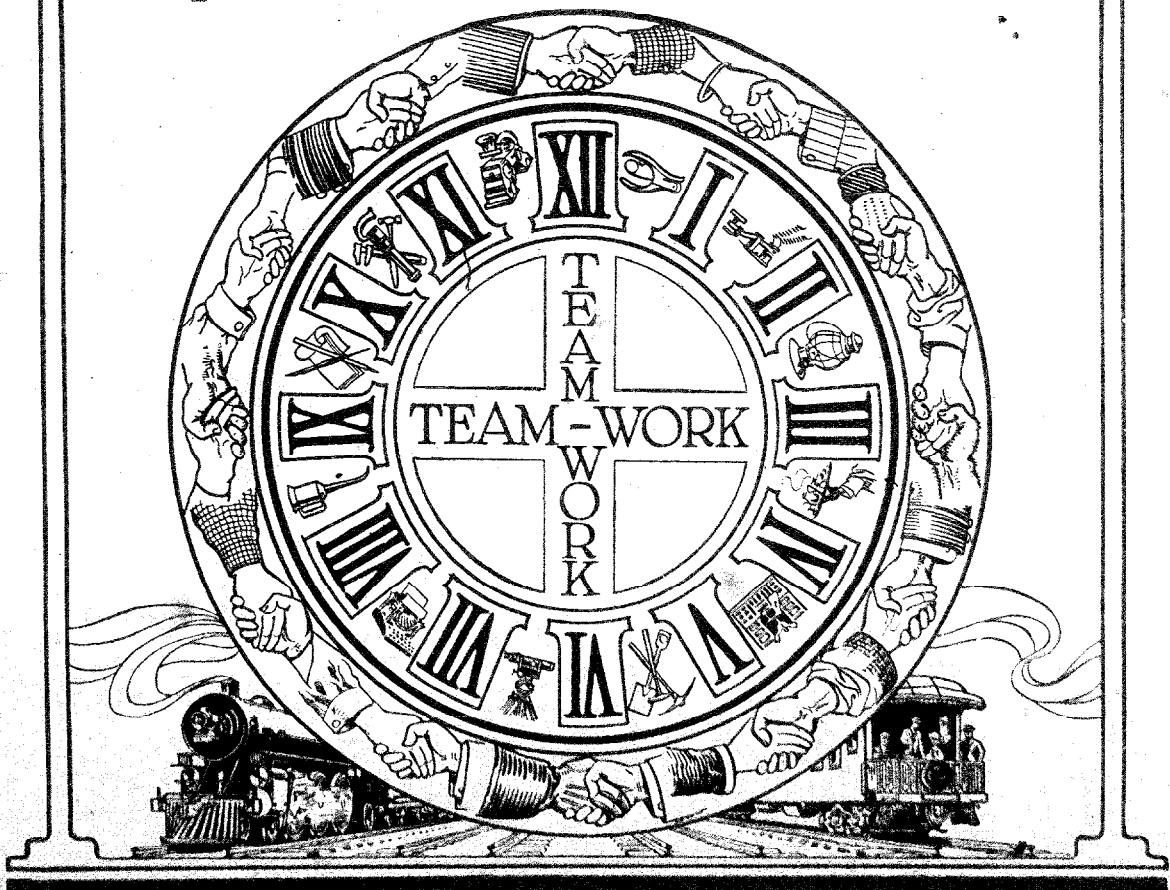


# THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

April

1918



VOLUME 6

No. 1

# A FOB FOR YOU

Here is a chance for you to secure a dandy, serviceable and attractive watch fob—just like the one in the illustration opposite.

Of course, the fob is emblematic of the railroad you are working on, one of the great railroad systems in the world.

## The Milwaukee System

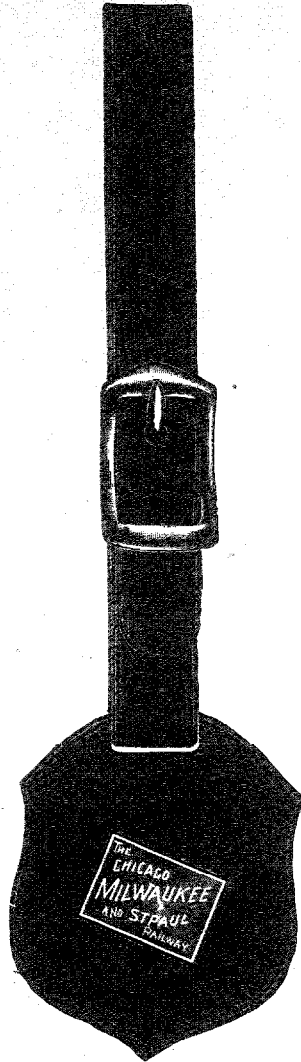
These fobs are manufactured from a very fine grade of leather, well seasoned and color cured to such a degree that they will always maintain a good appearance.

In the center of the fob there is an emblem of the Milwaukee System. This emblem is double plated and polished, thereby eliminating the possibility of it tarnishing.

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We have a limited number of nicely plated emblematic buttons, either pin or screw backs. Let the public know who you are identified with.

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**Milwaukee Railway System Employees Magazine**  
**Railway Exchange Bldg.,**  
**Chicago, Ill.**

GENTLEMEN: Please find enclosed \$\_\_\_\_\_ in payment of the articles I have marked below.

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 R. R. Dept. \_\_\_\_\_

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- Plated Button, Screw Back . . . 35c
- Rolled Gold Button, Screw Back 75c
- Solid Gold Button, Screw Back \$1.25

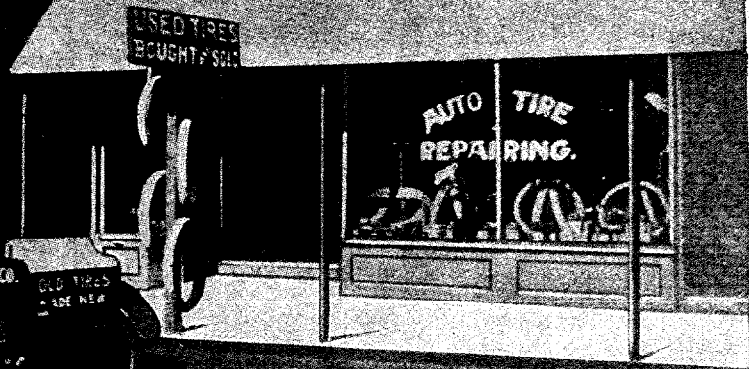
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# I Earned \$2200 IN FOUR MONTHS

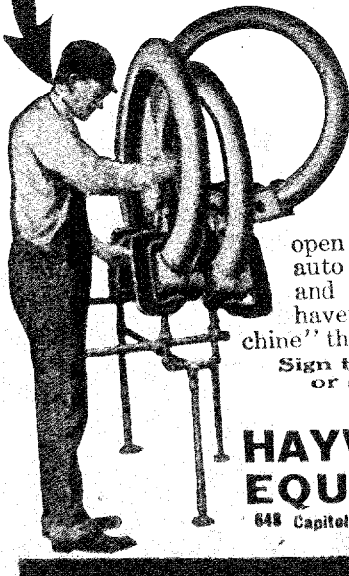


## This Is Richard A. Oldham

Mr. Oldham was telegraph operator for the Illinois Central Railroad for twenty years. He is fifty-eight years old. During all those twenty years, he drew the customary monthly salary of a telegraph operator—no more—no less. One day he read one of my advertisements and the possibilities of making money in the Auto Tire Repair Business. In a few weeks, he had purchased and installed a Haywood outfit, and was doing business for himself. He was **His Own Boss**. A short time ago he wrote us that his income in four months was as much as it had been in Two and One-Half years as Telegraph Operator.

You men who have been left at home—who are beyond the draft age, can and must take up the burdens left behind by others. Oldham is a living example of what can be done. There are thirty million tires in use every day—punctures and blow outs are common. Something going wrong all the time. New tires advancing to prohibitive prices. Owners forced to have their old tires fixed. I have 500 places to be filled now. 500 stations where tire repairing is neglected, because there is no one to do it.

## I Must Have 500 Men to fill these places within the next 60 days



I have a big interesting book to send you—a book about tires—it tells all about them—how they are repaired by the Haywood method—explains this business—gives inside figures and profit. Gives actual proof of success—letters of others who are now operating Haywood Shops and making big money. What these men have done you can do. \$2500 to \$4000 a year is conservative.

One machine will give you a start. You can see business around you—everywhere there are automobiles there are tires that need repairing. You know that. All you do is

open a shop—put out a Haywood sign, and auto owners will come to you, welcome you and the service you bring them. If you haven't seen the "Sign of the Man and Machine" there is a big opportunity awaiting you.

Sign the coupon and mail it today, or send a post card or letter.

M. HAYWOOD, Pres.

**HAYWOOD TIRE & EQUIPMENT CO.**

648 Capitol Avenue, INDIANAPOLIS, IND.

M. HAYWOOD, Pres.  
Haywood Tire & Equipment Co.  
648 Capitol Avenue, Indianapolis, Ind.

DEAR SIR—Please send me your book on Haywood Tire Repair Plans and full particulars on your National Tire Repair Service and details of your FREE school of tire repairing.

NAME .....

ADDRESS .....

# I Will Save You More Than 1/2 on a \$100 UNDERWOOD

E. W. S. SHIPMAN, President

EVERYONE knows the reputation of the Underwood Typewriter. I will send you on **TEN DAYS' FREE TRIAL** a High Grade No. 4 Visible Writing Underwood, with Back Spacer, Tabulator, Stencil Attachment, Two-color Ribbon, Waterproof Cover and Special Touch Typewriting Instruction Book, that will teach you to operate this simple Underwood in one day. I will give you a **written** guarantee of **FIVE YEARS' SERVICE** from date of sale and I will save you much more than one-half the manufacturer's price.

## 25 Years' Experience—Confidence of 200,000 Customers

I am the largest typewriter re-builder in the world, employing the most expert workmen in the typewriter business. I handle only Underwoods, obtaining all my machines and all new parts direct from the Underwood Company.

## How I Double the Life of An Underwood

Do not confuse me with a second-hand dealer. I put each machine through a process that I have spent 25 years perfecting. Each machine is taken apart and re-built from top to bottom.

The frame is re-enameled, the bright parts re-nickeled. All parts unfit for further service are discarded and replaced by new parts purchased from the Underwood Company. Every machine is equipped with new type, new platen, new ribbon vibrator, front scale, feed roll, ribbon, space bar, key rings, key glasses, rubber feet, etc. Expert mechanics re-adjust and re-align each machine. It will stand any mechanical typewriter test.

**You May**  
**RENT** APPLYING RENT ON PURCHASE PRICE  
 OR  
**BUY** FOR CASH OR ON EASY PAYMENTS

## My Five Year Guarantee—Ten Days Free Trial

I personally stand back of every machine that goes through my factory with a **WRITTEN FIVE YEAR GUARANTEE OF SERVICE**. I guarantee to send you a genuine Underwood, exactly as illustrated and described here-with. You don't even have to buy the machine at the time you get it. You can try it for ten days **FREE** and then, if you conclude the machine I send you does not look, work and write like new, you may return it and I will refund any deposit or charges paid by you. This guarantee affords you complete protection.

**Rent or Buy** Mail coupon or post card today for special low price and terms. You can **RENT**, applying six months' rental on purchase price, buy on easy terms or secure discount for cash.

## Our Other Plan Brings Underwood FREE

A new plan—our agency plan. You are not asked to do any canvassing or soliciting for orders. You simply co-operate with us, becoming part of our nation-wide organization. You can easily get your Underwood **FREE** in this way. Send name and address on coupon today and learn about Offer No. 224.

E. W. S. SHIPMAN, President  
 Typewriter Emporium  
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**Five Year Guarantee**

**Ten Days' Free Trial**

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 Send me immediately full facts, about your Special Offer No. 224

Name \_\_\_\_\_  
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 City \_\_\_\_\_  
 State \_\_\_\_\_

# The Milwaukee Railway System Employes' Magazine

Railway Exchange Bldg., Chicago

Published monthly, devoted to the interests of and for free distribution among the 65,000 employes of the Chicago Milwaukee & St. Paul Railway System.

CARPENTER KENDALL  
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VOLUME VI

APRIL, 1918

NUMBER 1

*Complete*

## McADOO

Sung to Tune, "Jerry, Go ile the Car."

All out, me b'ys, put on the car,  
And Casey, you come, too;  
We'll drill all hands today, me son,  
For Mr. McAdoo.

He's got a train a-comin', men,  
It's full o' biskets, too;  
They musen't spill 'em in the ditch,  
On Section sixty-two.

These biskets they are for our b'ys;  
And billed for France straight  
through;  
And that they reach their port of call  
Is up to me and you.

The engineer that pulls that train,  
I know he's grit clean through;  
He'd work his blarsted top knot off  
For Mr. McAdoo.

And the con I know is as game a man  
As ever donned the blue;  
And when you give that gink a train,  
He'll see that train goes through.

And the Supe that starts this outfit out,  
Oh! he's a Ia-la-Loo!  
He's kicked his schedules inside out  
For Mr. McAdoo.

His varnished cars he's set aside,  
'Till the bisket train goes through;  
And he's sweatin' blood both day and  
night  
For Mr. McAdoo.

So out, me b'ys! Now git a move!  
That train is almost due;  
We must be sure the track's O. K.,  
Them biskets **must** go through.

Now raise that jint and tamp the ties.  
And tamp 'em solid, too;  
We'll have no wrecks and no delays  
On Section sixty-two.

And gauge that jint and line her up,  
Put in a tin or two;  
We'll make her safe, go hang expense,  
Says Mr. McAdoo.

You ask who is this mighty man,  
That's put our road askew:  
Just listen and I'll tell you, son,  
This Mister McAdoo.

He's only a cog in the big cog wheel,  
The same as me and you;  
Only we are the cogs in the little cog  
wheel,  
And we've all our bit to do.

But if the big cog fits in the little cog  
wheel,  
And the car runs steady and true,  
We'll give that Hun a run for his mou,  
And the Devil will get his due.

And he'll get it so hard and he'll get  
it so quick,  
And he'll get it so swift and true;  
And the hardest kick the kaiser will get  
Will come from McAdoo.

(Contributed by Geo. Summers, Sec.  
No. 12, Mineral, Wash.)

## FOUR P. M.

*Sted.*

Ellensburg, Wash., Feb. 5, 1918.

Sted: I assume from what I have read in our Magazine that you enjoyed the pleasures of a few days in camp the past season. I would enjoy seeing an account of your adventures in the columns of our Magazine

Yours truly,

**BILLIE JONES.**

Dear Billie: A descriptive account of my tail-end of the season outing would require vast quantities of paper and gallons of ink to be properly portrayed in print and right now these things cost money. It would be an exciting and spirited description of perils and adventures amid mountain fastness and perilous clammers along the mountain streams, detailed word pictures of thrilling combats with deceptive mountain declivities surrounded by mountains of snow and hair-raising glaciers, rousing tales of savage encounters with the vicious trout of the mountain streams, miraculous nerve-straining stratagems endeavoring to outwit the terrific grouse amongst the dense thickets on the perpendicular walls of the mountain sides on a gloomy day when the camp larder was almost empty; the strenuous efforts made to arise early and encounter the wary fish and game before they became aware of the approaching daylight and myself, and the other multitudinous activities I employed to out-general the native son on his home grounds.

But, Billie, I enjoyed a tiny, one-day outing last July, my first trip of the 1917 season, and maybe a realistic recital of that one little, lonesome day will appease your sportsman's desires; at any rate, I will accede to your kind demands to that extent and thank you for your compliment.

It was a typical July morning from the view point of an angler; up there amidst the mountain valleys with the sun topping the crest of the Bitter Roots. As I alighted from the train and gazed affectionately at the old log

cabin the rays just reached the porch line and while I stood waiting they crawled gently along until the whole structure had received its morning's baptism and from all sides the choir invisible was making the air resound with the music of good old Mother Nature, assisted by her feathery chorus. Those morning sun baths, Billie, are great rebuilders for a worn-out system, and make you feel better even though you already think you never felt better in your life. And say, Billie, as I breathed in the vigorous ozone of the Bitter Roots that bright July morning I certainly did feel fine and fit.

An appetizing breakfast awaited me in the old log cabin, and after dawdling luxuriously over a delicious draft of coffee I arose and strung rod and tackle in shape for the day's sport. By this time Old Man Sun had begun to display his temper so the outer's coat was discarded. About 100 yards back from the cabin, 'neath the cool shade of the pines, was a cozy little pool that could generally be relied on for one trout as a try-out most any day in the year. I lounged along the wild wood trail to the edge of Nature's tiny preserve and cast the imitation fly up stream a couple of times to wet the line and draw the leader; the third cast was intended for real sport and game so the fly was dropped gently as possible on the riffles and worked slowly along with the current; a sizeable cut-throat trout made a half energetic effort but his rise was short and he missed the Bamook Chief by several inches; several studied casts failed to lure this practical friend to a second effort, but somehow I seemed intensely interested in that one little cut-throat trout and all thoughts of a big day with a full creel vanished from mind.

Seating myself on a convenient log at the edge of the bank I lighted the pipe, smoked and speculated about how much time should intervene before I should offer my friend another chance.

to assault my feathery deceit. After waiting about fifteen minutes I made a second attempt; the same indolent effort was essayed by the trout as at the first rise, struck short, refused a couple as hastily repeated casts, and again the log, the pipe, and I enjoyed a pleasant wild wood's conference while waiting for the prescribed fifteen minutes to eat up old Time. And during these fifteen minutes a dreary old raven came croaking down the St. Joe valley, took a fancy to a dead pine and seated himself on one of its decayed limbs, stretched out his neck, extended his wings, drew down his shiny black head and omitted a coarse, gurgling croak. At this minute two little feathered sprites of the air dropped down from nowhere in particular, and one on each side they attacked the giant raven, drove him from his throne, and as he went cawing down the valley the little tormentors kept darting down from above and up from either side of him until the mountain walls echoed with his distressed wailings.

And again the fifteen minutes were up. Again the tiny, feathered lure was flicked to the desired riffle and again it was drifted along with the laughing waters; and again the little trout made his usual half-hearted effort, and again he rose short. The regular two after casts followed, but he heeded them not, so I glanced at the watch, noted when the fifteen minute recess would be up and started out for a short stroll along the banks of the stream. At a nice, grassy knoll I indulged that wild wood desire to sit down and just gaze at things. I plumped myself to earth and alighted with a thump atop the domicile of an American bumble bee. At first I imagined I was some lone American who had suddenly landed in the middle of Germany; that was a mistaken idea. A German has to think three or four times before he can execute an action this bumble bee was an American and executed at once and if he acquired any regrets he expressed them to himself somewhere else later on. Now this was not a gigantic adventure, but it was sizeable enough to prove exciting for a few minutes and helped to hasten Old Time along and before the ticklings of the sting had

subsided the allotted fifteen minutes had expired. Again followed the usual procedure in exactly the same style as before: one cast, one rise, two casts, two zeros. Such classy performances help in the percentage column, hey Billie?

The next fifteen minutes were passed talking to a pair of creepers that were busily engaged talking to each other, to the warming sun, to me, the meanwhile energetically climbing up and down the tree trunks searching for dainty edible specimens of the insect species in the interstices of the bark. This was another tiny, modest adventure, neither dangerous or exciting, but as we all seemed conversant with one another and to blend in harmony with our immediate surroundings the fifteen minutes passed all too quickly; and again the score board showed: one cast, one rise, two casts, two zeros. It appeared as though the seasoned angler was going to score a nice big row of zeros.

Billie, that was a glorious day—there was a half hour rest for the trout during luncheon, and then the fifteen minute schedule was filmed right along on time during the balance of the day; and it was always the same set of figures marked up on the scoreboard. There were many fifteen minute vacations during which I talked with the scenery, the birds, the small animals and reptiles as they chanced my fortunate way, the flowers and trees, the shrubbery and grasses and all those beautiful wild woods' companions that make life in the open so vigorously enjoyable.

\* \* \* \* \*

And then, Billie, somewhere in France the Bells in the Cloisters chimed the Holy hour of midnight. And, Billie, somewhere in France an American soldier rolled restlessly in his sleep and dreamed: "Gee! Wish I was back in the States for just one day—I would go fishing."

\* \* \* \* \*

And, Billie, as the last chime was struck the little fly landed, oh, so softly on the riffle, it was deftly worked and drifted along with the laughing waters of the happy stream adown the watery trail it had been learning all day; and



as the chimes from the Cloisters echoed here and there over the sleeping and wide awake American boys in France that trout made a savage, determined rush, struck the fly fast and hard, was hooked—and, Billie, as the last echoes of the chimes drifted away in the bell-fries he was reeled to shore, netted and creeled.

And, Billie, this is the little story of my Big Trip of the past season. I met other anglers that evening; they were soaking wet from toes to arm pits, they had creels filled with trout, were tired and happy and they all laughed when they peered in my creel and saw that one little cut-throat trout. Billie, I was happy, too. I had not waded one inch, was dry from head to foot, had not encountered the direct heat of the sweltering sun, had enjoyed a whole day of actual fishing, had met an indifferent trout, had conversed with him all day, had out talked him and was not tired out. Billie, I think I enjoyed a more private inward feeling of satisfaction in the outwitting of that one little cut-throat trout than if I had creeled a bushel of more easily lured specimens.

I may be mistaken, Billie, but this is the way it presented itself to me that night while I was riding home on the train, and it still hovers in the vaults of my memory in the same strain.

Yours truly, STED.

P. S.—And, Billie, don't you wish all those American boys over in France could come back and go fishing for one day. It would be Big American Fun, hey, Billie? But now they are angling in the Waters of Fate. Here's hoping, Billie, they have the right bait—and we know they have, for they are Americans from the United States. They may have to fish all day, but when the last night comes they will not show the empty creel. God be with them.

#### H. & D. Notes.

H. A. Parsons, second trick, Aberdeen yard, left on March 18 for Seattle, where he will attend a family reunion. He is relieved by E. J. Hayhurst.

O. J. Zimmerman, second trick, Selby, has left for a three weeks' vacation which will be spent in the East, taking in New York and Washington, D. C.

John Evans, former agent at Cogswell, has taken the agency at Letcher. W. G. Herzog, operator at Summit, has been appointed agent at Cogswell.

M. J. Riley, second trick at Milbank, has returned to work after spending his hard-earned money in Chicago and St. Louis during the course of a two months' vacation.

## A Convalescent Home for Railroad Soldiers

Railroad men from all parts of the United States, wounded or sick through war service, are to have a recuperation camp in the heart of Colorado's Grandest Mountains. Mr. Guy Adams, mail traffic manager of the Union Pacific System, has donated a tract of forty acres from the Double Header Ranch to an organization incorporated to build the camp. A non-profit-sharing company has been formed and all the money received will be used for carrying out the plans, which contemplate providing a home for as many railroad soldiers as can be accommodated, and in addition taking care of such railroad people as may be in need of an outing in Colorado, even though they were not able to go to war. Money for this wonderful and splendid project is needed right now, so that the buildings may be erected and ready for our wounded heroes when they are invalided home. A recuperation camp in the midst of the most healthful region in the world is priceless beyond expression and Mr. Adams as "father of the movement" deserves the heartiest gratitude, not only of the soldiers who are to benefit by his generosity, but of the families and friends of our boys.

The organization, as incorporated, will be known as the Railroad Men's Mountain Home Association, and the trustees are: Guy Adams, manager mail traffic, Union Pacific System; Otto Mears, president Silvertown Railroad Co. and chairman of the State Board of Capitol Managers; Harry C. Riddle, former judge of the District Court; R. L. Hearon, vice-president and general manager Colorado Fuel & Iron Co.; F. C. Webb, representative of large manufacturers of railway supplies; John Keating, general manager Denver Union Terminal Ry.; Marshall B. Smith, member of B. of R. T. and receiver D., L. & N. W. R. R.

The Double Header Ranch is located in Turkey Creek Canon, 16 miles above Morrison, on the old Leadville Stage Road. It was homesteaded more than twenty years ago by Marshall B. Smith and purchased nine years ago by Mr. Adams for a summer home.

If plans made by Mr. Adams develop as rapidly as they anticipate, the recuperation camp will be in shape to take care of 100 railroad men by July 1, and by Jan. 1, 1919, will be equipped to care for 1,000 men. From Double Header Ranch the scenery is incomparable. On a clear day there is a view of the surrounding mountains stretching before the eye for more than a hundred miles. At night the lights of Denver are plainly visible, while fresh air and sunshine are nowhere more plentiful than at Double Header Ranch.

L. H. McFarlane has moved to Milbank and is now a permanent fixture as conductor on way freight between Milbank and Aberdeen, and is making 'em all sit up and take notice in the way he can handle way freight after three years service on the Harlem Line passenger. It was thought he couldn't stand the grind, but he's there and them some. Jarve St. Clair, former fixture on the way freight is now getting acquainted with a string of box cars behind an L-2.

## Women in the Industrial World

Walter S. Goll.

At war a year and over and the wheels of industry humming faster and faster; the shipyards driving ahead at top speed, and transportation active as it has never been before,—the demands upon it growing day by day, the problem is,—man power. With our young men going into the army and with the need for greatly increased agricultural activities, the question is where to get labor and the answer seems to be,—women-power to take the places of men who have been called to the colors, to the farms and to the heavier work in the factories, shipyards and railway industries. Women all over the war zone have been thus engaged since the first year of the war and Europe has accustomed itself and is adjusting itself to the extension of the field of employment for women. We in this country are now preparing for this new era.

Economic writers everywhere have heralded the revolution, for such they see it,—one writer looking back beyond August 1, 1914, as to a day that is done forever, says: "Except that we were all alive then and can remember, that time has now become almost as remote, almost as 'historical,' as the days before the French Revolution. Our days, our methods, our reactions are already so different. The greater part of the freedom of movement, the travel and going to and fro, the leisure, the plenty and carelessness that distinguished early twentieth century life, has disappeared. Most men are under military discipline and every household economizes." The change is coming about gradually with respect to the employment of women in industries, especially in the mechanical departments of the railways; and some railways have gone more generally into the employment of women than others, but as steadily as the men are drawn into the army and navy, to the fields and to the heavier work which women are unable to do, their places must be filled by women. Let us take a look at the growth of the industrial armies of women in other countries where the war has already devastated the ranks of man power. In England, it is estimated that a million and a quarter women have replaced men, and of this number approximately one million are engaged in munition work. In France, the number of women taking the places of men in factories is about eight hundred thousand. In Italy, where women have not heretofore very generally sought factory employment, over 90,000 are now engaged in war industries,—in some plants 90 per cent of 95 per cent of the total number of employes are women. In Germany these figures are probably exceeded very largely, certain authentic reports indicating over three million women engaged in industrial work.

In the early stages of this radical economic change, women very naturally supplanted men in the tasks for which they are more obviously fitted, such as clerkships in commercial and industrial establishments, banks, transportation systems, postwomen, package wrappers and floor walkers in the department stores, etc. Swiftly, however, their spheres of activity increased until now they are engaged in almost every branch of manufacture, and are successfully performing work heretofore considered wholly impossible to them.

I saw a few days ago a booklet recently published in London entitled "Carry On—British Women's Work in Wartime." This publication contained a collection of reproductions from photographs (and they very evidently were not faked) illustrating women engaged in all sorts of activities, and these pictures brought home to me as no amount of descriptive matter could the extent to which the women of England are helping to win the war. Some of these activities are: Shipyards—Heating rivets to be driven by men, and as blacksmith's helpers.

Aircraft factories—Cutting, sewing, attaching and painting the canvas for wings, building and painting the fuselages or bodies, and making all sorts of small metal fittings.

Munitions—Turning, assembling, inspecting all sizes of shells and loading them with high explosives; shrinking copper bands on shells.

Woodworking plants—Operating saws, planers, mortisers, boring machines, etc.

Assembling condensers for marine engines; operating heavy punch presses and many heavy machine tools; filing, chipping and fitting brass work; stoking boilers; heavy labor such as operating wheelbarrows in foundries, loading freight cars, etc.; operating buses and tram cars as motorwomen and conductresses, driving ambulances; wipers for locomotives and cars; baking; postwomen and policewomen; sweeping and top dressing roads and streets; all sorts of field labor such as plowing, harrowing, pitching hay, etc., and these cuts, of course, could illustrate only a few of the many industries in which they are engaged.

All this wonderful development has not been accomplished, however, without some considerable confusion and complication, a repetition of which we may reasonably expect here in America if the war continues long enough.

No sooner did the factories and commercial offices begin to train women to replace men than the government began to compete for employes to build up the enormous administrative machines that had to be developed to do the clerical work for the Ministry of Munitions, the War Trade Department, the

many other new boards and departments created by the necessities of the hour and also for women to be sent to France as clerks, librarians, accountants, stenographers, typists, telephone and telegraph operators, chauffeurs, cooks, bakers, waitresses, laundresses, tailors, shoemakers, and workers in technical branches.

Most of these women transferred to France went as members of the Women's Army Auxiliary Corps abbreviated to "Waacs" and distorted into "Tommywaacs." This organization was more or less of an experiment and its success was a matter of much speculation and many merry quips.

It has made good far beyond the expectations of its most enthusiastic friends, and the best proof of this is that the British government is advertising for additional volunteers at the rate of 10,000 a month.

This situation was met only by the close and intelligent co-operation of the government labor boards, the representatives of labor and the executives of industry which resulted in a fair shifting and distribution of labor from trades and localities which were not busy to those which were overcrowded—in other words, a wise and intelligent use and distribution of labor, and a governmental restriction of non-essential industries.

These results were facilitated by the voluntary enrollment of labor, particularly the men, who consented to be transferred from place to place as necessity demanded.

So much for the experience of England, which we may well take as a guide in the solution of our own problems in the months to come.

Because of the fact that we are just beginning to take an active part in the war, and since the necessity for immediate participation is not so acute as it was in England in 1914 (at least we seem so to consider it), we are not yet confronted with the loss from industry of a large proportion of men and the substitution of women.

Investigation indicates, however, that the process is under way and that the executives of large industries are giving the problem considerable thought and attention, and are planning to meet the situation when it arises.

\* \* \* \* \*

Women are now employed in the mechanical trades on a number of railway systems where the problem has already passed the experimental stage. They are replacing men as clerks, ticket sellers, station agents, and the like, though as yet I cannot learn that any of them aspire to usurp the job of the ancient and honorable baggage smasher.

At the Havelock, Neb., shops of the Burlington road a woman distributes and files blueprints, although the work involves some knowledge of locomotive parts. As the same shops women are successfully operating lathes, milling machines, gear cutters, shapers and other tools, and though a trifle slower than men, they seldom make mistakes and do very accurate work.

One young woman who had been teaching the sciences in a Nebraska high school entered

these shops temporarily, simply to get some practical experience to aid her in her class work. She became deeply interested and showed such proficiency that she was assigned to lathe work in the tool room and was later selected to fill a vacancy which occurred in the general offices of the mechanical department, where she now holds a responsible position.

In the Salt Lake shops of the Oregon Short Line many women are employed in cleaning coaches with a forewoman in charge of the department.

In the Pocatello, Idaho, shops of the same company a large force of women are employed on engine lathes, boring mills, milling machines, planers, brass lathes, cutting off machines and nut tapping machines. They are also reclaiming and repairing cab cocks, globe valves, boiler checks, lanterns, oil cans, and doing general tinsmith work. A woman is operating the motor-driven transfer table, and two others are finishing boiler stay-bolts. All locomotives are painted by women.

In the coach shop they are upholstering and cleaning coaches and preparing them for painting. Two colored women are painting and varnishing coach sashes.

Other systems, including the New York Central, Baltimore & Ohio, The Soo, the Northern Pacific, the Union Pacific, the Lehigh Valley, the Pennsylvania, the Santa Fe, and the Chicago, Milwaukee & St. Paul employ women in work similar to the above, and in addition as helpers for machinists, blacksmiths and car repairers, operating steam hammers, packing journal boxes, reclaiming waste, sorting and storing scrap, etc.

Women are operating elevators in the skyscrapers of many of the large cities, and the New York surface lines are beginning to use them as conductors clad in a natty uniform of tna with long coat, trousers and puttees, in which they present a neat and nifty appearance that seems quite potent in handling the crowds and charming the nickels from their pockets.

All experience in this and other countries indicates conclusively that women can and will, under the right conditions, successfully perform much of the work heretofore done by men exclusively.

Many employers have in the past and are now finding female labor very satisfactory, while others have met with indifferent or no success whatever.

This brings us to a consideration of the methods to be employed to make this substitution a success.

The greatest attention should be given to the character of the women employed, and a more thorough investigation must be made of their references than in the case of men, for one undesirable woman will frequently destroy the usefulness of a large department. Each woman in a given section must be acceptable to her fellow employes, otherwise resignations with or without explanation may be expected.

Those in charge of women employes should be of the right sort, not only morally, but they should possess in a high degree the qual-

ities of patience, sympathy, fairness, firmness, cheerfulness and a large share of good common sense.

The shops should be light and well ventilated and clean and attractive, not only upon occasions of inspection but at all times.

Comfortable and cheerful restrooms should be provided, preferably under the charge of a competent matron.

Where any considerable number are employed there should be a hospital with a nurse to care for injuries and illness.

As far as possible consistent with the character of the work women should be segregated from men.

In large shops they should enter and leave the premises before or after the men to prevent jostling and annoyance.

