Depts.

Thelma Huff, Correspondent
Office of Shop Superintendent
South Minneapolis



The 757th Railway Battalion has made the headlines of the Minneapolis Sunday Tribune. We heard through Maj. John Moe that the brass hats were expected and he wrote that on Feb. 21 General Eisenhower, accompanied by his staff and Lt.

General Lear (of "Yoo Hoo" fame), as well as Maj. Gen. Aurand, arrived at their shop in Cherbourg. The general went over the entire plant and was very much interested in everything they were doing. He complimented Maj. Moe and his men and asked how he was able to coordinate so many details and have things run so smoothly and of course the general was told that they were blessed with fine officers and enlisted men. Maj. Moe writes: "Imagine him asking me how I could operate a one-horse roundhouse smoothly when he has the destiny of the whole world in the palm of his hand. Our job seems small indeed in comparison to his."

Lt. Joseph R. Pavlik is now at McCloskey General Hospital, Temple, Tex., after being seriously wounded in combat in France on Sept. 26, while serving with a heavy artillery outfit. Lt. Pavlik is a former B. & B. carpenter in the T. C. T. Division at Minneapolis. He entered military service Oct. 12, 1942. He has two sisters serving in the Marine Corps Women's Reserve. The following is an excerpt from a letter written by Lt. Pavlik to Foreman A. A. Kurzeka: "I was forward artillery observer. We were engaged in one of the many small battles which comprised the battle of the Neid River in the Nancy-Metz area of France on Sept. 15. Our unit broke through the German lines and circled behind one of their strong defensive positions to share in its capture. Things got hot and stayed that way for the next 10 days. We



Joseph O. Brass, former yard conductor at Minneapolis, who retired in 1936, has taken up the hobby of raising rare plants. He is shown alongside one of his rarest varieties, which he called the "fan plant", or the "Twelve Apostles". This oddity blooms once a year, usually around the first of January, and the small blossom to be seen near Mr. Brass' hand, lasts only 24 hours at the most.

were in a valley and the enemy were in the hills and were looking right down our throats. On Sept. 26 I was standing outside my tank when a shell burst about 20 feet away and a fragment tore through my leg. I hit the dirt with a broken and badly torn leg. I was picked up by medics and removed to a field hospital and an evacuation hospital successfully. Was then flown to England and spent 50 days there, then sailed for America, arriving at Charleston, S. C., on Dec. 12, and was then transferred to McCloskey General Hospital. I am getting along fine and hope to get home about Apr. 15."

Gary Theis, M.M. 3/c, came around to see us while on 30-day leave after two years in the South Pacific. We think its pretty fine when these fellows share even a small part of their cherished leave with us. Gary's particular job has been that of operating a bulldozer. He is in the same outfit with Harold Madson from the locomotive department, also on leave, and whose pleasant task is that of becoming acquainted with his 20-month-old daughter, Kathleen.

Another visitor was J. Gordon Kline, seaman 2/c, and former store department employe, with five all-too-short days at home from his post at Camp Farragut, where three-fourths of his crew are Minnesota boys.

While at Minneapolis for a 15-day stay, Pfc. Henry F. Schroeder, former B. & B. employe, related some interesting details of his work at Camp Swift, Tex. For one thing, censoring the mail of the German prisoners over whom he has supervision has proved very amusing.

Prior to embarkation for foreign shores, Corp. R. W. Schroeder, son of B. & B. Carpenter Herman O. Schroeder, was home for a few days. He is a gunner in the field artillery and will soon complete four years of army service.

Twenty-three and a half months of naval construction on four islands in the Southwest Pacific area certainly entitles Melvin P. Doherty, C.M. 2/c, former B. & B. carpenter, to a 30-day furlough. He had hoped for at least spring weather to help maintain his tan and brown but instead arrived just when March was coming in like a lion.

B. & B. Carpenter David Holsten has received notice that his son, Corp. Gordon Holsten, sailed for Europe.

Having mailed out the B. & B. news to the men in service from that department, Foreman A. A. Kurzeka has promised us some real news from expected replies.

"Working on planes is cleaner than crawling all over an engine, but you can still get plenty greasy," says Henry Johansen in a letter to Fred Berglund from a sub-depot in England. I say, Henry, you asked about your friend Johnny Naughton. According to a recent letter, which Johnny wrote to Bill Anderson, he's still at San Diego.

Recently transferred from Oklahoma to the "Sunburn State"—Daytona Beach, Fla., to be exact—Russell Obernolte tells the assistant general storekeeper that as plane captain he has his first opportunity to work on planes that fly—better chow (beans only 6 or 7 times in 14 days), also eggs sunny side up on Sundays. "These sailor hats don't shade the face very much and a rose nose is standard equipment."

T/Sgt. Sheldon A. Stafford took time out at Rantoul, Ill., to greet his friend, Bill Creighton, and the store department gang, with never a word about his 35 missions over Germany.

Machinist Art Brooks sez: "Jim Kadlec is raising the devil with the fish up at Devil's Lake—put that in the Magazine". Jim, you know, is a retired boiler-maker now living at Webster, Wis.

We did ourselves right proud on the Red Cross call this year—Minneapolis locomotive shops and roundhouse contributed \$2,538.

An old friend and former slip foreman, John R. Powers, Minneapolis locomotive



Mrs. Alice Treherne Herrick, who was St. Paul correspondent for the Milwaukee Magazine prior to leaving the company a little more than a year ago, is shown in Rome with her husband, Ralph Herrick. Both are employed by the War Shipping Administration.

department, died of a heart attack on Feb. 21.

The Meritorious Service Unit Plaque has been awarded the 724th Railway Operating Battalion for their work in saddling the iron horse. Sgt. Elmer E. McCaustland is a member of that battalion and he has just been awarded the Bronze Star to wear on his European ribbon—which means two more points toward coming home.

We just learned that Maj. Moe's son, Wilbur, was commissioned a second lieutenant on Nov. 18, 1944, and is now a pilot in the Air Corps, training at Seabring, Fla. Lt. Moe was formerly employed by the St. Paul Union Depot Company. And did you know that he has a 15 month old son?

It is our unhappy task to report the death of Joseph Ruzicka, Minneapolis roundhouse employe, on Mar. 9. He is survived by his wife, Ruth, and son, Sgt. LeRoy, of the Marine Corps, his father and a brother, Frank, also employed at the Minneapolis roundhouse.

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CHICAGO TERMINALS

Bensenville

Howard Lawrence, Correspondent
Assistant Superintendent's Office

This is a story about Jack Culliton, age 26, formerly employed as a switchman in the coach yard at Western Avenue and son of Johnny Culliton at Bensenville. Jack entered the armed service on Feb. 26, 1940, and is now a staff sergeant. He left for duty overseas in January, 1944, and saw plenty of action until temporarily removed from active duty by a sniper's bullet. He has been awarded the Purple Heart for two wounds received in France—once by shrapnel and, on Aug. 5, by a sniper's bullet, and this one merits special mention. Jack, going east, was crawling along on one side of a hedge fence, one of the things for which France is famous, and it seems that at the same time a Heinie was also doing the same thing on the opposite side. All of a sudden he let go, his bullet striking Jack in the back of the neck and coming out near the front. After that the German came rushing through the hedge with his hands in the air, yelling the only word they know when seeking to give up, "Kamarad." What happened next Jack will have to tell you himself. He is still hospitalized in England and would be more than glad to hear from any of his friends. His address is S/Sgt. Jack Culliton, ASN 36005769, 317th Station Hospital, APO. 204, c/o Postmaster, New York, N. Y.

Former Leverman-Agent Charlie Curran entered the armed service on Dec. 20, 1944, and is now in training at Fort Riley, Kas., in the cavalry.

Erine Schierhorn, former leverman in Chicago Terminals, is now in training at Great Lakes for service in the navy.

