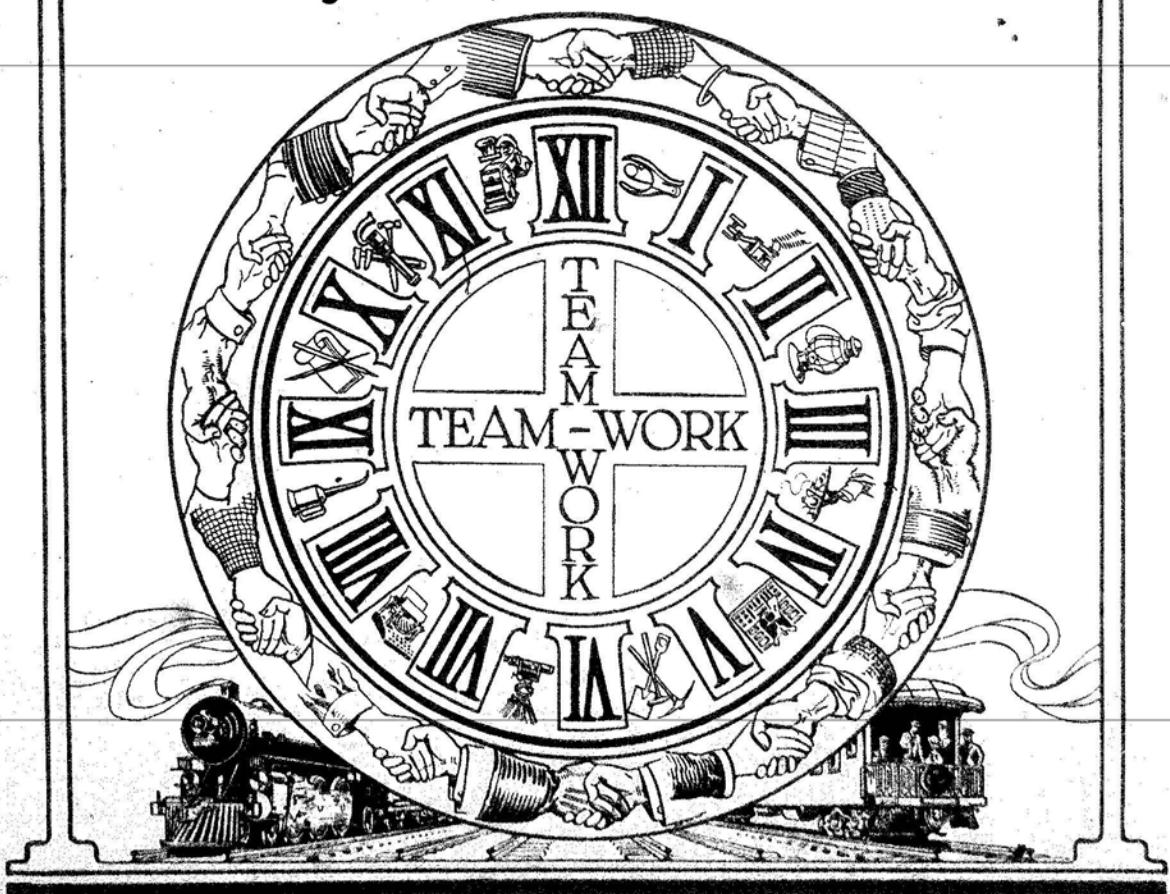


# THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

May

1918



VOLUME 6

No. 2

# A FOB FOR YOU

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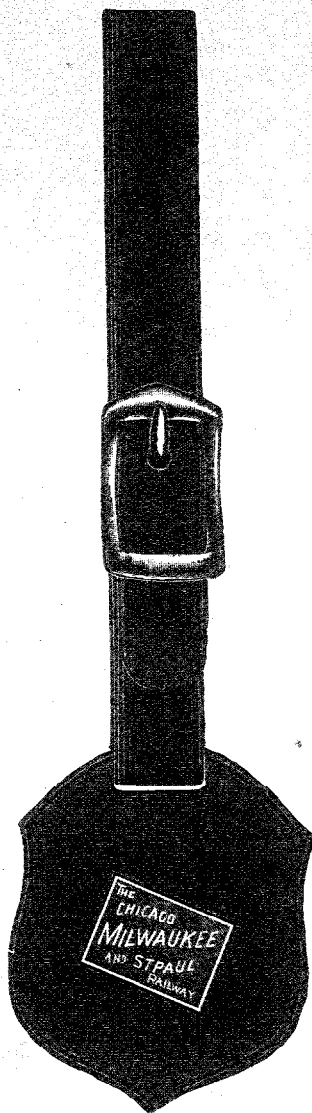
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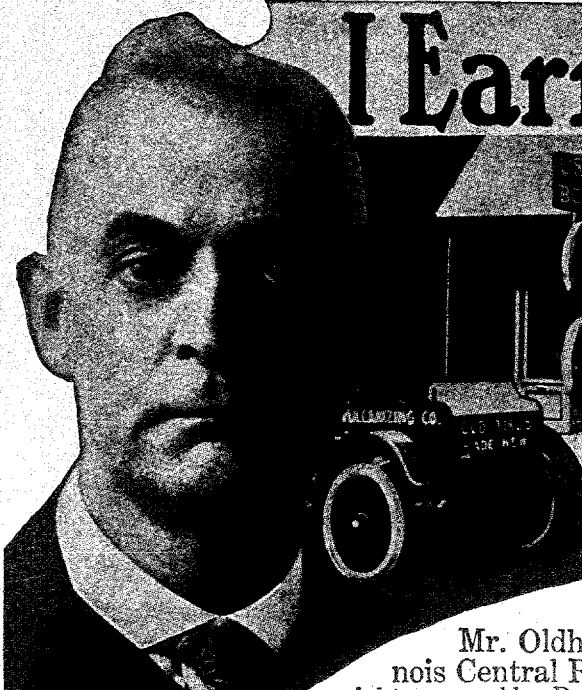
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**I Earned \$2200 IN FOUR MONTHS**