Wherever possible chairs or stools, preferably with backs, should be provided.

Heavy lifting should be avoided even to the extent of employing men to truck and carry materials.

A uniform should be used primarily in the interest of safety, but also to avoid rivalry and jealousy in the matter of dress. These uniforms should have no loose sleeves to catch in moving machinery, and easy fitting overalls may be necessary in some classes of work. Caps should be worn to confine the hair.

Machinery must be guarded, not approximately, but thoroughly and effectviely so as to make it practically impossible to catch clothing, hair or hands in moving parts.

These suggestions may be carried still further to include lunch rooms, club rooms, evening classes in sewing, cooking, etc.

It need hardly be suggested that careful consideration should be given to the character, for success or failure rests to a large extent upon its solution.

There is no doubt that in foreign countries at the present time women are employed at tasks for which they are physically unfitted and with serious results.

On the average, women are not so strong as men, are not so tall and have a shorter reach of the arm. They should not therefore be given tasks requiring great strength or endurance and the work and equipment should be so arranged as to avoid undue reaching or straining.

On the other hand, they become very adept in light work requiring manual skill and dexterity, particularly in repeat operations, and for this class of work are far superior to boys and men.

Because of their inherent lack of an understanding and appreciation of mechanical devices and methods, it is frequently found advisable, if not absolutely necessary, to modify somewhat the tools, jigs and equipment to make the work more certain and accurate in results. Frequently these changes permit of more rapid production and decreased cost.

Instruction and supervision are very important elements in the success or failure of the undertaking.

The instructors should be persons of great tact, patience and perseverance.

Only a few women should be taken into a

department at one time and instruction should be given at once; otherwise they are apt to become discouraged and decide that the work is too difficult and can never be mastered.

On machine tools it is well to begin instruction with two women at a time, allowing each one alternately to operate the tool, while the other observes and profits by the mistakes of the first.

Women from families in which the father, husband or brother are mechanics seem to learn more readily, probably because of some help or suggestions at home.

While it is naturally difficult to teach women the operation of machine tools, and there is a fair percentage who can never master them, still many become very expert and in some cases produce more work than men.

Close supervision and inspection are necessary, for few women appreciate the importance of dimensions, or have any judgment as to mechanical strength or requirements. They work more by instructions than from any inherent mechanical knowledge and it is necessary, therefore, for the instructor to explain the process and results required in the minutest detail.

Once she understands just what is required or learns how to use a gage properly, the results are frequently very gratifying, for she has wonderful capacity for repeat work with almost absolute uniformity in product.

Shall the woman receive for the same work an equal wage with the man? This is a question that has been cussed and discussed for years and the end is not yet. In this country, in some instances the unions have agreed to the substitution of women for men only upon the basis of an equal wage.

The testimony in regard to the relative attendance of women as compared to men is conflicting, inconclusive, and does not in general indicate a wide variation either way.

The experience in regard to loyalty is conflicting, probably due to the success or lack of it in handling the whole problem. I believe in general that the woman employe, particularly above the age of twenty-five, is more contented, has a higher sense of loyalty and is less inclined to become an agitator. Like dynamite, however, she must be handled with care, and it will frequently be found that one disloyal woman is worse than a half dozen men, because she will take every opportunity to spread the disease.

And what will be the result of all this after the war? I believe no one can answer with certainty. If the struggle continues until there is a serious loss in our man-power, then women will have to continue to fill the gap for a time at least.

I believe that eventually the spirit of the eternal feminine will assert itself and the women will gradually, to an extent at least, return to their normal and conventional sphere as home makers and home builders. No doubt, however, this radical upheaval in industrial processes will leave some permanent imprint, and we may reasonably expect that even after the period of readjustment there will

remain as a net result a wider use of women in industry.

In conclusion, I think I may well quote a fine appreciation of the British women in war work which forms the foreword of the publication "Carry On," which I mentioned earlier in this paper. It reads:

"It is no exaggeration, but the most sober truth, to say that but for the women of Britain and their work, Germany would by now have won the war. For had they failed to rise to the unprecedented demands which their country has made upon them, Britain's industrial effort would have collapsed, and her armies in the field would have been paralyzed. Some three million men have been withdrawn from British industry to serve with the colors; 2 per cent of the male labor employed in the chemical and engineering trades has been drafted into the army. The normal staffs of offices, factories, railways and munition shops have been stripped to the bone at the imperious call of war. Had the women of Britain been unable or unwilling to step into the vacant places, the war, first lost in the workshop, would have been finally lost in the field.

"But the women of Britain have not failed. Rather, they have taken up their unlooked for task with an energy, an enthusiasm and an efficiency which have been one of the miracles of history. Today there are some 900,000 British women engaged in war industries, and of these more than 600,000 are directly employed in the manufacture of munitions. In shipyards and in iron foundries, in chemical and engineering works, they are ceaselessly working by day and night. Eighteen months ago two-thirds of the 500 processes in the making of munitions on which they are now engaged had never been performed by a woman. The women of Britain are putting over the barrage, without which their sons, their husbands and their brothers could never hope to shatter the German lines.

"But it is not in munition work alone that the face of British industry has been transformed by the extension of women labor. As postwomen and police, as bakers and farm-workers, as motor drivers and bus conductors—in almost every occupation of which the mind can think—British women are now cheerfully 'carrying on' while their menfolk are away. In her hour of greatest need Britain has called to her daughters. She has not called in vain. By their industry, their efforts and their heroic sacrifice the women of Britain have saved their country and saved the world."

Since Mr. Goll collected his data, the number of women employed, industrially, on the Milwaukee has greatly increased, and is constantly increasing. An article dealing with the character of work, personnel, working conditions and the number employed in the various shops is being prepared for the May Magazine.—Editor.

### Veteran Employees' Association.

The Editor has received a number of inquiries relative to the Association, seeming to think because no mention has been made in the Magazine of the Association, that it had gone out of existence. Quite the contrary. It is alive, and it is the intention of its members to keep it alive. The present time, however, does not seem opportune to hold a meeting, because of the shortage of help, which would make it difficult for many of the "vets" to get leave of absence; and further, because of the war, and the strenuous demands on transportation large social gatherings are discouraged by the Director of Transportation.

When a vote was taken last fall on the purchase of a Red Cross Ambulance by the Association, the result was very largely in favor of buying it; but as a large majority of the cards that came in to the Secretary were unsigned, those votes could not be counted. This situation would have required taking another vote, and meanwhile it was learned that the Red Cross did not at that time need any more ambulances, although it was thought possible they would accept them again this spring.

When the Executive Committee again meets this matter will be taken up for discussion, and if it is learned that an ambulance is not desired, it is possible some other proposition for a patriotic use of the money on hand will be placed before the members. Meanwhile the 1918 dues are payable. Also, letters have been received from some of the Veterans to the effect that they have not received their annual passes. All Veterans are asked to place this matter before the heads of their respective departments for action.

### Appointments.

The following appointments were effective March 10th:

J. C. Hoffer, assistant trainmaster of Chicago Terminals.

L. A. Turner, trainmaster Iowa Division, vice B. F. Hoehn, promoted.

F. L. Richards, superintendent, S. C. & D. Division, vice L. B. Beardsley, transferred.

L. B. Beardsley, assistant superintendent, S. C. & D. Division, vice F. L. Richards, promoted.

F. A. Miller, assistant trainmaster, Chicago Terminals, vice B. G. Dolan, transferred.

Effective March 18th:

A. J. Hasenbalg, assistant superintendent, Chicago Terminals.

J. F. Anderson, superintendent of Kansas City Terminals, vice W. L. Richards, transferred.

W. L. Richards, agent, Kansas City.

Effective April 1st:

W. L. Lieb, trainmaster, I. & M. Division, vice E. A. Meyer, transferred.

Conductor J. S. Williams has been laid up for several weeks with rheumatism. We hope by next month's Magazine time to be able to chronicle his complete recovery.

Engineer Harry Conger and family of Miles City visited with Marion relatives and friends.

## OUR HONOR ROLL

The Honor Roll List will continue until all the names are published. Meanwhile, it is urged that all recent additions be sent in by correspondents or friends, so that they may be listed in due course.

Name	Headquarters	Occupation	Title	Location
Lyman Fallis.....	Pend Oreille Line	Machinist Appr.	.....	.....
W. B. Garrett.....	Pend Oreille Line	Fireman	.....	.....
Otto Christensen.....	Seattle, Wash.	Laborer	.....	.....
Melvry Nelson.....	Seattle, Wash.	Laborer	.....	.....
Wm. Ragen.....	Col. Division	Engine Dispr.	.....	.....
H. M. Rekdahl.....	Col. Division	Fireman	.....	.....
C. J. Ragner.....	Col. Division	Fireman	.....	.....
Leon Barien.....	Col. Division	Fireman	.....	.....
C. E. Mitchell.....	Col. Division	Fireman	.....	.....
W. G. Van Duersen....	Col. Division	Fireman	.....	.....
W. E. Taylor.....	Col. Division	Fireman	.....	.....
Ed Kaluroske.....	Col. Division	Fireman	.....	.....
W. M. Plybon.....	Idaho Division	Fireman	.....	.....
R. E. Bridewell.....	Idaho Division	Fireman	.....	.....
Albert Nash.....	Idaho Division	Engineer	.....	.....
Sam Sharman.....	Tacoma Shops	Tinner Helper	.....	.....
Tony Aurch.....	Tacoma Shops	Tinner Helper	.....	.....
Thorval Brown.....	Tacoma Shops	B. M. Helper	.....	.....
Harold Alfeson.....	Tacoma Shops	Machinist Helper	.....	.....
Lloyd Sell.....	Tacoma Shops	Machinist Helper	.....	.....
Henry Gournat.....	Tacoma Shops	B'ksmith Helper	.....	.....
Ernest Carlson.....	Tacoma Shops	B'ksmith Helper	.....	.....
Lewis Clark.....	Tacoma Shops	B. M. Helper	.....	.....
Chas. Stier.....	Tacoma Shops	Machinist Apr.	.....	.....
Barney Faisted.....	Tacoma Shops	Machinist Apr.	.....	.....
J. Metzberg.....	Tacoma Shops	Machinist Apr.	.....	.....
Dolbert Whitman.....	Tacoma Shops	Nut Tapper	.....	.....
Michael Labota.....	Tacoma Shops	B'ksmith Helper	.....	.....
Maynard Johnson.....	Tacoma Shops	B'ksmith Helper	.....	.....
Eddie Haggie.....	Tacoma Shops	B'ksmith Helper	.....	.....
Dwight Davis.....	Othello R. H.	Machinist Appr.	.....	.....
Albert McFarland.....	Tacoma Shops	Machinist Helper	.....	.....
Floyd Swing.....	Tacoma Shops	Wiper	.....	.....
Henry L. Moletor.....	Tacoma Shops	Machinist Appr.	.....	.....
Edward Kena.....	Tacoma Shops	Car Repairer	.....	.....
John Sangston.....	Tacoma Shops	Car Repairer	.....	.....
Oscar Roach.....	Tacoma Shops	B'ksmith Helper	.....	.....
Lawrence Pettos.....	Everett R. H.	Car Repairer	.....	.....
Russell Scott.....	Othello R. H.	Machinist Helper	.....	.....
G. W. Tyron.....	Othello R. H.	Machinist	.....	.....
Paul Paulson.....	Tacoma Shops	Painter	.....	.....
W. P. Mooreland.....	Tacoma Shops	Car Carpenter	.....	.....
Frank Henry.....	Tacoma Shops	Car Repairer	.....	.....
Karl Ulverstad.....	Othello C. S.	Car Repairer	.....	.....
Jas. D. Tipton.....	Othello C. S.	Car Inspector	.....	.....
Sam N. Borden.....	Othello C. S.	Car Inspector	.....	.....
A. D. Crow.....	Col. Division	Engineer	.....	.....
G. H. Bryan.....	Col. Division	Fireman	.....	.....
Frank L. Walks.....	Seattle	Car Insp. Helper	.....	.....
O. L. Coulter.....	Tacoma	Fireman	.....	.....
Thos. Burns.....	Col. Division	Car Inspector	.....	.....
Frank Corcoran.....	Maiden C. S.	Car Repairer	.....	.....
Leo F. Hoyt.....	Seattle	Fireman	.....	.....
Jas. Murphy.....	Seattle	Fireman	.....	.....
E. N. Ritter.....	Seattle	Fireman	.....	.....
J. B. Johnson.....	Seattle	Fireman	.....	.....
R. T. Clark.....	Seattle	Fireman	.....	.....
R. A. Cook.....	Seattle	Fireman	.....	.....
Henry Nelland.....	Seattle	Laborer	.....	.....
Stigurd Mickleson.....	Seattle	Laborer	.....	.....
A. C. Keuplan.....	Seattle	Machinist	.....	.....
Chas. L. Brownley.....	Seattle	Machinist	.....	.....
Thos. Orest.....	Pend Oreille Line	Machinist Helper	.....	.....
D. E. McDowell.....	Col. Division	Fireman	.....	.....
Howell G. Babbitt.....	Othello R. H.	Pipe Fitter	.....	.....
Roy Garrison.....	Idaho Division	Engine Watcher	.....	.....
S. S. Snodgrass.....	Missoula Division	Engineer	.....	Camp Lewis, Wash.
J. M. Gill.....	Missoula Division	Fireman	.....	Camp Lewis, Wash. Camp Lewis, Wash.

## MILWAUKEE RAILWAY SYSTEM

Name	Headquarters	Occupation	Title	Location
Harry Rick	Missoula Division	Car Repairer		Camp Lewis, Wash.
L. F. Dickerson	R. M. Division	Fireman		Camp Lewis, Wash.
L. L. Shrauger	R. M. Division	Fireman		Camp Lewis, Wash.
J. L. Cox	R. M. Division	Fireman		Camp Lewis, Wash.
Fred Elmer	R. M. Division	Engineer		Camp Lewis, Wash.
M. L. Oliver	Deer Lodge Shops	Machinist Appr.		
G. G. Stout	Missoula Division	Fireman		
Tracey Mesmer	Missoula Division	Fireman		
Pat Glackin	Deer Lodge Shops	Stat'y. Fireman		
E. DeAlton	Deer Lodge Shops	Machinist Appr.		
O. Andrus	Missoula Division	Engine Dispr.		
Carl Wegner	Deer Lodge Shops	Machinist		
Peter Selemoff	Miles City	Laborer		Camp Lewis, Wash.
Joe Cox	Musselshell Div.	Fireman		Camp Lewis, Wash.
F. C. Tadewalt	Musselshell Div.	Fireman		Camp Lewis, Wash.
Geo. Demitroff	Miles City	Stat'y. Fireman		Camp Lewis, Wash.
Gail E. May	Musselshell Div.	Fireman		Ft. Riley, Kan.
G. E. Deutscher	Musselshell Div.	Fireman		Ft. Riley, Kan.
Ruichi Watanabe	Miles City	Laborer		Ft. Riley, Kan.
Robt. Reid	Miles City Shops	B. M. Helper		Ft. Riley, Kan.
Harry Edmundsen	Miles City Shops	Car Repairer		Ft. Riley, Kan.

## FROM CHICAGO TERMINALS

Wm. Schreiber	Galewood	Switchman		
Bradford Canary	Galewood	Switchman		
Jno. J. Whalen	Galewood	Switchman		
J. R. Hansard	Galewood	Switchman		
Elmer Bloom	Galewood	Switchman		
M. J. McGaty	Galewood	Switchman		
Jno. Norwick	Western Ave.	Switchman		
Geo. Grelpke	Western Ave.	Switchman		
Luke Hollan	Union St.	Switchman		
F. H. Cranley	Union St.	Switchman		
J. T. Mahoney	Union St.	Switchman		
Wm. Ryman	Division St.	Switchman		
J. W. Dugas	Western Ave.			
George M. Dusek	Galewood	Switch Tender		
R. S. Harrington	Galewood	Switch Tender		
R. J. White	Galewood	Switch Tender		
Jno. H. Rose	Galewood	Switch Tender		
Ray McCabe	Galewood	Switch Tender		
H. C. Loeding	Galewood	Switch Tender		
W. W. Robertson	Galewood	Switch Tender		
H. L. Falkenstein	Galewood	Switch Tender		
Homer Fallon	Western Ave.	Caller		
Guy Cawley	Union St. Station	Way Bill Clerk		
H. G. Rausch	Union St. Station	Way Bill Clerk		
Wm. Oller	Union St. Station	Notice Clerk		
Anthony Figary	Union St. Station	Way Bill Clerk		
Jos. Redmond	Union St. Station	Tracing Clerk		
J. A. Razenski	Union St. Station	Expense Line Clerk		
C. C. Jackson	Union St. Station	Counter Clerk		
Geo. Nelson	Union St. Station	Ass't. Prepay Clerk		
Louis Cook	Union St. Station	Caller		
Martin Podoczek	Union St. Station	Trucker		
Pat J. Debbs	Union St. Station	Checker		
E. C. Coy	Union St. Station	O. S. & D. Clerk		
Robert Base	Union St. Station	Way Bill Clerk		
Arthur Kramp	Union St. Station	Tonnage		
Charles Asch	Union St. Station	Collector		
Harry Howard	Union St. Station	Receiving Clerk		
Frank Cozza	Union St. Station	Caller		
L. F. Raymond	Kinzie Street	Foreman		
Edw. Reeves	Kinzie Street	Car Service Clerk		
Jos. Meyer	15th Street	Trucker		
Louis C. Piazza	Galewood Station	Claim Clerk		
John Maloney	Galewood Station	Tracing		
Fred C. Mose	Galewood Station	O. & S. Clerk		
Arthur J. Inman	Galewood Station	O. & S. Clerk		
Patrick J. O'Malley	Galewood Station	Caller		
Willard C. Nelligan	Galewood Station	Caller		
John Mach	Galewood Station	Trucker		
Jas. Kaveny	Galewood Station	Trucker		
Arthur Waskow	Galewood Station	Caller		
Jos. Tenervioicz	Galewood Station	Stower		
Carter McNamee	Galewood Station	Yard Clerk		
Thos. Fallon	Galewood Station	Yard Clerk		
Arthur Dressler	Galewood Station	Yard Clerk		
Jno. McCarthy	Galewood Station	Yard Clerk		
Henry Steffen	Galewood Station	Yard Clerk		
Chas. McInerny	Galewood Station	Yard Clerk		
Chas. A. Johnson	Galewood Station	Yard Clerk		
Orwon Victor	Galewood Station	Yard Clerk		
Anton S. Hanson	Galewood Station	Yard Clerk		
Gordon E. McNutt	Galewood Station	Yard Clerk		
Edw. Vanoskey	Galewood Station	Yard Clerk		
Chas. Cullen	Galewood Station	Yard Clerk		
Edw. H. Jacobsen	Galewood Station	Yard Clerk		
Patrick O'Connor	Galewood Station	Yard Clerk		
Chas. J. Dupont	Galewood Station	Yard Clerk		
Frank Behrens	Galewood Station	Yard Clerk		
Arthur Hansen	Galewood Station	Yard Clerk		
J. L. Norton	Galewood Station	Train Clerk		

13th Engr., France

Name	Headquarters	Occupation	Title	Location
Lester Tracey	Galewood Station	Yard Clerk		
Otto Hansen	Galewood Station	Scaler		
Mick Smith	Galewood Station	Checker		
Stanley Lucas	Galewood Station	Caller		
Harold Peters	Galewood Station	Caller		
Jos. E. Miloto	Galewood Station	Caller		
Stanley Szkus	Galewood Station	Trucker		
Albert Scrypanek	Galewood Station	Trucker		
Joe Smal	Galewood Station	Trucker		
Gust Polinski	Galewood Station	Trucker		
Harry Griepke	Division St. Sta.	Car Order Clerk		
A. W. Kline	Deering Station	Car Clerk		
G. P. Hennessey	Deering Station	Weighmaster		
J. P. Neary	Un. Stock Yds. Sta.	Sta. Clerk		
Leonard Borgeon	Track Dept.	Laborer		
Henry Ricci	Track Dept.	Laborer		
Panfio Ranallo	Track Dept.	Laborer		
Michael Gzesiak	Galewood	Yardman		Camp Grant
Arthur Karnatz	Western Ave.	Yardman		Camp Grant
Samuel Corso	Western Ave.	Yardman		Camp Grant
Edward Wiley	Davis Junction	Yardman		Camp Grant
Joseph Killion	Galewood	Yardman		
Frank Sara	Galewood	Yardman		

FROM MILWAUKEE TERMINALS

Jos Vavricka	Sup't Office	Switch Tender		
Charlie Stamley	Sup't Office	Switch Tender		
Duncan Burrell	Sup't Office	Switch Tender		
James Plumb	Sup't Office	Switch Tender		
Wallace Bruss	Sup't Office	Switch Tender		
Henry Dohrman	Sup't Office	Switch Tender		
Edward Deruss	Sup't Office	Switch Tender		
Leon Rogalski	Sup't Office	Switch Tender		
J. J. Cahill	Sup't Office	Switchman		
Jos. Kolasinski	Sup't Office	Switchman		
Christ Madden	Sup't Office	Switchman		
John M. Rodemund	Sup't Office	Switchman		
David G. Hodge	Sup't Office	Switchman		
W. S. McClure	Sup't Office	Switchman		
Vernon H. Newcomb	Sup't Office	Switchman		
Marcus Blenkinsop	Sup't Office	Switchman		
Earl Wrasse	Sup't Office	Switchman		
Chas. Jordan	Sup't Office	Switchman		
Carl Karbe	Sup't Office	Switchman		
Thos. Vavricka	Sup't Office	Switchman		
Peter Boos	Sup't Office	Switchman		
George Hiltel	Milwaukee Sta.	Stenographer		
Ernst Schwarz	Milwaukee Sta.	Clerk		
Edw. Sammon	Milwaukee Sta.	Yard Clerk		
Theo. Lang	North Avenue	Clerk		
Jos. Drezdon	Car Record Office	Yard Clerk		
Elmer Schreiber	Car Record Office	Yard Clerk		
Oscar Klein	Sup't's Office	Car Clerk		
Chas. Collins	Sup't's Office	Switchman		
Fred Heth	Sup't's Office	Switchman		
Arthur Deckman	Sup't's Office	Switchman		
Louis Hembrook	Sup't's Office	Switchman		
John E. Bahmiller	Sup't's Office	Switchman		
John Reed	Sup't's Office	Switchman		
W. P. Murphy	Sup't's Office	Switchman		
M. J. Koch	Sup't's Office	Switchman		
Geo. Lane	Sup't's Office	Switchman		
Frank Seaman	Sup't's Office	Switchman		
Clarence Magner	Sup't's Office	Switchman		
E. J. Davis	Roadmaster's Office	Clerk		
Roman Pczyki	Milwaukee Station	Yard Clerk		
Edw. Watrous	Milwaukee Station	Bill Clerk		
Alb. Janka	Milwaukee Station	Yard Clerk		
Aphraim Jerovenko	Milwaukee Station	F. H. Caller		
Fred Rath	Milwaukee Station	F. H. Caller		
Mayo Carrington	Dist. Eng'rs Office	Draftsman		
F. Munkwitz	Dist. Eng'rs Office	Draftsman		

FROM SUPERIOR DIVISION

Henry Reinholz	Hilbert Jct.	Pumper		
Albert A. Cullen	Marinette	Chief Clerk		
Reuben J. Noonan	Marinette	Clerk		
W. E. Herrman	Iron Mountain	Telegrapher		
W. E. Pilley	Iron Mountain	Clerk		
Morris Conery	Iron Mountain	Fireman		
Albert Yaunke	Channing	Night Car Foreman		
W. R. Feak	Channing	Engineer		
Geo. Bargren	Channing	Fireman		
Frank Cotr	Channing	Fireman		
Sam LaValley	Channing	Engineer		
David Delaughary	Channing	Fireman		
Geo. Berganini	Crystal Falls	Section Foreman		
Chas. Brower	Crystal Falls	Section Foreman		
Herbert Lear	Iron River	Section Foreman		
Andrew Johnson	Mass. Mich.	Section Foreman		
Jaw. Windlay Jr.	Ontonagon, Mich.	Section Foreman		
Harry Carlson	Ontonagon, Mich.	Operator		
Ed Hendricks	Escanaba, Mich.	Conductor		
Elide Chentier	Escanaba, Mich.	Dock Laborer		



Name	Headquarters	Occupation	Title	Location
Geo. Bloomer	Channing, Mich.	Conductor		
Ray Houle	Green Bay, Wis.	Brakeman		
H. M. Buswell	Kiel, Wis.	Operator		
A. V. Kenny	Kiel, Wis.	Operator		
Earl Walsh	DePere	Warehouseman		
Louis Hoffman	Green Bay	Cashier		
H. G. Ellsworth	Green Bay	O. S. & D. Clerk		
John Nick	Green Bay	Car Record Clerk		
Edward Madigan	Green Bay	Checker		
Merritt McClure	Green Bay	Brakeman		
Clayton Ellis	Green Bay	Brakeman		
Clarence Blahnik	Lena	W. H. Helper		
H. Touchette	Abrams	Helper		
E. W. Dropp Jr.	Middle Inlet	Operator		
Henry Nelson	Amberg	Section Foreman		
Joe Gobert	Channing	Section Foreman		
August Brower	Frost	Section Foreman		
Walter Oman	Rockland	Section Foreman		
Ed Holebraudt	Channing	Section Foreman		
Leslie G. McMillen	Channing	Fireman		
Fred W. Ligeois	Green Bay	Chf. Clk. Supt.'s Off.		
P. Maerie	Ontonagon	Operator		
<b>FROM IOWA DIVISION</b>				
A. N. Drake		Freight Brakeman		Camp Dodge, Ia.
A. Hern		Pass. Brakeman		Camp Dodge, Ia.
A. R. Kassel		Sec. Laborer		Camp Dodge, Ia.
O. O. Kieckhoefer		Pass. Brakeman		Camp Grant, Ill.
Ralph Lemming		Switchman		Camp Grant, Ill.
David J. Erlwine				U. S. Army
Leslie DeMell				Ordnance Dept.
Frank Drew				Ordnance Dept.
John Pandy				Field Artillery
Eslie Godwin				Aviation Corps
Albert Gable		Machinist		U. S. Navy
Orin Lutze		Machinist		U. S. Navy
Frank Colburn		Machinist		U. S. Navy
Joe Boardman				U. S. Navy
Jesse Townley				U. S. Army
<b>FROM S. C. &amp; D. DIVISION</b>				
Tom Tucker		Fireman		
Chas. Rasmussen		Fireman		Coast Artillery
Harry Apted	Sioux City	Conductor		
Abel Bernard	Sioux City	Brakeman		
I. McPherson	Sioux City	Clerk		
Z. V. Kohls	Hudson	Agent		
A. E. Stransky	Sioux City	Baggageman		Ft. Sam Houston
R. W. Skaro	Sioux City	Baggageman		Ft. Sam Houston
G. B. Murphy	Sioux City	Brakeman		Aviation Corps
O. E. Burton	Fairview	Agent		Signal Corps
T. M. Paulsen	Ethan	Agent		Signal Corps
W. H. Lynn	Sioux City	Switchman		
A. Mullen	Sioux City	Brakeman		Aviation Corps
Geo. Robinson	Sioux City	Brakeman		Aviation Corps
John J. Dulling	Sioux City	Clerk		Artillery
<b>FROM KANSAS CITY DIVISION</b>				
D. D. Barnes	Cone, Ia.	Operator		
Herbert G. Barnard	Ottumwa	Operator		
Orville Elston	Ottumwa	Lineman		
J. T. Farrell	Ottumwa	Baggageman		
T. O. Reistle	Liberty, Mo.	Operator		
J. W. Nolan Jr.	Cedar Rapids	Operator		
L. M. Guenther	Ottumwa	Supt. Clerk		
J. H. Hamaker	Washington, Ia.	Operator		
Reuben Brough	Washington, Ia.	Operator		
Lloyd Little	Washington, Ia.	Freight Clerk		
C. J. Capps	Linby	Agent		
Tom Carter	Linby	Section Laborer		
Tilman Johnson	Farson	Section Laborer		
David Filmouth	Mystic	Car Clerk		
L. E. Coleman	Seymour	Operator		
Arthur Ledwell	Ludlow	Section Laborer		
Wm. Crandall	Polo, Mo.	Operator		
G. Glen Wright	Polo	Sta. Helper		
T. J. Carvelle	Fairfax	Sta. Foreman		
M. L. Fromm	Amana	Operator		
Frank Stangler	Amana	Section Laborer		
Ray Mahanna	North English	Station Helper		
Bruce McKay	North English	Operator		
F. L. Meredith	Webster	Agent		
Silas Garrett	Sigourney	Section Laborer		
Harry Carey	Sigourney	Section Laborer		
Ira Morris	Sigourney	Section Laborer		
C. Henson	Hayesville	Section Foreman		
L. W. Knight	Hayesville	Agent		
J. H. Barnoske	Cedar Rapids	Cashier		
W. P. Olson	Coburg	Brakeman		
Walton Carpenter	Coburg	Brakeman		
Clarence Gillisple	Coburg	Brakeman		
J. B. Clavert	Ottumwa	Brakeman		
L. W. England	Ottumwa	Brakeman		
J. Earl Ryan	Ottumwa	Brakeman		
James A. Houston	Ottumwa	Brakeman		
John D. Mason	Ottumwa	Brakeman		

Name	Headquarters	Occupation	Title	Location
Wm. Moseley	Ottumwa	Brakeman		
H. H. Sevedge	Coburg	Brakeman		
Fred Johnson	Cedar Rapids	Ex. and Laborer		
Hubert Stillwell	Cedar Rapids	Coal Heaver		
Geo. Boylan	Cedar Rapids	Coal Heaver		
Harvey Bowel	Titus	Section Laborer		
James Burnes	Ottumwa	Section Laborer		
Geo. Pilcher	Ottumwa	Section Laborer		
Leroy Daily	Ottumwa	Section Laborer		
Robert Hartley	Ottumwa	Section Laborer		
Philo Davis	Ottumwa	Section Laborer		
Elmer Pierce	Ottumwa	Section Laborer		
Wm. Ruckman	Ottumwa	Section Laborer		
Joe Dietrich	Ottumwa	Section Laborer		
Lige Bateman	Ottumwa	Section Laborer		
Leonard Kirkpatrick	Ottumwa	Section Laborer		
Harry Snooks	Ottumwa	Section Laborer		
John Murphy	Ottumwa	Section Laborer		
Lester Grooms	Blakesburg	Section Laborer		
Fred Mallin	Moravia	Section Laborer		
Virgil Harper	Moravia	Section Laborer		
William Ward	Powersville	Section Laborer		
Roy Pully	Lucerne, Mo.	Section Laborer		
Guy Pully	Lucerne, Mo.	Section Laborer		
Earl Huffine	Osgood, Mo.	Section Laborer		
Wm. McNab	Osgood, Mo.	Section Laborer		
Wm. Humphrey	Osgood, Mo.	Section Laborer		
Henry Hicks	Chillicothe	Section Laborer		
Lester C. Cerry	Moseby	Section Laborer		
A. C. Bechtel	Kansas City	Section Laborer		
Geo. L. Hudson	Chillicothe	Section Laborer		
Walter B. Newton	Cowgill	Section Laborer		
Lee R. Clark	Polo	Section Laborer		
Geo. W. Cates	Richmond	Section Laborer		
Oscar Clark	Liberty	Section Laborer		
S. E. Moore	Haskins	Operator		
Kay Lewis	Bidwell	Operator		
K. F. Clardy	Bidwell	Agent		
C. A. Darby	Birmingham	Operator		
Jos. Blaylock	Walford	Section Laborer		
C. E. Ratzel	So. Amana	Agent		
A. T. Ratzel	So. Amana	Custodian		
Guy L. Ewing	Conroy	Operator		
Guy Knight	Conroy	Section Laborer		
<b>From Rochelle and Southern.</b>				
Wm. Carr	Ladd	Engineer		Camp Dodge
Chas. Wardwell	Ladd	Fireman		Camp Dodge
Peter Brassea	Ladd	Fireman		Camp Dodge
Geo. Plym	Ladd	Car Inspector		Camp Dodge
Mike Grivette	Ladd	Car Inspector		Camp Dodge
Harold Dudgeon	Ladd	Fireman		
William Benster	Ladd	Fireman		
Irwin E. Efner	Ladd	Fireman		
Frank J. O'Keefe	Ladd	Conductor		
W. A. Morgan	Ladd	Brakeman		13th Engineers
<b>From D. R. I. &amp; N. W.</b>				
Paul Logan	Bettendorf, Ia.	Car Clerk		
Emmett Quinn	Davenport	Bill Clerk		
Carl Larson	Moline	Trucker		
Leroy Peterson	Davenport	Fireman		
Joe Boyle	Davenport	R. H. Clerk		
<b>From I. &amp; D. Division.</b>				
M. L. Marshall	Sheldon	Operator		
W. E. Murnen	Mason City	Brakeman		
A. W. Henthorn	Mason City	Brakeman		
J. A. Adams	Mason City	Brakeman		
E. C. Vassar	Mason City	Brakeman		
M. A. Churchill	Mason City	Brakeman		
Ben Veit	North McGregor	Engineer		
Oscar C. Moerke	Mason City	Fireman		
Bartley Doolan	Mason City	Engineer		
Howard Neelings	Mason City	Engineer		
Henry Hoopp	Mason City	Fireman		
Ed Hilton	Mason City	Fireman		
C. L. Paullin	Mitchell, S. D.	Machinist Helper		
L. P. Ritter	Mitchell, S. D.	Machinist Helper		
D. Rote	Sanborn, Iowa	Engineer		
E. Conaway	Sanborn, Iowa	Fireman		
E. Peterson	Sanborn, Iowa	Fireman		
C. Jacobs	Sanborn, Iowa	Fireman		
Lucian Meurler	Whittemore	Section Laborer		
Lawrence Boland	Sanborn	Roadmaster's Clerk		
Joe Parcell	Mason City	Stenographer		
Mark Young	North McGregor	Brakeman		
Jos. Kluss	Postville	Brakeman		
T. C. Ovington	Hutchins	Operator		
Amos Schurtzman	North McGregor	Fireman		
Noble B. Wells	North McGregor	Fireman		
Ernie Lang	North McGregor	Fireman		
James Kaufman	North McGregor	Fireman		
Geo. Montgomery	North McGregor	Fireman		