Harry Cameron, dynamic and hard-hitting general car supervisor in the Chicago Terminals, celebrated his (?) birthday on Mar. 14. Incidentally, Harry's son, Howard, is now a major in the armed forces somewhere in the Philippines.

A very interesting letter was received from Sgt. Joe Maturno, former yard clerk in Chicago Terminals, from somewhere overseas. It certainly is too bad that it cannot be reproduced in this column because it displays a sense of humor that our boys have never lost sight of and which indicates just how the vast majority of them look at the job they have to do. More power to you, Joe, and all like you.

Western Avenue

T. A. Finan, Correspondent
Care of Yardmaster

W. B. (Bill) Carr of Deerfield, Ill., a conductor on the suburban run between Chicago and Deerfield, died on Mar. 18 following an operation at Wesley Memorial Hospital in Chicago. Born on Apr. 11, 1873, Bill was 71 years of age. He completed 50 years of service with the Milwaukee on Feb. 11, 1945, and, in years of service, was the oldest conductor working out of Chicago. Before starting work with the road he put in more than five years with the Canadian Pacific and the Soo Line. He is survived by his widow; one daughter, Mrs. Harry Olen-dorf of Decatur, Ill.; and two grandsons, Lt. James Carr Olen-dorf of the army and Chief Petty Officer William Carr Olen-dorf of the navy.

G. E. Hayes has been promoted to the position of laundry manager.

The S&D car department office welcomes Miss Hazel E. Nelson, stenographer. Sam J. Forby, Jerry G. Lucas and Seth C. Tate, all veteran sleeping car porters, passed away during February.

Steward August Hauenstein has been ill since January.

W. P. Thompson, leverman, is seriously ill.



We regret the death of Mrs. Hattie Hogan, wife of retired Switchman George Hogan, and mother of Switchman Joseph N. Hogan.

Congratulations to Mrs. and Mr. Fred Brandwein on the arrival of a son.

It was nice to have a visit from former Engineer Harry Roderick, now retired. He looks fine.

We deeply regret that former Boller-maker Helper Robert Downing was killed in action overseas.

Levi Ansfield, fire lighter, entered the army Feb. 20.

Fireman Frank Kratochvil, now of the navy, visited us recently.

We had a very interesting letter from Nick Klein, former caller. He has recovered from his wounds and is serving with an armored division in Patton's Third Army.

Hite W. Newlin, more familiarly known as "Hi," took a leave of absence from his duties in the signal supervisor's office at Western Avenue, beginning Mar. 15. We hope he will be well enough to return to his duties soon.

MADISON DIVISION

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

Brakeman and Mrs. Troy W. Lawton of Mineral Point, received the thrill of a lifetime when news came over the radio that the prisoners of war interned at the Cabanatuan Prison had been liberated, as their son, Sgt. Dale Lawton, was one of them. Sgt. Lawton was a member of the Janesville, Wis., 192nd Tank Company, and arrived in the Philippines in November 1941. With the fall of Corregidor Sgt. Lawton was taken prisoner, and, of course, has suffered the hardships of being a Jap prisoner since that time.

Lt. Elmer D. Christensen, member of the 9th Air Force, and former Madison Division brakeman, was home on furlough. He piloted the "Fighting Badger," a P-38 Lightning fighter-bomber through 70 aerial missions, from pre-invasion air attacks on the channel coast to dive-bombing attacks over and beyond the Siegfried Line. Shortly before leaving for his furlough, Lt. Christensen was confined in an English hospital with pneumonia. He is looking fine and wears many medals. Elmer is anxious to get back into combat service and hopes to be assigned to the Pacific area.

Engineer A. C. Welke was stricken with a serious illness on Mar. 1 and is confined in the Madison General Hospital.

Sgt. Bob Ferris was home on furlough after spending 20 months in Wales, England, France and Belgium. On arrival in this country he was sent to Camp Custer, Colorado Springs, for a rest. Bob

The Milwaukee Magazine

was employed in the freight office at Madison before entering service.

Mrs. J. M. Siskhart, wife of the agent at Mineral Point, passed away at her home on Mar. 12 after a long illness.

R. J. Black, agent at Arena, enlisted in the Merchant Marine and reported for duty on Feb. 20.

District Passenger Agent Olsen is all smiles over the arrival of his third granddaughter.

Sgt. Ronold McCann, son of Switchman and Mrs. Leo McCann, of Madison, was home on furlough. Sgt. McCann is a member of the 32nd Division which has been very active in the Pacific area, and is the same division of which his father was a member during World War I. Ronold has spent six years in the Army, two and one-half of which have been in the Southwest Pacific. He wears the Purple Heart, the Philippine Liberator Medal, Presidential Citation, and his service bar carries several stars covering major engagements in which he participated.

I & SM DIVISION

East End

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

The employees of the division were shocked to hear of the death of Mrs. Frank Holmes, wife of former trainmaster, who was stricken as she got off the train at Albert Lea on Mar. 3 as they were returning from Arizona where they had spent the winter.

Our sympathy is also extended to Engineer Harry Copley whose wife passed away Feb. 16; and to former lineman C. A. Probart, whose wife died Feb. 18.

Roadmaster Frank Luskow returned Feb. 19 after spending a month in Texas, and immediately plunged into the work of rip-rapping the new fill for the Mound Prairie line change. Larry Reichow looked after the territory while Frank was away.

Our roadmasters are concentrating on the business of recruiting school boys for work on the section and extra gangs this summer, with the promise of a large gang from the vicinity of Pipestone again this year.

The engineering department has been drawing plans for the rearrangement of tracks and building of a new platform—with a canopy 200 feet long—at Austin.

Our best wishes for a speedy recovery are extended to A. E. "Butch" Thompson who has been confined to St. Olaf



Charles Probart, who was a lineman on the I&SM Division from 1898 until 1942, is shown on the job as watchman at the LaCrosse Boiler Works, LaCrosse, Wis.

Hospital, Austin, with virus pneumonia since Feb. 27; Paul Fleischman, brakeman, Mankato, who has been off the past few months due to illness; William Kilgore, conductor, at present writing is at Excelsior Springs, and George Vandover, brakeman, has gone to Texas for a month due to poor health.

On Mar. 8 Chief Carpenter and Mrs. W. E. Tritchler attended the commissioning of a net tender at Sturgeon Bay, Wis., on which their son, "Budd," has been working as ship fitter 1/c for the past year.

News from the Front

First, a correction. Engineer Pete Pauley has informed me that son Capt. Warren Pauley is in France with technical supply. First Lt. Gene Pauley is in the Netherlands East Indies with an aviation ordnance outfit, and S/Sgt. Maynard Pauley is stationed at Quantico, Va.

We welcome back from military service to railroad service Brakeman Joe A. Simmons, who reported for work Feb. 17.

Former Switchman H. Q. Cochlin, now of the navy, visited the office Feb. 17. "Cocky" looks fine and said that he has been through five major engagements and visited places he had never even read about in school.

West End

E. L. Wopat, Correspondent
Chandler, Minn.

Frank Flynn is back on his run as conductor on 94-95 after spending two months vacationing in California. He looks all freshened up.

Harvey Gregerson, who has been agent at Madison, S. D., since Apr. 1, 1910, has retired. Harvey isn't well and would appreciate letters and calls.

V. E. West, retired agent at Flaudreau, S. D., who is living in Texas, writes that he really enjoyed the winter in the South and is going to spend his time taking care of his orchard down there from now on.

Section Foreman Les Hauge at Pipestone was crowned the bowling league champion there on Mar. 11. His season bowling average is 189.

Please send news items to me so we can keep the west end of the I. & S. M. in the railroad's eye.