REPAIRS  
BUYER'S

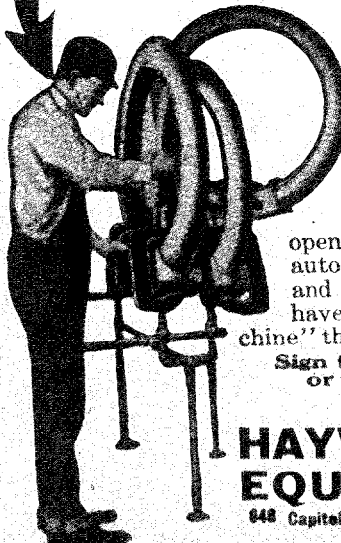
**AUTO TIRE  
REPAIRING.**

**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.

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**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.**

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**Haywood Tire & Equipment Co.**  
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# 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

MAY, 1918

NUMBER 2

*It ain't the individuals  
Nor the army as a  
whole,  
But the everlasting team-  
work  
Of every bloomin' soul.*

—KIPLING.

---

## The Liberty Loan Campaign

*T. W. Proctor.*

---

Under date of April 1, 1918, every railroad in the Western Regional District was notified by Mr. Bierd, chairman of the Liberty Loan Campaign Committee, to start a campaign at once for subscriptions to the third Liberty Loan and pursuant to the President's notice of April 2nd various chairmen of committees were appointed on all divisions, both east and west of the Missouri river, and in less than three days every division was properly organized and committees appointed to take charge of the work and on April 9th, the first day's subscriptions were received amounting to \$54,200.00, all of which was taken by officers and employees in the general office.

The work has been carried on with the greatest enthusiasm and daily reports have been made to every committee chairman so that they have had an exact accounting of every day's subscription from all sections of the Chicago, Milwaukee and St. Paul Railroad and at the date of going to press the total amounted to \$2,758,650.00. Some of you will be interested in knowing that of the total number of employees on the C., M. & St. P., 39,618 have already subscribed.

The accounting department celebrated the opening of their drive at Fullerton Avenue with a brass band, several well-known speakers and under the splendid leadership of Mr. Wilson, assistant general auditor, \$92,700.00 was subscribed in one day, practically 100 per cent subscription.

It has been practically impossible to separate all subscriptions, but the engineering, sleeping car, telegraph and the store departments shown in the general results under operating, should all have received individual recognition as the work done by their committees was almost perfect. The commissary store-keeper with 11 subscriptions from 11

employees making 100 per cent. The Twin City passenger department with 100 per cent subscriptions.

A good many interesting incidents were encountered by the Flying Squadron, which was composed of traveling freight and passenger agents from all over the system, and I am pleased to call your attention to several individual cases, such as an operator on the La Crosse, who took out a \$2,000 bond, and in order to pay cash, withdrew his savings of years from three different banks, feeling it was his duty to do everything in his power to assist the Government. The conductors and enginemen almost with one accord responded magnificently and particular mention should be made of the section foremen and section men whose subscriptions were practically 100 per cent, showing that there were no slackers in their department.

On the Janesville line an old section man of German descent took out a \$300 bond and was anxious to know when the next Liberty Bond would come out so he could save up and buy more. This man could hardly speak the English language. I mention this fact for the reason that it is not always the man of German nationality who is disloyal and the showing of the Milwaukee shops with a subscription list of 3,081 employees, amounting to \$183,500.00, disproves any newspaper notoriety that Milwaukee may have had previous to the third Liberty Loan campaign.

The General Grievance Committee of the B. I. F. & E. on the C. M. & St. P. Ry. stamped their stationery with a stamp, "Do your part, buy a Liberty Bond," and the officers of this organization and members responded almost to a man.

West of the Missouri river the work of securing subscriptions was organized by Jas. R. Veitch, assistant traffic man-

ager, and his good work is exemplified in that the amount subscribed west of the Missouri river at the present time is one-half million dollars and I now desire to thank every committeeman, every member of the Flying Squadron for the assistance given in making the magnificent showing for this railroad.

On the eve of Liberty Day, President Byram sent out the following wire

Chicago, April 24, 1918.

To All Officers and Employes:

The President of the United States has issued an appeal to all Loyal Citizens to make it their paramount duty on "Liberty Day," April 26th, to increase to the greatest possible extent the subscriptions to the Liberty Loan. Some measure of the loyalty of the Milwaukee household is shown by the fact that 75.41 per cent of its officers and employes have subscribed for bonds amounting to \$2,500,100.00. The loyalty of railway men as a whole is further indicated by the following reports, viz.:

A. T. & S. F. Ry. Co....	57.75%	\$2,700,250.00
C., B. & Q. R. R. Co....	58.52%	1,829,650.00
C. & N. W. Ry. Co.....	63.55%	2,455,850.00
C., R. I. & P. Ry. Co....	98.55%	2,746,300.00
G. N. R. R. Co.....	72.83%	2,129,150.00
N. P. R. R. Co.....	83.58%	2,398,450.00

The appeal of Director General McAdoo bulletined today, supplementing the appeal of the President, should fan the fire of patriotism till every office and shop and station and train and section house and watchman's shanty and signal tower on the system are ablaze with the determination that when the returns are all in the Milwaukee will stand second to none, and our valiant defenders on the firing line may realize that we who are yet at home are likewise wholly dedicated to Liberty, to Justice and to Humanity.