MILWAUKEE RAILWAY SYSTEM

Name	Headquarters	Occupation	Title	Location
Frank Mayers	Everly	Section Laborer		
James Marodeas	Sanborn	Section Laborer		
M. B. Marr		Operator		
W. J. Keller		Operator		
L. A. Schendal		Operator		
M. J. Vaughan		Operator		
P. C. Cleveland	North McGregor	Roadmaster's Clerk		
Vance Mailha	Giard	Section Foreman		
F. Schuman	Lawler	Section Foreman		
Fred Hanke	Lawler	Section Laborer		
Elmer Bulgreen	Fort Atkinson	Section Laborer		
Herbert DuBois	Fort Atkinson	Section Laborer		
Lyle Squires	Charles City	Section Laborer		
Elmer Squires	Charles City	Section Laborer		
Herman Rhorich	New Hampton	Section Laborer		
John Foutchis	Charles City	Section Laborer		
John Deskalos	Charles City	Section Laborer		
George Liakos	North McGregor	Section Laborer		
Dan Gianos	North McGregor	Section Laborer		
Jim Hinanapulos	North McGregor	Section Laborer		
Christ. Ifstathron	North McGregor	Section Laborer		
W. E. Roark	Charles City	Operator		Camp Dodge
R. P. McGovern	New Hampton	Operator		Camp Dodge
E. L. Block	Charles City	Operator		Camp Dodge
Leo Roarke	Lawler	Operator		Camp Dodge
<b>From Des Moines Division.</b>				
Name	Location	Occupation		
J. D. Shippey	Rockwell City	Operator		Camp Dodge
C. R. Stahl	Albert City	Agent		Camp Dodge
Lester Chance	Adel, Iowa	Section Laborer		Camp Dodge
Frick Butler	Waukee, Iowa	Section Laborer		Camp Dodge
F. L. Strump	Redfield	Section Laborer		Camp Dodge
Rock Scavo	Churdan	Section Laborer		Camp Dodge
Frank Williams	Webb	Section Laborer		Camp Dodge
John Daly	Gillett Grove	Section Laborer		
W. D. Chase	Des Moines	Engineer		
W. K. Ewald	Des Moines	Fireman		
R. P. Black	Des Moines	Fireman		
Geo. McCutcheon	Des Moines			Camp Dodge
H. C. Beckman	Des Moines			Camp Funston
Wallace Darling	Des Moines			Camp Grant
Bert Tam	Des Moines			Coast Artillery
Ed Olson	Des Moines			415 Ry. Battalion
Arthur A. Olson	Des Moines			415 Ry. Battalion
John J. Goulden	Des Moines	Fireman		
Clyde Ibson	Des Moines	Fireman		
<b>From Port Angeles Line.</b>				
Claude W. Molchoir	Port Angeles	Clerk		Bremerton, Navy Yard
Herbert B. Molchoir	Port Angeles	Clerk		Bremerton, Navy Yard
Clarence T. Parks	Port Angeles	Clerk		Bremerton, Navy Yard
Lester O'Day	Port Angeles	Clerk		Bremerton, Navy Yard
George Bayne	Port Angeles	Clerk		Bremerton, Navy Yard
Cecil McNutt	Port Angeles	Clerk		American Lake
L. A. Wolleitner	Port Angeles	Clerk		
Oral W. Freeman	Port Angeles	Clerk		Bremerton, Navy Yard
Willard Johnson	Port Angeles	Fireman		Bremerton, Navy Yard
Fred C. Strange	Port Angeles	Brakeman		Camp Meade
<b>From Southern Minnesota Division.</b>				
F. J. Buck	La Crosse	Brakeman		Ry Regiment
Charles Wiegler	La Crosse	Brakeman		U. S. Navy
Burt McGee	La Crosse	Brakeman		U. S. Army
M. Quarstad	La Crosse	Brakeman		U. S. Army
Elsworth Graves	La Crosse	Brakeman		U. S. Army
George Damm	La Crosse	Brakeman		U. S. Army
A. W. Simpson		Brakeman		U. S. Army
Frank Kriz		Brakeman		U. S. Army
Lyle E. Tate		Brakeman		U. S. Army
P. E. Burg		Operator		
F. R. Bloom		Operator		
M. Mikkleson		Operator		
<b>From H. &amp; D. Division</b>				
Clarence Gisser	Chanhassen	Section Laborer		
Fred Kniedle	Hector	Section Laborer		
Raymond Silker	Hector	Operator		
Julius Mundry	Aberdeen, S. D.	Freight Trucker		
Alex. Grencench	Aberdeen, S. D.	Freight Trucker		
L. W. Cross	Aberdeen, S. D.	Freight Caller		
N. Amundsen	Aberdeen, S. D.	Freight Caller		
Ole Greng	Aberdeen, S. D.	Freight Caller		
John H. Crean	Fargo, N. D.	Station Clerk		
Melvin T. Johnson	Fargo, N. D.	Telegrapher		
Thomas Jensen	Ashton, S. D.	Station Helper		
Frank Genung	Alpena	Station Helper		
Harold Guernsey	Hosmer	Agent		
J. E. Stennes	Aberdeen	Timekeeper		
Edie Young	Aberdeen	Machinist Helper		
Eliza Parker	Aberdeen	Fireman		
Lee McGovern	Appleton, Minn.	Pumper		
William Maher	Appleton, Minn.	Pumper		
Anton Walde, Jr.	Ipswich, S. D.	Section Laborer		
Robert J. Hopper	Aberdeen	Call Boy		

Name	Headquarters	Occupation	Title	Location
Frank Bossman	Aberdeen	Brakeman		
L. J. Voelker	Aberdeen	Brakeman		
G. F. King	Aberdeen	Brakeman		
Leo Cusick	Cogswell, N. D.	Section Laborer		
Roy Cusick	Cogswell, N. D.	Section Laboref		
Ed Wise	Andover, S. D.	Section Laborer		
Harry Kreitlow	Glencoe, Minn.	Carpenter		
Mat Kurzejka	Glencoe, Minn.	Pump Repairer		
R. M. Nobles	Montevideo	Brakeman		
Andrew Schmidberg	Aberdeen	Carpenter		
William Smith	Aberdeen	Carpenter		
George Phillips	Aberdeen	Carpenter		
Lester Van Eaton	Aberdeen	Carpenter		
Nicolai Nelson	Aberdeen	Carpenter		
Walter C. Harms	Reeds Landing, Minn.	Carpenter		
M. E. Thorne	Andover, S. D.	Brakeman		
B. L. Phillips	Aberdeen	Brakeman		
E. J. Pirne	Bristol, S. D.	Station Clerk		
Wm. Thiele	Aberdeen	Baggage man		

(To be continued)

**Right-of-Way Gardens.**

The following circular from the office of the Regional Director Western Railroads, together with the circular issued by General Manager Gillick, starts the 1918 gardening on right-of-way. As preference is to be given employes of railroads, there should be a very general response by those who do not have gardening space of their own. The experience of last year has taught many of us, who never before have had gardens of our own, the value and benefits from our own vegetable plot. This is a practical and not difficult way for us to do our "bit." It is time, now, to begin the garden, so everybody get busy.

**Reginal Director Western Railroads.**

226 West Jackson Boulevard,

Chicago, March 15, 1918.

To Western Railroads:

Circular No. 49—Agricultural Lands.

Last year an extensive campaign was conducted to have use made of the property of railroads, both land grant and extra right of way for agricultural purposes. Considerable success was obtained through the efforts of the railroads co-operating with the farmers and different agricultural organizations, but it is believed if this is given active attention now by all of the officers and agents of the railroads, it will result in a very greatly increased production of foodstuffs this year.

It is suggested that in turning over this extra right of way and land grant property for agricultural purposes, that preference be given as follows:

- 1st. Employes of railroads.
- 2nd. Adjacent property owners.
- 3rd. The general public.

It is particularly desirable that section foremen, section laborers, agents or other employes be encouraged to utilize, for general agricultural and garden purposes, available pieces of land that can be used without disadvantage or inconvenience to the railroads.

R. H. AISHTON,  
Regional Director.

Chicago, March 26, 1918.

Superintendents:

Referring to my Circular 1226-A of April 26, 1917, and 1226-B of May 21, 1917, in regard to leasing right of way for agricultural purposes:

We were quite successful last year in having considerable ground cultivated for this purpose and it is desired that the same thing be done this year. It is suggested that in turning over

this right of way for agricultural purposes that preference be given as follows:

- 1st—Employes of railroads.
- 2nd—Adjacent property owners.
- 3rd—The general public.

It is particularly desirable that section foremen, section laborers, agents or other employes be encouraged to utilize, for general agricultural and garden purposes, available pieces of land that can be used without disadvantage or inconvenience to the railroads.

Further, it will be pleasing to the government and our general officers if the officers and employes of our various divisions will promote a friendly contest as to getting the greatest possible number of acres of available right of way under cultivation. I wish you would let me know about June 1st the number of acres of right of way planted on your division.

The same form of license is to be issued for this year as was issued last year, explained in my Circular 1226-A.

J. T. GILLICK, General Manager.



Wm. F. Ingraham

William F. Ingraham, the new trainmaster of the S., C. & D. Division, is almost a "veteran" in the service. He started on the Milwaukee in 1895, as office boy in the Division St. Freight Station, Chicago. He left office work in 1898 to become a passenger brakeman, from which position he was promoted to the position of train baggageman. In 1901 he entered freight service as brakeman on the C. & M. Division, was promoted to freight conductor in 1904, which position he held until 1913, being in construction work summers, and on way freights during the winter. He was appointed yardmaster at Rondont in January, 1915, and held that position until his recent appointment as trainmaster of the Sioux City Division, which was effective March 1st.

# Safety First

*A. W. Smallen, General Chairman*

**From: The Bureau of Safety.**

**MR. FOREMAN! ONE MOMENT.**

**We are Employing New Men;  
Do You Show and Teach Them**

The safe way to do their work?  
How to stop machinery, motors, etc.?  
How and when to clean machinery?  
How to reach exits in case of fire?  
That they must keep washrooms clean?  
What to do when injured?  
To "watch their steps" and to think and practice safety?

**Most of our accidents "happen" to new men.  
Get busy and make a Safety Record in your  
department. Help the other fellow.**

**HUMANITY DEMANDS IT.**

**ACCIDENTS TO WORKMEN ARE  
COSTLY, UNNECESSARY,  
WASTEFUL AND INHUMAN.**

**Fewer Accidents Mean:**

Greater Production  
Lower Liability Insurance Rate  
Increased Profits

To All Our Employees:

**Three-fourths of all accidental deaths can  
be prevented!**

United States statistics have demonstrated that three-fourths of the deaths and serious injuries from accidents CAN AND SHOULD BE PREVENTED.

The effect of this discovery is far reaching and can be measured only when it is realized that 34,000 men, women and children are killed by accident every twelve months. This means one killed every fifteen minutes. If three-fourths can be saved, it means 25,000 fewer deaths—at least 10,000 fewer widows and 30,000 fewer orphans every year.

Here is certainly a cause worthy the co-operation of every man who thinks and cares.

From: NATIONAL SAFETY COUNCIL.

The Safety Committee of the Superior Division held their meeting at Green Bay Shops, Green Bay, Wis., March 2, 1918.

The following members were present:

W. E. Tyler, Chairman.  
D. W. Kelly, Train Master.  
R. E. Graves, Traveling Engineer.  
J. Dunn, Roadmaster.  
M. M. Harrington.  
W. H. Tierney, Yardmaster.  
E. E. Peters.  
W. H. Hart, District Master Mechanic.  
S. N. Vaughan, Agent.  
W. O. Allen, Agent.  
P. LaChapelle, Engineer.  
W. S. Robbins, Conductor.  
Wm. Barstow, Boilermaker.  
A. Dufour, Carpenter.  
Clarence Seims, Machinist.

M. Murphy, Blacksmith.

G. Gavin, Engine Handler.

Minutes of the previous meeting were read and approved. The committee was notified that safety meetings will be held every sixty days in the future without fail.

The complaint regarding the platform at the Green Bay ice house has now been taken care of. Regarding the suggestion that the smokestack at the Green Bay shops is in a dangerous condition, the committeemen were advised that a new one will be placed in a very short time. Also the platform at the Green Bay passenger station will be taken care of just as soon as the frost is off the ground. It was reported by the Bridge and Building Department that the water spout at Plymouth has been repaired. It was also reported that the switch lights at Channing are not kept burning and the superintendent issued instructions to see that the lights were kept in proper condition. Suggestion made by Mr. Kramer that a derail switch be placed on the coal shed track at Green Bay—switch has been installed.

A complaint was again made that the engineers are using injectors when passing station platforms. The superintendent advised that he would call their attention to this again. A great many other suggestions were offered and favorable action will be taken.

The meeting adjourned to be called again during the early part of May.

During the month of March the following committee meetings have been held:

F. L. Richards, March 4, Sioux City.

Besides the committee being present at the Sioux City meeting there were eighty-three other employes in attendance.

The Des Moines committee held their meeting March 5 at Des Moines, Iowa.

P. L. Rupp held a committee meeting in his office for the C. & M. Division on March 26.

C. O. Bradshaw, superintendent of the Illinois Division, held his safety meeting at Savanna on March 27.

The Colorado & Idaho Division held a committee meeting in Spokane in the office of the superintendent on March 16.

## Kansas City Division.

A Safety First meeting was held in coach at Ottumwa Junction, January 30, 1918. Superintendent J. M. Oxley, chairman of the Safety First Committee for the Kansas City Division, presiding. Fifty officials and employes were present.

The meeting was called to order by Chairman J. M. Oxley, who explained what was being done on the Kansas City Division along safety first lines and also what action had been taken on the suggestions which were made in the previous meetings.

The different committeemen were called upon for their reports of any unsafe conditions which

had come under their observation or had been reported to them, and it is pleasing to report that the complaints were very few.

The meeting was then thrown open for general discussions.

The first subject brought up was the unsafe condition of the platform at Ottumwa Junction account engineers priming their injectors when passing the platform. Several suggestions were given to remedy this condition, such as turning the overflow pipe into the ashpan, bending the pipes so as to throw water between the rails and turning the pipe down so as to throw water between the rail and the platform. However, there were several objections offered to each of the plans suggested and it was decided that engineers would only start injectors when passing the platform in cases of extreme necessity. On account of the heavy grade east bound out of Ottumwa Junction it is necessary that engines have a full boiler of water before starting.

Engineer Walter Becker called attention to unsafe conditions at Ottumwa Junction roundhouse and suggested that a walk be made of old bridge timbers to run between the coal shed and the roundhouse. At the present time there is no place to walk except between the tracks, which creates a hazardous condition. There are no lights at this point and Mr. Becker also advised that several of the men have been slightly injured by falling at this point.

Engineer Thomas H. Kemp spoke in regard to conditions at Laredo roundhouse, stating that the forces at that point are in the habit of piling large amounts of kindling and clinker hooks, etc., on the ground between the out-going roundhouse track and the cinder track just east of the water tank and that engine crews had to climb through this to get to their engines. Mr. Kemp suggested that the kindling be placed on the west side of the out-going track.

Division Master Mechanic O'Gar was notified to make a rack at Laredo for the slash bars and clinker hooks and to have kindling piled on the west side of track.

Carpenter Foreman Evans reported that the platform at Northern Junction had been repaired so as to allow water to run off and not accumulate after every rain or thaw.

Committeeman Von Schroeder of the Car Department complained of frequent damage done the water cars. Trainmaster Lollis stated that most of this damage was done at the mines in dropping cars off the loading track. However, some of it is done at Ottumwa Junction and Night Yardmaster Wells was instructed to cut these water cars off before switching the coal trains, as these cars come into the terminal on the headend of trains and cannot stand the strain of switching.

Attention was also called to the fact that some of the train crews, when draft rigging is pulled out of cars, roll the draft rigging away from track just far enough to clear passing trains.

This creates a dangerous feature and Conductor H. C. Beeler was delegated to tell the trainmen that in cases of this kind that draw bars, etc., should be rolled far enough away so no one could fall over them while walking along side of train.

It was also suggested that walks be placed on bridges just east of the water tank at Rubio and the Iowa river bridge at Galdwin. It was claimed that walks were needed at both these points to give trains proper inspection. However, as there are water tanks at both these places, it was decided that engines should be cut off trains east of the bridges so as to allow trainmen to make the necessary inspection.

Roadmaster Hobart of the West Division gave a short talk and reported that he was making a special effort to have all yards clear of loose coal and clinkers, especially at terminals.

District Adjuster H. C. Hoge, who has gone to Chicago to accept a similar position, spoke very highly of the marked improvement on the Kansas City since the inauguration of the Safety First Movement and asked the men to avoid any carelessness on their part which would result injury to themselves or fellow employees.

#### Wisconsin Valley Division.

Safety First and Proper Handling of Freight meeting, held in the superintendent's office. Meeting called to order at 10:30 a. m., January 21, 1918, by Chairman H. H. Ober.

Mr. Conklin asked to read call for meeting. This was read and explanation followed that all members and bulletin boards had received a copy of same.

Roll call taken as follows:

H. H. Ober, Chairman.  
Robert Randow, Engineer.  
H. L. Crandall, Chief Terminal Dispatcher.  
E. Callahan, Roadmaster.  
H. Redlich, Roadmaster.  
R. C. Hempstead, Roundhouse Foreman.  
C. H. Conklin, Chief Clerk.

Due to the storm conditions and other causes a number of the members of the committee were unable to attend the meeting, and two of the committeemen are in the army.

Committee present had following suggestions to offer:

Engineer Randow: In regard to air brakes on logging cars—it is almost impossible to stop trains on account of leakage of air in them, when you have a train of logs. They don't seem to be tightened up at all and the brakes travel too much. I think that could be very easily remedied by the car men at Tomahawk. As soon as we set the logs out we have no trouble at all to get air on trains.

Chairman asked if it was thought the cause of the trouble was on account of the brakes not receiving proper attention from the Car Department, and when informed in the affirmative, stated would take matter up immediately with Division Car Foreman and Division Master Mechanic and ask that they give particular attention and thorough inspection and make the necessary repairs to brakes on logging cars.

Mr. Randow suggested that the switch at the back end of the roundhouse at Minocqua be put back in working condition.

Chairman stated would instruct Roadmaster Redlich to put switch in working condition at once.

Chairman asked what the general conditions were at round houses and water tanks in regard to snow and ice this year as compared with a year ago and was informed they were greatly improved.

Mr. Randow suggested that wipers and engine-men will keep their tools piled up as they should be at the clinker and cinder pit at Wausau, stating that it was not being done at present.

Chairman stated would take matter up with foreman in charge for immediate corrective action.

Mr. Conklin said: "It would be my suggestion that all committeemen would urge the general use of the Safety First Cards more than they are at present being used."

Chairman advised that each member of the committee would be written an individual letter regarding this and copy of this letter would be placed on the bulletin boards that every employe should make free use of these cards in reporting matters for discussion or correction, regardless of who they reflect on, whether it be superintendent, roadmaster, sectionman or anyone else.

Members present expressed their disappointment that not more of the other committeemen and employes were present, but it was thought that on account of the disrupted train service, bad weather conditions and the press of business in other departments, that that was the reason the other committeemen were not in attendance.

There being no further suggestions by those present, meeting was adjourned to meet again the second Monday in March. (March 11.)

Chairman stated that it was the object to hold these meetings every sixty days.

H. H. OBER, Chairman.

Safety First meeting held at Green Bay, Wis., shops, Saturday, March 2, 1918.

Committeemen present:

W. E. Tyler, Superintendent.  
D. W. Kelly, T. M.  
R. E. Graves, T. Engr.  
J. Dunn, Roadmaster.  
M. M. Harrington, C. T. D.  
E. E. Peters, C. T. D.  
W. H. Tierney, Y. M.  
W. H. Hart, D. M. M.  
S. H. Vaughan, Agent.  
W. O. Allen, Agent.  
P. LaChapelle, Engineer.

W. S. Robbins, Conductor.  
Wm. Restow, Boilermaker.  
Alcide Defour, Carpenter.  
Clarence Seims, Machinist.  
M. Murphy, Blacksmith.  
G. Gavin, Engine Handler.  
Total present, thirty.

Minutes of previous meeting were read and discussed. Notice was served that meetings will be called every 60 days, without fail.

Now up to remove tree one and one-half miles east of Cedarburg.

Request to put signal on top of hill at Crystal Falls to be taken up before commencement of ore season.

Platform at Green Bay ice house will be widened as soon as work can be done, before we start to ice cars.

Will take up to have shelves placed in booth at Quinnesec Junction.

Conductor Donovan reports that the platform at McKeevar is too far from the track. Conditions at McKeevar are under consideration.

Wooden transfer platform at Pembine has been removed.

Conductor Robbins reports that the Atlas Paper Company, Appleton, in unloading coal on the main line do not block cars to keep them from getting away. Mr. Hart suggests placing a chain across the track. Will be taken care of.

It was reported smokestack at Green Bay shops is in dangerous conditions. New stack has been ordered and will be put up very soon.

The platform at Green Bay passenger station is very uneven account settling. Work will be started on the platform as soon as the frost is out of the ground.

Water spout at Plymouth is too low and has been repaired by the B. & B. Department.

Reported that switch lights at Channing are not kept burning. Instructions were issued to see that lights are kept in proper condition.

Mr. Kramer suggested that a derail switch be placed on the coal shed track at Green Bay. Switch has been installed.

Mr. Robbins suggested that wings of cattle guards and fences at west end of yard, North Milwaukee, be taken out. This has been done.

Attention of all concerned called to engineers using injectors when passing station platforms. Severe discipline will be administered to next man found guilty of violating instructions in this regard.

Question of condition of head lights on engines 1119, 1196, 1104 and 1103 was brought up. Instructions have been issued to see that lights are lit, and if they fail to give proper light, should be reported to the Mechanical Department.

Conditions at Channing were again brought up. It is expected to make changes there this season.

S. H. Vaughan suggested that "No Trespass" signs be reposted, in conformity with amendment to Wisconsin statute. Will be taken up.

Reported that children are jumping on trains and riding out as far as North Milwaukee and back. Same condition exists at Green Bay and Channing. Suggested that it be reported to the police at Milwaukee and other places. It was further recommended that we have a company officer located at Green Bay yards to see that some action is taken to prevent this. It should also be taken up with the superintendent of schools, priests and ministers.

W. S. Robbins reported that pulpwood is being piled too close to the track at Beecher Lake. Will be taken up by Roadmaster.

Right hand switch point at east passing track switch Random Lake is pretty badly worn. Will be taken up with Roadmaster.

The brush along the Random Lake ice track should be cut, as it is impossible to see signals. Will be taken up.

There is a rail and part of a rail lying alongside main line west of water tank crossing at Plymouth. Take up with Roadmaster.

Suggested by Conductor Jeffers that trees growing along side of tracks from the depot to the mill house at Chilton, and west end of house track at Adell, be cut as the branches grow out over the tracks. Will be taken care of.

Complaint is made there are not a sufficient number of lights in the blacksmith shop at Green Bay. It is recommended that a light be placed in

front of the hammer. Referred to Mr. Hart to be taken care of.

A new floor should be put around the punching machine in the boiler shop—they have to put a piece of sheet iron over the floor where it is worn, and may be dangerous. Recommended that this be done.

A railing should be put around the motor in the boiler shop, as a man is liable to be caught when he goes up there to repair or oil the machinery.

Suggested by C. Seims that the pathway from the back shop to the roundhouse be evened up. Will be done as soon as the frost leaves the ground.

There was considerable discussion as to setting switch at west end of Green Bay draw bridge, and it was finally suggested that a time card rule be issued to cover this, that all trains not receiving instructions as to position of this switch must know it is in proper position before going over it.

Switch at the west end of the double track at Milwaukee is set by the Yardmaster for No. 3 engine and he does not see that it is closed. This should be done to avoid an accident.

It was suggested that a light be placed over the tracks at Oakland avenue, Green Bay, where the men cross to get to the shops. Under consideration.

Engineer LaChapelle suggests that when wire is used to fasten engine curtains the ends be twisted so they will not be liable to injure anyone. This should be reported when they are not in proper condition. It was also suggested that double curtain be put on the engines to avoid tying them.

Suggested by Conductor Jeffers that ten-wheel engines assigned to the switch runs be equipped with footboards on the rear. Under consideration — It is recommended that this be done.

Reported that the bulb headlights on freight engines are very poor. It was found that these headlights are very good if in proper condition.

Engineer Dwyer reports that the blow-off valve with lever that lies down on the deck are not in proper position. Such cases should be reported to the Mechanical Department and put in proper condition.

Fireman Lynn reports that the coal shed men at Elkhart Lake refused to aid the flagman in taking coal.

### Errata.

An inexplicable freak of the linotype in Dubuque Division Items, page 52 of the March number, stated that Assistant General Manager Nicholson had undergone an operation for appendicitis at Mercy Hospital, Dubuque, when it should have read that he had made a trip of inspection over the Division!

Scraps From the West End, on page 37 of the March number, appeared over Sted's signature. This was a mistake. I. A. B. is still on the job.



Former Operator C. H. Harrold, Loweth, Mont., Now with 148th B. F. A., 66th F. A. Brigade.

## Claim Prevention Bureau

*C. H. Dietrich, General Chairman*

The General Committee on Prevention of Loss and Damage Claims wishes to report that the loss and damage account for January, 1918, amounted to \$97,649.93. Comparing this with the loss and damage account for January, 1917, \$109,090.44, shows a decrease of \$11,440.51.

The freight revenue for January, 1918, amounted to \$5,050,531.17; the ratio of loss and damage to freight revenue was 1.93 per cent. The impression should not prevail that because there is a decrease in claim payments from a dollar and cent standpoint that any improvement has been shown, for it will be noticed that the ratio of loss and damage to freight revenue shows an increase over last year. The ratio for 1918 being 1.93 per cent, January, 1917, 1.87 per cent.

The number of and the amount of loss and damage claims being received indicates that claims are increasing, and renewed activity on the part of every employe engaged in the handling of freight is essential.

If analyzed closely the figures are startling, and this is beyond question an exorbitant amount, but the real situation that should impress all is the enormous waste which can be attributed to the one cause, negligence, and which is subject to correction by proper supervision.

The season is approaching for the usual heavy movement of eggs, and as a precautionary measure to prevent against claims, care must be exercised by all to insure that cars are properly loaded and prepared for shipment.

All cases should be loaded lengthwise in cars (none crosswise), and a heavy cushion of hay, straw or excelsior should be placed at both ends of cars and in center, if space permits.

As a rule, eight rows of cases can be loaded the width of cars, but when only seven rows are loaded there is usually a space of four or five inches, which will permit shipments to shift, so this space should also be filled with some sort of packing to prevent shifting of cases. If shippers are given some idea as to proper methods, undoubtedly they will cooperate with the view of minimizing the claims to aid in conserving the food supply, recognizing in this a patriotic duty.

It appears to be a practice of some stock shippers to load dead animals in cars at originating points, the object presumably being that these dead animals have no commercial value at shipping point, while they are sold to rendering plants at stock markets. The practice is not condemned, nevertheless it appears no mention is made of the facts when issuing live stock contracts, and if the shipper does not recall the exact number of dead animals loaded on the live stock contract

without proper record thereon should fall into the hands of unscrupulous parties, this might lead to claims for value of the animals. This should be given close attention. Cars must be examined after loading, and the number of animals counted, and if cars contain any dead stock, notation of this fact should be made on the contract or receipt that is issued.

C. H. DIETRICH  
Freight Claim Agent.

### Not HIS Job.

**"I'm not supposed to do that,"** said he,  
When an extra task he chanced to see;  
"That's not my job, and it's not my care,  
So I'll pass it by and leave it there."  
And the boss who gave him his weekly pay  
Lost more than his wages on him that day.

**"I'm not supposed to do that,"** he said;  
"That duty belongs to Jim or Fred."  
So a little task that was in his way,  
That he could have handled without delay,  
Was left unfinished; the way was paved  
For a heavy loss that he could have saved.

And time went on and he kept his place,  
But he never altered his easy pace,  
And folks remarked on how well he knew  
The lines of task he was hired to do:  
For **never once was he known to turn  
His hand to things not of his concern.**

But there, in his foolish rut, he stayed  
And for all he did was fairly paid,  
But he never was worth a dollar more  
Than he got for his toil when the week was  
o'er;  
For he knew too well when his work was  
through,  
And he'd done all he was hired to do.

If you want to grow in this world, young  
man,  
You must do every day all the work you can:  
**If you find a task, though it's not your bit,  
And it should be done, take care of it;  
And you'll never conquer or rise if you  
Do only the things you're supposed to do.**  
Edgar A. Guest, Detroit Free Press.

Am sorry, Nora, you did not get the jewels.  
It was my intention to send them. My intentions  
are always good and I hope you appreciate them.  
If this will attract your attention then you will  
know what my intentions were and will feel  
better.

Travelling Time Inspector A. Lee Boyd of Seattle  
has been making the Spokane office his head-  
quarters since a certain new clerk has been  
dripping ink over snowy white paper. Wish Lee  
would remain in Seattle as he interferes with  
some certain good intentions we had in mind.  
Sted.



## News from "Over There" and "Over Here"



Officers Mess, 18th Engineers (Ry.) Thanksgiving Day, 1917.

"One T. P." writes that Company D is somewhat dismembered on account of many of the boys being on detached service,—this being, in a manner, a special recognition of their ability and the excellent showing the company has made since it landed. "Somewhere in France." He asks especially that the Magazine, express to the C. M. & St. P. employes the gratitude of Company D for the Christmas fund, the tobacco and all the favors we have received. As Company Commander, I have been reserving what I had in company funds to help out on the company mess, and have been buying vegetables and other articles when they could be obtained. It is my intention to use every cent necessary to assist in the comfort of the boys. I received the five plugs of chewing tobacco, and it will assist the members of the 'stove pipe committee' greatly." In closing his letter, which is dated February 10th, he says, "The regiment is united in one object, and that is to uphold the reputation of the "13th" and do their best to make the U. S. proud of them and of the work they are doing for the French Army."

A few days later, some of the packages of smoking tobacco and cigarettes reached headquarters and following is the official acknowledgment for D Company:

Headquarters 13th Engineers (Ry.) U. S. Army,  
February 11, 1918.

Dear Mrs. Kendall:

I am attaching herewith statement of seven packages of tobacco and cigarettes received this date, which have been distributed to the men of Company D. On behalf of the men of Company D, I extend my most hearty thanks to you and have also posted a bulletin advising them of your interest in the American soldier.

Very sincerely yours,

THOS. P. HORTON,

1st Lt., 13th Eng's. (Ry.), U. S. Army, Com-  
manding Co. D.

The following from Major Geo. M. Rice of the 18th Engineers expresses the gratitude of the former Milwaukee boys now with the 18th for the gift of money and tobacco donated by their friends on the west end. The letter is addressed to Miss I. A. Bath of the general superintendent's office in Seattle, who was collector and custodian of the fund:

A. E. F., France, February 2, 1918.

My Dear Miss Bath:

I beg to acknowledge receipt of your favor of December 7th, containing the generous contribution of the officials and various departments of the Milwaukee Railway for the benefit of the former "Milwaukee" employes now enlisted in the 18th Engineers, Ry., for service in France.

All of the men to receive a portion of the money desire to express their keen appreciation for the kind remembrance and I am sure it will be expended for the things which are most desirable and most difficult to get in this country. Below are the names, present rank, former occupations and date of leaving the "Milwaukee" service. The money will be proportioned only among those who left the service for the purpose of joining the 18th Engineers, as we feel that that would more nearly express the desires of the contributors, and, as the list stands, there are fourteen who left the railway service to join the army and nineteen who left the railway service from about one to several years prior to the organization of this engineering regiment.

On behalf of all those who will benefit by the division of the sum sent me for distribution, I desire to thank all the officers, departments and individuals who have so kindly contributed and also wish to assure them that the ex-employes of the "Milwaukee" Road are still loyal to their former service and that the success and prosperity of the railroad is just as much of interest to them now as at the time they were directly in the railway employ. It is also desired to thank Mr. Arthur H. Barkley and yourself for your kindness and interest in this matter. Believe me

Yours very truly,

(Signed) MAJOR GEO. M. RICE.