KANSAS CITY DIVISION

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

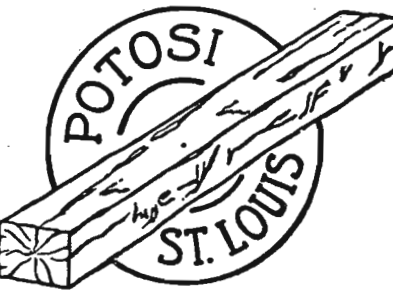
Under the title "Impersonalities," Bob Loerke, Dean Davis, Homer Wilson and Bob Frazer—also Ronnie McNamer with humorous readings—provided excellent entertainment at our Service Club meeting on Mar. 6. Agent E. D. Kennedy won the door prize. Several of our members, with Mrs. D. E. Chambers as chairman, served the waffle supper gratis to all servicemen and women on Sunday, Mar. 4, at the USO center.

Yard Conductor C. L. Johns has returned home from Rochester, Minn., where he was a surgical patient in the Mayo Hospital for several months.

Had a visit from Max Schorr while he and his family vacationed in Ottumwa for four days early in March. Cedar Rapids agrees with Max and from different sources we hear he is doing a fine job as assistant to General Agent Houston.

Golden wedding anniversary was celebrated by Mr. and Mrs. Frank Lundberg on Mar. 13. For years prior to his retirement in 1937, Mr. Lundberg was employed in the mechanical department. Only members of the immediate family participated in the celebration.

Conductor J. H. Burns and wife announced the marriage of their daughter, Mary, and Pvt. Edward Lock of Ottumwa



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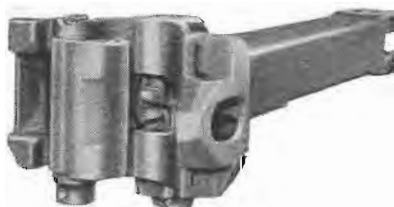
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TERRE HAUTE, INDIANA

on Feb. 28. Pvt. and Mrs. Lock will make their home in Miami, Fla., while he is stationed there with the Army Air Corps. Mrs. Clarence Mefford, wife of section foreman at Galt, was a patient at the Ottumwa Hospital for a period of time, returning home on Feb. 20.

On Feb. 24 occurred the death of former Chief Dispatcher L. H. Wilson, who, because of ill health retired on Nov. 1, 1944, following 36 years of service. Burial in Birmingham, Ia.

Retired Section Laborer F. M. McNamer died on Mar. 2 in the state hospital at Mt. Pleasant. His home was in Mystic, Ia., and he had retired on Feb. 28, 1937.

Retirement of Locomotive Engineer Howard Utterback became effective on Mar. 3. He entered the service as a fireman on Aug. 29, 1903, was promoted to engineer on July 9, 1908. For the present he will continue making his home at the Ballingall Hotel in Ottumwa.

Richard Coulter, radio technician, coast guard, is in Newfoundland where skiing and ice skating serve as recreation.

Machinist C. F. Ebbert has word from his son Gary, that due to an accidental explosion of his gun he received serious injuries to his hand and was hospitalized for several weeks. He is now back in England.

How a G. I. switch foreman in Germany. Pfc. Donald R. Harness, who has served in several foreign countries, finds the railroads in Germany the most modern. Engineer and firemen on his train were injured during a bombing and he ran the engine 38 miles to terminal. Credit Engineer Claude Willis for the knowledge he acquired when working under him, which enabled him to "take over." He recently received a year's Good Conduct Medal. His brother, Pvt. Harold R. Willis, in the Infantry at Fort Ord, Calif., awaiting orders to sail, and was home on furlough for a few days in February.

After a 21 day furlough with his family in Ottumwa, Corp. D. L. Bottorff returned to Ft. Logan, Colo., convalescent hospital, where he has been a patient since returning from a year's service in India. His son, Lt. Robert Bottorff, who died of wounds in service on Feb. 22, 1944, was recently awarded the Air Medal with Oak Leaf Cluster, and the Purple Heart posthumously.

Four Ottumwa boys were reunited on Iwo Jima island and witnessed the raising of the American flag over the volcano at the south end, one being Pfc. Harold Harvey of the Fifth Division Marines, son of Lt. of Police H. H. Harvey.

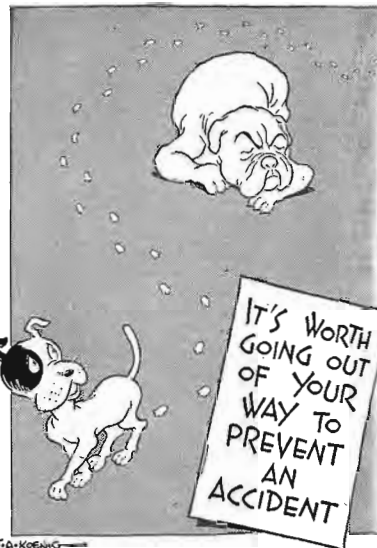
During the invasion of Luzon Island Sgt. Robt. E. Davis was wounded in action. He has been overseas since last October. His brother, John, assigned to the Army Air Corps, has been held in a German prison camp along the Baltic sea for over a year.

A 12 day delay en route was spent by Pfc. Everett F. Carlo with his family in Ottumwa. He was en route to Ft. Meade, Md., for overseas assignment.

Former division engineer, now Lt. (j.g.) Wm. Ross, U. S. N. R., arrived in Sicily in early March.

Section Foreman George H. Davis of Blakesburg advises that he had a short visit from his son, Donald L. A/S with navy, who is in officers' training school at Bowling Green, Ohio.

Lawrence D. Rouse, cashier at our ticket office at Iron Mountain, Mich., received honorable mention and autographed copy of Rirley's book of "Believe It or Not" for submitting the following wartime story: "John Corr enlisted in the navy a couple of months after graduating from Channing High School in '39, and finally was assigned to a mine sweeper. This ship was recently sunk in the Pacific and a nearby battleship was dispatched to pick up the survivors. On the battleship was John Del Santo, assigned to help in the rescue work.



JACKSON
NATIONAL SAFETY COUNCIL

Pulling one of the officers out of the water, Del Santo took a closer look and found him to be one of his boyhood pals. Corr and Del Santo had not seen each other for five years. They had been pals since childhood." Corr is the son of Traveling Engineer F. P. Corr, whose family now resides in Ottumwa and John is at home on a 30 day leave.

Capt. Leroy Beckert, who was returned to the States last December, after vacationing with his wife in Florida will be assigned to duty at Rapids City, S. D.

I & D DIVISION

Marquette-Sanborn

Margaret C. Lownsberry, Division Editor
Mason City, Iowa



We on the I. & D Division were deeply grieved to learn of the death of Jimmy Beerman, son of Superintendent O. A. Beerman of Marion. He was recently killed in France.

Mr. and Mrs. Charles Craven of Long Beach, Calif., were called

Mason City recently on account of the death of their daughter, Mrs. L. N. Nolterieke. Mr. Craven is a retired engineer who has been residing in Long Beach since his retirement.

W. V. Close and Verne Ogden, brakemen operating out of Sanborn, are the latest to enter military service.

W. F. "Bill" Irons left his position as carman recently to take up his duties in the navy.

Conductor C. E. Yount was called to Rapid City recently on account of the death of his daughter, Mrs. Helen Goggin, who died suddenly at her home in Rapid City. Mrs. Goggin is survived by her husband, who is with the 8th Air Force in England, and one daughter.

Albert Lisiecki was taken to the hospital last month and as yet no news has been received about him. Albert is a stationary fireman on the third shift.

Harry Pierce had a house full a short time ago. Harry's two sons, in the army and a daughter who is a WAC with two years overseas, were all home on a furlough at the same time.

Jim Suputo received his information papers and then later received a classification.