(Signed) H. E. Byram.

As I am closing this, it has come to my notice that the Veteran Employes' Association, of which I am proud to be a member, has subscribed for a two thousand dollar bond, paying cash. This means virtually the dues of each member for one year, and I am sure the "Vets" all feel that no better use could be made of the Association's money. I congratulate the Association and extend my thanks to the Executive Committee, through whom the subscription was made.

Mrs. Ada Hopkins, a Fullerton Avenue employe, said: "If I can support a ten-year-old girl and help a sick sister besides, having given two brothers to the service, and yet buy a Liberty Bond—who will refuse?"

This is a practical demonstration on "subscribing until it hurts," and yet done cheerfully, wishing only that she could have made a larger subscription.

### The Veteran Employes' Association.

All Members:

Because of war times and the stringency in the labor market for the past year, the Veterans gave up their 1917 meeting, and conditions not having improved in those respects since last summer, it is probable that the 1918 meeting will not be held. With practically the entire amount of the 1917 dues on hand, and 1918 dues being paid now, the Executive Committee decided it was their patriotic duty to subscribe as generously as possible to the third Liberty Loan, and on April 26th, the secretary filed the Association's application for a two thousand dollar bond, cash payment. There are sufficient funds in the treasury to more than cover the payment and as the 1918 dues are now payable, there will be no question of a working fund.

CARPENTER KENDALL,

Secretary.

### The World War at a Glance.

A handy volume with the information that everyone at this time is most anxious to have, and yet is difficult to hold and carry altogether in one's head, is embodied in the little brochure entitled "The World War at a Glance." The work was compiled by Stanley D. Roberts, published and sold by Laird & Lee, Chicago.

Reducing the greatest war in mankind's history to the dimensions of civilian's vest pocket or the scanty spare room of a soldier's or a sailor's kit is the aim of the new book. In this manner it makes available for instant reference, always at one's hand, facts and figures on all angles of the conflict with which one must be familiar for an intelligent understanding of the daily developments abroad and at home.

### TO THE GERMAN EMPEROR.

(With sincere apologies to Satan.)

Is there a Hell? I gladly hope there is, for there lives one whose every act and deed yields freely to the Devil's thirst for lust, a monster, filled with naught but evil greed.

Is there a Hell? For one there surely is: he's laughing on it's outskirts, but in fear: some day he'll find it's depths in fiendish wrath, and there'll be none to mourn him at the bier.

There is a Hell—for him alone 'twas gladly made—that German brute, for him it was devised; and there he'll strive to satisfy his lust, that German Fiend, a Satan undisguised.

STED.



### Economy.

*Helga Schmidt-Hackstock.*

There is no habit compared to the habit of economy. For no matter how great a man's income is, he is doubly at a loss in case of a failure, if he spends it all. He has nothing with which to meet an emergency and the number of things he will have to forego will be greater than if he had heretofore practiced just a little Economy. The man who saves and who is living within his income is always prepared for the rainy days. And, strange to say and strange as it may seem, the clouds do not seem to hang so close when one is prepared for them.

When we say to practice economy we should not misconstrue it. It does not mean that we are to become miserly or stingy,—far from that. For instance to give our earnings to beggars, who are not worthy, who would perhaps spend what we give them for things other than the necessities of life, is a wrong. Also we should contrive not to spend our hours or our earnings for things that we reap no benefit from, for there are amusements even, that can afford pleasure and which still are wholesome as well as educational.

It is difficult, I agree, to be able to say just who is and who is not worthy of help these days. You see one man who is able bodied and strong, going about from place to place, begging, when there seems to be an actual demand for just such service as he could render; and then again you see the cripple with hardly any powers to sustain him actually striving to make a livelihood and you almost cease to feel sorry for the majority of the beggars. When the really needy person comes along you do not recognize him. It gives you sort of an everybody for himself feeling.

If there were not so many falsities, one would feel like giving more freely. A nickel given to an idle beggar is so much loss and the wealth available for the real wants of society is that much less. Every penny wasted is a direct injury to the community. Any degree of extravagance in dress or food is culpable. For instance, a wanton waste of coal must tend to impoverish a neighbor as well as one's self. Every ton unnecessarily consumed must lessen

the supply and raise the price.

There is economy in time as well as in money. Hours spent in useless pursuits or spare moments unimproved are as truly wasted as if one would empty his purse into the sea or throw good food into the gutter. If we could add together the unoccupied moments they would make a very large space, which we should feel ashamed to spend idly. However, rest is truly a vast difference from idleness, let it not be construed that physical rest is a waste, in fact it is truly great economy, as it restores exhausted strength.

Also there is economy in power. Some times we see a locomotive at a station going backward and forward with a great commotion, creating a great expense in steam and noise. There are men just like that. They go about their work with a great deal of excitement and soon exhaust their strength: they break down, not so much from work as from wasting their powers. "Gather up the fragments, that nothing be lost" were the words of One who had just performed a miracle of feeding thousands. If He who is able to supply any deficiency at a moment should be so careful, there is no reason why we should not also be economical in this time of greatest need.