Excerpts from letters from Private Gerald W. Hubbard, Company D, 18th Engineers,

"Somewhere in France," to his father in Seattle:

February 16, 1918.

My Dear Dad:

I suppose you think I have taken up land over here "somewhere," but not so; I am still very much alive and kicking, with a batting average of 1,000 per cent.

I see by the U. S. A. papers that the East has experienced a very severe winter, but that you people out on the good old Puget Sound have been very fortunate indeed. Taking it all in all, we have had a very pleasant one. Although I understand that the next couple of months is the rainy season in this section of the country; and believe me, when it does rain we certainly fly around in mud, but for the past month we have had practically Indian summer weather.

I'm on the job from seven in the morning till nine-thirty at night. It's the same old game I've played before, "office work." I like the job O. K. and things are moving along in good shape. Speaking of work, reminds me of a song some of the negroes were singing here the other day just after they had finished their mess. The words ran along like this, "I don't bother work and work doesn't bother me."

I don't believe I have told you about this gang of "blacks." We have part of a regiment of colored men who were drafted and brought over here from the States for labor purposes, and say, Dad, at times it's worth two or three Orpheums to hear them. They certainly are a happy-go-free bunch, always singing or joking together when they aren't busy "shooting craps." About a month ago when we all took out the new government insurance one of them said to his partner, "Sam, did you take some insurance?" Sam replied, "Sure, I took out \$1,000; how much did you take?" Partner replies, "Why, man, you have no head for business at all. I took out \$10,000. Don't you know that Uncle Sam isn't going to send his \$10,000 men up to the front. Why, man alive, you're good as gone already." They certainly afford lots of amusement for us.

We also have a bunch of Spanish laborers helping us, so I once more have use for the language and it has come in mighty handy at times. I hear them say to one another, "Ah, el senior hable espagnol muy bien," so I guess I am still in the race after my relapse.

It might be of interest to you to know that "Dick" Jones is in the same office I'm in, only he is on the night shift.

Lots of love to you, Dad.

February 21, 1918.

My Dear Dad:

I am feeling extra fine tonight, for as I was just finishing dinner someone stuck his head in the mess hall and yelled "Mail," so there was an immediate rush to the mail room. I numbered amongst the lucky ones, received your letter No. 42, also the picture of the office with the group of "those left behind me" in it. You can't imagine how glad I was to get it and it relieves my mind of having to draw imaginations concerning it. It also is a great pleasure to have the faces of so many of my dear friends and, as you say, it is hard to get a good flashlight picture of a bunch, but this one proved to be a great success.

I see my old pal Herb in the background. Am glad he was able to be in it. I received a postal from him night before last from New York. He told me not to kill the kaiser (that name is no longer considered by me as a proper noun, therefore no capital) till he got here. Expect him to be over here soon and hope we get a chance to see each other.

Last night I received a letter from my God-mother, a truly fairy God-mother, in which she said that my birthday would soon be around again and that as she was at a loss at thinking of what I would like, she was going to have \$25 deposited to the credit of my account in Seattle. She certainly is a dear, writes me every two weeks and has sent me two sweaters, wristlets, socks, candy and books. I also write every two weeks, and if by chance my letter is delayed a few days she immediately shoots an inquiry over asking if I have met with any sort of an accident.

Hurrah, one of the boys has just come into the office and announced there is a bunch of mail for

all of us over at the mail room. One of them has volunteered to go over and get it. Will let you know the verdict when he returns.

Last Sunday I went into the city in the afternoon. Left camp on a bicycle and rode as far as the home of our "Mother in France"; I mean the old couple that I have written you folks of. I left the bike there and caught the car to town. In the evening when I dropped in to get the wheel they insisted that I have dinner before returning to camp, so the "Kid" sat himself down to a fine rabbit dinner, and say, it was some dinner. They inquired after you both and the old lady is going to write mother. When I happened to mention that my birthday was this month they immediately started off in machine gun fire French. After they had settled everything in their own mind then they put it into "easy French" and told me that Vic and I were to come and dine with them next Sunday and we are to have fried pigeon and peas, etc. Then the old boy chipped in and said he was going to get some champagne for the occasion, so I guess I am still in my "birthday party" days. Will write you all about it when it's over, providing I come out of it alive.

They just brought the mail in and I drew two letters from you, No. 38 and No. 40. These evidently faltered in the race. Am going over to my bunk now and read them.

Following is letter received from Sergenat Lee J. Morris, which will be of interest to the boys on the road:

Camp Sheridan, Ala., February 14, 1918.

Mr. D. E. Rossiter, Trainmaster,  
Chicago, Milwaukee & St. Paul Ry.,  
Savanna, Ill.

Dear Sir: I told you that I would give you a brief description of my trip from Camp Grant to Camp Sheridan and I will endeavor to relate to you some of the things that I remember best of my trip.

We left Camp Grant at 3:10 p. m. Thursday, January 31, and arrived in Chicago at 7, and after being switched around there until 1 o'clock the next morning, were on our way again.

The next stop was Centralia, Ill., where we got off the train and had as our morning exercise a hike through the town. Left Centralia at 11 a. m. and resumed our journey southward, crossed the Ohio River at Cairo, Ill., and again made a stop at Fulton, Ky., where we were not permitted to leave the train. At this place the country is much rougher than in Illinois and there are many shacks (in fact, more shacks than real houses, which I presume are occupied by negroes), scattered thickly over the country.

After leaving Fulton, we soon crossed the Tennessee-Kentucky state line, and after traveling about fifty miles stopped at Jackson, Tenn., arriving there at 11 p. m. I was guard at one end of our car when we reached this place. Many people came out and shook hands with the boys and it certainly made a fellow feel good to be welcomed so warmly. We could feel a perceptible change in temperature here and the snow was all gone.

The next morning we reached Halleysville, Ala., where we were held up for a few hours on account of a wreck ahead of us, and we were again allowed to get off the train and stretch our limbs by taking a hike through the town. We left Halleysville about 10 a. m. and the next town, or rather city, of any size we touched was Birmingham, which was the best looking city we had seen since leaving Illinois. We were in Birmingham about two hours and then struck out on the last leg of our journey for Montgomery, where we arrived about 9 p. m. The train was left over night at Montgomery Union Station with military police in charge and we were taken the next morning to our destination, Camp Sheridan, which is located three or four miles from town.

Conductor "Tug" Wilson had charge of the train from Camp Grant to Chicago and I shook hands with him and also saw some of the boys at Davis Junction.

When leaving Camp Grant, I left my old friend Jack Monahan there, as he was in Company 7, they still being under quarantine.

Give my best regards to all the boys on the road, and thanking you for all past favors, I am,  
Sincerely yours,

SERGEANT LEE J. MORRIS,  
Company 2, Ordnance Recruit Camp, Camp  
Sheridan, Montgomery, Ala.

From Capt. C. U. Smith, Formerly District  
Engineer.

(Possibly Feb. 16, 1918.)

In France.

On the sea we had a fine trip so far as I was concerned, never sick a minute, and on deck for every meal. I had head seat at table 10 and Capt. Zwick, Lieut. Hatton and Airman Frank were at the same table, so you can well imagine we had a grand time. There was something doing every minute.

But when I cross the ocean again I certainly want light. The lights all over the boat were out at sunset with the exception of a few lights in the smoking room, which were extinguished at 11. The staterooms were absolutely pitch black. It took us just seventeen days from the time we left Hoboken until we arrived at this place. And during that time we traversed all kinds of water and weather. There were two days of some very rough going, during which we simply abandoned our course and went before the storm. Waves were about forty feet high with 200 feet between crests. This was a grand sight to me, but put some of the boys to the bad.

Bill Lewis (Lieut. Geo. W. Lewis) didn't like it at all for a few days. We are all in excellent condition now, however, and I cannot complain a bit.

The boys were in pretty close quarters but got along all right in general. A very small percentage were sea sick, and so it made the trip

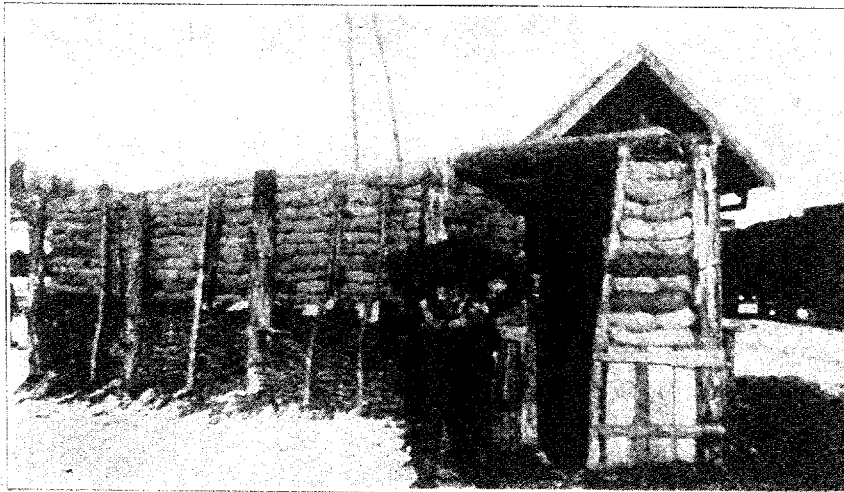
really good. Of course, the constant menace of subs was a source of much concern and really worried me an account of my responsibilities of the gang. Every precaution was taken and no one stood a chance of being lost if all followed directions, as we could get every man to his place on deck from wherever he might be in five minutes after the alarm was given.

Everyone wore life preservers and we had to sleep with our clothes on for the last three days while in the war zone, as they were sure to get us and the captain knew it. We had one close call when one of the outfits followed us for two and one-half hours. When they submerged to let go we swerved and missed their shot. Cannot tell of the convoy, but it was excellent. The lieutenants were on watch by shifts and it was a hard job. We were in close to land and went out again in the small hours of the morning to wait for daylight. Cap. Shaw and I were on watch at the time, and that turn about worried me not a little as we were in the hot bed of submarine business.

After breakfast of the day we came in we were in plain view of land, and it was wonderful. The trip into this place was grand. Aeroplanes over us with captive balloons on tugs—and the most beautiful scenery. The town is a quaint old place all scattered about.

We were on the boat in a harbor free of shipping and naval vessels for two days before they let us go ashore. But today we went on and paraded all through the old place, going for a very long march with all the troops. But no one, officers included, are allowed ashore alone. I long to get among the old streets and look them over. From,

CAPT. CLARENCE URLING SMITH,  
Co. E, 107th Engineers,  
American Exp. Force, via New York.



A Bomb-Proof "Dugout" Somewhere in France.

### The Windy City Echo.

The Magazine acknowledges a valued addition to the Exchange List. The Windy City Echo, Vol. 1, No. 1, dated February 13, 1918, price 2½ Washers, arrives from that Windy City Somewhere in France, owned, townsite, officered and occupied by the 13th Engineers.

S. L. Beckwith is editor-in-chief, and there

is a treasurer for the Washers, and there is a managing editor, circulation manager and a sporting editor. A salutary in the form of "The Colonel's Message" starts the Echo on its way, and there are certain evidences of "One T. P.'s" genius in its pages. The Windy City Echo will have "a place in the archives" and some extracts from its pages may be looked for.

## The New Liberty Loan

### Why You Should Subscribe

When the war's costing Uncle Sam \$1,000,000,000 a month, what's the good of my little old \$50 bond?

Mr. Conscientious-Objector-to-being Separated from your Coin, listen!

Down comes a German shell, crash, upon an American trench. A dozen of the boys fall, bleeding, into the mud. The stretcher bearers rush forward. "Thank heaven," says the lieutenant, for that negro barber-shop porter back in Chicago who bought that \$50 bond? Tetanus killed thousands of poor fellows back in 1915, but we don't have to worry. His little bond will keep 139 of us safe from lock jaw."

At the first aid dressing station the nurses were busy. "That's the 160th first aid packet I've applied this morning," said one. "How many lives will they save? It's wonderful to think they all came from one \$50 Liberty Bond. I understand a stenographer back in Illinois paid for it."

At the field hospital the surgeons had their hands full. "Got enough ether?" asked the major. "Sure," replied the captain. "A section laborer back on an American railroad did that for us with his \$50 bond. Means enough anaesthetic to make 400 operations painless. And as for bandages, Mike O'Grady's \$50 has supplied enough to tie up 555 wounded hands."

Out in No Man's Land the soldiers, lying in the hot sun, began to drink the dirty water in the shell holds. "We should worry," said the corporal. "that \$50 Liberty Bond purchased by little lame Georgie Browne, who can't be a soldier himself, will keep 666 of us big huskies safe from typhoid here on the firing line. And as for small pox, one baby bond means immunity for 1,000 soldiers."

But, Mr. Conscientious-Objector-to-Being-Separated-from-Your Coin, if you really want to help win the war, buy more than one \$50 bond. Their power grows faster than their denominations.

Three \$50 bonds, for instance, will fully equip an infantry soldier for service overseas. Or it will feed him on Uncle Sam's rations for twelve months. Four of the little \$50's—any small office can contribute that many—will buy a cavalry horse or a mule for the ammunition train, or to haul a water cart of a combat wagon.

Six of the "baby" bonds will not only equip a soldier in full, but will feed him for a year in France. Or they will buy a motorcycle for a machine gun company. Eight \$50 bonds will buy an X-Ray outfit. Ten of them, the combined contribution of ten stenographers or clerks, will supply the quota of bicycles for a headquarters company of an infantry

regiment. Sixteen of the little bonds would mean four big strong mules to pull an ambulance.

Bonds to the amount of one thousand dollars will send to the front an X-Ray outfit complete, or six cases of operating instruments for a base hospital, or furnish automatic pistols for the men in a rifle company or a motor-power rolling kitchen, or eight ration carts.

If the employes in one of our shops want to send to the front the fine big horses that are required to draw a gun of the ammunition train, all they have to do is to get together and subscribe for twenty-four of the \$50's. They will do the work. Fifteen hundred dollars worth of bonds will provide a motor ambulance or a five-passenger motor car for a machine-gun battalion. Forty of the little contributions—they are within the reach of every wage earner—will buy a motor truck or supply ration carts for a whole infantry regiment of more than 3,000 men. Or \$3,000 worth will furnish rifles for a field artillery battery or supply horses for a field signal battalion. If eighty of the \$50 bonds are put together the result is a big tractor to haul supplies and guns. A hundred of these small bonds, \$5,000 worth, will send to the front a Liberty truck, or seven Lewis guns or equip with rifles a whole company of infantrymen.

Seven thousand dollars worth of bonds mean a new training aeroplane and \$9,000 worth—180 of the \$50 bonds put together—means a new observation balloon to watch Fritz's movements and prevent surprise, or will provide enough rolling kitchens to feed a whole field artillery brigade.

#### Some More Things Your Money Will Do For the Fighting Forces

Here's what your \$50 bond will buy:

- Trench knives for a rifle company.
- Twenty-three hand grenades.
- Fourteen rifle grenades.
- Thirteen cases of surgical instruments for enlisted men's belts.
- Ten cases of surgical instruments for officers' belts.

What a \$100 bond will do:

- Clothe a soldier.
- Feed a soldier for eight months.
- Provide five rifles.
- Provide thirty rifle grenades.
- Provide forty-three hand grenades.
- Provide twenty-five pounds of ether.
- Buy 145 hot water bags.
- Buy 2,000 surgical needles.

Here's what your \$500 bond will furnish:

- Bicycles for the headquarters company of an infantry regiment.

What a \$1,000 bond will do:

- Buy one X-Ray apparatus outfit operating instruments for a base hospital.
- Furnish pistols for all men in a rifle company.
- Buy one rolling kitchen (motor).
- Provide eight ration carts.

## At Home



Robert Emmett McCullough, Son of R. M. Div.  
Engineer John McCullough, 18 Months Old.

### The Hats That Boom in the Spring.

With the coming of spring, far in advance of the growing of our gardens, we gather all the fruits and flowers which Nature could have invented, with which to decorate ourselves and we pile them up high and call them hats.

There are large hats as plentiful as small hats, a hat for every face and every type, for every pocket book and every occasion. The fruits are shown in their natural colors and with the addition of cream one might easily eat them for breakfast. They are made of silk, of paper, of patent leather and of suede. The flowers quite often are made of silk, a clever effect being attained by the use of two colors, one as the under side of the petal. Both the fruits and the flowers can be made at home very easily with the aid of the silk scrap bag. A lovely pink silk rose has the petals lined with pale pink georgette. With these natural colored foliage is used.

Narrow ribbons, especially the piquot ribbons, are used for cockades and other ornaments and can be used with especially good effect on the tailored hats which are now so popular.

One lovely hat is made of black lisere straw with an underfacing of sand colored georgette, the entire crown being covered with lovely transparent Malaga grapes. What could look cooler and more tempting on a hot day? The colors this spring seem to be taupe gray and sand, with the usual navy blue and black. Small hats of taffeta and satin with very little trimming will be worn during the spring and quite late into the summer in all probability. It is a season of high turbans and three-cornered hats. The smartest shapes have the least trimming. One of the newest shapes is narrow from front to back and drawn out in two points at the sides. This is trimmed with a bow of five-inch ribbon and placed against the crown.

### The Mode of 1918.

The present silhouette is narrow and very pleasing but offenses to good taste and convenience will not be seen. Skirts will not be more than seven and one-half inches from the ground and the material is blue serge or twill, strictly tailored, the trimming being buttons and black silk braid. Our foot covering will be oxfords, black and tan, with conservative walking heels.

This year our watchword should be—BE PRACTICAL. That is the true economy, much more than economizing to the point of being shabby. These days we need our self-respect more than ever, but in buying new clothes buy them with the view to being PRACTICAL and not extravagant.

### Written for Anna Held.

I'm not the same since last you saw me,  
"Changed a bit," I hear you say;  
Just a little bit of sadness,  
Not so frivolous and gay.  
A little ill? Some social worry?  
Maybe some new love affair!  
Little you can guess the reason,  
You, who were not with me there.

"Stand and die," was Joffre's orders,  
And they died without regret—  
Sons of sires that fought at Yorktown,  
With Washington and Lafayette!  
Mighty words so often spoken,  
Mighty brain that gave them birth,  
That the Nation by the people  
Shall not perish from the earth;  
'Twas for this that France was fighting,  
Fighting for Democracy,  
Fighting for a Nation's freedom  
And World-wide humanity.

France, frail France, has borne the burden  
Standing like a wall of brass.  
From the rampart heights of Verdun  
Came the cry, "You Shall Not Pass."  
There were times when hope seemed fading:  
Times when eyes with tears were wet;  
Still each stout heart kept repeating,  
"America will not forget."  
America, you've not forgotten  
There's a debt that's still unpaid.  
America, tonight I greet you  
For each Norman wife and maid.  
Side by side with God's brave Allies  
France will have a newer birth,  
And the Nations by the people  
Shall not perish from the earth.

### Be It Ever So Humble.

The sweetest hold in all this world to man, his wife and kin, the dearest hope on this old earth we're striving hard to win, the treasured spot on this old globe, which one can call his own, that little humble cottage which one calls as home sweet home.

The home we think of day and night, at work or in the play, your soldier boy is thinking now of that home-coming day when he will hasten

home to you without the lust to roam, his soldier spirit seeking love, that love of home sweet home.

That day will come and he will come, to Dad and Mother dear, to Sister true and Brother too, he'll fill proud hearts with cheer, the cheer that's bred by home-love ties which brighten up the gloam, and all for this your lad now fights, his love of home sweet home. -Sted.

War Gardens to Insure Next Winter's Food Supply.—Suburban gardens last year not only increased the Nation's food supply, but now, in a period of railway congestion, their produce is still doing much to save communities from positive food shortages, as accumulated household stores are drawn upon.

Save the Wheat!

Which day is baking day at your house? Try one of these breads next time. Each recipe will make three good-sized loaves.

Handle and mould these bread doughs with greater care than white bread. If the doughs stick to the hands when kneading down, add more flour at this time.

Always keep the dough at an even warm temperature (about 75 degrees).

If you have a good rule for bread, use it, but in place of part of the white flour use one of these other grains—either all or part of the time.

If dry yeast is used, a sponge should be made at night with the liquid, the yeast, and a part of the white flour.

The United States Food Bulletin issues the following:

How to Mix Substitutes.

The following table showing the approximate percentages of barley or corn flours as substitutes which can be added to wheat flour for various purposes has been compiled by a large mailing company, which gives as a general rule for the use of mixed flours, "a little more weighting and a little less rising":

Table with 2 columns: Item, Per cent barley or corn flour. Items include Gravies, Dusting flour, Wheat bread, Rye bread, Graham bread, Whole wheat bread, Bran bread, Raisin bread, Fruit bread, Nut bread, Brown bread, Coffee cake, Roll dough, Pie crust, Tea biscuit, Fried cakes, Cruikers, Doughnuts, Griddlecakes, Waffles, Pritters, Muffins, Dark sheet cake, Dark cup cake, Dark cookies, Dumplings, Noodles, Puddings.

Barley Bread.

- 1 quart water. 1 cup pearl barley. 1 or 2 cakes compressed yeast.

Every Watch Inspector's Report a South Bend Testimonial

It's the remarkable accuracy of South Bend Watches that makes them stand out from the watch inspector's report.

The dependability and service of these watches is but the natural result of exceptional skill and care in manufacture.

So great is our confidence in them, so fine their record of performance, that each one is backed by

A Guarantee No Other Watch Maker Gives

South Bend Watches are not only guaranteed to meet the requirements of the road you now work on, but any road to which you may transfer within five years after purchase.

You will find these remarkable watches at your jeweler's, distinguished by the Purple Ribbon of Quality.

SOUTH BEND WATCH CO. 288 Studebaker St. South Bend, Ind.

EMPLOYEES MONTHLY WATCH COMPARISON RECORD. Includes fields for Division, District, Inspector, and a table with columns for Occupation, Rate of Last Record, and Date of Regulation. A South Bend pocket watch is shown in the foreground.

$\frac{1}{2}$  cup lukewarm water.  
2 teaspoons salt.  
 $\frac{1}{2}$  tablespoons corn syrup.  
 $\frac{1}{2}$  cups flour.

Mix as follows: Soak the barley in the 1 quart of water over night. Boil in the same water until soft, mash fine, then cool until lukewarm. Add (1) the yeast softened in the  $\frac{1}{2}$  cup of water, (2) the salt, (3) syrup, and (4) flour to make a stiff dough. Follow the directions for kneading, rising and baking given for potato bread.

#### Corn Meal Puffs (Without Wheat).

1 pint milk.  
1-3 cup corn meal.  
4 tablespoons sugar.  
 $\frac{1}{2}$  teaspoon salt.  
4 eggs.

Grated nutmeg (if desired).

Cook the milk and meal together 15 minutes with the salt and sugar. When cool add the eggs well beaten. Bake in cups. Serve with stewed fruit or jam. This serves six people.

### ATTENTION! ALL YE MUSICIANS!

#### How About a C., M. & St. P. Ry. Employees' Concert and Military Band?

The increasing popularity of military band music and its great assistance in arousing patriotic enthusiasm and to "keep the home fires burning" during these days of war, prompts the inspiration to supply more such music.

While many of our best military bands have been sent away to various camps and fields of service, no doubt there are yet many musicians among us.

Not because so many other large firms and corporations have organized fine big bands from the musical talent among employes, but because of the vast amount of benefit to the public, the firm and individual member, to be derived from such an organization, and for patriotic reasons, it is desired to ascertain what musical talent is available among the employes of our road.

Therefore, if you play any band instrument kindly send in that information at once, your name, instrument played, and your department address on a slip of paper and send same to Jas. L. Rippey or Bryant Ellwood Hadley, C. M. & St. P. Ry., Room 719, Lyon & Healy Building, Chicago.

If sufficient talent and a fair variety of instrumentation are found available, steps will be taken to organize a C., M. & St. P. Ry. Employees' Concert and Military Band and notification of a first meeting and rehearsal will be sent to all those who have responded.

Do not hesitate to send in this information because you may not be located permanently in Chicago. If a band is organized you will be assigned to a place to which you may come and play whenever possible for you to get in. Also don't hesitate if you think you can't play quite good enough. This will be an excellent opportunity for good practice and experience and a fine chance for those of us at home to render patriotic service. Several employes have already signified their desire to organize such a band and are quite enthusiastic over the idea. Some of these are musicians with both concert and military band experience, and surely there must be

many other good musicians in the employ of the C., M. & St. P. Ry. whom Uncle Sam cannot use for reasons other than musical efficiency.

Should it be found at all possible to organize a band as outlined above, arrangements will be made satisfactory and convenient to all concerned for rehearsals and when assured that the band will be a success and the organization is well established the services of a professional bandmaster will probably be employed. The next step, of course, will be uniforms and equipment emblematic of the C., M. & St. P. Ry.

If the above sounds good to you, and you can play, or are even learning to play any band instrument, don't fail to let us know as suggested above. Be sure "the other fellow" sees this, especially if you know he is eligible.

It is hoped that a large number of employes will "sign up" from the Chicago offices in the Railway Exchange, Fullerton avenue and Lyon & Healy buildings.

JAS. L. RIPPEY,

BRYANT ELLWOOD HADLEY,

C., M. & St. P. Ry.,

Room 719, Lyon & Healy Bldg., Chicago.



"Lest We Forget." Where Private Jesse C. Main Rests Somewhere in France. Tablet Erected By His Comrades. "His Soul Goes Marching On."

Further changes in the Savannah office place G. H. Pleisch as chief dispatcher and Mr. Mantley on second track. Understand that after dropping about thirty pounds that he couldn't very well spare F. J. M. decided that eight hours looked a lot better than twenty four and requested that he be "demoted." From all accounts Sherman had a chief dispatcher's job in mind when he made his remark about war. Mr. Pleisch comes to the Milwaukee from the Great Northern and those who know him say that he is perfectly capable of living up to his name—any way you spell it. He made a tour of the division the last of the month and impressed us all very favorably. Here's hoping that it was mutual.

**Twin City Terminals.***Elcanor.*

L. P. Gibson, formerly investigating agent with the Claim Department, has been promoted to District Adjustor at Kansas City, Mo., in place of Mr. Hoge, who has been promoted to Assistant General Adjuster. Thos. Butler of Chicago is taking Mr. Gibson's place here.

It is claimed Miss Rosella McGonigal, who sorts the mail in the local freight office, is about to make application for an assistant to aid in the distribution of the Billet Doux. Miss Lucile Mayer is running two or more a day with Mary Jane Henry a close second, and these are followed by a number of runners up among the fair sex. How would it work to establish a bureau, girls?

Miss Jean Smith spent Saturday and Sunday, March 8 and 9, in Huron, S. D. Guess Jean knew about the blizzard and went out of town to avoid it.

Tom Ward went to Mason City on a business trip recently.

**FOR SALE**—An old Colonial dresser, now being used as a filing cabinet in Room 8, also an old-style antique desk that came over in the Ark. Bids will be accepted in Room 17.

Miss Olson is working in Mrs. Hill's place as stenographer with the Legal Department. Mrs. Hill is away on a vacation.

William Goss, gateman at the Minneapolis Passenger Station, died March 13, at the Swedish Hospital of smallpox. The family have our sympathy.

Will Brown, ticket clerk, is on the sick list. Hope we will soon see his smiling face through the bars.

Noticed a picture of Ticket Agents G. W. McMillan and C. R. Lewis in the Minneapolis Tribune Sunday, March 17, with six other veteran ticket agents of other roads. Mr. McMillan has worked for the company 38 years and Mr. Lewis 42 years. Pretty good record.

Considerable vocal talent has developed since the employment of so many new clerks. It is understood that a male quartette is now studying

harmonies under the tutelage of Geo. Mason, the famous colored basso.

Mr. and Mrs. A. L. Kurzejka were called to Cleveland, Ohio, recently on account of the serious illness of Mrs. Kurzejka's mother. We are glad to hear she is convalescing.

Norman F. Podas, instrument man in the Valuation Department, left recently for Columbus, Ohio, with the intention of enlisting in one of the railway corps for foreign service.

Frank Ward, son of William Ward of the Claim Department, died of heart failure during a boxing match at the K. C. Club, March 17. We extend our heartfelt sympathy to the family in their great sorrow.

Talking about absent mindedness. Recently one of our congenial married men in the building walked up to the theater and bought two tickets, but, lo, he was alone and remembered friend wife was out of town. This proves at least that he is in the habit of taking his wife to the theater.

Roadmaster Lund and Signal Supervisor Alexander have moved their offices to the third floor. They are now occupying room 109. Hope they like their new quarters.

A. Woodward of the Demurrage Department is now located in room 18 with Mr. King.

Adolph A. Kolloff, clerk local freight office, was called to his home in Ohio by the sudden death of his father. We wish to express our sympathy.

We don't have to worry any more about Lucille's visits to Sioux Falls, S. D., for "seeing is believing," as she is now the owner of a beautiful diamond ring. I wonder who will win this year, Uncle Sam or Lucille. Here's congratulations from the office.

George Dextrud, clerk in the local freight office, left Monday, March 18, for Rochester, Minn., to undergo an operation. We hope to report in the next Magazine that he is back at work. M. S. Bowker is taking care of his work during his absence.

Harper Burns, brother of Lulu and Roy Burns, clerks in the local freight office, died March 15 of rheumatism. We extend to the sorrowing family our heartfelt sympathy.



## Stifel's Indigo Cloth

*Standard for over 75 years*

**FOR MEN'S  
OVERALLS, JUMPERS AND  
UNIFORMS and**

### Miss Stifel Indigo

*The new kid glove finish cloth for*

**WOMEN'S OVERALLS AND  
WORK CLOTHES**

*It's the cloth in your overalls  
that gives the wear.*

Men and women, you can be sure you are getting the maximum wear cloth—genuine Stifel's Indigo and Miss Stifel Indigo—in Overalls and Work Clothes if you **LOOK FOR THE BOOT trade mark on the back of the cloth inside the garment before you buy.**

**J. L. STIFEL & SONS**  
Indigo Dyers and Printers  
WHEELING, W. VA.      260 CHURCH ST.,  
NEW YORK





REGISTERED

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**Bright Locals by Our Contributing Editor**

(The heading is Sted's.—Editor.)

On coming to work the other morning we found the following bit of verse on the editorial desk accompanied by the following note:

Dear Sted: For the past few months I have possessed a peculiar sensation. It has worried me considerably, but at last I have found out what is the matter with me. I want to write something. For the past week I have been working on the enclosed verse and have it perfected now so that I think it good enough to print. Will you please send it to the Milwaukee Magazine, as I would like to see it there, and as an old Milwaukee employe think many of the boys will appreciate it.

H. E. MOODY, General Clerk.

**THE POEM.**

Oh, say,  
Just the sight of her.  
Methinks  
I could die for her,  
And there she sits knitting and pounding the mill,  
She's pretty and slender,  
Quite young and she's tender,  
But when I weave love to her she says I am nil.

Oh, Gee!  
I would fight for her,  
Perhaps  
I'd get licked for her,  
And all the day long she is working with me,  
She's joyful and chipper,  
A Milwaukee clipper,  
But when I speak amor she says, "Not for thee."

We thought the above sounded well and hoping that the rest of the office force might become inspired, we offered a year's subscription to all those sending in a bit of local verse for the Magazine. We were not disappointed, as the following will show a nice little verselet from each working unit, which only portrays a patriotic response to the hungry call for the Magazine and local editor, but displays a feeling of good fellowship we hope you will all appreciate.

The office is a happy joint,  
With seven youthful cads;  
No matter how the work stacks up  
They stare at me—bold lads.  
—Meda Bishop.

There is a boob across the desk,  
He stares just like an owl,  
He sucks a pipe and winks at me;  
If me? He'll wear a cowl.  
—Alice Mudgett, Asst. Mat'l. Clerk.

I wonder why the wild waves roll  
And toss upon the sea;  
Pray waves just toss an eight-hour day  
To all who work with me.  
—Thos. Hughes, Timekeeper.

Who is that pretty little lass  
That works across from Bill?  
She looks most good enough to eat,  
A sugar coated pill.  
—H. Roy Gates, Material Clerk.

There's a fellow in this office,  
I'll not mention any name,  
But if he don't slap on the air  
I'll be a lonesome dame.  
—Merle Geertings, Asst. Timekeeper.

I had a little boil,  
It worked while I did toil,  
And worked so hard I soon had one, two,  
three,  
I would rather slave and toil,  
Than own another boil,  
For boils are tollless workers, don't you see?  
—W. W. Sheire, Asst. Timekeeper.

I like the Rem, the noisy Rem,  
I pound it all day long;  
Some day I'll get a wifey Rem,  
She'll sing an awful song.  
—Golden Janosky, Stenographer.

I'd like to work for Uncle Sam,  
And maybe yet I will;  
To want to fight and get turned down  
Is sure a bitter pill.  
—Frank Taylor, Stenographer.

I like to work along with Gates,  
He tolls with wit and care,  
He's grouchy as a swarm of Huns,  
His wordings wound the air.  
—Claude Mitchell, Asst. Dist. Clerk.

We call that a very respectable galaxy of ability. There are only two of the force absent, Chief Clerk E. M. Grobel and the local scribe. But we do not intend showing any partiality. The following was composed by Mr. Grobel and the local scribe in assembly. The local scribe indited the first six lines and Mr. Grobel the final couplet. We believe he was justified:

Four B's, or not four B's?  
That is some question.  
There's Nora B., and I. A. B.,  
Shakespearian suggestion.  
With Bessie at her spinning wheel  
And Lillie Ann the Brave.  
We wonder if old Shakespeare's corpse  
Is squirming in his grave?