George Ballard, who was a stationary fireman and now is in the coast guard, paid the boys at the yards a short

The Milwaukee Magazine

Rail oddities



CLOSE ON THE HEELS OF THE RETREATING NAZI—AND OFTEN CAUGHT BETWEEN OPPOSING ARMIES—MORE THAN 12,000 U.S. RAILROAD MEN IN THE MILITARY RAILWAY SERVICE, ARMY TRANSPORTATION CORPS, PITCHED INTO THE HERCULEAN JOB OF RESTORING 8,000 MILES OF ALMOST TOTALLY DEMOLISHED FRENCH RAILWAYS.



* RAILROAD BRIDGE OVER OISE RIVER, NORTH OF PARIS (From a Photograph)

BRIDGES HAD BEEN BLOWN UP* RAILROAD YARDS WERE A SHAMBLES. TRAINS RAN WITHOUT LIGHTS OR COMMUNICATIONS AND CARRIED THEIR OWN FUEL SUPPLY. 400 LAND MINES WERE FOUND IN THE TRACK AREA OF ONE STATION.

THE GERMANS PULLED OUT OF PARIS AUGUST 27. THE FIRST GI-OPERATED TRAIN ARRIVED THERE AT 5:00 A.M. SEPT. 2—40 CARS OF MEDICAL SUPPLIES.



ASSOCIATION OF AMERICAN RAILROADS (46)

He was wounded in the earlier part of the war, but is back in good health again. George said he receives the Magazine monthly, and really appreciates this opportunity to keep up with the news of friends back home.

Sioux Falls Line

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

Vern H. Hansen, son of Engineer Earl Hansen, Sioux Falls, has entered train service and is working as passenger brakeman out of Sioux City.

The Milwaukee Road sponsors two bowling teams and just recently at regular league meet one of our younger bowlers set a new high score of 91. Score of 97 has been recorded, but never 91. A grudge series was had between the Arrows and Hiawathas and was won by the latter by a 40-pin margin.

Electrician Helper Lawrence Martin, Sioux Falls, became the father of an eight-pound girl on Mar. 9.

The Service Club of Sioux Falls held its regular meeting on Mar. 8 under our new chairman, Earl Hansen. As an entertainment feature, C. D. Rohlfis of the War Bond committee showed combat



pictures on the Western Front by Clark Gable.

Trying out as baggageman at Sioux Falls passenger station is Former Trainman Don G. Carnickie.

Sioux City and Western Branch Lines

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

Pfc. Adam C. Kurschner, former crew caller at Sioux City roundhouse, now with the army at Marianna, Fla., recently spent a two-week furlough in Sioux City.

Conductor and Mrs. Ed Cussen of Sioux City have been notified by the War Department that their son, Sgt. E. Cussen, who was a prisoner of war in Germany, has been freed by the Nazis, and will arrive in this country soon on the Swedish exchange ship "Gripsholm."

A daughter, Emajune, was born to Mr. and Mrs. Robert Schultz of Sioux City, Feb. 19. Mr. Schultz is car department AC electrician at Sioux City.

Fireman Henry J. Miller, who recently sustained a severe injury to his right leg, is recuperating nicely.

Brakeman Jack Stine and Dispatcher Fred Harvey have been released from the army and are now back in harness at Sioux City. Yard Cleaner Jim Nicolas of Sioux

DELICACIES FOR THE TABLE

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Butter, Eggs, Cheese, Poultry, Game, Fruits and Vegetables

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IRON-TRADE MARK-RUST
the original rust preventive

City, who has been seriously ill for some time in St. Joseph's Hospital at Sioux City, is recovering slowly.

Charles E. Whitman, veteran agent at Scotland, S. D., has served notice of his intention to retire on May 1, and enter business for himself.

Don't Call Him "The Old Man"

The following was submitted by Engineer Ove Lynberg of Sioux City. The author is unknown:

He may wear a last year's hat; his finger nails may need manicuring; his vest may hang a little loose and his pants may bag at the knees; his face may show signs of a second day's growth and the tin dinner bucket he carries may be full of dents and doughnuts, but don't call him "the old man"; he's your father. For years and years he has been rustling around to get things together for you. Never once has he failed to do the right thing by you. He thinks you're the greatest boy on earth, bar none, even though you plaster your hair back, wear smart clothes, smoke cigarettes and fail to bring home a cent. He is the man who won the love and life partnership of the greatest woman on earth—your mother. He is SOME MAN and not "the old man". Happy will you be indeed if memory recalls no word, look or act of yours toward him, bringing untold sorrow to your heart after his hands are folded in the last long sleep.

TRANS-MISSOURI DIVISION

West End

*Pearl Huff, Correspondent
Miles City, Mont.*

The Miles City telegraph school is still in operation. Six new pupils were received during February. Three went out—Genevieve Lyden to Butte; Shirley Johnson to Ingomar; Lyle Koffler to Ryegate; and two left the school due to ill health. At the present time there are 21 in the school. There are requests now from the Coast Division for six telegraphers immediately and six are still wanted on the Trans-Missouri. Five or six more are expected to enter. Many of the girls get married or quit because they do not like the work, or the part of country to which they are assigned, so it looks as though the school will be running for the duration of the war. Maxine Trafton has started in at the relay office, breaking in on the teletype and train orders, and is advancing rapidly after only two months of training.

Ensign Marie Caine, stationed at the Naval Hospital at Farragut, Ida., and S-1-C-A-R-M Don Caine, who has completed his training at the naval station at Jacksonville, Fla., as a radioman in an air crew, recently visited at the home of their parents, Mr. and Mrs. Ira Caine of Miles City.

Twin girls arrived at the home of Mr. and Mrs. Gus Pavelis of Miles City early in March. Mr. Pavelis is an apprentice at Miles City and Mrs. Pavelis is a daughter of Nick Gaglia, a flue welder of Miles City.

The Milwaukee family extend their sincere condolence to the relatives of Fletcher E. Horr, machinist helper at Miles City; retired Conductor Wm. J. Shine; Mrs. M. Carlstrom; Mrs. Mary E. Slothower; and Boilermaker Helper Leroy Rodgers of Miles City, all of whom passed away the forepart of March.

East End

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



Robert Voorhees, GM 3/C, son of Brakeman John Voorhees, recently spent his furlough here with his parents. He was on a ship sunk by Japanese shell fire during the big fleet battle off the Philippines. He was injured in the leg by shrapnel and the case of the shell he was loading into a gun exploded in his face, when his gun was hit by enemy fire, burning him slightly about the hands and face. He spent three days on a raft in the Pacific before being rescued by a small ship sent out from Leyte. He went from here to San Francisco for re-assignment.

Engineer H. E. Goodness received word from the war department that their son, Pvt. Frank Goodness, who was reported missing over Germany, is now a prisoner of war in that country.

Sgt. Wilbur Erbe, son of Machinist George Erbe, returned from the Southwest Pacific, where he spent three years taking part in three campaigns. He left for Santa Barbara, Calif., where he will be re-assigned.

Assistant Trainmaster Leonard W. Clark and wife received a letter from their son, Pvt. Laddie Clark, that he was slightly wounded in Belgium and was then in a rest camp. His brother, Sgt. Robert Clark, is with a railroad battalion in that same sector.

T/4 Herschel Lowdermilk, son of Conductor Lowdermilk, has been awarded the Purple Heart for wounds received in Germany during December. He has recovered from his injuries.

T/Sgt. Richard Grange, son of Conductor Ross Grange, completed his assigned 35 missions as photographer and gunner on a B-24 bomber and left Italy Jan. 17, arriving in Minneapolis where he met his wife and saw his little daughter, Jill, for the first time. He was injured in the leg by German flak while flying over Odertal, Germany, and has been awarded the Purple Heart, the Distinguished Flying Cross, the Air Medal with several Oak Leaf Clusters, and the Presidential Unit Citation badge. Accompanied by his wife and daughter, he spent his furlough with his parents here, leaving for Santa Monica, Calif., where he will rest.