Wm. Woodward, Formerly Clerk Local Front Office, Tacoma. Now on U. S. Rochester.

M. J. Craudall, time Inspector, spent several weeks on the Superior Division.

W. W. Pritchard returned to work after spending the past 30 days in British Columbia.

M. F. Washburn arrived at Green Bay to take the position as chief clerk in Mr. Tyler's office. G. T. Farley, former chief clerk, having accepted a position as division accountant.

J. Parkinson is enjoying a periodical visit to Chicago upon the schedule. He has the good fortune of spending most every winter in Chicago. But he carries a rabbit foot to escape running on the Superior Division in the cold weather.

## The Making of a Railroad Man

*One of the Boys On the Ladder Going Up.*

I have heard men say, both on and off the platform, that "a railroad man is born, not made." The saying is true to a certain extent, but the persons who made this statement have not been, nor ever will be authority on railroad affairs, yet as public speakers they could make the average railroad man look like a country boy at a Christmas tree program. They are paid to make these assertions or some assertion, the usual audience does not care what, in order that oratory shall not become a lost art and that some lyceum promoter may earn a livelihood sitting behind a desk moving his highly educated ladies and gentlemen over the country to amuse the backwoodsmen and women who are unfortunate enough not to live in the same atmosphere with the talent which is sent out to amuse them. However, this is not a judgment on the amusers, for they also have their good points in addition to their salary earning achievements, and then, too, the humble writer of this article drew his encouragement for the writing of this article from a little man who lectured to a few of us a short time ago; a man, by the way who knew what he was talking about and confined himself to it.

Had the men who made the remark, "Railroad men are born, not made," changed the well-known saying to "All railroad men are born but few are made," they would have come very nearly hitting the nail on the head. If you will stop to consider all of your earlier ambitions you will find that "railroading" as it is commonly called was one of the first which your mind achieved.

The reason I say that, "Railroad men are born but few are made," is due to the fact that comparatively few ever make a success of railroading and reach the higher executive offices which so many covet. You may try to excuse this account of the higher positions being so few, but you are in error for if you will stop to consider the number of higher up positions in the railroad cat-

alogue you will find that there are very few trades or industries that present the opportunities that railroading does with the exception of the U. S. Civil Service.

However, the cause is not one but many; amongst them inability, misfortune and general impediments, all of which will be taken up later in this article.

The subject may be covered in three main branches, viz.;

The inception of the desire to become a railroad man.

The death of the ambition and the figurative interment of the person.

The aftermath.

The Inception: The new born baby boy when of course he has had time to remove the film from his eyes and take notice of the objects in his immediate vicinity is due for an introduction to railroads and railroad appurtenances. The baby is hushed by the drawing of his attention to a locomotive or train on the pages of a convenient magazine: a toy locomotive is gathered from little brother's playthings to distract the infant's attention from the fact that he has lost his dinner or his desire for sleep. The first warm day he is rushed to the local depot to watch the incoming train and see the locomotive puffing and steaming. He is taken for a ride to grandmother's on the morning local and as soon as he is large enough to play on the floor, miniature locomotives and cars are placed in his hands. Later on when he tires of these he is allowed to misuse his mother's best dining-room chairs, that the honored train may be made up.

Passing on to the time when he cuts to a degree his apron strings and is allowed to visit his neighbor, the station agent, at his place of business and sees the signals and hears the exclusive language of the railroad man, those magic words, "All Aboard," are instilled into his system forever, and after the train pulls out he sees the agent sit down to his key and tap off things which must

be wonderful in that they are incomprehensible. He is then left to go home and ponder over which branch of the service he might finally dedicate, or in some instances relegate himself to.

Not having the advantage of the neighborly depot agent he might, instead of viewing the service from the aforesaid site, have wandered down to the local yards and listened to the stories of the veterans, who, according to their own tales, worked miracles in the blockades of '97; or of the wonderful run of the now venerable roundhouse foreman who, on the good old 285 with a blinding storm to face and one hour and thirty minutes to make up, achieved the impossible and brought his train into the terminal on time, saving his company from disgrace and loss of the mail contract, with thanks incidentally and a hand shake from his Division Superintendent.

Thereafter the boy has served his apprenticeship, he is allowed to sit in the fireman's seat and ride across the turn table, or honored by being allowed to throw the switch which lets the locomotive onto the main line.

We will pass over his high school days and his imagined fetters which are holding him back and we see him the proud possessor of a uniform of some branch or other of the railroad service. He has climbed the ladder step by step until he has attained some such position as train dispatcher, train master, or maybe, as has been the case, the superintendency of some division. I have known men who when the first ambition was over have recognized the ease of the routine job and after a few weeks' resolution to work for advancement have given themselves up to their love of ease. I have seen others whose chief ambition was to sit in a telegraph chair and smoke cigarettes, in the meantime acquiring disgust for their duties however light they may be, and complain bitterly of a position they have never made any effort to better. Others have tried hard to fit themselves for better jobs and did not seem to have the natural ability for success.

However, I have seen bright young men rise to positions of extreme responsibility such as train dispatcher, and be relegated to oblivion forever as far as higher positions are concerned

through one minute's forgetfulness or somebody's carelessness, on whom they were depending to carry out instructions. I know of a train master who failed and lost his position as well as his self respect through the old and inexcusable cause, "Wine and women." He went back, step by step, until a wreck on a well-known railroad caused by his forgetfulness while under alcoholic influence, removed him forever from railroading.