**The Lost Lamb.**

Because I'm in another room,  
Sted left me in the cold;  
Dear Mrs. Kendall, print my rhyme,  
For I am in the fold.  
—Ethel Ronald, "728" Enthusiast.

Say, Gobat, if there are any more births in your precinct, please send the surplus smokes out this way. We all belong to the same family.

Helga seemed to be running a sort of a hospital in the March number. It was good tonic though and should have cheered the patients up.

In reply to Editor Hawley we will state that we were born the date of our birth and have been living ever since. We think this answers his question to date. I may live longer or die shorter.

We wonder if Mabel Johnson will reserve a seat for us in that Savanna coach if we should totter back to our old home this season. From the way she puts it one could meet a lot of old friends under happy conditions amidst pleasant surroundings.

If Miss Billie of Kansas City will favor us with the addresses of Al Merrit, Frank Munsen and Lee Brown we will feel favored. We know of several fish and dogs that will need to be educated this season. Is it a correspondence school series, Billie?

No, Lillie Ann, our last desire would be to witness your finish. If you suggest such a thing I will go to sleep again. If I hit the wrong key on the typewriter some day and strike M instead of N, I think I could invent some new rhymes. Have I your permission?

Gee, but there was an awful mixup in the March locals. There the editor had us parading around in skirts usurping the fame of I. A. B. who is the originator of "Scraps picked up along the right of way at the west end." Some one should apologize; we have tried it but tangled up in this female toggerly we cannot make the correct bow; skirts are all right but we prefer to patronize them from a different angle. Verily, Nora, I am in a deuce of a fix, get hold of Love and get me out of this. Can't some of the female correspondents tell us how to crawl out of such a mess of cloth?

We missed the merry hum of Bessie's wheel in the March issue. Keep up the spinning, Bessie.

Readmaster John M. Dorsey of Ellensburg, died the early part of March. A. F. Manley of St. Maries was appointed to fill the vacancy.

Miss Meda Bishop who has been working in the superintendent's office in Spokane is now working for Agent W. W. Cutler in the Spokane office. What is one office's sorrow is the other office's joy.

Say, Lillie Ann, I believe in Hooverizing all right, but I'll be darned if I'll eat cat. Can't you find some one who likes cats? If not, send it to Germany, maybe it would scratch their eyes out, and I would not feel sorry.

**Around the Railway Exchange.**

*T. I. Walsh.*

Pat Swanson, in Vice President Calkins' office, claims to have been born on St. Patrick's day. Can anybody account for it?

Nickie Quint, in Mr. Cull's office, wore his first pair of long trousers the other day. You bet he held his head high in the air.

Now that spring is here, we all wonder how Mont Clare is getting along. We suppose that Harry Lynch will make use of that big farm of his. At least we hope he will.

Miss Stickney, of Mr. Calkins' office, has a Shamrock bush on her desk and expects to wear one of the Shamrocks St. Patrick's day. No doubt Joe Farmer will have the honor of wearing one also.

Mott Sawyer, superintendent of Columbia, Idaho, Division, called during the month. He was looking as though the Washington air agreed with him.

Miss Kapy, secretary to Vice President Sewall, is now located at room 1230.

Guy Miller, who handles mail traffic, is also in room 1230.

Mr. Goodnow's outer office is now room 1234.

Private Matt Oliver advises that he likes Camp Grant very well. No doubt the next time we hear from him and George Semmlow, formerly of the Passenger Department, it will be from Camp Pike at Little Rock, Ark.

Chas. Chelgren is again working for the auditor of expenditures office. He takes the place of C. D. Leech, who resigned to enter the services of the C. R. & I. Ry.

Mr. Whitney, formerly chief clerk to the auditor of dist. accounts of the C. & N. W. Ry., has been employed by Assistant General Auditor Welch.

Morris Thorsell, who resigned about a year ago account of his health, is again working for W. P. Skelding, chief clerk to Comptroller Bunting.

Mr. Skelding has a new office boy, who relieved Vernon Peterson of his arduous duties. He is again helping Pete Zeches, who says he is going to win a Liberty Bond for having the best garden. Luck to you, Pete.

Clarence Nelson of the telegraph office says he

is going to have the best garden in that big city of Cragin. Let's watch him.

Mrs. Kendall, editor, is again at her desk after having had an enjoyable trip to the coast and return.

Most everybody has spring fever. Have you?

John Peterson says that since the daylight saving bill has become effective, his tomato plants have grown better than under the old time.

**North La Crosse News.**

*H. J. Bullock.*

Switchman J. E. Wilson has returned from Washington, D. C., and resumed his duties.

Roadmaster P. H. Madden is back on the job again after a much needed rest at Pasadena, Cal.

Telegrapher Jos. Harrison was found dead in his home at Bridge Switch, March 15. A discharged shotgun lay at his side indicating suicide. He had been in bad health for some time past. Mr. Harrison's service covered a period of thirty-two years at that place.

Former Yardmaster J. A. Emerson and family are spending the winter at St. Petersburg, Fla. Engineer Geo. Vore of the River Division is there also.

Conductor P. J. Larkin is again at work after a struggle with the grip.

B. & B. Foreman A. Fischer sustained a painful injury March 11, by having a nail and flesh torn from one of his fingers while handling his motor car.

Engineer Chas. Pierce was called to Bangor, March 8, by the sudden death of his brother.

Francis Keaveny, better known as "Jiggers," has accepted a position as switchman.

We are in receipt of a souvenir post card from Lieut. T. P. Horton, who is in the war zone in Sunny France.

Michael Angelo Keaveny has been transferred to Portage as special company police officer. Our esteemed and jolly friend John Garrett is acting in the same capacity here.

H. D. Woods died at his home in Minneapolis, March 12, of Bright's disease. Mr. Woods was formerly passenger conductor on the River Division for many years.

# This Clock Makes Its Own Electricity





See the time at night—in fact, see any object in the room by simply pressing the button



Calls the maid to any part of the house, or the nurse to the sickroom



Will get you up in the morning—sure! Set the automatic alarm and—good night! Leave the rest to Nitelite.

**Lights the room.  
Calls the maid or the nurse.  
Calls YOU—and gets you, never fear.  
Reminds you when to go to the yards.  
Is a dependable timepiece.**

*And it's yours for thirty days' and thirty nights' trial on your simple request, without a cent in advance. Just sign and mail the coupon below, and we'll send the Nitelite direct from the factory to your home.*

If, at the end of thirty days, you are willing to part with it, send it back at our expense; otherwise remit **\$1.46** the first month, and a dollar a month for six months—**\$7.46** in all.

That's the way we feel about it. That's our notion of how a manufacturer should stand back of his goods.

Oh, yes, the **Nitelite** is beautiful as well as useful. The wood case has a rich mahogany finish, is 9 inches wide at the base, and 10½ inches high. It makes its own current and can be used anywhere. The current is generated by a dry battery encased in the clock, which should last at least a year and can be renewed at trivial expense.

Safe delivery guaranteed. We take all the chances. So sign the coupon today and rush it to the mail-box.

**QUAKER VALLEY MFG. CO.**  
Mill and River Sts., Aurora, Illinois

**Quaker Valley Mfg. Co., Aurora, Ill.**  
You may send me direct from the factory to my home for 30 days' and 30 nights' trial a Nitelite Beautiful Clock No. 184. I am to pay nothing but express charges on arrival. If entirely pleased I will remit \$1.46 in 30 days and a dollar a month for six months thereafter, \$7.46 in all; otherwise I will return it within 30 days at your expense.

(Write your name in full here) \_\_\_\_\_

(Write rural route or street and number here) \_\_\_\_\_

(Write town and state here) \_\_\_\_\_

MILWAUKEE RAILWAY SYSTEM

DR. LIPSCOMB'S ITINERARY

Dr. Lipscomb started March 26th from Minneapolis on his journey of benevolence and helpfulness over the Milwaukee System. He

will make a lengthy tour and be among us long enough to give us very practical lessons in self-help and first aid to the injured.

Leave	Train	Time	Day	Date
Minneapolis	2	7:15 a. m.	Tue.	March 26
Austin	1	6:55 a. m.	Fri.	March 29
Jackson	1	11:12 a. m.	Sat.	March 30
Madison	106	9:10 a. m.	Tue.	April 2
Sioux Falls	138	11:10 a. m.	Thu.	April 4
Sanborn	8	2:37 p. m.	Fri.	April 5
Mason City	8	7:30 p. m.	Sun.	April 7
Calmar	32	3:57 p. m.	Mon.	April 8
North McGregor	38	6:50 p. m.	Wed.	April 10
Dubuque	8	2:20 a. m.	Mon.	April 15
Chicago	131	7:30 a. m.	Tue.	April 23
Madison	14	6:10 a. m.	Wed.	April 24
Milwaukee	3	12:01 a. m.	Thu.	April 25
Green Bay	9	11:00 p. m.	Fri.	April 26
Channing	2	8:30 p. m.	Sat.	April 27
Milwaukee	23	5:20 a. m.	Wed.	May 8
Portage	55	7:30 a. m.	Sat.	May 11
New Lisbon	5	4:07 p. m.	Sat.	May 11
Tomahawk	2	5:33 p. m.	Mon.	May 13
Wausau	2	7:25 p. m.	Wed.	May 15
La Crosse	3	5:10 a. m.	Sun.	May 19
St. Paul	Convenient		Thu.	May 23
Minneapolis	1	8:30 a. m.	Thu.	May 30
Montevideo	3	11:15 p. m.	Sat.	June 1
Aberdeen	3	5:50 a. m.	Fri.	June 7
Mobridge	3	9:45 a. m.	Sun.	June 9
Marmarth	15	3:45 a. m.	Wed.	June 12
Miles City	31	9:10 a. m.	Sat.	June 15
Lewistown	116	10:45 a. m.	Tue.	June 18
Harlowton	17	1:55 a. m.	Fri.	June 21
Three Forks	Frt.		Mon.	June 24
Deer Lodge	15	9:32 p. m.	Fri.	June 28
Avery	Frt.		Tue.	July 2
Spokane	17	9:10 p. m.	Sat.	July 6
Cle Elum	Frt.		Tues.	July 9
Seattle	Convenient		Fri.	July 12
Tacoma	18	6:00 p. m.	Fri.	July 19
Aberdeen	106	5:30 a. m.	Mon.	July 22
Mitchell	4	10:35 p. m.	Wed.	July 24
Sioux City	4	5:05 a. m.	Sun.	July 28
Manilla	3	12:50 p. m.	Tue.	July 30
Council Bluffs	12	6:35 a. m.	Fri.	Aug. 2
Perry	12	11:06 a. m.	Tue.	Aug. 6
Des Moines	131	8:20 a. m.	Fri.	Aug. 9
Marion	21	8:25 p. m.	Tue.	Aug. 13
Ottumwa	3	11:05 a. m.	Sat.	Aug. 17
Laredo	3	3:05 p. m.	Mon.	Aug. 19
Kansas City	8	8:50 a. m.	Fri.	Aug. 23
Davenport	8	10:30 p. m.	Sat.	Aug. 24
Savanna	30	8:55 a. m.	Thu.	Aug. 29

Arrive	Train	Time	Day	Date
Austin	2	11:20 a. m.	Tue.	March 26
Jackson	1	11:07 a. m.	Fri.	March 29
Madison	1	4:30 p. m.	Sat.	March 30
Sioux Falls	106	11:05 a. m.	Tue.	April 2
Sanborn	8	2:25 p. m.	Thu.	April 4
Mason City	8	7:05 p. m.	Fri.	April 5
Calmar	8	10:15 p. m.	Sun.	April 7
North McGregor	32	5:40 p. m.	Mon.	April 8
Dubuque	38	9:05 p. m.	Wed.	April 10
Chicago	8	8:00 a. m.	Mon.	April 15
Madison	131	11:55 a. m.	Tue.	April 23
Milwaukee	14	9:20 p. m.	Wed.	April 24
Green Bay	3	3:55 a. m.	Thu.	April 25
Channing	9	3:00 a. m.	Sat.	April 27
Milwaukee	2	5:00 a. m.	Sun.	April 28
Portage	23	8:35 p. m.	Wed.	May 8
New Lisbon	55	8:38 a. m.	Sat.	May 11
Tomahawk	5	9:57 p. m.	Sat.	May 11
Wausau	2	7:25 p. m.	Mon.	May 13
La Crosse	3	5:15 a. m.	Thu.	May 16
St. Paul	3	8:45 a. m.	Sun.	May 19
Minneapolis			Thu.	May 23
Montevideo	1	1:35 p. m.	Thu.	May 30
Aberdeen	3	5:10 a. m.	Sat.	June 1
Mobridge	3	10:20 a. m.	Fri.	June 7
Marmarth	3	5:50 p. m.	Sun.	June 9
Miles City	15	7:04 a. m.	Wed.	June 12
Lewiston	115	8:10 p. m.	Sat.	June 15
Harlowton	116	1:10 p. m.	Tue.	June 18
Three Forks	17	5:25 a. m.	Fri.	June 21
Deer Lodge	Frt.		Mon.	June 24
Avery	15	4:22 a. m.	Sat.	June 28
Spokane	Frt.		Tue.	July 2
Cle Elum	17	4:53 a. m.	Sun.	July 7
Seattle	Frt.		Tues.	July 9
Tacoma			Fri.	July 12
Aberdeen	18	11:18 p. m.	Sun.	July 21
Mitchell	106	10:10 a. m.	Mon.	July 22
Sioux City	4	4:35 a. m.	Thu.	July 26
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Savanna	8	1:25 a. m.	Sun.	Aug. 25
Chicago	30	1:45 p. m.	Thu.	Aug. 29

Notes From Milwaukee Terminals.  
O'Malley.

The Yardmasters' Association are very sociable lot of gentlemen. They give a quarterly party, for the members, which usually consists of a theater party and dinner. They also are not lacking in patriotism, as word has just come that in the second Liberty Loan drive they purchased a \$500 Liberty Bond, and all of the members are also members of the Red Cross.

Word has just been received that the employes at North Avenue have by popular subscription purchased a large American flag and now have it floating proudly over the station.

We are very proud to know everyone we hear from loves Old Glory and are doing their "bit" in one way or another to show it. (The above was said to have been mailed to your correspondent in February, but was never delivered.)

It is with sincere regret that we note the loss of W. B. Hinrichs from the Superintendent's office. Mr. Hinrichs was a gentleman honored and respected by all who knew him and as a friend to the men under him, was never known to refuse any reasonable appeal. We sincerely wish him every success in the new duties to which he has been assigned.

We extend hearty greetings to B. F. Hoehn, who has been recently appointed as superintendent of Milwaukee Terminals.

Cream City Lodge, No. 863, B. of R. T., at one of its meetings recently decided that they would also add something in cash to the man power

they have furnished to the cause of liberty and democracy. They purchased war stamps to the amount of \$800 and expect to buy more in the near future.

We are pleased to note that M. P. Regan, one of our foreman switchmen, brother of J. W. (Herman) Regan, has gone to Madison, Wis., where he enters "Wis. U." to qualify in literary work. We wish Mr. Regan every success and compliment him on his ambition.

Well, we missed out last month, due to blizzards. Our letter was sent to Libertyville, but went astray, and of course we were late, so we will get a better start hereafter.

On the evening of March 7 the home of W. B. Hinrichs on Linwood was invaded by Yardmasters K. J. Schwartz, Hebard, Terant, F. Stube, Zuest, French, Stark, Mason, Peterson, Polcyn, Mix, Petrie, Roach and Crowley. When Mr. Hinrichs answered the bell he was informed that it was not a grievance committee but merely a social call. Though much surprised that a bunch of yardmasters should have become possessed with a desire to break into upper East Side society, he invited them in with a request to make themselves at home. A very pleasant evening was spent during which Mr. Hinrichs was properly "planned" as a token of the respect and esteem in which he was held by the yardmasters who had served under him in the Milwaukee Terminals. After music, smokes and refreshments (no one Hooverized) the boys bade Mr. and Mrs. Hinrichs a reluctant good night, well pleased with their social effort.

## Special Commendation

Fireman Lew Phillips, Savanna, has received a letter from Superintendent E. J. Worden of the C., B. & Q. R. R. thanking him for quick thought and action which prevented a derailment of a "Q." train in their Savanna yard, March 5. Brakeman Phillips was standing near the track while the "Q." train was pulling out, when he noticed a broken truck and at once got aboard the car and parted the air hose, bringing the train to a stop. The spirit of co-operation evidenced by Brake-man Phillips is what pays dividends.

Musselshell Division Engineer Alex Bugbee has received special commendation and credit for watchfulness on the part of himself and fireman. They discovered a broken truck on engine 6722 one mile east of Carterville, February 23, and immediately stopped the train before further damage had occurred.

Pumper N. H. Gilmore, Mildred, Mont., has received special commendation for promptly notifying conductor of extra west, February 2, when he discovered dragging brake beam under one of the cars in train.

Bridge Foreman J. Hildebrand, Cedar Falls, Wash., has received special commendation for promptly flagging Great Northern train 390, February 20, when he discovered a brake beam dragging with the car wheel riding same. The train was stopped and what might have been a serious derailment averted. Mr. Hildebrand was warmly commended by the conductor of the Great Northern train, who brought the matter to the notice of Superintendent Richards. More evidence of the right spirit among Milwaukee employes.

The following letter to Car Inspector Thomas Yardell, CleElum, Wash., speaks for itself. The west end men are wide awake:

Tacoma, Wash., Feb. 9, 1918.

Mr. Thomas Yandell, Inspector, CleElum, Wash.  
Dear Sir: We take this opportunity of commending you for your close inspection of cracked tire on center pair of wheels of tourist car A-13 coming west on No. 15 of the 8th, as we believe by this close inspection you evidently saved a bad derailment and possibly a loss of life.

Yours truly,

G. E. CESSFORD,  
District Master Mechanic.  
F. D. CAMPBELL,  
General Car Foreman.

Agent T. J. Fogarty, Sherburne, Iowa, has received special commendation for discovery of a broken brake beam in track, while he was off duty. He immediately went to the office and notified No. 93 at Alpha and when train was stopped the rest of the beam was found dragging, which might have caused derailment. Good work.

Section Foreman George Vanderzee, Dresbach, Minn., has received special commendation and credit in the roster for discovery of a broken truck on car in train 66, January 28. He immediately signaled the train, which stopped, thus averting further damage and a possible derailment.

South Minneapolis Switch Tender Alton Tyberg has received commendation for watchfulness in discovering about eight inches of flange gone from a passing car in transfer train.

T. M. Division brakeman has received special commendation for volunteering to fire special hog train, February 26, account of illness of regular fireman. This prevented a bad delay to an important train and shows the co-operative spirit alive among our employes.

Engineer W. F. Filmore, Minneapolis Terminals, has received special commendation for promptly stopping H. & D. extra west, January 30, while train was backing out of Minneapolis yard, when he discovered about 12 inches of flange broken from the wheel of S. T. P. car 300522, as he was walking by the moving train. Credit has been entered in the roster.

La Crosse Division Conductor John G. Pate has received special commendation for discovery of broken arch bar on Erie car 104303 at Water-

town Junction. Car was set and further damage prevented.

Dubuque Division Conductor J. F. Grice has received special commendation for watchfulness in discovering a badly bent axle on S. P. car 44938, while picking up train at River Junction. Credit has been given Conductor Grice in the roster.

Special commendation should be given Section Foreman P. C. Wilson at Arion, Ia., for discovering a piece 12 inches in length broken out of a wheel under St. P. car 85348, train 1-70, February 9. This was discovered by marks on the rail which led Mr. Wilson to make inspection of train while standing at station, thereby undoubtedly avoiding a serious accident.

The following letter to Assistant General Passenger-Agent A. P. Chapman is interesting. Mr. Momonoi was a member of a large Japanese delegation which went to Washington recently on official business:

New York, N. Y., March 5, 1918.

Mr. A. P. Chapman, Jr., Asst. General Passenger Agent, Chicago, Milwaukee & St. Paul R. R., Seattle, Wash.

Dear Sir: I wish to thank you for your kindness in arranging for train accommodation for my party which enabled us to reach Chicago without a hitch.

When we reached Chicago Mr. W. H. Whitaker met us through your instruction and made all arrangements for our accommodation to New York, which enabled us to reach here on Sunday morning.

I feel greatly indebted to you for these services and desire to personally thank you again on my way back to Japan.

Sincerely yours,

T. MOMONOI.

F. E. Bentley, agent at Rhodes, received a letter of commendation and credit in the roster for the discovery of defects in a car in passing train.

Conductor A. M. Peterson received a letter of commendation and credit in the roster for discovery of defects in a car at Manning on February 22.

S. M. East.

O. J. B.

Saving daylight looks like a good thing as you walk home to supper, but oh you getting up in the morning. And isn't it strange how it is dinner time when it isn't.

Add to honor roll the names of Harry Hanson, brakeman, and Clifford Roberts of the Wells Station force. Roberts thinks he will fly as walking was always too slow for him.

Operator E. L. Phelps, who has been on the sick list for some time, is back at the keys at Wells.

Theo. Post of the R. & B. Department spent Sunday with home ones.

Amateur hunters report large flocks of ducks flying northward. Spose they'll be sending me one or two soon.

The mountains of coal in Wells yards have disappeared, and the army of coal heavers, with the bunk cars which housed them, has departed. Roadmaster Walsh says it took more than faith to remove those mountains.

Two of aforesaid coal heavers, returning from Mankato, became involved in a conversation where gestures with the arms required the assistance of pretty loud talking. The brakeman went up to them and speaking their language said "Skibooch." Silence ensued at once and the smaller one of the two bristled up his mustache and turning on the brakeman said "Skidoo."

Sergt. P. E. Berg of Camp Taylor and formerly one of ours visited his home at Rushford. His stay was not very long, but we can see that Pete is getting into fine form and can hike a whole block without stopping for breath.

Well—guess I'd better get back to work.

## On The Steel Trail

### News From the Woodenshoe.

Cliff Huetter, our lightweight, tried to enlist in Uncle Sam's Railroad Regiment, but when little Cliff stepped on the scales the needle went down against the peg so hard it was knocked off. The recruiting officer said: "Nothing doing, kid; when we have room on our transports for a couple of elephants we'll let you know."

F. J. Butler, our popular heavyweight brakeman, offered his services to Uncle Sam and was accepted. Si, always strong on the eats, goes into the heavy artillery as cook. We know the boys won't starve with Si in the kitchen.

Both west end way freights are on again. Conductor C. B. Kempley in charge of the Iron Mountain lay over.

Agent F. Z. Frazier has been transferred from Waldo to Stiles, Agent P. Maloney having resigned and moved his family to Kimberly, where he will be employed by the Kimberly Clark people.

March 1 D. W. Kelly was appointed trainmaster of the Superior Division, vice H. M. Gillick, transferred to Aberdeen. We congratulate D. W. K. and wish him success in his new position.

Engineer Mitchell Basche, who was operated on for appendicitis recently, is doing nicely.

The Wisconsin & Michigan Railroad has moved its shops and roundhouse from Peshtigo to Menominee and are located opposite the Milwaukee road roundhouse at this point. The tomato patch will now be a thing of the past.

It will soon be time to start wondering about our annual ore business and while no news so far has got past the censor as to its proposed scope, if size of stock piles are any indication this season ought to be a bumper one.

Trainmaster H. M. Gillick has been transferred to the H. & D. Division as trainmaster. Mr. Gillick made many friends on the old Woodenshoe, and all were sorry to see him go, though we join in wishing him good luck and success in his new home.

Engineer Fred Swan is still submerged—understand he took a peek through his periscope about March 8, but one look was sufficient. In about another month we look for Fred to start spring operations on the hills and curves of the Wausaukee Branch.

Thursday, March 8, Conductor Ed Coughlin had the misfortune to lose his right foot. The accident occurred while heading in on house track at Oconto. He is progressing nicely at this writing and will no doubt be able to be about before long.

Smoky Haskins is on the branch in Chapman's place.

Engineer John Dubois is back on Nos. 6 and 31, after an absence of four months.

Conductor D. W. Caine has put away his lumber jack outfit after a very successful winter's logging for himself. Seems good to see Dan in the blue and gold again.

Passenger Conductor John Allen is taking a well earned vacation, J. W. Hume relieving him.

Jess Gray, our hustling station agent at Ontonagon, has accepted a position as traveling auditor, working out of Chicago under W. V. Wilson, assistant general auditor.

Agent Wm. Lowe is laying off account ill health, W. B. Held relieving him.

Doc Kieffer came into the office the other day all mussed up and carrying a strong odor of gasoline. We wondered why, but on second thought, we had several real spring like days about this time and Doc must have got the fever.

J. Deneen, our popular passenger brakeman, has put aside his uniform of blue and is now a full fledged pencil pusher, having accepted a position of clerk in chief dispatcher's office, Green Bay.

March 8 old winter handed this division a final wallop (at least we sincerely hope it is final) in the way of a dandy snow storm.

Quite a bit of commotion was caused by the rumor that most of the trains would be annulled

on St. Patrick's day. However, as St. Pat's day fell on Sunday, and once in a great many years the A. O. H. paid their respects to their patron saint without losing any time.

**Nutty Stuff:** If Lena Abrams would Pound Beaver, would Coleman Tremble—no, but, Hilbert Sher-wood. Boys, come away, he has been studying the new book of rules too much.

Baggage man Frank Zubke is off again on account of his game leg. Art Taylor is in Zubke's place.

### Items From S., C. & D. Division.

*Blanche Manly.*

Roadmaster O. Carlson has returned from an extended leave of absence in the West and is looking fine, also fat. P. H. Quinn relieved him while away.

Trainmaster C. H. Buford has been transferred to the La Crosse Division with headquarters at Portage, Wis. He is succeeded by W. F. Ingraham. Mr. Buford was presented with a very beautiful chair by the trainmen of the division upon his departure to show their appreciation of his many kindnesses and their regret at his leaving. However, the entire division join in wishing him every success in his new location.

Miss O'Neill, formerly stenographer to Chief Clerk Mason, has been transferred to the office of the chief dispatcher.

The entire office of Chief Clerk Mason is undergoing an upheaval and readjustment, putting on more clerks and changing the old ones around; rearranging the office and so on. We won't know the old place when everything is finished, and extend a cordial invitation to all to stop and look us over.

Agent W. D. Griffiths of Sioux Falls was down and made us a call recently, accompanied by Inspector R. G. Larson. We understand that Mr. Larson spends a good deal of time hanging around Sioux Falls, but upon questioning him he says his mother lives there. Do we believe it? Oh, Daddy!

Clerk Joe Mann is back at his desk again after quite a spell of sickness.

Switch Foreman C. E. Broderick has taken a leave of absence on account of his health, and expects to spend the time in the South.

E. H. McCabe is another of our new clerks. It is strange how strong this office is on the Irish.

Friends of Chief Clerk Mason extend their sympathy on account of the death of his mother the last of February. Everyone who knew her will miss her and regret to hear of her passing on.

Agent C. R. Dummier at Sioux City ran away the last of February and got married at Des Moines. Can't get him to say much about it, so don't know whether it was a success or not; at least, we received no candy or "sich." Here's congratulations anyway.

D. & S. Car Inspector P. M. Garvey paid us another of his charming visits recently. He was going through with a troop train, so didn't stop long, but we were glad to see him.

Train Auditor Bradford was around looking up old friends recently, as well as Mr. McConnell. Always glad to see them.

A very interesting Safety First meeting was held at Sioux City on March 4, at which about 85 employees were present. A. W. Smallen was here from Chicago and division officials to the number of five were also present, including Superintendent Richards, Assistant Superintendent Beardsley, Tralmaster Ingraham, Master Mechanic Messer and Chief Dispatcher Corcoran. Mr. Smallen made an interesting talk and many pertinent subjects were discussed both by the men and the officials. Understand a meeting is to be held quarterly hereafter.

Work is progressing to a finish at the new terminal and it is expected the move to the new quarters will be made within a short time.

Switchman A. H. Warring has returned after an extended leave of absence in the West.

Mike Noonan, night yardmaster, is still on the job, although we see him a good deal during the day, so don't know just what he is doing, but he is always just so busy anyway, so the title matters little.

**Office of Car Accountant.**  
*Sis Hopkins.*

U. R. T. car 30049, loaded with condensed milk, fell into the ocean. No doubt the mermaids are dining on oyster soup.

The Car Accountant's office think the camouflage Miss Ethel Browne of third floor is trying to pull off won't work. Perhaps the captain can enlighten us as to whether or not congratulations are in order.

Chas. G. Hill, our chief tracing clerk, recently took a short trip to Camp Grant. You all know that Charlie intends to reside there in the near future. Never mind, we will see that you get enough "Beech Nut" to chew, as all good soldiers do.

And still Dan Cupid is at work. Friends are congratulating Miss Hattie Kobbemann.

Miss Amelia Peterson announces the arrival of a nice baby boy at the home of her sister, Mrs. C. Menser. Mrs. Menser was formerly Miss Anna Peterson. The Car Accountant's Office send congratulations.

Several young men were called for Uncle Sam's examination this week. Among them was C. Denz from this office.

Miss Alvina Meir, one of our comptometer operators, has left us—of course, we are in the dark somewhat—but we think we understand.

We are very much afraid we will lose Miss Doerr, as we understand her friend calls nine nights of each week.

**Iowa (West) Division.**  
*Ruby Eckman.*

Yardmaster Roy Wicheal of Manila and Brake-man Harley Wicheal were called upon to mourn the death of their father during the fore part of March. The senior Mr. Wicheal had been sick for several months. The affliction seems to have fallen doubly heavy in the family of Harley Wicheal, as his wife's father died just a few days before his father passed away.

Bert Newland, who has been in passenger service for a number of months, has recently transferred to work as a freight brakeman out of Perry.

Conductor J. T. Culley of the H. & D. Division spent a few days the fore part of March in Perry visiting at the home of Engineer John Heinzelman. J. T. had been in Dubuque for a visit at the home of Superintendent Martin Flanagan and stopped off here on his way home.

J. W. Sheplar of the B. & B. Department, who was called to Los Angeles, Calif., last month on account of the death of his wife, returned to Perry March 18 and resumed work.

Car Inspector Wm. Lee and wife went to Camp Pike, Little Rock, Ark., the fore part of March to visit their son who is in the national army.

Conductor John Dignan returned to work the fore part of March after several weeks' vacation spent in the West.

Brakeman J. P. Oliver, while unloading way freight on the West Division the fore part of March, sustained a serious injury, making it necessary for him to go to the hospital at Council Bluffs for several days.

Conductor Thomas Birmingham, who was injured at Philidia several weeks ago at the time Conductor John Gray was killed, was able to resume work on the coal train the fore part of March.

Howard Gentine has recently been appointed night roundhouse foreman at Perry and the family have taken up their residence in the city.

Bollermaker Dalton's wife was called to Casper, Wyo., the fore part of March by the death of a relative.

Engineer Fred Wagner, who has been firing the switch engine in Perry yard for some time, had the misfortune to break his shoulder the fore part of March. Fred had only recently returned to work after a long siege of the typhoid fever.

Brakeman Wilbur Prettyman has returned to service on the West Division after a long lay off due to an attack of typhoid fever.

P. D. McGoeye, who has been working at the roundhouse for some time, has been made night chief of police at Perry.

Not many changes are being made in the telegraph department the last few months. R. E. Ogg, third trick operator at Ferguson, enlisted. Lylie Hulsizer bid in his trick and was appointed, leaving third at Capron open. The agency at Astor now on bulletin.

Car Inspector John Reel, who has been off duty for several weeks on account of an operation is recovering nicely and expects to be able to resume work within a few weeks.

J. F. Anderson, who has been trainmaster at Perry for five years, was transferred to Kansas City March 8 as superintendent of terminals. Mr. Anderson made many friends among the railroad men on the Iowa Division who regretted to see him leave, but congratulated him upon his advancement.

R. J. Middleton, valuation engineer from Chicago, and W. F. Lynaugh, mechanical valuation engineer from the Milwaukee offices, were in Perry the middle of March consulting with the valuation party which has been on the Middle and West Divisions for a few weeks. Mr. Middleton's reputation as a jollier preceded him to the Iowa Division and all those with whom he had to deal feel that he is living up to his reputation at all times.

Thomas Pandy has resigned his position as roundhouse caller and has taken a position as supply boy at the Perry roundhouse.

Richard Barker, one of the old employes at the Perry roundhouse, had the misfortune to fall and severely injure his back. He was compelled to be off duty for some time.

Roundhouse Foreman Arthur Yates' wife was sick for several days the middle of March.

Several new brakemen and firemen have been hired on the Iowa Division during the last few weeks, due to the increase in business and a number of the regular men going to war.

Engineer Wm. Hubbs of the S. C. & D. Division was in Perry the middle of March for a visit with his mother.

Engineer Wm. Rogers' wife and children came down from Council Bluffs for a week's visit at the Tucker and Rogers' homes the fore part of March.

Albert Gable, son of Conductor Ben Gable, who has been in training at the Great Lakes Naval Training Station, was home on a furlough the middle of March. Bert is very much interested in naval life.

Miss Katherine Connors, daughter of Engineer Mickey Connors, has been visiting with relatives in Yankton, S. D., for a few weeks.