Miss Frances Crowley, a nurse from Casper, Wyo., spent a few days here with her parents, Engineer and Mrs. Art Crowley. They accompanied her to Sioux City, Ia., where she will be married to Sgt. Robert Erickson of Chicago. Her sister, Miss Phyllis Crowley, of Denver, will also meet them there and attend the wedding.

We also wish to congratulate Miss Helen Williams, daughter of Traveling Engineer Charles H. Williams of Harlowtown, formerly of Mobridge, on her marriage Feb. 9 to T/Sgt. Willard E. Trim-bath of Neffs, Ohio.

Continuous service has been put on at Wakpala, S. D. Mrs. Jennie O'Hern, wife of Agent O'Hern, works second trick

The Milwaukee Magazine

and Lila Bell third trick. Continuous service has also been put on at Reeder, N. D., Miss Peterson working second trick and Mrs. Inman third. Mrs. Inman is a daughter of Operator A. A. Childers of Marmarth, N. D.; her husband is in the service. It will also be put on at Morris-town, as soon as more operators are available.

Conductor R. B. Douglas, who underwent an appendectomy at the Moberidge hospital, is recuperating nicely.

Retired Conductor Frank De Lange received word that his son, Robert, who was reported missing in action, is now a prisoner of Germany and slightly wounded. He was a gunner on a B-17 bomber.

Our two Milwaukee railway doctors, A. W. Spiry and L. D. Harris, have purchased a Piper Cub two-place training plane. Both doctors have taken flight instructions and are getting a lot of enjoyment out of this new venture.



Lt. H. M. Aggers, former machinist at Miles City, is shown at ease somewhere in Belgium where he is serving with the Milwaukee Road's own 744th Railway Operating Battalion.

COAST DIVISION

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent
Local Freight Office

Hugh Russell Herth, former interchange checker, entered the army on Feb. 1 and is now located at Camp Roberts, Calif.

Jewell Campbell, SK 3/c, who has been confined to military hospital in the Pacific for some time, is reported well on the way to recovery and will soon be back in the fighting lines.

Patricia McFarland, daughter of Conductor W. E. McFarland of Moberidge, joined the local freight force as stenographer on Feb. 26. We now have two of the McFarland girls with us; Maurine joined our ranks several months ago.

Word was recently received that Corp. Robert D. Hyett, former yard clerk, and son of General Freight Agent E. J. Hyett, is now in London. His assignment is as flight engineer and aerial gunner.

Anne Sigurdson, clerk in the local freight house, was married on Mar. 10 to Richard D. Chester of the Merchant Marine. After a week's honeymoon in the Pacific Northwest, Anne returned to her position and Richard went to Merchant Marine school.

Nellie Holtum, who has been tracing clerk in the OS&D department for some



time, has bid in the reclaim position, Blanche Jackson took over duties as demurrage clerk, and Ruth Cook and Jean Morgan have gone to the interchange desks.

S/Sgt. Emmett Springer, formerly of the cashier's office, and now stationed in Italy with the 15th Bomber Command, was a recent visitor at the local freight office. Emmett is on a 30 day leave and seems to be enjoying himself. He will return to his position in Italy.

Harry Wilson, port captain, also known as the Walter Winchell of Puget Sound, is very busy these days handling the large volume of business in and out from the various points on Puget Sound. He is even too busy to give the writer any special notes for our column.

We welcome the following new employees into the Milwaukee family: Frank Gleason, janitor; Kathleen Morley, and Ollive Swift, OS&D; Eveline Dein and Marjorie Reese, electromatic expense clerks.

Tacoma

R. R. Thiele, Correspondent
Agent's Office

R. A. Grummel, agent at the local office, who always wears a smile under ordinary circumstances, has been sad recently. Fred R. Hauss, his nephew, a husky, 215-pound, curly-headed boy, formerly Bellarmine College football player, was wounded in Luxembourg, while with his regiment of engineers in Patton's army, on Jan. 14 and died Jan. 15. Having been left an orphan at a tender age he was adopted and brought up by his grandfather and grandmother, Mr. and Mrs. C. F. Hauss. They lived next door to Mr. and Mrs. Grummel and as these had no children of their own, they took over the problem of little Ted and to them he was their own son.

Mrs. Oleta Irving of the O. D. T. desk at the local offices, is off sick at present; however, she is expected to improve.

H. L. Wiltrout has returned to work after being off sick for several months, but he resigned as chief train dispatcher and took the first trick of the main line.

F. B. Kibble from Seattle has been appointed trainmaster of the Tacoma Eastern and Gray's Harbor lines. Mr. O'Dore is now trainmaster on the main line.

The telegraph office at the yard now boasts a new perforating and sending machine. It makes us old telegraph operators weep to think of all the hard work we used to do on the Morse key and sounder, while these new machines fairly think for themselves.

Conductor Lou Barrett is back at work again after consulting a specialist at an eastern hospital.

Harry E. Ware, who was seriously injured recently, is now confined at St. Joseph's Hospital, but is reported in good condition and expects to be discharged before long.

R. M. Warner and R. L. Shreves, brakemen, are proud fathers of a son.

Miss Audrey Rayl is the new secretary and clerk in the office of the car foreman in place of Mrs. Raess who has retired to housewifely duties.

Mrs. Helen Allemen was happy to hear her son Ed's voice over the telephone from San Francisco the other day—happy, that is, until she found out that it cost her \$15. Well, it was worth it, anyway.

Brakemen who took the conductors' examination are J. Errigo, D. Morris, J. Stern, C. Rowe, Al Leon, T. V. Potts and R. L. Shreves; and new students hiring out as brakemen are A. J. Marcell, M. M. Madling, W. J. McLaughlin, K. G. Handley, K. A. Mee and W. E. Cross. It looks like a good crop.

Mrs. Wheeler of the cashier's office is glad to hear of her son being now located at Pine Bluff, Ark.—in the service, to be sure.

Mrs. Amanda Stewart, bill clerk at the local office, is happy over the discharge from the navy of her husband, Ralph.

How to give QUICK REST to tired eyes



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FOR YOUR EYES
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UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin

in the car department, serving in the navy; Clark Erickson, in the navy; Neil Sullivan, in the A. T. S.

Tacoma station is one of the heavy corners in freight and passenger business. Agent Grummel shows Tacoma as the second highest on the system.

The store department boasts a poet of rare attainments in the person of Mrs. Ethel Jennings, stenographer and typist there. Judge yourself whether you can surpass the following, which she composed recently:

*God bless our boys who bravely fight
To crush our enemies' treach'rous might.
God bless our wounded, ill and blind;
To them, oh God, please be most kind.
God bless our nurses, women rare,
Who give such tender, loving care.
God bless our Wacs, our Waves, our
Spars.*

*Bless all in this great land of ours.
God bless our nation, wond'rous land,
For honor let it always stand.
And when the guns of battle cease,
God grant us everlasting peace.*

MILWAUKEE SHOPS

Office of Mechanical Engineer
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Harold Montgomery, Correspondent



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He has returned to the Standard Oil Co. and they are now located in Puyallup, having bought a home there.

Curtis Eklund, former warehouse man, dropped in to say hello to his fellow workers around the local office. He is enlisted in the Infantry and was in Tacoma five months before going to Fort Ord, Calif.

General Foreman Ellis of the store department now points with justifiable pride to his three sons in the services, to-wit: Lt. (j.g.) George Ellis in the navy, Sgt. Louis A. Ellis in the Air Corps in India, and Seaman William H. Ellis in the navy. We hope for a safe return for all three of them—and what stories they will have to tell!

Alma DeMoss, laborette in the store department, went to Chico, Calif., for her health; she is missed because of her pleasant and friendly ways.

Earl Bartel of the store department has been heard from; he is in the Air Force in Africa and sends greetings to his former fellow workers.

Jimmie Jones, former store helper, has written from the Philippines; he is now a master sergeant.

Store Helper Arne Hale was last heard from in the Marianas; no news lately.