Following close upon the death of the ambition comes the Aftermath, the hereafter of the railroad man.

Discouraged by his misfortunes or retarded by his habits he relaxes into the condition which Mr. Ficklin most fittingly calls "Canned Manhood." He goes to work day after day looking for the advent of the monthly payroll, spends his money as he gets it, always intending of course, someday to pull himself out of the rut and resurrect his lost ambitions, but always putting it off until a more advantageous time until the weight of his years begins to show on his daily activities and he settles down to the enjoyment of the eternal rest cure of the satisfied railroad man.

Thus, friends, I say, and I believe, truly say, "All railroad men are born but few are made."

#### BILL AND SAM.

*Sted.*

Bill Woodside was a brakeman on the good old Puget Sound, Sam Clemmer was a fireman when the wheels spun round and round, they both were loyal workers and were full of life and mirth, they banked their coin and paid their bills and said: "We love this earth." One eve, while munching dinner, in the hash house by the yard, a newsie selling extras was expounding large and hard, the world was in commotion so Bill Woodside grabbed a sheet, that green sheet stated Uncle Sam would help to try defeat the ruthless, fighting Germans and for this he needed men. Says Sam to Bill: "Let's jump our jobs," and Bill replied: "Say when." They drew their checks and banked their wad and piked a soldier man, he sized them up in twenty ways, from here to there they ran to be again examined in a different style and way and wondered if they stood a chance to dip into the fray—of course they were accepted else I could not write these lines, they ditched the rags of civil life, cut out the beers and wines and squatted tight to drill and train—'twas not a railroad game. But Bill and Sam were signed for keeps—help save the Nation's name. One day they sailed across the brine

to land somewhere in France, here Bill and Sam used eyes and brains, not banking all on chance. So when they hit old Mother Earth they'd lapped up heaps of thought to dope their future conduct when their fighting strength was sought; the big day came, the final test and Sam and Bill were there, they doubled up, Sam rang the bell, and Bill he tried the air. Says Bill to Sam: "We'll take the Main for we are headed east, a stock train's coming down the line, it's called the German Beast, and when we meet this also ran just out from Germantown we'll shove her on some siding then we'll flip her upside down." Says Sam: "That spells a run-around, you know the railroad style, don't let the Huns work overtime, just speed them mile for mile, and when we catch them slowing down, pile on the steam and speed, you bet they'll never make the Hump with all their spite and greed." The whistle blew, Sam shoveled coal while Bill released the brakes, they left a Yard somewhere in France and jammed the world with quakes, with engine oiled and coaled for man; they struck the old Main line, says Bill: "It looks like Ellensburg, Cle Elum's where we dine." They surged ahead with speed and force and hit the climbing grade, a big head on collision, then the wrecker's staunch brigade helped clear the track of debris, 'twas Germans far and wide for Bill and Sam had hit the ball and bucked the German tide. Their train stood on the Main Line, intact from end to end, the German train just crumpled up, it didn't stop to bend, it looked like hash and sausage that was made long, long ago; the German train was just a mess, said Sam to Bill: "Let's go; yes, let's go back to old Spokane and hit the Puget Sound, where a railroad is a railroad, not junk spread o'er the ground."

### A QUESTION OF TIES.

*J. J. O'Malley.*

Any railroad man, whether officer or employe, who is given at all to thinking for himself, has asked himself the question many times, "What will the railroad companies use for ties when there is no more timber available?"

Several inventors have endeavored to answer the question in one form or another; some by the reinforced concrete tie; some by the all-steel tie; and one by the combination of steel and wood. During the last ten years there have been very near 3,000 applications for patents on steel ties, which shows the unusual amount of interest taken in this question; also there has been a vast amount of capital expended in making tests, to demonstrate each individual's idea of a substitute for our old wood tie.

Some one may ask, "Why all this fuss about ties?" and assert "We have lots of timber and more growing, wood ties have always been used on railroads and have proven very satisfactory, so why change to either steel reinforced concrete, or combination of wood and steel, either of which would be very

expensive and would only serve the same purpose of holding the rails."

To the first question—as to our lots of timber, let us see how long it will last at the present rate of consumption, also note the enormous amount of good timber that is put into ties, also the acreage of merchantable timber held under Government control compared with that held under private control. In 1914 there were approximately 376,000 miles of steam railroad tracks in the United States, and all other classes of railways brought the mileage up to a grand total of 550,000 miles. Now all these miles of track had to be laid on wood ties, using 2,700 to the mile, or a total of 1,485,000,000 ties. This great amount of timber can only be grasped when shown in a more concrete form than in figures; so to illustrate,—the above number of ties is equivalent to a solid plank floor, four (4) inches thick, 1870 feet (more than a third of a mile) wide, and extending entirely across the United States; and one of the serious problems which confronts the railroad companies is to keep up this floor.

Out of 550,000,000 acres of merchantable timber, only 100,000,000 acres remain in public hands, the other 450,000,000 acres is owned by private interests, and therefore beyond the reach of Government regulation and conservation, and is being used at a rate that will soon see the end; another feature that has entered into the problem is the utter devastation of the forests of Europe by the warring nations, with the increased demand on us for any and all kinds of timber. The opinion expressed by experts is that in forty (40) years' time our forests will be exhausted. This statement may sound like an exaggeration so let us look at the statement of the Government as shown in the report of 1915 which shows the comparative use of timber to the annual growth: according to this report we use and waste three times the annual growth of our forests or in round figures 22,000,000,000 feet of timber a year. The writer is of the opinion that this would answer the question "why all this fuss about ties."