Walter Applegate, chief clerk for the Division Master Mechanic, was in Perry the fore part of March getting the roundhouse clerks lined up on some new reports in connection with the division accounting.

Conductor Charles Reber and wife of Marion spent a few days in Perry during March visiting with their daughter, Mrs. W. J. Barth and family.

Fireman Clifford Ruff, who has been off duty for some time on account of an injured hand, was able to resume work the fore part of March.

Perry Yard office clerical force has been somewhat crippled the last few weeks. Mrs. E. B. Brooks, regular record clerk, has been in the hospital for a surgical operation and during her absence her sister, Mrs. Ben Spence was filling the position. She, too, was taken sick and it was necessary to press Mrs. Clifford Ruff into service for a couple weeks. Mrs. Brooks was able to leave the hospital the second week in March and will be able to resume work again before long.

Jack O'Connor, a machinist, has decided there is no place like Perry to work and has resigned his position at Boone and returned to his old place in the Perry roundhouse.

Barton Livingston has recently taken a position as machinist helper at the Perry roundhouse.

Travelling Engineer G. H. Lusk, who was recently appointed on the Iowa Division, has gone to housekeeping in apartments in Perry.

W. W. Lockwood, a switchman, who has worked for several years in Perry yard, resigned the fore part of March and has gone to El Paso, Tex., to take a position. Bill was a first-class ventriloquist and afforded a great deal of amusement to the older employes when he would turn the trick on some one who was not acquainted with his ability.

Conductor John Briggie, who has been doing extra passenger work out of Marion, has returned to Perry to work in freight service. He has been assigned to the coal run between Madrid and Perry. Conductor Lee Tolbert, who has been on the run for some time, has taken a car in the pool.

A. J. Krohnke, night chief dispatcher, was re-elected to the position as school director at the election held in Perry March 11. Mr. Krohnke had held the position the previous term and the fact that he was away ahead in the race at the election showed that his many friends appreciated his work.

Engineers George Donahue and Edward Mullen have started the erection of a fine new house on their farm south of Perry. Their old home was destroyed by fire a few weeks ago.

A fire of unknown origin was started in the depot at Neola, March 19, destroying the greater part of the roof of the freight house.

Conductor I. E. Conners is still making trips to Chicago, taking treatments for the foot which was injured last May.

March 1 Capt. J. E. Banyard, one of the oldest employes of the Milwaukee at Perry, answered the last roll call, after an illness extending over a period of about two or three years. Mr. Banyard started work as a fireman and after being promoted to engineer met with an accident which prevented him from doing heavy work and he was given a position as hostler, which he held until the time his health failed. Capt. Banyard was a veteran of the Civil War, having enlisted at the age of 13 as a drummer boy. He organized the first company of state militia in Iowa at Perry and acted as its captain and drill master until the company disbanded. It was through his efforts that the first flag and flag staff were purchased for the roundhouse at Perry and he has had the pleasure of seeing Old Glory float in the breezes ever since. Capt. Banyard raised a family of five children, the four sons being railroad men who have become proficient in their work and a credit to their father's teachings. Six engineers who had been associated with him for many years acted as pall bearers at the funeral.

T. M. Dunbar, one of the veteran employes of the Milwaukee, has been in a hospital in Des Moines for several weeks and it was recently necessary to amputate one of his legs. He had injured his foot and blood poisoning set in.

#### River Division Items.

*H. D. Witte.*

O. N. Harstat, trainmaster, made a business trip to Wabasha, March 7.

Irwin Saunders, clerk for John Fleming, R. H. F., at Wabasha, has enlisted and departed for Jefferson Barracks, on March 7.

F. Wadley, agent at Millville, is confined to his bed on account of a severe attack of rheumatism. He is relieved by Agent W. Utweiler.

Jno. Krellweg, section foreman at Frontenac for many years, passed away at his home, March 11. He is survived by his wife and son, Henry of Etter, Mrs. Frank Sauter of Hopkins and Mrs. Charles Scherf of Lake City. The remains were laid at rest in Lake Side Cemetery. The entire community regret the loss of one whose life was so nobly and beneficially spent.

H. C. Krussbaum made a business trip to Spooner, Wis., March 8, returning home on March 12.

The coal shed has been changed from the Road Department to the Locomotive Department, and we see Foreman J. F. making daily trips to see that everything is running smoothly.

Switch engine No. 1050, which was in yard service at Wabasha for years, was sold recently and is on her way to "Somewhere in France." Here's hoping that the old gal does her part in backing the Kaiser.

Machinist Helper Frank Hudson is the proud father of a bouncing baby boy. Frank says he is the picture of his dad.

There is no job in the line of engine repairing the R. H. F. J. Fleming is afraid to tackle since the installation of the new lathe and drill press in the roundhouse. The only thing Jno. worries about is that when the house was built the problem of taking care of C-1 and K-1 engines was not figured on, consequently the roundhouse is not large enough to properly accommodate these engines and they must be taken care of outside

when they are tied up here during stormy weather.

Machinist Wm. Shepherd and wife made a trip to Minneapolis March 12.

#### HAPPENINGS.

*As Reported by Sted.*

Latest reports from Operator Walter Morrison say he is in the Signal Corps, Company B, at Camp Green, North Carolina. We asked permission of the person who had heard from him to read his words, thinking we might obtain some interesting news for the Magazine from a soldier-at-home boy but she—I mean my request was turned down. There should have been some good, bright words in that letter and I imagine there is—for her—in other words, I will have simply to take somebody's word for it. Drop us a line, Walter, for the Magazine. The boys would all be pleased to receive a word from you, and they all wish you success and good luck.

There is always something going on in a street car. The other evening on my way home a mother with a 4-year-old youngster entered the car and sat down. After a few blocks had been spanned and as she neared her destination she pushed the button, the bell rang, she reached for her boy, intending to alight, I suppose. Instantly the boy started to howl and she endeavored to drag him out by main force. She finally surrendered and told the conductor she would alight at the next corner. As we neared the next corner she arose with firm determination in her eyes and I witnessed a fine display of motherly discipline. As she arose she lifted the howling youngster up and raised him aloft so he could press the push button, which he did, the bell rang, the tears changed from sadness to gladness, the wails sounded like a subdued gurgle, he smiled, confidently grasped his mother's hand and strode out of the car like any American gentleman, with due pride and honor. I never before realized the true enjoyment derived from pressing the push button and making the bell ring.

#### Items From the I. & M. Division.

*Marcella McShane.*

Trainmaster E. E. Meyer of Minneapolis was in Austin on business last week.

Brakeman Tom Ward has resumed his work after a few days lay-off.

Yardmaster J. M. Plum received a fine fish from Ottertail, sent by his brother-in-law, Chas. Williams. The fish weighed 11 pounds.

Brakeman William Pless resigned his position on account of leaving Monday with the boys for camp, also Owen Cambern has gone to Camp Dodge at Des Moines, Iowa.

Eddman Ehoc returned to Bowbells, N. D., after an extended visit with his sisters, Mrs. Sam Fisher and Mrs. A. C. Paulson.

Switchman Joe Klems is laying off and has gone to Minneapolis to attend the auto show.

Brakeman J. P. Donnelly has resumed his work after a month's lay off.

The friends of J. Cawley, foreman at Rose Creek, will be glad to hear that he is at work again after his recent illness.

George Hennessey, assistant roundhouse foreman at Austin, has returned from a visit at his home in Milwaukee, Wis.

J. J. Early, traveling inspector, and wife have returned from a short trip to Chicago.

Geo. Hunter, foreman at Lansing, spent Sunday at his parents at Lime Springs, Iowa.

Conductor Ole Tolbertson left last week for a visit with friends and relatives at Seattle, Wash.

Mrs. Jno. Ober, wife of Engineer Ober, returned from a visit with friends at Redwing and St. Paul, Minn.

Brakeman Leonard Bardouche went to Calmer to go on the Decorah run.

Frank Luskow, roadmaster on S. M. East, was in Austin on business last week.

Mrs. Frank Ryan, wife of Machinist Frank Ryan, has returned from a visit to St. Paul.

Mrs. Hirt of Hokah, Minn., spent Sunday with her husband, Frank Hirt, foreman of the B. & B. Department at Austin.

Clyde Peick has accepted a position as clerk in the freight office. Mr. Peick came to Austin from McGregor, Iowa, and we wish him much success in his new business.

**Beautiful Spring.**

Miss Spring is late in springing, I mean she should be here, but Winter weak and walling sits in lap of Spring this year; one yearns for yards of sunshine, for dandelions and greens; they cut the cost of living till the pods grow on the beans.

The joys of merry springtime and the health of springtime's sun go racing through the system, put old age upon the run; the graft of grafting gardens and of digging up the dirt builds muscles on your molars and a dampness on your shirt.

'Tis almost time for fishing now, the day will soon be here, I hope the sun will shine that day, the day of all the year, but in the meantime I'll dig dirt and lay the lowly spud to slash the style of living while Miss Spring is in the bud.

I'll plant some beans and pickles, some succotash and kraut, I'll plant some canned tomatoes—they will grow without a doubt—a dozen pints of peaches and a pint of marmalade, I'll dig the whole big back yard up with Mr. Hoover's spade.

And when these all have sprouted and spring fever done its worst, I'll hike to wet Montana where there's brew to quench the thirst, for when a hardy son of toil has dugged as I have dugged. Say! Springtime, you get busy or I'll think that you've been drugged.

My lettuce now is leaking just above rough lumps of black, my radishes are yellow but my corn is on the slack; please tell that Mr. Hoover sprightly Spring should now be here, 'cause I want to go a-fishing and my garden needs some cheer.

Just tell him good warm sunshine is the thing that we call Spring, just tell him how my garden groans for life the sunbeams bring, just tell him of my longings for the rod and line and reel. Say! Ask him to go fishing then he'll get that springtime feel.

**La Crosse Division Doings.**

*Guy E. Sampson.*

Another month has gone down in history, many happy homes have been made otherwise by the grim reaper, death, obeying the orders of the war gods, and our own division employees were called upon to pay their last respects to Alonzo K. Winn, youngest son of Engineer and Mrs. Chancy Winn of Portage. Alonzo, who had been raised among the railroad boys, joined the army in September of last year, and it was while in training at Camp Grant that he was accidentally kicked in the back by a horse. Kidney trouble set in, from which the young man died February 21. All employees join in extending their sympathies to the bereaved family.

Two former Lax Division employees, Willard (Babe) Hayes and Harold Sullivan, now sergeants in the 305th Field Signal Battalion, and in training at Louisville, Ky., arrived at Portage for a few days visit with parents and friends. While both men are capable telegraph operators, the former only was following that vocation, while the latter was in actual train service when they offered their services to their country. Both men are looking fine and declared that war now is business and not a two weeks' outing at Camp Douglas, but both assured us all that they were there to do their bit to the best of their ability.

We are informed that F. P. Metzger, who has held a baggage run between Chicago and Minneapolis for several years, has just returned from a six months' session of the trainmen's committee in Chicago and has taken a position as brakeman on trains Nos. 57 and 58 on our division, in preference to his baggage run.

Carl Johnson, formerly a Lax Division operator, and whose father was agent at Westby for years, has returned to the service and drawn the agent's position by bulletin at the home town where his father served the Milwaukee faithfully for years.

Operator C. O. Manské, who has been on third at Portage since Mr. Hunter went into the dispatcher's office, has drawn third at Columbus and D. M. Haskins has taken second at Brookfield.

Mrs. Sullivan, wife of Crossing Tender John Sullivan of Oconomowoc, died at her home in that city February 27. The sympathy of all employees is extended to the bereaved ones.

Rob Bowen, son of Baggageman James Bowen of Tomah, and cousin of Chief Dispatcher W. G. Bowen, has entered the service of his country and gone to Vancouver, Wash., to be placed in the spruce department.

James Gibson, formerly machinist helper in the roundhouse at North La Crosse, has gone to Portland, Ore., to enter the aeroplane factory for the government as a machinist.

Engineer E. Pedder of the Madison Portage way freight run, sure had presence of mind as he came out on the morning run after a sudden change in the weather which caused several inches of ice where water had been over the track the day before. As he neared the place he mentioned the fact to his fireman that they had better stop and investigate the condition of things before proceeding. They did so, and after cutting off the engine they found enough ice on the rail to derail their engine. The entire crew worked two hours chopping ice from the track before attempting to pass over it.

Mrs. William, wife of Section Foreman Williams of Tomah, was buried at Bangor, Wis., March 4. Besides her husband, Mrs. Williams leaves two sons, who formerly were Milwaukee operators but now working for different companies. Both were at the bedside of their mother during her last hours. The sympathy of all employees is extended to the bereaved ones.

Business is surely good at this time and as so many of our boys have taken up different vocations through the season of slack business we are now short of men.

A La Crosse Division employe is in receipt of a letter from Jess Taylor in which he informs us that the coldest weather he has seen this winter was 20 above zero. Jess has been promoted, as we view it, as he is in the regular headquarters and works from 8 a. m. till 4:30 p. m., with an hour off for dinner. He sends regards to all the boys. From a photo received from one of the boys we sure know that they are all getting fleshy. Here's hoping the boy's spirits keep pace with their personal appearance for so much depends on the morale of our men.

We notice in our last issue that Ruby mentions one "Guy," J. W. M. another and "The Lily of the Valley" another and it looks to us as though a lot of "guys" were getting guyed.

Mrs. Krause, wife of Engineer Frank Krause of Portage, died at her home in that city Wednesday, March 13, after several months' illness. However, the end came as a surprise to her many friends and the sympathy of all employees is extended to our bereaved co-worker and family.

Superintendent Johnston, Trainmaster Buford, accompanied by Freight Claim Agent F. P. Mitchell, have taken several joy rides on our way freights this month and have no doubt been able to see where the majority of the loss and damage costs come in, and we hope that some steps may be taken so that expensive groceries will not be loaded with machinery, and that meats and dairy products will be loaded in proper cars. A sack of seed corn worth \$12.00 per bushel is often loaded in such a way that it would be impossible for it to get to its destination without being torn and a part of the contents lost. Some way freight conductors we know have written this matter up several times and while they may think that no notice has been taken of their reports on the matter we feel that the investigations now in progress are the outcome of some of the letters written by employees who desire to see the loss and damage cost on our division reduced to a minimum.

Mrs. Sampson of La Crosse and Albert Steinbach, operator at Camp Douglas, have just received word of the death of their cousin, who was a fireman on the battleship Wisconsin.

We agree with Sted about that letter to one of the boys and the following are our sentiments:

We have brothers at the training camps,  
 We have brothers at the front,  
 All have friends that will return,  
 Some have friends that won't,  
 So lets try and make them happy,  
 While a lasting peace they seek,  
 Let us write at least one letter,  
 To a soldier boy each week,  
 Let us try and make it snappy,  
 Give them all the news from home,  
 Make them feel that we are with them,  
 And that they are not alone,  
 That we're anxiously waiting  
 For the day, and come it will,  
 When our boys recross the ocean,  
 After conquering Kaiser Bill.



## Facts and Fancies From the S. M. West.

J. W. Malone.

George Kauder, one of our efficient bridge carpenters, has been laid up the last two weeks with a badly scalded ankle. At the present writing George is back in the game with a decided limp but with the same cheerful smile.

On Sunday, March 17, an eight-pound boy arrived at the home of Mr. and Mrs. Earl Gere of Madison, S. D. Congratulations of the division are extended.

Mrs. J. J. Ashenbrucker, wife of our lineman, Madison, had her tonsils removed on Friday, March 15. We hope that she will soon be in the best of health.

Inspector J. J. Earley started out to pay us a visit this week but owing to the strenuous business he only got as far as Wentworth. Let us hope that he makes Madison next trip as we want to get a few recipes for putting up peaches the coming summer.

Brakeman John Casey, Madison, has been off the past few days suffering from an attack of tonsillitis. We hope to see John back in the game soon.

Leon F. Soper, our popular night agent, stole a march on us last week and journeyed to Fort Wayne, Ind., where he was united in marriage to Mrs. Alida Franklin. The congratulations of the division are extended.

Oswold Marshall is holding down the night agent's position at Madison during Mr. Soper's absence.

Cashier R. J. Hopkins, Madison, has been laid up the past two weeks with a severe attack of the genuine smallpox. At the present writing Dick is back in the game, "The badly scarred, yet still in the game."

Operator E. J. Jones, Lakefield, has left the service to engage in other business. Relieved by Miss Harriet Jefferies from the east end.

W. A. Aldrich, one of the old timers on the S. M. West, after an absence of three years has returned to the service as operator at Pipestone. The welcome of the division is extended.

S. A. Montville has been appointed agent at Vienna, S. D. May he ever remain.

Conductor and Mrs. N. T. Dingman were Sioux City visitors recently.

Brakeman Wm. Carr is laying off, suffering with a severe attack of la grippe. Let us hope Billy will soon be back in the game.

Conductor and Mrs. P. J. Hooval, who have been spending the winter in the South, returned to Madison the past week.

Miss Fannie Moore was a Lake Preston visitor recently.

Engineer Price Hughes and Brakeman Wm. Hughes were called to Union Grove, Wis., recently by the death of a nephew. The sympathy of the division is extended.

Little Darline Hughes, who has been quite ill following an operation for tonsillitis, is improving nicely at this writing.

## Kansas City Terminal Items.

C. V. Wood.

First Lieut. Walter G. Slagle, 129th Field Artillery, whose photo appears above, is now "Somewhere in France," doing his bit for Uncle Sam.

Edward W. Keefner, the other handsome man whose photo appears here, is in training at the Officers' Training Camp, Fort Sill, Okla., and expects soon to be at least a first Lieutenant. Ed expects to visit his many friends in Kansas City before sailing, but should he not have this opportunity, asks to be remembered to the Milwaukee family.

Private Eugene H. Reeder, with the Signal Corps, visited us on March 11, he having just returned from his wedding trip. Gene is looking fine and has our heartiest congratulations. Let us hope that his married life will be pleasant.

Joe Reeder is again with us at the local office in the capacity of assistant switching clerk. Somehow he just wasn't intended for a farmer. We were all glad to welcome him back.

Mrs. Edna Johnson resigned service with this company on March 1 as general clerk, having accepted a more pleasant position of housekeeping. Her smiling face will be missed around the office.



Top: 1st Lieut. Walter C. Slagle, 129th F. A.  
Below: Edw. W. Keefner, Off. Tr. Camp, Fort Sill.

Word has been received from Private Ralph Francisco and Corporal D. D. Devol, "Somewhere in France," with the famous Rainbow Division, that they are both well and happy, and wish to be remembered to all of their friends.

Chris C. Handibode, our very reliable switching clerk, left us on March 1, to accept a more profitable position with the Kansas City Southern Railway Company here. We were sorry to lose the services of so capable a man, but glad to see him do better. He has been succeeded by Miss Beulah Hartman, former assistant switching clerk, who is handling the work nicely.

Eugene Hartman, for a short time messenger, has been promoted to assistant car clerk.

William S. Overstreet, formerly accountant in Mr. Owen's office, was transferred to position of accountant in superintendent's office March 8, 1918, he having been succeeded by Harry F. Studd.

Our former co-worker, First Lieut. Lieberman, was a very welcome visitor in Kansas City, February 22, 23 and 24, he having called on all his old friends, both local and superintendent's office, impressing upon our minds that we are also expected to do our share in the world's battle and asking our co-operation. He expects to sail soon and while it is with regret that we see him go we realize Uncle Sam needs more men of his ability and we trust that he will come back a great hero.

## Minneapolis Shop Happenings.

James Nellins.

The office force of the Car and Locomotive Departments that have been consolidated on the Locomotive Department side of the plant, have all been transferred over to the Car Department side into the newly arranged offices prepared for them. General Foreman Larson goes with them.

and this change also takes Chief Clerk W. A. Tuttle and Clerks Nestly Miller, Grace Burns and Thomas Holloran over to the Car Department side.

Hal. Hughes, who has been acting as chief clerk to Division Master Mechanic H. G. Dimmitt, has been transferred back to the Car Department, which is more to his line of work and more to his liking as matters pertaining to Car Department work is his best hold.

J. T. Kelly, recently appointed assistant storekeeper, has sworn his allegiance and is now a full fledged citizen of Minneapolis, he having moved here from Deer Lodge and is now fully settled down in Minneapolis. He appears very comfortable and much at home in his new quarters.

Fire Inspector Thomas Ward is receiving the sympathy of all his friends at the shops and elsewhere on the sudden death of his nephew, Frank Ward, son of William Ward of the Claim Department. All shop men in general extend to the family of William Ward their condolence in his loss.

Old Time Machinist William A. George of the tool room is on the sick list. After an almost continuous and unbroken service of thirty-eight years it seems lonesome without our friend William at his customary place of work. Get well, Billy, and come back to your machine and make the place appear as it should appear.

Due to the increased supervision which recently became effective, a new office position has been created, chief clerk to Division Master Mechanic John Turney, and Miss Nellie Hiddleston has been placed in this position, which seems to be a good appointment and from indications Miss Hiddleston is filling all requirements. Here is our hand on the choice for this position.

Business was badly upset for a few hours last Sunday and Monday, the 10th and 11th inst, due to the snow storm which set in Saturday the 9th, and what was the most severe storm of the season and every nook and corner about the plant was drifted and filled with snow, making it necessary to practically shovel out the entire plant. After a few hours of strenuous snow shoveling matters went on as usual.

All lines of business at the shops continue good, plenty of work and full forces and full time. The general expression heard about the place is "hurry up."

There were general expressions of sorrow heard about the place last week and particularly so amongst the employes of the blacksmith shop, account of the sudden death of Mrs. Gusta Farm, a bride of but three weeks of our Forging Machine Operator Gust. Farm. This death seems to be a particularly sad one and all are with Mr. Farm in his bereavement.

Another death that cast sorrow over the place last week was that of Mrs. William L. Stauffer, wife of Gang Foreman Wm. J. Stauffer, in charge of the night forces of the locomotive shops, and in his bereavement Mr. Stauffer has the sympathy of all his fellow-shop men.

The latest to answer to the call of their country from these shops are Machinist Helpers Harry W. Campbell, William Prieb, John Johnson and John R. Kelly, also Machinist Joseph V. Keating, Machinist Apprentices William Frandsen and Florian Foubert; Theodore Anderson, punch and shear operator, and William Smith, a blacksmith helper. Good bye boys, for the time being, but come back and see what a glad hand awaits you all.

Herbert Watson, who has been acting as assistant to Master Painter Foster, has been promoted to position of master painter in place of Edw. H. Foster, who is assigned to other duties. Both changes seem acceptable to the appointees and apparently take well with the rank and file of men in the paint department.

Henry J. Wandberg, general foreman of the Boilermaking Department, with headquarters at Milwaukee, made a flying return visit last week, and although the visit was a very brief one, yet he saw a good deal in the brief time he was at the shops, as he knows every nook and corner of the place and likes to review his former haunts.

The plucky editor of this Magazine allowed the sun to shine on her at the shops for a brief time Monday, March 18, making a general but quick

size-up of the shops and surroundings. Glad that she found occasion to call on us and hope for another visit.

#### Illinois Division News.

##### Mabel Johnson.

Brakeman C. P. Mumson, now receiving treatment in Washington Boulevard Hospital account of injury February 1, called at office recently. While the aid of crutches is necessary, we are glad to note his gradual recovery. Brakeman S. F. Mahon is also in the Boulevard Hospital account injury and continues to improve.

R. D. Fields, formerly first trick operator at Savanna, has taken second trick at Ebner. Says he is going on a vacation. Where will you be Christmas, R. D.?

G. H. Pietch is the new chief dispatcher on the R. & S. W. Division, superintendent's office, Savanna. You will note the "peachy" name.

General Superintendent W. S. Cooper and Assistant General Manager J. T. Gillick were Savanna visitors February 19 and 20.

F. A. Maxwell, transportation inspector, Savanna, spent February 9 and 10 with his family at Grand Forks, N. D.

Mrs. Roy Brown, wife of Switchman Brown of Davenport, has gone to Hot Springs, Ark., in the interest of her health. We hope she will be benefitted by treatment received there.

Miss Viola Donohue, stenographer in superintendent's office, Savanna, spent March 16 and 17 in Chicago. We will wait until Easter to see the new "togs" she got.

C. F. Wickler, operator, Kirkland, is visiting in Moberidge, S. D.

Engineer John Price, who injured his back recently, called at superintendent's office. With this spring weather we hope it will not be long before he is again on duty.

Mrs. R. Ward, wife of Operator R. Ward, Davenport, is visiting her two nephews at Fort Totten, N. Y., who will soon leave for France.

Effective February 1, H. L. Price was assigned position of day assistant foreman, and R. O. Lewis, night assistant foreman at Savanna roundhouse.

H. Collins, formerly roundhouse foreman at Savanna, resigned to accept a similar position at Kansas City, Mo., and has moved his family to that place. Former Assistant Roundhouse Foreman J. R. Slater was appointed roundhouse foreman to fill vacancy made by Mr. Collins, effective February 28. We are pleased over Mr. Slater's promotion and know he will make good.

Brakeman J. A. Schmidt was off duty for three days account tankage getting into his eyes at Ft. Byron early part of February.

H. L. Pile, day assistant roundhouse foreman at Savanna, was called to his home at Sedalia, Mo., Saturday, March 16, account the serious illness of his wife. We hope for her speedy recovery.

Dwight Roberts, car record clerk, superintendent's office, Savanna, made a business trip to Chicago, Saturday, March 16.

Miss Mabel Johnson, trainmaster's office, spent Sunday, March 17, visiting her sister in DeKalb, Ill., and becoming acquainted with her new little nephew.

The little son of Chief Timekeeper L. McGovern, superintendent's office, and Mrs. McGovern, which was born February 20, died March 17. Our sympathy is extended to Mr. and Mrs. McGovern.

We had a very pleasant surprise at the superintendent's office, Savanna, March 18, when Julius Dauphin, former clerk in superintendent's office, paid us a visit. Mr. Dauphin enlisted in the navy in May, 1917, and was in training at the Great Lakes Naval Training Station for some time. For many months past he has been aboard the ship Von Steuben and has traveled quite extensively, having been to France two different times and visited many places along the sea coast. He told us of some interesting experiences and in particular the Halifax disaster, he being only about 50 miles from there at the time it occurred. It also made us feel rather "chilly" and frightened when he said that on Christmas Day, while swimming in Cuba, the sharks were after him, but he managed to come out alive. Julius was on

a six-day furlough, coming from Philadelphia, and after a short visit with his parents and friends had to return to that place, presumably to be in readiness for another trip across the "pond."

Miss Alma Groesinger, R. & S. W. timekeeper, superintendent's office, spent February 22 in Chicago.

Roy Young is the new stenographer for Superintendent C. O. Bradshaw.

Irvin Tyler, former clerk Savanna Freight House, now at Camp Grant, spent Sunday, March 17, with relatives and friends at Savanna.

Chas. Severn of Chicago has been placed in charge of the auditing department, superintendent's office, Savanna.

#### Notes From The I. & D.

*C. J. Gillette.*

Engineer J. F. Hughes returned to work March 15 after spending a week in the East.

Engineer Samuel Sorensen returned March 20 from a trip to his farm in Oklahoma.

Fireman Mason Bar and Mrs. Barr were called to Deming, N. M., by the serious illness of Mrs. Mason's brother, who is in the army.

Miss Marion McGuire and Miss Rose Hdrzey of the Superintendent's office, spent Sunday, March 10, looking for friends in Chicago.

Chief Clerk C. E. Mutchler visited his family at Minneapolis Sunday, March 17.

Conductor Geo. Warner was a Mason City caller from the West End, March 18.

R. H. McCormack has accepted the position of night yardmaster at Mason City. Good luck, Mac.

Dispatcher M. J. Ramsey and Mrs. Ramsey returned from Ardmore, Okla., March 12, where they were called by illness of Mrs. Ramsey's father.

W. J. Johnson has accepted a position as clerk to Chief Dispatcher N. A. Meyer at Mason City.

Operator F. J. Heskett has been working second side table at Mason City for a couple weeks.

Auditor Clerk Howard Farmer spent a few days at Minneapolis this month. What was the occasion, To-be?

Asker T. Bergo, assitant ticket clerk, left us March 8 for Chicago en route to the Great Lakes Training Station.

N. K. Quandell made a business (?) trip to Sioux Falls last of February.

Engineer Wm. Beach has been laying off a few days account bad cold.

Engineer Jno. Balfanz was a business visitor at Mason City March 15.

R. H. E. A Casey at Mason City has been on the sick list a few days.

Conductor R. P. Harmon is spending a few weeks in California this month.

#### Motoring on the Milwaukee.

Up and Down Hill on the Rocky Mountain Div.

*N. B. Sill.*

Saint Patrick's day in the morning an' its meself as can sure celebrate the day properly, parade or no parade, wid a name like Norah. An' if the good mayor don't see fit to let us march the streets wid the other Irish, why we can stand up an' listen while John McCormack (on the talkin' machine, mind ye) is a singin' the Star Spangled Banner.

Ahem! From Lieut. Fred M. Sawtelle, if you please, Company D, 13th Engineers, in France, former roadmaster at Horicon, Wis., and also a letter from our friend Pink Sims in the same far away country, and talk about a balling out—yes, Pinky, I'll write you daily, and you can let me know when you get tired and I'll write to some other poor fellow who is too far away to help himself.

Sub Station Operator Morris Moon had his eyes burned slightly at the Loweth sub station and came into the Three Forks Hospital, but returned the next day, after treatment.

Brakeman Tom Roach had the misfortune to fall from a train in Harlowton yard while switching and break his leg in two places. He was brought in on fifteen the same evening and is now a patient at the Three Forks Hospital, where all his friends carry flowers and books and

the makin's to him and tell him how bad he looks. His brother Frank Roach from the Oregon Short Line at Pocatello, Idaho, came over to spend a week with him.

Bill Park, conductor, fell and broke his arm, too, but he didn't (that was just one on myself, and I bit). The arm mended in a wonderful manner and he was perfectly O. K. a few hours later, and I got laughed at.

Conductors Cosgrove and Perle of the Northern Montana, and Firemen Rogers, Richards, Rutledge and Peters, all at one time Rocky Mountain men, left March 10 to join the Railway Regiment being organized in Seattle. Conductor Lyons and Engineer Sam Haffner also inlisted with this regiment as did Brakeman Pinkney and Peter Martinka.

Miss Ruth Welch, daughter of our first trick dispatcher, has been very ill with penumonia, but is greatly improved and hopes for a rapid recovery.

D. J. Haggerty, former first trick dispatcher, is now chief and our friends Schlitz and Molander still on second and third.

T. H. Peacock is again at Martinsdale and everyone is glad to see him back again. Miss Francis is working in the Martinsdale Bank but quit counting money long enough to come down and take in the grand ball given by the engine and firemen February 22. Everyone behaved themselves in a perfectly lovely manner and almost everyone kept on their feet (or on some other person's) the entire evening. Richard declares it wasn't that nice red punch that did it, but something tripped him. However, no damage done to himself or the floor, and he says he is coming back again.

The music was fine, the decorations which were all done by the boys here were very pretty and the ladies' dresses were a sight to see some rainbow.

Mrs. Chambers was over from Lennep and left the next morning for Butte, where she has entered a telegraph school for several months' tuition.

Dr. Stephan, company physician in the Three Forks Hospital here, has just returned from a trip East, and Dr. Reed, also of the hospital, left shortly after his return for Chicago. Mrs. Stephan is visiting relatives in Anaconda while the doctor is away.

J. H. Mahoney of Butte is now holding the position of clerk in W. C. Ennis' office, vacated by Herbert Baker. Mr. Mahoney enlisted some time ago in the aviation and expects to be called at any time.

Floyd Sterling was sent over to the Northern Montana to take Conductor Cosgrove's place. Mr. Cosgrove enlisted. Conductor Hatten from the N. M. was a Three Forks visitor during March, too.

Fireman Bennett and wife, who have been to the coast, have returned and are again living in Three Forks. Mr. Bennett was on the Lennep helper for a short time when it was again put on. Engineer Rader and Martin are back again on the helper there.

Mr. Greenbough has taken the place of Mr. Phalen as clerk in Mr. Murphy's office and Mr. Phalen is now chief time keeper of the division.

E. Sears made a trip over the line with Mr. Murphy and Mr. Curtis and Richard Wende the middle of March, and made a short visit with the Three Forks folks.

F. R. Shong, chief claim agent from the coast, passed through Three Forks on his way to Bozeman and Miles City, March 11.

A. Francisco of Harlowton came into Three Forks and went over the division with the supply cars last week. He is the proud father of two big fat baby boys born at Harlowton, February 24. W. T. H. says Alex has solved the labor problem and in the future the section at Harlowton will be all in the family. Congratulations, Alex, and may they live to make you proud of them.

F. G. West's telegraph gang is working in the Three Forks yard and E. McEwan of Seattle spent a day here while on the job.

A record trip over the division was made by second eighteen, March 16, a 14 car silk train, Conductor Wright, and Engineer Skeate, 930 tons, Deer Lodge to Three Forks without a stop.

T. Koga, foreman of extra gang No. 1 at Nathau, is a Butte visitor, called there by the illness of a relative.

Operator Nelson and wife from a few days relief work at Belgrade on the G. V. Railroad, started with Conductor Hamp to Lennep, but they only got as far as almost to the east end of the yard at Three Forks because that was as soon as Mr. Hamp got back to the caboose. On second thought Mr. Nelson wanted to go to Penfield, anyway. Mr. Edison was sent to his assigned job at Lennep and Mr. Chambers off for a while.