Former Store Helper Frank "Pop" Hurley is now in the service in England. His nickname is well deserved for he is famous for his friendly ways.

The following store helpers are in the service: Jimmie Guy, son of Mel Guy,



Farwell, Tyrone M. Cannon, and best wishes on your new endeavor. Ty has left the Milwaukee Road to join the Mt. Vernon Car Co. at Mt. Vernon, Ill., as assistant chief engineer. It was way back in 1922 that Ty started his Milwaukee Road work as special apprentice in

Milwaukee and later transferred to the Dubuque shops. Mr. Silcox' office in Chicago was his next stop and when that job was abolished, Ty came back to Milwaukee as draftsman and later as engineer of car construction, which job he held until leaving on Mar. 15. A farewell banquet was held in his honor at the Ambassador Hotel on Mar. 9 and was attended by some 65 railroad friends (limited due to dining space). The "King of MC's," James E. Mehan, was in his glory and celebrated St. Patrick's Day eight days in advance by holding the diners in the palm of his hand with his Irish gift of wit, humor and seriousness as he called on each speaker. Among the speakers were A. G. Hoppe, F. A. Shoulty, H. G. Miller, H. A. Sjogren, George Greenman, V. L. Green, M. L. Hynes, E. H. Poenisch, L. E. Grant, Russ Harrington, C. E. Brophy, H. T. Odegard, H. W. Chandler, E. F. Reinke and L. D. Horton. A special leather brief case was presented

and also a scroll with names of his many well wishers. Ty has been a bulwark on the A.A.R. committee and his loss there will be severely felt. However, the Milwaukee Road's loss looks like the Mt. Vernon Car Company's gain. Good luck, Tyrone!

New officers of Office Unit No. 1 of the Hiawatha Service Club are George H. Jung, chairman; John A. Macht, vice-chairman, and Ralph R. Haslam, secretary-treasurer.

Visiting servicemen lately: Lt. Col. Wm. B. Reitmeyer, Corp. N. J. Eberhardy and Ens. "Butch" Kreuger. Glad to have seen you and hope you stop in again, soon.

Rudy Broeksma has made application to join the Hiawatha Band. Rudy has had many years experience in the Dutch Navy band as bass drum carrier, and knows he can do as well for the Milwaukee Road.

Shirley Anne Folz, the new office "mail clerk," is a young lassie. Previously she was connected with the store department office in the same capacity. Shirley is a graduate of Washington High (1944), and does not come from a railroad family. Welcome to our midst, Shirley Anne.

Milwaukee Road Bowling League reports the Pioneers are still holding top spot—two games ahead of the Chippewas with 12 more games to roll. Big John Rogutich, 179.61, looks like the winner with a 3-point lead over Walt Koester, 176.44, and C. Schwab, 176.25. H. Munson (most improved bowler in the league) next in line with 175.41 and E. Sherbarth, 174. R. Pestalozzi, high single with 260, and Walt Koester, high three, 635. The first half winner was the Milwaukee Express, who will meet the second half winners at season's end.

Sylvan Lester stepped up to the piano and put on an exhibition worthy of a "Paddy-Rewski" at the T.M.C. banquet: *Dizzy Fingers, Shanty-Town, Minuet in G, Together, Maria-Elena, Three O'Clock in the Morning*. (Some say that if they didn't look toward the piano they would have sworn that "Paddy" was playing.)

Art Schultz, "OB" Hermanson, Butch Weber, Bob Burr and Joe Huber played their usual "hot stuff" while the boys ate fish, and later sat down and put on the feed-bag also.

Master "Moco the Mag" Wellnitz gave a few minutes of his time deceiving the boys with his card tricks and eggs. It was later when Rollo Erdmann (another magician) outdid his worthy competitor by making several glasses of wine disappear.

Reports of members of employees' families convalescing from operations are Mrs. V. L. Green, Mrs. F. G. Wiegatz, Evelyn Rogers, and Mrs. H. W. Klatte. Glad to hear all are on the way back to health again.

It is with regret that I must report the passing of our co-janitress, Louise Zalewski who had been with us a short time. Louise had been helping out the cafeteria crew for some time prior to her new job. A son, Donald, 13, and her hus-

band, Steve, a welder in the freight shop, survive.

Jack Armstrong didn't do anything big in the sporting world so we will have to wait until a more appropriate time to give him his due.

Locomotive Department

Ray W. Stuart, Correspondent

J. W. Marshall resigned as general foreman of the foundry after many years of faithful service. O. C. Finley has been appointed in his place. Mr. Finley is an old foundryman and well schooled in the line of locomotives. We are glad to have him with us.

Fred Schubert retired Feb. 1. He was a chipper in the foundry for many years.

Artie Zazel, foundry molder, is in the Pacific region and laid up in the hospital with an injured leg.

Ray Sear, former foundry clerk, is in a hospital in France.

Ed Halupinczak returned from the Pacific and visited his pals at the foundry.

Earl Stuart of the foundry is in the Pacific area after being on the Atlantic Ocean for 13 months.

Cyril Marek, foundry molder, now in military service, is coming home to see a brand new third member of his family.

Wm. Porsow, foundry foreman, tells that the fish will be biting at Hustisford by next hair cut time. He invites H. Mau and A. Tellefsen to try their luck again.

Joseph Bartlein, foundry foreman, is starting his spring drive to clean up the foundry premises and make his much-



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desired improvement with regard to appearance and general safety. This is a real issue with Joseph.

W. W. Bates, assistant to superintendent of motive power, welcomed a first grandson on Mar. 3. He has all the makings of another railroad man.

How about some news from the rest of the locomotive department?

Store Department

Earl L. Solverson, Correspondent

Hizoner R. M. Freuler is the new Skat king of Wisconsin. He won 27 games with no games lost and scored 766 points in the 86th Congress of the Wisconsin Skat League held on Feb. 11th in the Milwaukee Auditorium, against 1,661 players. It only happens once in a lifetime to most skat players.

A letter from Capt. Earl D. Austin of the 757th Railway Battalion in France to Wm. McKenzie of the lower floor states that he was in the hospital nearly three months but is feeling fine now. He worked too hard and too long—sometimes 20 hours a day—trying to keep up the reputation of the 757th. His crew of 622 boys between the ages of 19 and 23 years put all engines that came to France into service, over 1,000 of them. They turn a lot more engines in 24 hours than Milwaukee does, he states, with no coal shed and only electric power part of the time.

Mrs. Louise McEvoy has returned to the timekeeping job in the DSK office after a prolonged leave of absence in the East with her daughter and family. The rest has done Mac a lot of good.

June 2 is the big day in Port Washington for Ray Dummén, when he takes the vow to love, honor and obey. Ray recently returned from Uncle Sam's services. He extends an invitation for everybody to attend. Let's go.

Sgt. Peter Peterson is now assigned as an instructor at Peterson Field, Pueblo, Colo., after completing 50 bombing missions in Europe. He received several decorations.

Buck Ormson is enjoying a much needed rest in New York after 25 months in active naval service.

Mildred Verban returned after a visit with her boy friend at Oklahoma City. She says the wedding will not occur until after the war when we will all be invited.

Minnie Maler has returned to work after an operation and is now doing duty in the garage office. She is trying to get acquainted with pet names of vehicles and the duties they perform.

Sgt. Bob Metzfeld is getting around in Europe, England, France, Luxemburg, Belgium and now Germany. A letter some time ago indicated he liked Luxemburg and they were invited to many dinners. He enjoyed the potato pancakes just as the Yanks did in 1918.

Sgts. John Ewald and Walter Marlow write very interesting letters of their experiences with the headquarters company of the Milwaukee Railway service. Ewald states he visited Paris and found it beautiful.

Sgt. Chester Raasch, with the 7th Army, states he is too busy to do much writing. His former co-workers are glad to hear that he is well and on the beam.