To the second question, "Why change the old wood tie, that has always given satisfaction, etc., etc.," we would say that the present rate of consumption of timber would in itself make the cost of wood ties prohibitive.

The Government report of 1915 mentions the heavy drain on our forest resources for railroad ties; white oak has been called the ideal timber for ties, but that is getting very scarce, many railroads have been using chestnut, cedar and cypress, but these are also becoming exhausted, and now a great many of the roads are using the cheaper and less durable woods such as pine, fir, tamarack and hemlock and are endeavoring to prolong the life of the tie by the use of preservatives. There has been a whole lot of inventing, testing and demonstrating of substitutes for the wood tie, but for various reasons they have proven faulty, in as much as the metal and concrete ties did not possess that resiliency

which makes the wood tie such an excellent shock absorber.

Another reason, the adoption of either the steel or concrete tie called for the elimination of all the old material such as tie plates and spikes, while the all-steel tie called for its own special appliances for holding the rail, and in addition for special insulation (which would soon wear out) to protect electric signals. There are many other reasons why the all-steel tie failed, but the few mentioned will suffice to show that the all-steel tie in its present state of development is not practical.

Now for the reinforced concrete tie; the same objections as to special equipment for rail fasteners and insulation are found, and in addition there is the fact, that, some flexibility is found to exist, making the tie bend more or less as the train passes over it, with the result of loosening the reinforcing material and breaking the tie, thereby becoming a source of danger instead of safety.

Now we come to the third tie mentioned, a combination of wood and steel; in the opinion of several experts who have examined it, it is the one ideal solution of the tie question, as it has all the advantages of the wood tie and none of the disadvantages of the wood or the other ties mentioned.

The tie proper is made of sheet steel, pressed in U-shape with pockets or casing at each end for holding a wood block in place under each rail, a plate at both ends of the block, holding it rigidly in place, thereby maintaining a proper gauge. This tie when once placed does not require renewal for several years; and when it is necessary to change one of the wood blocks or rail cushions, it can be accomplished in much less time by one man, than it usually requires the usual section gang to remove the ballast in replacing a wood tie.

Another feature, is the fact that the use of a tie such as the one under discussion, does not abolish a single principle of the wood tie except one, and that one is the one feature every man regardless of the business he may be engaged in endeavors to minimize, and that one feature is the element of cost.

While the steel and wood tie may be slightly more expensive in its initial cost, when the upkeep is compared with that of the wood tie the difference is so great in favor of the combination wood and steel tie as to leave no comparison.

The St. Paul System has been first in so many things that contribute to safety, speed and comfort for her patrons, "whether as passengers or shippers," let her also be the first to adopt a railroad tie that must eventually prove universal, and show the public that the OLD MILWAUKEE ROAD is still FIRST in everything.

#### Foolish Questions Asked the Agent at Lewiston.

Lady: "Two 50 cent tickets, please?"  
 Ticket Agent: "Where to?"  
 Lady: "To Illger, of course."  
 Drunk: "Grass Range train gone?"  
 Agent: "Yes, sir."  
 Drunk (next morning): "Grass Range gone?"  
 Agent: "Yes, 15 minutes ago."  
 Drunk: "By G— it wash gone yesthurday, too."

## U. S. RAILROAD ADMINISTRATION

Office of the Director General,  
Washington.

### Circular No. 24.

April 22, 1918.

Shortly after possession and control of the railroads of the United States were assumed by the Government, I appointed a Railroad Wage Commission for the purpose of making a thorough investigation of the wages paid to all railroad employes, whether members of labor organizations or not. I announced that if, as a result of that investigation, an increase of wages was made by the Director General, such increase would become effective as of January 1, 1918.

The task confronting the Railroad Wage Commission was greater in magnitude than any task of a similar character ever undertaken. The commission immediately applied itself to the work with great energy and with unremitting labor to a study of the large and complex questions involved. In matters of such magnitude adequate time is essential to intelligent consideration and wise conclusion.

The commission has informed me that it expects to submit its report on my return to Washington upon the conclusion of the present Liberty Loan campaign, May 4th. I shall promptly review the report of the commission and render a decision upon its findings and recommendations. Meanwhile, no employe's interest is being hurt or prejudiced because whatever increases may be granted will have accumulated in the form of savings and will not have been spent in the meantime as might otherwise have been the case.

I hope that every railroad employe in the United States will lend all the money he can, consistently with his individual circumstances, to his Government by buying Liberty Bonds; they pay four and one-fourth per cent interest per annum and are the safest investment in the world—as safe as the money of the United States and safer than deposits in banks. In lending your money to the Government you not only save the money for yourselves, but you help every gallant American soldier and sailor who is fighting in this war now to save your lives and liberties and to make the world safe for Democracy.

W. G. McADOO,  
Director General of Railroads.

### ORDERS CERTAIN RAILROAD OFFICES TO BE DISCONTINUED.

#### Employes To Be Transferred.

Director General of Railroads McAdoo has issued the following instructions to the regional directors:

1. Discontinue the separate city freight

or passenger offices where the public may be adequately served at the depot. This applies particularly.

2. Consolidate or group all city ticket offices, placing the union office in convenient location where rental is reasonable providing sufficient space to properly accommodate the public.