Fireman Douglass and wife left for the coast March 1. Mrs. Douglass helped out in the Inter State lunch room during the shortage of help there.

Mrs. H. C. Kearby, wife of Agent Kearby of Lombard, and who has just recently returned from Chicago after an absence of several months, was sent to the hospital in Helena for treatment, from where the sad news of her death came on February 23 last. She leaves two small children, and the sympathy of the entire division goes to Mr. Kearby and his family in their trouble. Mrs. Kearby was well known and loved in the community and a number of friends from Bozeman and Three Forks as well as Helena attended the funeral, which was held in Lombard and from where she was later taken to Bozeman for burial. Many beautiful flowers were sent and the trainmen also showed their respect by sending a beautiful wreath as also did the Missoula Division telegraphers.

Word from former Telegrapher Walker of Three Forks finds him at Glacier Park, Mont., on the Great Northern, and states there is lots of work and lots of snow there.

Understand our popular ticket clerk "Jake" in Harlowton shoves out a thrift stamp for change on the ticket sales. That's the way to get your books full. One little stamp a day soon grows into a nice big shiny yellow one. There little thrift stamp, don't you cry, you'll be a certificate bye and bye. I read that the other day, somewhere.

Conductor Touhey was called home to Detroit on account of the sudden illness of his mother, but did not learn how she was improving.

Mat Zeller was also called east on the same sad errand, but have heard no further news from him. No news is good, however, and we all hope the dear ones are fully recovered.

Our Editor, honest to goodness, took time enough to stop off between trains and visit Nora Bee, and we drank tea (with a small amount of sugar in it). Sted please take notice. We have been saving this lump of sugar for some important occasion.



Former R. M. Division Fireman "Pink" Simms  
Now With 13th Engineers (Ry.)

#### Iowa (East) Division Notes. J. T. Raymond.

B. F. Hoehn has been appointed Superintendent of Terminals at Milwaukee, effective March 1. Mr. Hoehn has been trainmaster on this division for a number of years. He has been energetic and efficient and has many friends here who are glad of his advancement.

L. A. Turner has been promoted to the position of Trainmaster and H. C. Van Wormer to that of Chief Dispatcher, Eastern Iowa Division. Both of these gentlemen are "old timers" on this division and men of proved ability. The appointments are very popular with every one and they are the recipient of many hearty congratulations.

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USE THIS "FEB. FREE" OUTFIT and LESSON COUPON

In the changes made on this division Willis Jordan is promoted to second trick, R. L. Leamon third trick, L. S. Dove dispatcher Calmar line, H. E. Ramsey clerk in Chief Dispatcher's office. It gives us much pleasure to chronicle these promotions and to predict that these gentlemen have a bright future before them in the transportation world.

Born, to Cashier and Mrs. Norman Crouse of Marion, a baby girl, and to Operator and Mrs. Earl Edwards of Oxford Junction, a baby boy. The Employees Magazine extends heartiest congratulations.

Previous to Mrs. B. F. Hoehn's departure for her future home in Milwaukee a number of social affairs were given in her honor by Marion ladies. Mrs. Hoehn has been prominent in church and society circles and served as secretary of the Red Cross up to the time of her leaving. Mr. and Mrs. Hoehn have made many friends in Marion who very much regret their going.

Harold Pelton, formerly of the clerical force in Superintendent Marshall's office, came up and shook hands with us all while the special train waited for the soldier boys to eat dinner. Harold has many admirers hereabouts that hope for his success as a soldier and for his safe return with many honors. He is located at Camp Dodge.

Operator Don Fox of Delmar Junction was ill for a few days. He was relieved by Arthur Harrington.

Assistant General Manager Macy Nicholson spent a day in Marion the fore part of March conferring with Superintendent Marshall.

Engineer and Mrs. W. R. Barber have received word from their son Leroy that he has arrived safely in France. He is with a Wisconsin regiment and has been at a cantonment in Texas.

Operator Fred Day at Sabula figured out a nice arrangement there the other morning when an L-2 engine slipped a tire on a heavy east bound train in front of the depot. It happened at a very busy time and Fred's lining up pusher engine, signal men and section men and giving clear information in a brief space of time helped out very much and was much appreciated by the dispatcher's office. Fred was a first-class train dispatcher once, and we would judge from such good work as was done in this case that he still qualifies for the same class.

Erin Gustavson has been appointed signal maintainer at Green Island, relieving L. C. Leovitt, who has been assigned to other duties.

Operator R. Merrill went to Chicago to visit with his parents, Mr. and Mrs. R. C. Merrill.

Word comes from Jacksonville, Fla., that W. B. Keith died March 8. He was at one time employed in superintendent's office at Marion and was also train collector.

Conductor F. E. Pike has been assigned to the Davenport and Maquoketa passenger run.

Conductor Wm. Hyde was away on a vacation, Conductor J. R. Roberts relieving.

Just as these notes are being forwarded word comes unofficially that Trainmaster J. F. Anderson has been appointed Superintendent of Terminals at Kansas City. Mr. Anderson was at one time chief dispatcher on this division and has many friends in Marion and on the division who are greatly pleased to learn of his promotion.

Mrs. John McGuire has been appointed second trick operator at Browns.

Switchman Wisemiller is in Chicago on business.

Switchman Clint Andrews is very sick with serious stomach trouble at his home in Kenwood Park.

Operator R. L. Taylor of Marion was off several days on account of illness. Marl Marchant acted as relief operator.

The clerical force in Superintendent Marshall's office under Chief Clerk J. L. Franz has been re-

organized as follows: Verto Reichert, accountant; Frank J. Cleveland, timekeeper enginemen; H. J. Murphy, timekeeper trainmen; Carl L. Oxley, roadway clerk, labor and material distribution; L. G. Hewitt, clerk in trainmaster's office.

William Zimmerman has gone to Mendota to act as roadmaster for a while. John Sheldon will act as foreman at Delmar Junction until Mr. Zimmerman returns.

Miss Bessie Carver is now clerk in Roadmaster Barnoske's office.

Conductor C. W. Rollins has received word that his son Celan has arrived safely over seas and is doing his bit for the U. S. A.

F. A. Maxwell of Chicago spent several days in Marion on business for the company.

President Byram and party arrived in Marion from Kansas City Division and went east on No. 12 Saturday, March 16.

Conductor J. S. Williams of the K. C. Division has been ill for several weeks with rheumatism and has gone to Excelsior Springs, Mo., for treatment. We hope he may be soon restored to health.

J. R. Slater has been appointed roundhouse foreman at Savanna. Glad to see Jack "at the helm" again.

Conductor Tom Nevins has relieved Conductor Torrence on the Freeport-Clinton run.

After the long hard winter and adverse conditions of power most of the men in the operating department of Western railroads could unite in singing with fervor the old negro spiritual, entitled "Nobody Knows the Trouble I Have Seen." But here is April with her heartening sunshine when it no longer requires three engines to start thirty cars, so let's all forget it.

C. E. Hilliker of Des Moines was in Marion getting acquainted with his territory, he being extended to cover the Iowa Division as far east as Hale and Anamosa.

Mrs. Newman Fuller and daughter Margaret of Miles City made a brief visit with Marion friends recently. The Fullers formerly resided in Marion and have many friends here to give them a warm greeting when they return for a visit.

#### Prairie Breezes From the H. & D.

C. R. Craft.

H. M. Gillick, former chief dispatcher at Aberdeen but more recently trainmaster at Green Bay, has been appointed trainmaster at Aberdeen, taking the place of M. J. Flanagan, promoted to superintendent at Dubuque. Glad to have "Hank" with us once more.

Stock Yard Foreman Walter Goetz has enlisted in the navy and is now on the way "over there." J. J. Schmutzler is the new foreman.

Agent F. G. Newell of Mellette is on the sick list and is being relieved by D. M. Paul.

E. A. Brown has been appointed agent at Orient, relieving former Agent Crowe.

Eugene McDill has quit the messenger job and is now checking cars at the ward. Wendell Smith is taking Gene's pace as messenger.

Among the winter tourist list at Long Beach, Cal., during the later part of the season might be found the following west end conductors: J. J. Barndt, "Billy" Foster, E. H. Fargo, J. H. Tompkins and Leonard Montague. Evidently the winter weather around here doesn't appeal to these "birds."

Former Agent Roy Fretts of Bonilla has been transferred to Lakeville, Minn. A. L. Nelson appointed agent at Bonilla.

H. L. Marlette, former agent at Bowdle, has been transferred to Prior Lake, Minn. R. O. Sabin is now agent at Bowdle.

C. S. Reynolds, formerly operator at Bowdle, has been appointed agent at Hague, relieving R. J. Hall, who takes the second trick at Ortonville.

One pair outwears Two pairs of ordinary overalls

**HEADLIGHT OVERALLS** (UNION MADE)

DYED WITH GENUINE INDIGO

LARNED CARTER & COMPANY DETROIT



G. A. Bierley, operator at Wolsey, has gone to his old home at Kansas City for a two months' vacation.

Yardmaster J. G. Hammer of Milbank is on a thirty-day leave of absence and is putting in this time in Louisiana and Florida. H. H. Moss is taking care of Milbank yard while Hammer is away.

F. Harrington is spending a few weeks' vacation at Hot Springs, Ark.

Conductor F. W. Raymond, who runs on the "Olympian" and "Columbian" between Minneapolis and Aberdeen, is sojourning in the land of grape fruit and sunshine.

A fire was discovered at Milbank, March 4, when smoke was noticed coming out of the roof of the gasoline storage shed. In this shed was a tank containing about 300 gallons of gasoline, but the car men did not hesitate long in taking out the hose cart and turn the water on. After drenching the shanty thoroughly, further examination was made and it was found that the fire had been confined to the roof only. It is thought that sparks from a passing engine started the fire. Good work, boys!

Speaking of the toast to the Kaiser found in N. B. S.'s items in the March number, "Them's our sentiments," and the sooner it becomes "more truth than poetry" the better it will be—and it's coming.

#### Council Bluffs, Iowa, Notes.

*Helda Schmidt Huckstock.*

Roundhouse Foreman Earl Hopp has gone to Milwaukee on business and Machinist Wm. A. Fuller is taking charge.

Samuel Keeler, who was formerly night yard clerk, has been promoted to head night clerk at the yard office. We hope to see him keep on climbing up.

Car Repairer Leslie Utsher has been confined to the hospital for a short time, having had an operation.

Car Carpenter Andrew Anderson has purchased a new home on Fairmount Avenue in this city.

We were glad to hear of the promotion of J. F. Andrews to Superintendent of Terminals at Kansas City, but sorry to lose him over here.

Car Cleaner Hiram Paulsen was the victim of an assault from a drunken intruder who showed up on the works.

Car Foreman Martin P. Schmidt suffered three fractured ribs on the 3rd of March while assisting in the removal of wreckage in the east yards. He has continued on the job all the time in spite of being all strapped up.

We have a new machinist on our roll in the person of Alfred Johnson.

Car Repairer Charles Jones passed away at the Edmundson Hospital in this city on March 14, after a very brief illness.

Carsmith Oliver Lieb left for Fort Logan to join the forces of Uncle Sam.

Morris Wolfe, the blacksmith, is the father of a new baby boy. He says it is absolutely the finest baby in existence. That is what they all say.

The coal shed at Council Bluffs has now been put under the jurisdiction of the roundhouse foreman.

We learn that Car Carpenter Otto Kruger is getting along nicely at Rochester, Minn. We hope to see him on the job soon again.

We had a letter recently from former Head Coach Cleaner Chas. Egholm, who is in Montana, and he expects to return to work here as soon as he has done the required work in proving up his claim.

Jas. H. Lathrope, special accountant of the Auditor of Expenditures office, was a recent caller.

Ed. Collings was a business caller recently.

Joe Mentoy of the Track Department expects to join the U. S. Army soon and promises to bring back the Kaiser's moustache to us.

#### Scraps From the West End.

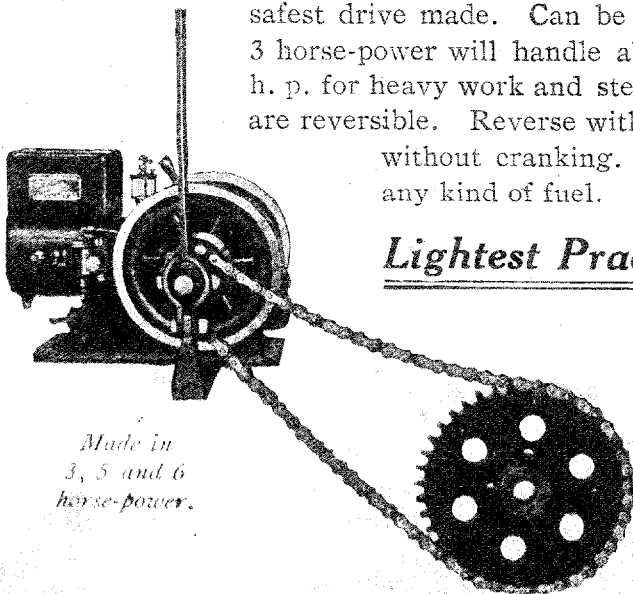
*By I. A. B.*

What do you think of "Sted" trying to appropriate my very own column last month? I'm very fond of Sted (he said I was a ray of sunshine and naturally I like that), but when it comes to deliberately swiping my news items, friendship ceases.

I did well with that knitting poem, though. Didn't know I was so clever, did you? Tough luck, Sted, to have to write all your own come-

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backs. Give me a little more time and maybe I can think up something.

We enjoyed a very pleasant visit with the Editor last week. She's a ray of sunshine, too. For some reason or other, due principally to unsuccessful arguments with the dentist, we both inclined toward soup and other unchewable food, but we could both talk, which was a great comfort. We invite her to come back early and often.

Has anybody seen our spring weather? It was here a few days and Miss Cummings and Miss Feiler of the Export and Import office began to whistle jazz music and talk of summer picnics, but someone must have said something unkind to it—the weather, we mean, of course, for it disappeared.

Expect there will be a great display of Easter styles this year. There is one thing that bothers me. If I give all my old clothes to the Belgians, and Hooverize on my purchase of new ones, what kind of an Easter wardrobe am I going to have? Miss Kapy, please come forward and give me a little advice.

Not over two short days ago there was in our midst a school of telegraphy under the auspices of the Women's National Defense League, in which about sixty-five women and a few young men were learning the mysteries of relay and station work. During all hours of the day, the steady click of the wires and the tap-tap of typewriters could be heard, and on Wednesday, Thursday and Friday evening from 7:30 to 9:30 these industrious people kept at it. Mr. J. W. Fry was the guiding spirit of this assembly, assisted by Mrs. Moyer and Mr. Clark, the latter having charge of the evening classes. But now they have outgrown their quarters and moved to the O. W. R. & N. station, where they expect to install N. P. and O. W. R. & N. wires, as well as C. M. & St. P.

Miss G. Stiles, formerly in Dr. Bouffleur's office, is now in Mr. Kent's office, chaperoning bills and vouchers and making herself generally useful.

Miss Maud Snow spent a week-end at Olympia recently, bringing home some pussie willows. We don't know the significance of the pussie willows. Why should Miss Snow wear the willow? Mark all your answers "Personal," please.

Mr. C. D. Burroughs just returned from a trip to Chicago.

Mr. McCarthy of the Passenger Department ditto.

Mr. C. A. Goodnow of Chicago spent a few days in Seattle.

It would seem a little more convenient if they moved these two places a little nearer together, but with our excellent 72-hour service, what is distance to Milwaukee employees?

Mr. W. L. LeFortune of the Passenger Department was the last one I heard of to go to the United States Shipping Board.

Mr. G. F. West is busy these days attending committee meetings, in connection with the joint terminal switching matters. Anyway, his work seems to take him out a good deal, as we see him standing waiting for the elevator quite frequently.

Also a new disease has made itself manifest since the ladies took charge of the elevators. It is called elevatoritis and the most alarming symptoms are dizziness and lightheadedness. It is not at all serious, however, and even as I write the victims seem to be recovering and able to enjoy their usual rides up and down.

Mr. H. R. Keller is now proudly telling about his daughter, Lois Marjorie, who made her appearance in their home March 9th weighing seven pounds. Mr. Keller admits she is a bright child and we see no reason to doubt it and wish her all kinds of good luck and happiness as she journeys through life.

Mr. Borgen's office has a new service flag with two stars; one in honor of Mr. Dill and the other to do homage to Mr. Boetzke. Mr. Dill was in and called on them not long ago when the Coast Artillery were brought back from that wonderful city of Batte.

For the love of Mike, Nora, don't send me ANOTHER knitting bag. I've got four already, and besides the elite and fashion of Seattle now carry their knitting in classy leather receptacles of the size that make these fresh masculine employees walk up behind you and say, "Excuse me; may I carry your suitcase?" I will gladly teach you to knit, but make the tuition fee a cube of sugar or a piece of white bread, please.

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Go ahead, Mr. Love, order me a poem about my name. I love poetry. I wish I was a society editor. Then all I would have to do would be to wear my Sunday clothes and attend all the Red Cross bazaars, etc., and come back and tell what a pleasant time was had.

Mr. Roy Earling, son of Vice-President Earling, is now at American Lake, in the Officers' Training Camp.

Who wants to join a tennis club? It has been recommended that Mr. Hanson take charge of the matter. All those in favor signify by the usual sign. If I had a racket, a pair of shoes, and knew how to play, I would like to join. Don't some of the rest of the girls who are better equipped want to join? Mr. Frank Simpson used to be an enthusiast and will want to join, I am sure.

Another tragedy has occurred. Women are no longer safe even while engaged in their favorite sport of trying on hats. Mrs. Robinson, wife of Operator Robinson, had her face severely poisoned while trying on bonnets in her own shop to show people how nice they would look on them, by the unreliable dyes used nowadays. Talk about the hardships of war! Can anything beat this?

Mr. O. R. Taylor, formerly with Mr. E. J. Pearson in the early construction days, and later with the Fisher Flouring Co., has returned to the fold and is now in the General Superintendent's office. They wander away, but they do come back.

Make way for the champion lady horse-back riders of Seattle! Last Saturday afternoon Miss Thomas and Miss Graessner of the Ass't Superintendent of Transportation's office decided to take a ride, and going to Ballard, hired two gray animals, warranted to be of irreproachable character and disposition. Miss Graessner's mount lived up to specifications, but it was not a case of Miss Thomas going where she wished, but decidedly she went where the animal pleased. Both ladies are wondering if Paul Revere felt the same as they did, after his memorable ride. If so, they have an added and deepest respect for Paul.

Our A. F. E. man, Mr. P. H. Turner, met with a terrible accident the other day. He lost one of his front teeth out in the yard and it was necessary to organize a neighborhood searching party

to locate it. The poor tooth lay out in the cold all night and ached and ached, but it was finally found, replaced and now everyone is happy.

Congratulations to Mr. F. E. Schmidt, who on March 20th celebrated his birthday. He brought around some cigars and candy, so we wish he would have at least two a year. All this brings to mind the time when a number of his friends in Marion walked in on him and gave him the surprise of his life. He still has that rocking chair.

"Among Ourselves."  
Sted.

Chief Train Auditor W. H. Guthfahr of the Puget Sound Lines, accompanied by his wife, are now making headquarters in Spokane. Coming from Chicago into the wild and woolly West they admit they were pleasantly surprised by the fine winter weather of sunny Spokane.

The following verselet written by Henry Wicke of the Milwaukee freight office, was sent us by Joe Hargraves of the paymaster's office. We understand Joe was recently married and it may be he is demonstrating how good he feels by sending us this little gem. It is certainly a happy combination of letters, and we congratulate Mr. Wicke on his originality:

"Ymay Uesdaytays areay eatlessmay,  
Ymay Ednesdayways areays eatlesswhay;  
Iay amay ettingay oremay eatlessay eachay  
aday.  
Ymay omehay itay isay eatlessshay,  
Ymay edbay itay isay eatiessshay;  
They'reay entsay otay ethay Y. M. C. A.  
Ethay arbay oomsray areay eatlesstray,  
Ymay offececay isay eetlessway;  
Each ayday Iay etggay oorerpay anday iserway.  
Ymay ockingstay areay eetlessfay,  
Ymay ouserstray areay eatlessay;  
Oh! Owhay Iay oday atehay ethay Aiserkay."

Also the following was sent us by some one in Chicago. The initials C. M. B. were attached with a pin to the bottom of the effusion, so we are willing to take a chance and guess that it is

# The Ideal Wet Weather Shoe

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the real Windy City variety. Many thanks, C. M. B., as it helps to fill space when brothers and sisters are Hooverizing on locals:

"The snow, the snow, the beautiful snow.  
We make it from air in old Chicago—Oh!  
There's no place to come from and no place to go,  
Because of the snow there is no Chicag—OH!"

**Dubuque Division Items.**

*J. B. Rellihan.*

Agent C. M. Bacon, Caledonia, had the misfortune to sprain an ankle which laid him up for several days.

Agent W. H. Martin, Waukon Junction, was called to Waukon on February 13th to take a physical examination, he being in class 1 of the draft. Operator Lyle Webb relieved him during his absence.

Mrs. B. A. Towle, wife of Agent Lansing, was taken to LaCrosse on account of some ear trouble, which threatened to be serious.

Trainmaster W. M. Thurber acted as superintendent of terminals at Savanna during a recent heavy rush of business.

Second Trick Operator Wm. P. Keefe, of Specht's Ferry, has left the division.

Roadmasters W. J. and J. P. Whalen have traded divisions. W. J. is now at McGregor, having charge of the north end and J. P. has his headquarters in Dubuque, looking after the south end. McGregor is now the dividing line instead of Turkey River.

Pump Repairer W. H. Esmay engineered a little surprise party on Agent J. J. Rellihan and wife on February 17th, the occasion being their 15th wedding anniversary. A set of cut glass was left as a remembrance.

Brakeman "Scotty" Muir sprained an ankle when getting off the caboose at Heytmans, caused by slipping on the ice, which was covered with a light snow.

General Supt. W. S. Cooper made a trip over the division February 21st in business car 555.

Dispatcher O. C. Anderson took a two week's vacation, spending most of the time in New Orleans. W. O. Wright worked 3rd trick during his absence, Vic McCurdy holding down the side table days.

Agent M. J. Thompson, Dubuque shops, took a short vacation, taking in the sights in the Twin Cities.

M. J. Flanigan, formerly trainmaster on the H. & D. Division, was appointed superintendent of the Dubuque Division, to succeed J. W. Stapleton who resigned, effective February 15th. We heartily welcome our new official and he is promised the co-operation of a loyal bunch of employes. We hope that if he ever leaves this division he will leave with the same kindly feeling that was extended to Mr. Stapleton.

Two new white lines were added February 25th, there now being seven crews in that service.

Business has picked up sufficiently to again put on 3rd trick operators at Harpers Ferry and Lansing.

Operator Kretz, Pleasant Creek, has been laid up for quite a spell with rheumatism, and is not getting along very well.

The following brakemen were in the draft, with instructions to report at Camp Dodge, Des Moines, February 24th. Oscar Nelson, Carl Loible, Carl Grether, Peter Schilling. The Dubuque County boys were royally entertained at the K. of C. club the evening of February 21st.

Operator Francis Mullane is now working 2nd trick at Harpers Ferry.

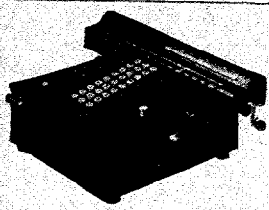
North McGregor and West Yards are now Dubuque Division stations, having been taken over at the time the terminal was changed.

Conductor Frank Luke has purchased a new German style pipe that holds about a quart of alfalfa, and to see his train coming it looks like they had a pusher.

Conductor R. K. Kearney now has charge of Dave Laury's run between Dubuque and Rock Island. Mr. Laury is not improving very fast.

Section Foreman Norm Kelsey, Dubuque Shops, goes to Harpers Ferry quite frequently. It seems some young lady is the center of attraction.

Operator Kretz, formerly of Pleasant Creek, has been appointed to 2nd trick at Specht's Ferry, and A. F. Mullane to 2nd trick, Harpers Ferry.



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# How the Railways of the United States Are Saving Fuel by Electrification

## PART I.

---

The report of the Interstate Commerce Commission gives figures for the fiscal year ending June 30, 1916, showing a total of 63,862 steam locomotives in service. These engines are operating over 259,211 miles of route, or a total of 394,944 miles on a single track basis. The transportation systems represented by these figures operated every type of railway from light infrequent service roads to heavy transcontinental freight and passenger haulage. Locomotives vary in size from small switchers up to the heavy freight engines weighing 300 tons or more.

Figures on the consumption of fuel oil for steam locomotives indicate that oil burners consumed a total of more than 42,000,000 barrels for the year 1916. These locomotives were operated over nearly 32,000 miles of track in twenty-one states.

At the present price of the crude product, it is probably somewhat more expensive to operate with oil than with coal, although in some cases the reduced damage from forest fire offsets the extra cost. Many of the western roads, however, on account of the proximity of government reserves, are required to use oil over long distances. Large amounts of fuel oil are required by the United States Navy, as well as by large numbers of merchant ships, and the supply of the principal product of the oil refineries in the shape of gasoline hardly equals the demand. It is, therefore, quite as important to save fuel oil as to conserve the supply of coal.

The number of electrically operated railways is small in comparison to those operating by steam, totaling only 47,000 miles, or 10½ per cent of the total trackage. The rolling stock includes 80,000 passenger motor cars, more than 1,000 express motor cars, and about 540 electric locomotives. The coal consumption per mile is small, however, when compared with that required by steam locomotives. In fact, it may be conceded that the traction systems of our large cities, such as New York, Boston, Chicago, and others, are operated on a most efficient basis as far as

coal consumption is concerned. Many cities, such as Buffalo, Baltimore, St. Louis and San Francisco, are supplied to a large extent from hydroelectric plants, and thus require little if any coal for their operations. This is also the case with a large number of small interurban roads throughout the country. Taking into account the large amounts of hydroelectric power utilized and the efficient use of coal in the power plants of the large electric railway systems, it is obvious that if our steam railroads were operated on the same efficient basis, tremendous savings of coal would be the result.

It is evident, therefore, that the most significant economies should be secured by reducing the 27 per cent of the total output now required by steam engines used on our great railway systems. Some improvement in efficiency is being secured by modernizing large numbers of engines of the older types and by discarding obsolete engines for up-to-date equipment. Competent engineers, however, are satisfied that the greatest reduction in coal consumption could be obtained by the electrification of a great many of our railroads which are large consumers of coal. The result obtained on various roads in the United States during the past twenty years have been amply demonstrated and the feasibility and desirability of electrification.

It is a remarkable fact that ample water powers exist within easy transmission distance of practically all the great railways of northwestern United States and Canada. Many of these powers are undeveloped owing to the absence of a market for power and in some cases because of their location on government lands. By the development of these water powers, electricity could be delivered to the right-of-way of all the trans-mountain railways of the northwest for a distance of 1,000 miles from the Pacific Coast. The use of fuel for railroad trains would thus be entirely eliminated, saving thousands of tons of coal and many thousand barrels of fuel oil.

Conductor Geo. Hartman is back on the road after being off for several months.

Brakeman Finkenauer and Weichel have enlisted in the coast artillery.

Brakeman Winnecke is wearing a smile that won't come off since the arrival of a baby boy at their home in Dubuque.

J. J. O'Rourke is now braking on passenger train. Joe has not worked since he took the high dive off the top of a car at Waukon Junction nearly a year ago.

The assigned crews have been taken off Nos. 68 and 67.

As a token of their friendship, and in appreciation of his services for a good many years as superintendent on the Dubuque Division, a committee representing all departments of employes of the division met in Dubuque on February 20th and surprised J. W. Stapleton by presenting him with a 23-jewel Howard watch and a solid gold chain, and Mrs. Stapleton with a cameo brooch. On account of the illness of Mrs. Stapleton, she being confined to the hospital, was unable to be present.

Station Agent J. P. Whelan, of Dubuque, presided at the meeting as chairman, and made the following fitting remarks:

My friends: There is no need of me explaining to you the purpose of this gathering as I am satisfied that every one here is aware of the purpose, but while my thoughts were wandering here and there the upmost thought in my mind was "Man's mission through life." Some have been successful in a business life while others have attained success making others successful. What I refer to by this especially is the faithful employe of his employer, and which is a fitting tribute to the man that is shortly going to take his departure from our midst. Mr. Stapleton, being chosen the spokesman for my fellow workers, I greet you as friend to friend. We are deeply affected to think of losing you and hope that the friends that you make in your new home will be as loyal to you as the ones which you left behind on the old Dubuque Division. It certainly must be gratifying indeed to know that the years of service that you have put in with our company was indeed appreciated, and that you leave the service with the deepest regret. We welcome your successor and promise him the faithful and untiring efforts in conducting the business that we have given you.

Short addresses were made by J. J. Relihan, station agent, Harper's Ferry; Roadmaster J. P. Whelan, Chief Carpenter H. A. Cameron; Roundhouse Foreman Bell and Engineer Al Woodward.

The presentation speech was made by Conductor J. D. Welsh, which was as follows:

"Mr. Stapleton, we have learned with deep regret of your resignation of superintendent of the Dubuque Division and of your intention of making California your future home. During the many years you have had charge of this division each of us have at some time or other had reason to remember some act of kindness at your hands, and thus as year succeeded year you have made us your sincere friends and taught us to be faithful to our duties. For these acts we now wish to thank you, and when we are separated from one another it may please you that we are better for your leadership. There are mingled feelings of pleasure and sadness at your leaving. It is a pleasure to us who for several years have known of your intention to retire, to see you leave now with the same energy and 'pep' that there was in you when you came to us almost thirty years ago. But as the hour of parting draws near, there is always a feeling of sadness which only testifies to the genuineness of human sympathy and heartfelt friendship. We will not, however, confine our feelings of appreciation to mere words. We wish to present to you this watch and also a token of remembrance to Mrs. Stapleton, which we ask you to accept as our parting testimonial and hope it will be a memento of our long and pleasant relations, and we assure you that you take with you the best wishes of the employes of the Dubuque Division for yourself and Mrs. Stapleton."

In accepting the gifts Mr. Stapleton desired to express his thanks to the employes of the division over which he has been superintendent for the past 28 years, and extended to them all his

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best wishes, and regretted very much that on account of his wife's illness he could not personally make a trip over the line and bid each one good bye. Among his remarks as to the record made by the division he told that the Dubuque Division ranked first in "Safety First," that no disastrous collisions have occurred, no graft has been exposed in track construction, there have been no car robberies by the employes, no fines have been imposed for violation of the hours of service, or the confining of live stock in cars, and that the operating cost of the division was the lowest on the system. He did not wish to take the credit for this record himself, but claimed that the efficient force of employes were responsible for it.

Mr. and Mrs. Stapleton left Dubuque on February 28, the management having tendered them a car. A stop was made at Excelsior Springs, where Mrs. Stapleton was to recuperate before continuing the trip to their new home in Los Angeles, where a large number of friends wish them all the pleasures of life.

Some changes have taken place in the superintendent's office, but at this writing the assignment is not complete. Chief Clerk Glen Rowley is still holding down that position. He was in the draft and was to leave for Camp Dodge February 23, but the day before the contingent left was placed in deferred class. Miss Bessie Hahn is doing double duty as stenographer and clerk. Carl Erschen, who formerly was labor and material clerk, is now accountant. Earl Eckstein, formerly with the Illinois Central, has taken up the duties of road and material clerk. George Ehmerand and Charles Brunkow are assigned to all time keeping matters, Mr. Ehmer having charge of this department. Mary Kinsella, heretofore roadmaster's clerk, is now bill and voucher clerk, assisting also with the labor and material. Marvin Herdman, formerly of the local freight office, is assigned as stenographer and file clerk. Marie Clifford remains as clerk to Trainmaster Thurber, and Miss Crawford continues as clerk to the chief dispatcher. The office is burdened with additional work on account of the new system of accounting, also taking over the engine men's time, also North McGregor as Dubuque Division terminal, but everyone is in the harness and getting along quite well, and improvements will continually be shown, and in a short time this efficient bunch will be top notchers on the system.

Engineer Fred Cawrey has returned to road service, taking his former run, Nos. 3 and 38, between Dubuque and La Crosse.

Conductor Harvey L. Schwartz has been appointed night yardmaster at Dubuque shops.

### Wisconsin Valley (West) Division Notes.

*Lilly Ann.*

R. D. McCarthy and family have moved to Tomahawk.

Joseph Held, son of Dispatcher J. W. Held, left March 11 to join the army.

Trains Nos. 5 and 6 were reinstated on February 26. No. 6 was welcomed into Wausau and everyone wore an expression of satisfaction to see it roll past the office again.

Conductor W. Lee has returned to his run after several weeks of recreation and rest.

Conductor Tully and crew bumped Conductor Flanigan and crew at Minocqua.

W. H. Hess has asked for a sixty-day leave of absence on account of the illness of his grandfather.

The oil house at Wausau was totally destroyed by fire on March 11. The clothes of several coal heavers were destroyed as well as lunch baskets, but luckily no lives were lost.

F. Bunker recently purchased the R. D. McCarthy estate. Looks rather significant, does it not?

We all missed the East Wisconsin Valley notes in the last issue. What's the trouble, Willie? Come on in, we need you.