It's now Pfc. Frank Brewa, an M.P. keeping German prisoners at work somewhere in France. He appreciated an art alendar from Milwaukee.

Corp. Robert Paasch wrote to his dad, Alfred Paasch, from Iwo Jima, saying he was O.K. so far. Received some mail and they had a chance to get some good show and cigars.

Sgt. Norman Bakken wrote to J. T. Kelly, general storekeeper, stating that he was not in a combat area. Writes of his appreciation of the \$10 gift from the Milwaukee Road. Claims it is cool and nice except that the mosquitoes are terrible.

S/Sgt. Jerome D. Elert, son of General Foreman Elert, was home on furlough recently and devoted four days to furthering the war effort by working at the shops. He is with a flight patrol at Maxwell Field, Ala., repairing airplanes and guns.

S/Sgt. Orville K. Hansen, former employe at Green Bay, wrote to J. T. Kelly to express his thanks for the \$10 check from the Milwaukee Road. He has been overseas almost three years in Australia. Has enjoyed it there, has married an Aussie and wouldn't trade his experience for all the money in the world. He is looking forward to returning to work for Mr. Brennan at Green Bay.

The co-workers of August Kosiboski extend their sympathy to him in the loss of his wife on Mar. 1. She was 76 years of age and they would have been married 50 years on Oct. 20, 1945.

At the last store department Service Club meeting at the Red Arrow Club, chairman Freuler discovered that he was wearing one of his son's coats, which about reached his knees. He had to dispatch the son home via taxi to get his own coat.

There was a good turnout at the store department Service Club meeting but all of the department should attend and benefit by the discussions and take part in the coming program to retain and secure new business. Ed. Hoerle, public relations representative, explained the competition to be expected and why we had to urge legislation to eliminate subsidies to competitors.

Anthony (Tony) J. Mueller of the lower floor store room retired late in February and was visibly surprised with the presentation of a \$50 War Bond from his co-workers by District Storekeeper G. A. J. Carr. We hope Tony will get around often.

Pfc. Raymond Peters wrote to Stationery Storekeeper Jack Waldman. Ray is in the Philippines and is not so keen about the continual rains and hot weather.

Pfc. Emil Bruder writes that absence makes him appreciate his friends and co-workers on the Milwaukee Road, "the best railroad in the country."

We were all glad to see Corp. John Shekan at the recent Service Club meeting and party. He appears to thrive on that Fort Benning atmosphere but prefers Milwaukee.

T/5 Francis Rainer paid a visit to the shops late in February. He is also from Fort Benning and will have served four years in April, three of them overseas.

T/Sgt. Arthur Voelke of the scrap yard was due home Mar. 1 after four years in Australia, New Guinea and

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Leyte. The boys were anxious to see him.

Col. N. A. Ryan in a very brief visit to Milwaukee informed Commander Ed Carlson of Milwaukee Road Post No. 18 that he would inform him of his next visit so that a get-together could be arranged. His job is to restore the canals in France in order to furnish Paris with coal and other supplies.

S/Sgt. Kenneth Neitzke, formerly with the builders stores, was home on a 21 day furlough from Europe after having completed his tour of missions with the Air Force. Received a Certificate of Valor with the Air Medal and Three Oak Leaf Clusters. He is a nephew of E. F. Grisius of the GSK office and of John Wendorf of section "G" store.

S/Sgt. Jack Carr, son of G. A. J. Carr, district storekeeper, has returned from England, having completed 35 combat missions over Nazi-occupied territory. Jack has received several citations, including the Air Medal with six Oak Leaf Clusters, and two Presidential Unit Citations.

Pfc. John Thekan called at the signal store while home on his recent furlough. Looks fine.

Agnes Fleckenstein, laborette at the signal store, was recently married. We hope the signals will always be in the clear.

Elaine Howard has joined the Marine Corps and the signal store is waiting to hear from her at her new location, somewhere in Alabama. No tax to pay and no ration points to contend with. Me-o-mi!

The story is told of a university professor, famous for his absent-mindedness. About two o'clock one morning the telephone rang. Climbing out of bed, he made his way to his desk in the library. "Hello," said a voice. "Is this one, one, one, one?" "No," answered the professor, "it is eleven, eleven." "Oh, pardon me," said the party at the other end. "Wrong number. Sorry I disturbed you." "Oh, that is all right," replied the professor. "I had to get up to answer the telephone anyhow."

Two men who had wined and dined exceptionally well, left the banquet together. "When you get home," said one, "if you don't want to disturb your family, undress at the foot of the stairs, fold your clothes neatly, and creep up to your room."

The next day they met at lunch. "How did you get on?" asked the adviser.

"Rotten," replied the other. "I took off all my clothes at the foot of the stairs, as you told me, and folded them up neatly. I didn't make a sound. But when I reached the top of the stairs—it was the 'L' station."

A family of sparrows was blessed with one little albino baby, very white and very pretty, who was the pride and joy of his mother. One day this little albino flew off on a pleasure jaunt and disappeared for hours. His family was frantic, until finally at dusk the little fellow returned, all dusty, bedraggled, and dog-tired.

"Where on earth have you been?" cried his mother.

"Mamma," said he, "I've been in the darndest badminton game you ever saw."

High heels, according to Christopher Morley, were invented by a woman who had been kissed on the forehead.

April, 1945



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Davies Yard

J. J. Steele, Correspondent

An Open Letter to the Victory Committee



Dear Miss Milwaukee Road Victory Committee:

I know you are married, but it sounds more conventional if I address you as "Miss." After all, if we of the older generation don't give a tinker's darn about public opinion, what can we expect of our

children?

This isn't meant to be a lecture on modern morals, 'though, heaven knows, we all could do with one now and then. It is merely a thank you note for your birthday gift. First of all, I want to ask you a personal question. Please tell me how you figure the exact minute to drop the package in the corner mail box so that it reaches me exactly on my birthday? You must have spent weeks on that alone. The ones I send invariably reach the recipient a month or two late and sometimes not at all.

What I started to say was that not only did your (my) gift arrive on my birthday, but that it was just what I needed. I know what you're thinking.

You're thinking that I'm just saying that, but I'm not, really. You see, I'm planning on a furlough next month, and to do that one needs plenty of money. So, as soon as I opened the package and saw what it contained, I knew immediately just what I was going to do. It was providential, my dear, simply providential. Acting in accordance with my nefarious schemes, I invited some of my cronies (only the married ones, of course) to my room last night for a wee game of euchre.

When the gullible sheep were all assembled, I passed around the cigars, punch, nuts, and a mild stimulant. Emily Post would have been proud of me in my role of the Perfect Host. When I figured they were sufficiently groggy, I whipped out my deck of "Famous Olympian Playing Cards" (I hope Mr. Scandrett notices the plug) and then I proceeded to fleece the boys, but as the evening wore on and the cigars and drink dwindled, so did the little hoard that I had saved up. Grimly, I kept up the game with my unmarked cards. When I finally realized that my furlough money was fast disappearing into other pockets, I rent my garments in despair. Just as I was about to give up the ghost, the "spirit of the Milwaukee Road" came to my aid. Old Man Hiawatha himself in all his streamlined finery. Just in the nick of time, too. But, then, that's nothing unusual. The Hiawatha is always on time. (Mr. S. please note.) He didn't say much, but what he did say was quite a mouthful. I'll quote—"There's more than one way to skin a cat." Now, you may say what have cats to do with my sheep? and well you may ask, but

let's get on with my saga. I simply stopped thinking of my victims as sheep and called them cats, instead. I next plied them with stronger stimulants until they were quite unconscious. This is where the master stroke comes in. I used the rest of your gift. I dug into the package, took out a razor blade and slit their throats. Now I have enough money for my furlough, thanks to you and the Milwaukee Road Victory Committee and as soon as I get out of Fort Leavenworth (if I miss the chair) I'll come up to thank you in person. Right now, I'm pretty busy in my cell, playing patience with my "Famous Olympian Playing Cards."