3. Cancel all arrangements with tourists or other similar agencies for solicitation of passengers or sale of tickets.

4. Discontinue all off-line traffic offices.

#### **Replacement of Employees.**

5. Employees released as result of above to be assigned to other duties to the extent possible. Some now employed in off-line offices will be needed by local line to strengthen its traffic forces in order to properly care for the additional work which will result from the above changes.

6. The functions and services formerly performed by the off-line offices in protecting the needs of the public will be incorporated in the offices of the initial lines.

Separate off-line traffic offices were created by the various transportation interests on account of existing keen competition for passenger and freight traffic, and were practically headquarters for soliciting agents who were stationed in all commercial districts for the purpose of protecting the interests of the carriers by whom they are employed. Now there is no competition, which eliminates need for solicitation by the individual carriers. The policy is one of efficiency with all possible retrenchment and economy consistent with protecting the best interests of the public.

No community will be deprived of adequate sources of information and advice as to matters connected with passenger and freight service. It will be a necessity for the lines directly serving each locality to see that their offices are manned and equipped to furnish the needed information and advice. This to include the issuance of through bills of lading, quotation of rates, passing reports of cars en route, advice to prospective passengers, and all other necessary information heretofore furnished by the off-line offices.

The employees released from their present duties as a result of this are to be assigned to other duties as far as possible with the same road. Some now employed in off-line offices will be needed by the local lines to strengthen other traffic forces to properly take care of the additional work entailed upon the initial lines on account of this change. In making this readjustment it is intended to work as little hardship as possible upon the employees concerned. Many of these men have been in the service of their respective lines for long periods and their railroad insurance and pension rights will be protected.

#### **The Official Bulletin.**

Owing to the enormous increase of Government war work, the governmental departments at Washington are being flooded with letters of inquiry on every conceivable subject concerning the war, and it has been found a physical impossibility for the clerks, though they number an army in themselves now, to give many of these letters proper attention and reply. There is published daily at Washington, under authority of and by direction of the President, a Government newspaper—The Official U. S. Bulletin. This newspaper prints every day all of the more important war rulings, decisions, regulations, proclamations, orders, etc., etc., as they are promulgated by the several departments and the many special committees and agencies now in operation at the National Capitol. This official journal is posted daily in every post-office in the United States, more than 56,000 in number, and may also be found on file at all libraries, boards of trade and chambers of commerce, the offices of mayors, governors, and other federal officials. By consulting these files most questions will be found readily answered; there will be little necessity for letter writing; the unnecessary congestion of the mails will be appreciably relieved; the railroads will be called upon to move fewer correspondence sacks, and the mass of business that is piling up in the government departments will be eased considerably. Hundreds of clerks now answering correspondence will be enabled to give their time to essentially important war work, and a fundamentally patriotic service will have been performed by the public.

#### **The Northern Montana is a Patriotic Community.**

*H. R. Werhoske.*

All things considered, we doubt if there is another in the United States where the spirit of unselfish patriotism is better exemplified than right here tributary to this division.

There is mighty little whining among employees who have been selected under the draft act and hundreds of them have volunteered in every department of our military organization. We can not repress the feeling that no section of this great land will offer a finer, manlier bunch of officers and privates than this community is sending forth. Our Liberty Bonds, Thrift Stamps, Red Cross and Y. M. C. A. quota has been generously over-subscribed.

I have just returned from a trip over the entire district and have added numerous items of proof relative to the unflinching loyalty of our farmers in this community and what our Uncle Sam may look forward to from this territory. The farmers in this territory are exerting every effort to increase production to the greatest possible intensity and I never before saw a season open up with more promise for an agricultural country than is evidenced this spring in Montana. I found that the winter wheat planted will equal a 50 per cent increase over 1917. This

increase does not take into consideration the vast amount of spring wheat that is being and will be sown during the present month. Much wheat will also be sown in new breaking. The seed situation is well in hand, there being no evidence whatever of a wheat seed shortage, and while there is no surplus flax in sight, it appears probable that everyone will be supplied with that seed who wants it. The bankers have come to the assistance of the farmers in a commendable way, but I find that the farmers have not resorted to the seed grain law as much as was anticipated earlier in the season.

While this country may not be a particularly demonstrative community, it is loyal to the core. It is altogether worth while to be a part of such a community, to feel constantly the uplifting spirit of its genuine devotion to a splendid cause and we shall continue in this direction until the war ends.

### Those 1918 Blizzards—Gone But Not Forgotten

*J. Murphy, Roadmaster.*

Our first blockade storm started on January 7th and we left Waukesha with snow plow 48029 and engine 6608; P. Mills, engineer, and J. Caveny, conductor. It was snowing and blowing from the northwest very hard and drifting badly, but we cleaned out all our passing tracks as we went along, where there were no cars on them.

We had orders to meet passenger train No. 22 at Palmyra, but when we arrived there we learned that 22 was stuck in the snow two miles east of Whitewater and we were ordered to go and get them out. As soon as arrangements were made we started on to get 22 out. It was snowing and blowing and drifting "to beat the band" and growing worse every minute. When we arrived within about three-fourths of a mile of where 22 was stuck we stopped to see if we could see their engines. We located them and started toward them, keeping on until we were within about fifteen car lengths of the train when we, too, got stuck in a drift which was 1,220 feet long and five feet deep clear across the track. We backed up and came up again, this time to within 100 feet of the two engines which were double-heading 22. Then we backed the plow out of this drift and got men from Whitewater, with the men we had brought from Palmyra, and dug out the rest of the drift. The two engines and entire train were buried in an eight-foot drift.