The paint car has finally arrived and the painters are busy redecorating the Passenger Station. While we dislike to bid farewell to the picturesque walls confronting our daily surroundings, we will welcome the new spring warb, which is promised us as soon as the Passenger Station is finished.

Ralph Slaymaker, abstract clerk, is confined

to his home on account of illness. Charles Conkline, foreman in the warehouse, is supplying his position, while Tommy Callahan is taking the responsibilities of the warehouse for the present. O. W. Larson has been at the hospital having a goitre removed. We are glad to know that the operation has been successful and hope he will soon be able to be back on duty.

Mrs. A. Munger and daughter Meta are visiting with their son Rex, who is attending Harvard University. They will also visit a number of Eastern cities before returning home.

Mildred Conklin, special filing clerk and general stenographer, is a victim of la grippe.

Mr. and Mrs. Campbell are visiting with relatives at Mauston.

We neglected to mention in our "New Help" items of last month that Paul Bernard is trying to reduce weight by hustling freight in the warehouse.

Walter Praedel is to accompany Ed Wieland on a trip to Milwaukee and Chicago. Ed has been practicing by gazing at the stars, so we do not expect any serious results upon their return.

R. J. Crandall and daughter Mary are visiting with friends and relatives at Mosinee.

Mrs. Thos. Lane and son are spending a week in Milwaukee.

Mrs. I. Livernash visited at Tomahawk and Grand Rapids for a few days.

Michael Harris, dispatcher, had his tonsils removed at St. Mary's Hospital. He is recovering as rapidly as can be expected, and we trust that he will be very much benefited by the operation.

Mrs. H. L. Vachreau and Mrs. D. Gorman are visiting with relatives at Kalamazoo, Mich.

Walter C. Kiefer, formerly baggageman and helper at the freight house, expired while in service at Fort Riley, Kan. The body was brought to Wausau for burial and military funeral services were conducted from his home. The entire division extend sympathy to the bereaved family.

The members of the O. R. C. and Ladies' Auxiliary surprised Mr. and Mrs. D. O. Daniels at their home. Cards was the amusement of the evening. Prizes were awarded to Mrs. D. O. Daniels, Mrs. Bert Rasmussen, Johnnie Dexter and D. O. Daniels. The hosts were presented with a set of cut glass goblets.

Mrs. H. M. Gilham and Mrs. Herman Redlich are spending a week with relatives at Milwaukee.

Mae Callahan and Anna Larson Sundayed at Milwaukee. We have not been able to get an account of their trip, although it is very evident that they had an interesting time.

Thomas Grego and William Ehman were called to St. Paul on business.

A farewell party was given at the home of Mr. and Mrs. C. H. Randby by the Order of the Railway Conductors and Ladies' Auxiliary. Cinch was the amusement of the evening. Mr. and Mrs. Randby expect to make Merrill their home in the future.

He met her in the meadow,  
While the sun was sinking low,  
They walked along together  
In the evening after glow.

By the gate she waited patiently,  
As he lowered the bars,  
Her soft eyes beat upon his,  
As radiant as the stars.

She neither smiled nor thanked him,  
Because she knew not how,  
For he was but a farmer boy  
And she a Jersey cow.

#### Deer Lodge Shop Notes. "Patsy."

We firmly believe, as Sted put it in the last Magazine, that "Every little bit knitted to what you've knit, knits just a little bit more, etc.," but perhaps next time it will be easier, at any rate, we are not going to give up.

"The hours I spent with thee, Oh sock!  
Are as a row of pearls to me;  
I count them over by the weary clock,  
"My hosiery,—my hosiery."

Machinist S. C. Vanderwarker and wife were called to Lodi, Wis., on account of the death of Mrs. Vanderwarker's sister.

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If you live in or near Saint Paul you ought to be on the big interest payroll of the 44-year-old Merchants National Bank. Pay day comes four times a year—on the first of January, April, July and October.

In this case, whether or not your pay increases depends entirely upon you—the more you put in the more you get out.

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The steam shovel at Bonner quit steaming the latter part of the week on account of the fireman leaving suddenly due to his getting a wireless S.O.S. from the comptometer operator in the storeroom. We hope it wasn't serious.

Claim Agent Ray Webb paid Deer Lodge a brief visit during the week in connection with a law suit.

Storekeeper Miller created quite a stir in our little city the other day when he walked into the Grill with his Hoover jacket on.

Cheer up, Nora B. We hear you are going to have a great light bursting on you one of these days for the reason that on a recent inspection trip our worthy superintendent was heard to remark that he would have all the windows knocked out so new ones could be put in to let the daylight in.

Since under government control the shops at Deer Lodge have gone on ten hours a day and six days a week.

Messrs. J. J. Murphy, E. Sears, M. Curtis and R. Wende made an inspection of all the substations lately, both on Missoula and Rocky Mountain Divisions.

C. A. Goodnow stopped at Deer Lodge during the latter part of the week.

The apprentices at Deer Lodge shops have been given the privilege of instruction courses once in their respective crafts so as to educate their heads as well as their hands. They are taking great interest in this feature of their work.

A. McIvor, one of the Westinghouse experts, spent several days in Deer Lodge lately, going over details on prospective engines they are building for the C., M. & St. P. Ry. Co.

There has been quite an exodus among the railroad men towards Seattle recently to join Colonel Mear's Railway Regiment. Those contemplating joining this regiment being Assistant Superintendent T. J. Hamilton, Traveling Engineer E. L. Cleveland, Engineer A. J. Buchen, Engineer Samuel Haffner, Engineer W. D. Jones, Engineer L. J. Leveque and several others.

H. J. Robinson, mechanical expert of the Westinghouse Company, was in Deer Lodge some time ago making tests on special air brake equipment on electric locomotives.

Missoula Division Engineer W. E. Davis has been appointed general chairman of the B. of L. E. on extension.

Our engineers on both the R. M. Division and Missoula Division are very busily engaged these days taking examinations on electrical equipment, blue print and air brakes, under the direction of Prof. Moody, who is ably assisted by Traveling Engineers Cleveland and Spaulding, also Electrical Inspector C. H. Hoffman. Seances are held every day except Sundays.

It was reported that one of Superintendent Murphy's little daughters had the scarlet fever, but we were glad to hear later that it was only a case of liberty measles.

#### C. & M. Notes.

B. J. Simon.

Henry G. Roesch, brakeman on the main line time freight, has been off for quite a while with rheumatism. Here's hoping that he may resume his duties as "Brakey" on the "Fast Run," for the boys miss him very much.

Jim Mitchell, for years a company policeman around the yards in Chicago, and later a city policeman, died at his home at Forest Glen from pneumonia on March 5.

Operator Ed. E. Derrickson, also general secretary and treasurer of the O. R. T., is the proud daddy of a seven and a half-pound baby boy, born on February 23. Congratulations to the happy parents.

Agent Millard W. Spoor, Operator F. H. Guyett of Rondout, also Brakeman Vera Gerred and wife of Libertyville, has attended some of Billie Sunday's services in Chicago.

Roy Pritchard, the youngest son of Engineer Dick Pritchard, is now firing a switch engine in the Milwaukee yards. Dick has three sons and they are all in the engine service.

William F. Ingraham, who has been yardmaster at Rondout for the past two years, has been promoted to the position of trainmaster with

headquarters at Sioux City, Iowa. His family will remain at Libertyville until the close of the school year when they will join him in Sioux City. Bill, we wish you success and our best wishes go with you.

Several new freight conductors were added to the C. & M. list during the last month. E. W. Stafford and Billie Zorr were among the number.

With the return of trains Nos. 140 and 143 on our schedule we have back on the Janesville Line again Conductor William H. Griffith and Engineer William Dee. These trains did not run for 60 days on account of storm conditions.

Section Foreman Charles Sowatzke and wife spent Sunday, March 17, visiting a brother in Racine, Wis.

Mrs. A. Kirby, wife of Conductor Al Kirby, has been very ill at her home in Fox Lake. It was necessary to bring her to Libertyville for medical attention, but at the present time she is much improved.

Our old friend Tom Cox, formerly agent at Zenda and dispatcher in Chicago has been down at Hot Springs, Ark., for treatment. He had a bad attack of rheumatism, but he is now practically well and has returned to his work with the Zenda Lumber Company. While Tom was in Hot Springs he accidentally found another of our old friends and former co-worker, Conductor W. S. McGilvray. He is troubled with neuritis, particularly affecting his right hand. We sincerely hope that he will soon completely recover.

Fireman O. F. Warner has resumed work after a lay off of several months on account of having broken the bones in his wrist by falling from an engine tank at Rondout. Oscar is firing on one of the Libertyville switch runs.

Ray Miller has been appointed as day yard master at Rondout to succeed Will Ingraham. Ray was yardmaster at Lake prior to this, with Al Jackson as night yardmaster and two day and one night switch crews working at Rondout they kept things humping over there.

Conductor Red Costello has just returned after spending the winter at Palm Beach, Fla. His first job after resuming work was a work train on the Janesville Line and they gave him a coach instead of a caboose. Red gets everything that he asks for. He told me he thought he would ask Uncle Sam for a job at Camp Grant, and I agree with him that he will be able to get it.

Trainmaster A. J. Hasenbalg has left us. What have we done that all our officials are shaking us? He is now assistant superintendent of Chicago Terminals. We congratulate him on this promotion and he has our best wishes for a successful future.

We have just heard that Conductor "Daddie" Strong lost his wife in Milwaukee several months ago. We extend to "Daddie" our most heartfelt sympathy, for no man on the C. & M. Division has more friends than he.

It would be greatly appreciated if Jim Plumb, Bill Cotterell, Ralph Z. Casey or any other employe—white or black—would give a fellow a little line-up on the Main Line. No doubt you have noticed that very little appears in our Magazine concerning "the doings" on the Main Line. This could be materially helped if each one of you will drop me a note giving a few items. I am not in a position to know these things without your assistance.

#### Channing News.

E. J. Hawley.

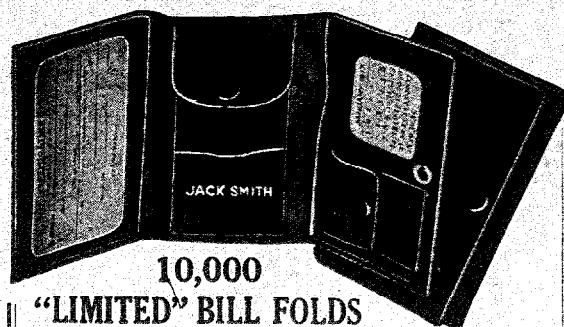
Of all the hard luck stories of the past few years, Clem says this winter has the shade on them all. The 2092, while on work train, lost a driver at Iron Mountain in February, badly smashing the engine. Clem is thankful he didn't have any spring hangers or tires busted. The hard luck didn't reach the roundhouse machinist for Capt. Jeff had the pleasure of taking the engine to Green Bay.

Mr. and Mrs. Geo. Hansen announce the birth of an eight pound boy. George claims that the boy can already say Dad and smiles when he says Channing. Congratulations.

Former Carsmith Ad Vermullen and brother Harry have taken to the woods. Railroad life doesn't agree with them.

The ground-hog "Catty Jack" has left for Hot Springs, Ark., to take the mud baths. Chan-

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C. M. & ST. P.

ning yellow water doesn't agree with Jack, but he expects to return.

Another fire has been added to the list at Channing. February 12 the oil house belonging to the Car Department burned, the cause of the fire is unknown. The prompt attention given by the employes saved the buildings adjoining the oil house. Fire Chief Ray Hill and Quick Paul were the heroes of the occasion, their clothes being wet through didn't discourage them at all.

We have heard rumors that a new roundhouse is to be put up at Channing. This has been looked for for quite a few years and it certainly wouldn't hurt the feelings of the employes if we should finally get it. The new location isn't exactly known, but there are several good spots for its location. And more good news is that engines of another class will appear. This pleases us all and we only hope we shall not be disappointed.

The 409 has put in her appearance at Channing this week to be ready to go to the docks. Repairs to the docks are under way and will be finished before the ore season opens. A large ore business is looked for this year. Ed Jubin, engineer, and "Ma" Hansen are the engine crew.

"Pa" is back on the Iron River passenger and many are looking for "Ma." The fact isn't generally known that he is at the docks making easy money. "Pa" and "Ma" will miss each other.

Our blacksmith is certainly a busy boy. You can go into his coop and see him working every minute. He and his helper moved the anvil so he could have more room to work.

Albert Yonke is back on the job after several months' rest.

We notice Charlie McCleane back at his old haunts. Chas. says he has had enough of lake trout and wants to get a little shoe leather for a change. We don't know what sort of an appetite you have, Chas., but Ontonagon fish are best.

Word has been received from Lester McMillen, somewhere in France, for the boys at Channing to write him a forty-five-page letter in English. He hasn't learned French yet, but has held several conversations with the French mademoiselles. The boys "over there" send their regards to Channing friends.

Blacksmith Louis Anderson has taken a few days off to visit relatives and friends at Green Bay.

H. Mundry, machinist, A-4, afraid but would rather be at home.

On February 18 a fire started in the east end of the machine shop and gained good headway before it was discovered by the night roundhouse force. Emil Casino played the hero on this occasion and the timely arrival of the employes' fire staff prevented the building from being destroyed. All employes were congratulating "Boots" for his bravery.

Blacksmith Louis Anderson has returned from a visit to Green Bay and Depere. He reports having witnessed a military funeral at Depere, which was very impressive. Soldiers on leave at Depere, Green Bay and vicinity attended and fired the customary volley over the grave. We all sympathize with the family of the deceased Sammie.

### Black Hills Division Items.

J. R. Quass.

Fireman Harold Reaser and wife are the happy parents of a daughter, born February 9.

Carl Ricknick and Otto Callanan are the latest names to be added to the firemen's list.

We are all glad to see Conductor W. H. Stewart back at work again.

Conductor Maynard has been laying off, relieved by Conductor Biggs. W. W. Rand taking Biggs' place on 503 and 504, west.

Lawrence Meeks, who has been on the water supply, west, has resigned and gone to Omaha to enlist in the 23rd Engineers (Ry.), and Chas. Aullman has taken his place. He comes from Minneapolis.

R. H. Foreman C. A. Buckingham, Rapid City, at this writing is laid up with measles. We all hope to see Claude out soon.

Conductor W. H. Hynes and family have been visiting friends in Illinois.

Account of the cold weather Conductor Roy Younglove has been laying off, looking after his stock at Stamford.

Agent Robert Mytinger has moved his family to Rapid City, which he drew on bulletin.

Phil Bowers drew Kimball on bulletin and has moved his family there from Milford, Iowa.

Agent F. E. Dickey of Reliance is laying off for the winter. He and his family have gone to Missouri away from the cold. L. A. Adair has Reliance while Mr. Dickey is away.

H. G. Kearny, Crow, has moved his family to Mitchell, as H. G. K. is regular third trick dispatcher there now.

Relief Agent Jas. Dwyer is at Oacama until the station is bulletined.

#### Milwaukee Shops Items.

*H. W. Griggs.*

Fred Colledge, salesman for a large Chicago house and formerly clerk to Dist. M. M., called at the S. M. P. office February 21. Fred seems to be keeping up pretty good health.

Wm. A. Durkee, formerly draftsman in the M. E. Dept., is in the 328th Aero Squadron, Carnegie Institute, Pittsburg, Pa., just up from San Antonio, Texas, where he had been the last two months. He writes a very interesting letter from Pittsburg.

Walter Alexander was in Washington again the week of February 25. Scare rumors had it that he was going to be called to assist the government railway matters, but we were mighty glad to see him with us yet. Can't spare him yet awhile. Mr. Goethals knows a good man when he sees him or even without seeing him.

J. J. Hennessey was in Baltimore around February 20. His son George called at the shops the 25th. George is at the Austin shops.

We (H. W. G.) were in the Railway Exchange February 28 chasing up some V. E. A. matters. Things are so shifted around down there that you go round and round and round before you head in right. Our old friend Joe Hass, chief clerk to General S. M. P. Warnock, looks well on the job and puts in as good an appearance as any of them down there, as also does Assistant Clerk Walter Foesch, whom we mentioned too late for the last issue of the Magazine. Our friend Buckley, formerly in the advertising department, films and lantern slides, is in the traffic department, floor above.

Federal inspection matters brought us to Dubuque March 1 on one of the finest frostwork mornings of the season, to say nothing of the northern lights that illuminated the country on the 7th. Our friend J. H. Rossbach is proving the popular Milwaukee road agent at Dubuque and showing them where "we can beat that all around." J. H. R. was until recently in the Milwaukee city office.

"Didn't we tell you so." Ladies invading the drafting room, and its not often that one sees a lady at mechanical drafting. Mrs. C. W. Osmar, wife of Draftsman Osmar of the M. E. force, is doing the tracing for her husband's drawing and for the others, too, and tis done well.

C. B. Skelton (Bub), motor car inspector, is looking very, very happy these days, since the 5th of March. The little boy weighs 8½ pounds and both are doing well.

We were pressed in charge of the recent War Stamp and Thrift Stamp drive for the shops in connection with group 24 of the city transportation section, using the same workers with two or three exceptions that we had in the Red Cross campaign. The result was \$13,118, or over 35 per cent of the entire city transportation round up, which was the cause of much favorable comment in the round-up night dinner. Our workers are suggesting that in any more drives the steam roads entering the city be a unit separate and thereby be a possible means of getting the other roads to come in a little better.

Walter Alexander was in Sloux City and West week of March 5.

Up at Madison the other day we just heard of the injury to W. E. Slightam, engineer of the P. du C. Division, laid up most of the winter from falling in the roundhouse pit at Madison. Mr. Slightman is one of the oldest men now on the division.

The boys in the S. M. P. office sent a big roll testimonial to our soldier boy Howard Player, now in the East and supposedly ready to "go over," smokes were included. The roll reminds one of Milton Nobles M. S. S. in the "Phoenix" of bygone days. Good luck to you, Howard, and may you be with us again.

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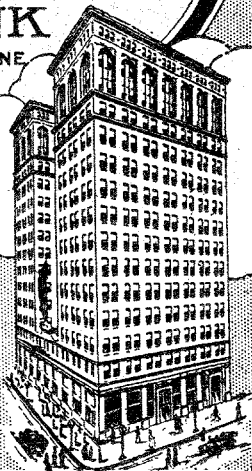
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About the darkest day for the hour was that at 2:30 p. m. the 9th, when the "Nor Easter" storm on the lake sent the Menomonee smoke back from the east. 'Twas even twilight with the lights on.

About one of the meanest storms of the winter was that which came down on us March 9, with the sleet and ice, and brought some of the wires down with it. It also brought out some of the girl clerks in men's rubber boots.

Our item giving the obituary notice of Frederick H. Jurss, sent in a day or two late, appears in the March Magazine among the River Division items.

The boys here appreciate very much the Minneapolis Shop items, recently launched by James Nellins, who is doing well.

The soldier list shows up fine. This will please the boys "over there." We are adding more to the list.

An item handed us says: "Engineer Harvey F. Roe, who runs Nos. 23 and 24 on the R. & S. W. Division, is busy at Beloit after his run each day, looking for a suit of overclothes that will fit his grandson, Harvey III, who arrived at his son's house about ten days ago."

Inquiries are being made as to the outcome of the ambulance idea for France from the Milwaukee Road boys. It seems that the government does not allow private ambulances in the service, but under the charge of some of the departments. Perhaps the Magazine can tell something more definite about this.

Miss Belle Phillips, for some time past stenographer in Stationery Department up stairs, is now down stairs in Foreman Justman's office.

For the Honor Roll we will mention Private Howard Player, 7th U. S. Engineers, Camp Merritt, N. J., whom we mentioned before, and who is expected to be sent "over there." Also Private Wm. A. Durkee, 328th Aero Squadron, Carnegie Institute of Technology, Pittsburg, Pa. Also Earl Solverson, clerk S. M. P. office, 107th Field Signal Battery, and Jack Mulder, clerk S. M. P. office, Aviation Corps, Camp Sevier, S. C., both from Reuben Rostock's section. Alfred Parsow of the foundry was promoted to corporal and is now stationed at Camp Custer.

Frank Benes is the new stenographer at the foundry.

Fred Senn, for the last thirty years moulder at the foundry, had a stroke of paralysis and has been laid up for some time. Louis Bartram, assistant foreman at the foundry, is busy getting out castings for new cars. Some of the foundry boys were up north trying to fish but the snows were too deep for them. Going to wait for summer now. Jno. Grabowsky is another foundryman to join the colors and going across.

The Engineering Society of Milwaukee showed three reels of film "The King of the Rails" and a reel of "The Mazda Lamp" at their rooms at the City Club, Wednesday night, March 13. Many of the railroad boys were there. We performed the fireworks end of the show.

Mr. Billy and some of the boys attended the meeting of the Western Railway Club at the Chicago meeting, March 18. General Superintendent Motive Power H. R. Warnock gave a talk before the club, notice of which was received here in the forenoon of the same day.

The office girls are coming out in their new spring hats and cloaks.

Porter Lowry is another of the Milwaukee Road boys to join the colors.

The "Third Liberty Loan" rally meeting at the Pabst Theater Tuesday evening, March 19, was a huge success. The Great Lakes Band was there, as also was the inventor of the British war tank.

H. K. Fox is the new engineer of tests, effective March 8.

#### Kansas City Division.

Billic.

While we cannot all write poetry like Sted's, it is somewhat cheering that we can follow his suggestions in regard to "knitting our bit" and writing to our soldier men.

Engineer Ed Hackett, who for quite a length of time was running the coal train engine at Mystic, has transferred to Ottumwa and is holding a turn on the Marion line.

We were very much surprised to receive the announcement last week of the marriage of L. M.

Guenther and Hazel Lundberg, which took place July 11, 1917, at Chicago, just before the departure of Mr. Guenther for France with the 13th Engineers (Ry.).

Fireman James Wooley, Harry Alexander, Cletus Street and Geo. Walker were sent to Milwaukee for promotion to locomotive engineers, and all have returned having passed a first-class examination.

Art Bebb of Muscatine, Iowa, formerly engineer on this division, is visiting friends in Ottumwa.

Fireman Wm. Worthen, Gordon Heather and W. Goff are on the sick list.

Engineer Elmer Rudolph fell in the cinder pit at Ottumwa Junction, March 4, while getting engine ready to go on Train 69, and broke five ribs.

Roundhouse Foreman D. R. Davis has been moving this week.

Frank Pardubsky has accepted position as yard checker at Cedar Rapids. A. H. Merritt, interchange inspector, has accepted a position as car foreman at Ladd, Ill.

Frank Giovanozzi is now interchange inspector days. He has worked nights for several years.

Switchman Klersey and wife have returned from a three months' tour of the West.

#### Northern Montana News.

E. H. W.

H. R. Wahoske, D. F. & P. A., is spending a few days in Chicago and will visit his father at Rochester, Minn., before returning.

Miss Hazel Hibbard from the superintendent's office spent a few days in Great Falls assisting at a Great Northern investigation.

The male portion of the freight office joined the army recently. Considering that the female of the species is more deadly than the male, the remainder of the force hope to keep things going until reinforcements arrive.

Conductor Sterling from the Rocky Mountain Division has decided to take a run on this division.

J. W. Quinn, auditor from Chicago, accompanied by C. Ingles, is spending some time on this division.

Mrs. C. G. Brown, wife of Dispatcher Brown of Aberdeen, is visiting her son, C. M. Brown, who leaves this month to join the 31st Engineers.

Mrs. Lloyd Evans of Forsyth, Mont., is visiting her brother, C. M. Brown, prior to his departure for army service.

Mrs. Carpenter Kendall of Libertyville, editor of Milwaukee Magazine, is making a trip through the West looking for "dope" for the Magazine. We were glad that she could spare the time to visit her friends at Lewiston.

This division is very proud of the long list of her boys who left for army service this month, and the names are given below:

Jesse C. Martin, Frank E. Wright, Robert M. Stephens, Claude M. Brown, Harry L. Hill, Ferris Richards, Bob Pirie, K. E. Rutledge, 31st Engineers, Railway, N. A., Fort Lawton, Wn.

H. D. Brown, Radio Section, Signal Corps.  
H. A. Peters, Lloyd Soper, Mark Tierney, Harry T. Doyle, James Duffy, 31st Engineers, Railway, N. A., Fort Lawton, Wn.

Ward M. Baker, Signal Corps, Regular Army, Fort Leavenworth, Kan.

Joseph F. Holecek, J. E. Callearth, Herman L. Sams.

#### The End of the Steel Trail.

Bess G. Spinning.

Another on the sick list: Miss Grace Erickson, bill clerk, is confined to her home with the measles. They have been laughing at the rest of us who have just recovered from them, but it looks like they were all going to take their turn.

R. R. Thiele, formerly agent for the Milwaukee at Ismay, Mont., is now employed at Import Dock No. 1 as claim tracing clerk. Mr. Thiele doesn't say very much in favor of Montana, but he is compelled to confess that the moderate climate and the sunshine which we have in Washington is superb.

Miss Dorothy Rau is the new stenographer in the Accounting Department. A few changes have taken place in this department of late since our friend Mr. Tammen, assistant cashier, left the

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Dr. A. J. Newman, late Police Surgeon of the City of Chicago, and former House Surgeon Jefferson Park Hospital, Chicago, says Nuxated Iron has proven through his own tests of it to excel any preparation he has ever used for creating red blood, building up the nerves, strengthening the muscles and correcting digestive disorders.

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If you are not strong or well, you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of Nuxated Iron three times per day after meals for two weeks. Then test your strength again and see how much you have gained.

Note:—Nuxated Iron, which has been used by former members of the United States Senate and House of Representatives, and other prominent people with such surprising results and which is prescribed and recommended above by physicians is not a secret remedy but one which is well known to druggists everywhere. Unlike the older inorganic iron products, it is easily assimilated, does not injure the teeth, make them black nor upset the stomach. The manufacturers guarantee successful and entirely satisfactory results to every purchaser or they will refund your money. It is dispensed by all good druggists.

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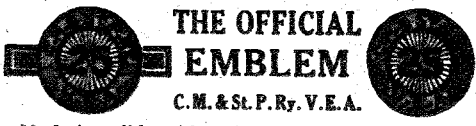
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employ of the Milwaukee Company to join Uncle Sam's army. May success be with him. But before going into the army Mr. Tammen decided to take a trip to California to get a glimpse at the different points of interest there.

Some more surprising news: Miss Huggan, insurance clerk, is thinking very seriously of becoming a war bride. By the time this news reaches Washington it is very probable that Miss Huggan will be well on her way to California. We extend our hearty congratulations to them both, and our best wishes are for their happiness and prosperity.

Bernie Bartels, claim clerk, has entered the employ of the company again. Mr. Bartels left the Milwaukee about a year ago to work for F. P. Dow & Co., in Seattle, and we all welcome him back to Tacoma and the old work again.

Mr. Gould, manager of the Accounting Department, has sold his property in Seattle and has purchased property in Tacoma. This looks as though he meant real business and intends to remain here with us.

**Notes From the Trans Missouri Division.**  
*E. J. McAvoy.*

Engineer L. G. West left for Kansas City, Mo., to take a course in auto repair work.

Fireman J. B. Shark, formerly running out of Marmarth, has been transferred and is now running out of Moberidge.

Fireman A. R. Kirby, who has been in the Moberidge Hospital for the past two months, has again returned to call boy's list.

Miss Florence Holmes, formerly operator at McIntosh, is working the side table in the dispatcher's office at Moberidge.

Aaron Walters, relay operator at Moberidge, is spending a few weeks vacation at points in Wisconsin.

Operator E. R. Bailey, who has been doing extra work in the Moberidge relay office, has been transferred to Butte.

Roadmaster Pete Burns and Car Foreman J. F. Scanlon of Marmarth were in Moberidge during the past month attending a Safety First meeting.

Fireman Carl ("Bud") Harrington returned from a three months' trip in the West, stopping at Bellingham, Wash., to visit with his parents.

Al. W. Clemmons, formerly engine and trainmen's timekeeper, left during the past month to accept a position as timekeeper in the Government Shipyards at Tacoma.

Miss May Scanlon has accepted a position as clerk at the Moberidge roundhouse.

Al. Pentecost, shop foreman at Tacoma, was a business visitor in Moberidge, checking up company machinery.

Fireman C. B. Simpson and John Frankson spent a few weeks at Roundup visiting with relatives and friends.

Miss Mildred Howe has accepted a position as clerk in the chief carpenter's office at Moberidge.

Roundhouse Foreman F. C. Beals has accepted a position as day roundhouse foreman at Maddison, S. D.

Fireman Clyde Caldwell has returned to Moberidge from Chippewa Falls, Wis., where he has been for the winter at his old home while waiting for a call to the colors. Clyde has returned to work in the roundhouse.

Engineer A. A. ("Hook") Revord returned from Seattle recently, where he went to take the examination for a commission in the new railroad regiment there.

The Trans Missouri Division still has a number of patriotic, red-blooded employes who are anxious to get "Over There." The following boys left on No. 17, March 15, to join the railway regiment which is being formed in Seattle:

Brakeman W. F. McFarland.  
Brakeman F. H. Baker.  
Brakeman Melvin Houck.  
Brakeman Ivan A. Lind.  
Brakeman H. F. Johnson.  
Conductor Paul Nylen.  
Machinist Apprentice Oscar Baker.  
Fireman W. F. Wands.  
Fireman A. S. Hagen.  
Fireman Otto S. Petre.  
Fireman J. R. Doud.  
Fireman S. Kirby.  
Fireman E. B. Rollyson.  
Fireman Wm. Schmidt.

**R. & S. W. Notes.***H. J. Beamish.*

E. J. Moran, formerly of this division, was visiting friends at Beloit and other points the first of the month. Mr. Moran is now with the Northern Pacific as trainmaster.

Conductor Grisinger of the Racine passenger run has been off several days this month. The winter has been a hard one on Dave and his many friends hope that warm weather will put him back in his former good health.

District Passenger Agent W. W. Winton was a Corliss visitor March 12. W. W. has too big a territory to make it possible for him to visit us very often, but is always welcome.

Superintendent Bradshaw made an inspection trip over the division March 12 and 13. He was accompanied by representatives from the Motive Power and Bridge and Building Department. "Slim" Arries had charge of the train.

Conductor Denny McCarthy took the ice run March 13 and cleaned up the whole season's work in one day—and they pulled the job off that night. That's one bad thing about being in Denny's class—the jobs don't equal his energy.

Conductor Ed. Hamer of the Janesville line passenger run was a Corliss and Racine visitor the first of the month and greeted his many friends with the same old smile. From all accounts there never will be a real rival for Ed down on the H. G. S., as everyone tells of the "good old days" and the things they did. Ed was on his way to visit his two sons, both with Uncle Sam, before they leave for the front.

Yard Clerk Osborn, Corliss, resigned March 16, and after a short time spent in visiting relatives will take his place in the "front line." Harley has been with the company over a year and given good satisfaction and takes with him the best wishes of the entire force. He is undecided at this time what branch of the service he will enter, but says he "doesn't need to be drafted."

Miss Edna Simmons, having neglected the matter before, decided to catch up with the procession this month. She came down with the mumps and has us all scared stiff for fear she won't be back by report time.

The south end time freights, Nos. 65 and 68,

have been assigned to Conductors T. J. McCarty and McIntyre. The run is between Freeport and Nabant, the old "preferred runs" being discontinued.

Conductor Larking is on Cavey's train for a few days this month while Jack is taking a rest. Get Herb Stiles to tell you about his carload of Gypsies it's good. Eleven tickets for twenty-three of them and Herb never was much good in picking out any but blondes.

Just to make sure that this winter would be remembered the weather man handed us a fine big sleet storm this month. This division was more fortunate than most, but we had enough. The C. & M. was completely out—poles down north of Oakwood for several miles. A large gang of linemen were on the job the next day and strung cable until the poles can be replaced.

Conductor J. J. Regan is wearing the brass on Hamer's run on the Hook-and-Eye. Brown on the way freight.

Conductor Kinney took a few days "off" on the "package peddler" the last of February.

Conductor N. Hermes was off a few days this month owing to the illness of his father. Mr. Lynch, formerly of the Horton-Baue-Lynch firm taking the car.

Considerable trouble this month about getting into Milwaukee yard. Lake has been badly congested most of the time and Muskego yard unable to handle the trains.

Born to Mr. and Mrs. J. A. McKee at Chicago, March 3, a nine-pound boy. Mr. McKee is now the general yardmaster at Racine and Corliss and says the Jr. will be ready for the job when he gets through.

In the spring the gentle husband eats his victuals in the barn—

For the wife must clean the mansion—and she doesn't give a darn.

And when the cleaning's over, then the wife is taken ill,

And keeps her husband busted buying dope and drugs and pill.

And the house will be no cleaner than it was when she began—

But she'd slay him if he said so—and he's a prudent man.

(1492 vintage, swiped.)

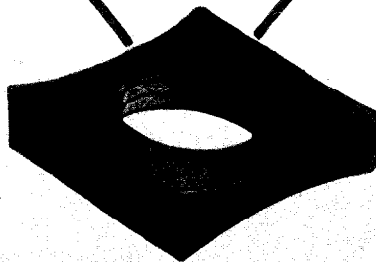
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100 " " " "	3.00 to 5.00	5.00 up

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