Gratefully yours,

Sgt. Joe Cienian

P.S.—They took away my razor blades.

We are glad to welcome back George Mertz who has received an honorable discharge from his railroad battalion after two years in Iran and thereabouts.

We are also happy to report that Al Reich has joined our ranks again after having been confined to Soldiers' Home Hospital for several weeks.

Mrs. Dorothy Wick shared her birthday with her co-workers by presenting them with a box of candy which was delicious. Incidentally, Dorothy is now a full-fledged Girl Scout leader.

Val Shuler, the self-appointed highway commissioner, reports that the highways from Milwaukee to Lake Denoon are in good order.

Donald James is the new baby boy in the Siegfried Thomasser family.

Chester Wezek and Stanley Stawicki have received personal greetings from President Roosevelt. We are as happy and proud as they are for having received a tribute from the President of the United States.



A FROTHY CROCHETED BLOUSE TO GLAMOURIZE YOUR SUIT

If you want to make a glamour costume of your suit, switch to an utterly feminine blouse. There's just nothing fresher and frothier than this white blouse with its cascading ruffles around neck and sleeves. Crochet it of mercerized cotton, wash it, starch it, and wear it again and again, with your most devastating jewelry or flower accessories.

Directions for crocheting "Date Magic Blouse," No. 1926, can be had by writing to the Milwaukee Magazine, Room 356, Union Station, Chicago.

Marching Feet

Remember when his tiny feet
Were clad in booties blue,
Those tiny, eager, restless feet
That were so dear to you?

And then there came those high-laced shoes
To guide small feet that stumbled;
Remember how his tiny hands
With those long laces fumbled?

Next came the age for sneakers,
He wore out many a pair
While playing baseball in the lot—
He never had a care.

Remember how his bright eyes shone
With eager pride and joy
When he first wore his football shoes?
He was a handsome boy!

And then there came those shining shoes
He wore to college dances;
He had his share of work and play
And college day romances.

And now those feet are marching,
Clad in stout-laced boots once more;
Gone are the thoughts of football games
And happy days of yore.

He's marching into battle
With a firm and eager stride,
And cowardice and fear of death
Have both been thrust aside.

He's fighting for America,
A land that's just and free;
He fights that it may still remain
Our Land of Liberty.

Oh Lord, please guide those marching feet,
Wherever they may roam,
And when our victory is won,
Please bring him safely home.

—MADELINE WHEELER

Stores Department,
Bensenville, Ill.

Fighting Slogan Quiz

Here are five great slogans that stand as landmarks in the history of our country. How many of them can you match up with their correct author?

1. "I have not yet begun to fight."
(a) MacArthur. (b) Eisenhower. (c) John Paul Jones.
2. "Don't fire till you can see the whites of their eyes." (a) Wainwright. (b) "Stonewall" Jackson. (c) Prescott.
3. "Give me liberty or give me death." (a) James K. Polk. (b) Patrick Henry. (c) Zachary Taylor.
4. "Make the world safe for democracy." (a) Franklin D. Roosevelt. (b) Colonel House. (c) Woodrow Wilson.
5. "We shall fight on the beaches, on the landing grounds, on the fields, in the streets and in the hills; we shall never surrender." (a) Churchill. (b) Stalin. (c) DeGaulle.

Answers 1. (c); 2. (c); 3. (b); 4. (c); 5. (a).

When you notice how much smarter you are today than you were 10 years ago, don't stop there. Follow the same line of thinking until you partly realize how much dumber you are today than you will be 10 years hence. That ought to hold you for a while.

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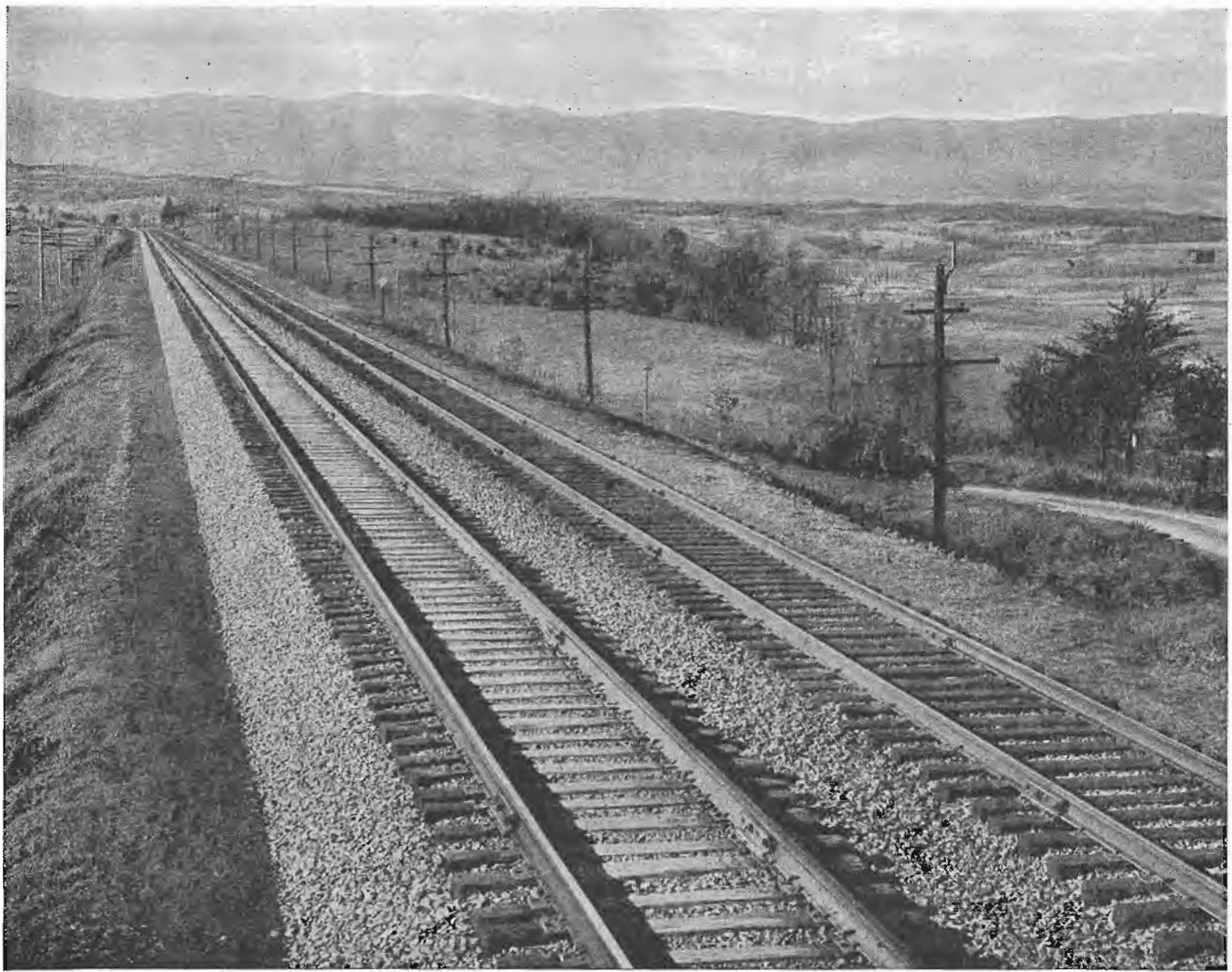
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Over such highways—230,000 miles of them—more freight and passengers are moving today than ever moved before anywhere on earth by any means of transport. • In 1944, the railroads hauled nearly three times as much inter-city freight, and nine times as much war freight, as all other carriers combined. • That is one of the great lessons to come out of the war—what modern American railroads can do. • And one of the things to remember after the war is won is that in peacetime, too, America needs and must have the kind of transportation which only its railroads can deliver.

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