As soon as we started to dig the train out we sent the plow back to Palmyra, as it was drifting so fast it would not be safe to back the plow and caboose. We had passed a drift coming on the curve 1,800 feet east of where No. 22 was stuck which was 1,000 feet long and five feet deep. We got the engines dug out on both sides and underneath, but neither could move. They were frozen to the rails. I then telephoned to the dispatcher to send the engine from Palmyra which had gone back with the plow to help

pull the engines out, or at least get them started. The engine came back to where No. 22 was stuck and we broke two chains in getting one of the engines loose. We then doubled up the chains and got one engine out. We cleaned the ice out of the flanges and got the other one started, then we pulled the train out of the drift.

After the line was opened up I put on a snow plow and a crew of forty-five men to widen all the snow cuts from six to seven feet from the rail, by casting the snow onto the track, then go at it with the plow and throw it over the right-of-way fence. In the meantime while the snow plow train was at the station to clear regular trains, I put the men in the fields back of the cuts, sixty feet from the right-of-way fence and built snow barricades along from four to five feet high for snow breaks and this helped out wonderfully.

The next big storm, which we had on the 11th, 12th and 13th of January, was a very bad one. On January 12th and 13th all trains were abandoned. On January 13th we opened up the main line from Brookfield to Madison with snow plows. From January 5th to February 5th we had more or less storms and blizzards continually.

On February 5th we left Waukesha with snow plow 48029 and got as far as Milton Junction. Our flanger was at Milton and we had orders to turn the plow over to the Mineral Point Division and pick up the flanger and come back to Milwaukee with it. This order was cancelled and we received orders to go to Janesville with plow and flanger. We had everything hooked up to go to Janesville when this order was cancelled and we were told that passenger train No. 21 was stuck in a snow drift three miles east of Whitewater, and to go and get them out, so we went to Whitewater with both plow and flanger working. We went down to where No. 21 was stuck and got them out and to Whitewater then we assisted No. 21 to Milton. This storm was from the south, filling all cuts from three miles east of Whitewater to two miles west of Milton Junction. Train No. 61 followed us from Waukesha to Milton Junction with plow ahead. After we had left Milton Junction to go to get No. 21 out of the snow three miles east of Whitewater, No. 61 pulled out to go to Madison. They got stalled one and a quarter miles west of Milton Junction and the section men and engine from train No. 8, that was at Milton Junction had to get No. 61 back to Milton Junction. In the meantime train No. 131 from Chicago to Madison was stuck in a snow drift one mile east of Anderson station and did not get to Milton Junction until 6:30 p. m., whereas they are due at Milton Junction at 10:55 a. m. The storm lasted all day, snowing and blowing continually, snow drifted into all cuts from four to six feet deep. We then put on a snow train and widened all of the snow cuts through from two miles west of Milton Junction to three miles east of Whitewater, which was some snow.



Car Repair Department Women Employees, Milwaukee Shop.

## The Women of the Car and Machine Shops

"They make excellent workers," said Philip Renier, master car builder, at Dubuque shops, last fall when Dubuque swung away from tradition and entered the field of women workers to find help in place of the boys who answered the call to the colors. And "they make excellent workers" is the general verdict from other departments and other shops on the system which have employed women to do men's work. There are women workers on all the rip tracks, in all the car cleaning departments, in most of the paint shops, in the upholstering rooms and store departments, but Dubuque still leads, for at none of the others, so far, have women been employed at the machine tools. This innovation is, however, sure to be more widespread as the call for our fighting men continue. That "they make excellent workers" and will hold the home line is no longer a matter of doubt or speculation.

Milwaukee shops, which started with a few women in the coach cleaning yard now has upward of one hundred and fifty in various branches of coach and yard work, with a few experimentally, in some of the other departments. There are a great number of women doing the office work out there, many more than were formerly employed, and their success is such as to give no uneasiness in regard to the supply of office help at the shops. One opening which seems to be full of promise for women workers, is in the drafting room. Here Mrs. C. W. Osmer is doing excellent service at the tracing boards, for her husband, who is draftsman in the mechanical engineering department. Also, one bright girl, Lillian Umbs, who has a brother "over there," is taking his place at the blue print frame, thus helping out the family income while her brother is helping on the firing line.

The preponderance of women workers, as has been said, at Milwaukee shops, exclusive of clerks and stenographers, is in the shops where there are thirty-six washing sash; four washing lamps in the plating room; four seamstresses in the upholstering room; thirty in the paint shop, where they do the preparatory cleaning ahead of the painters. This last, is unquestionably in women's sphere, but strangely enough, women

have not, until the present stringency of the labor market, been called upon to do coach cleaning. Their success, however, should be largely a matter of personnel and supervision. In addition, there are approximately fifty women working as laborers, eight in the car shops, sweeping, etc., and the rest engaged about the rip tracks, picking up scrap wood and doing other similar work, heretofore done by men laborers.

At Minneapolis, the labor situation has not yet become acute and while some women have been taken on, they are less numerous there, comparatively than in our other large plants. In the paint shop there are twelve under Foreman Herbert Watson, cleaning glass, washing interior of coaches, sash and trimmings; there are about twenty-five in the coach yard cleaning coaches; two in the upholstering rooms and one repairing shades. The women industrial workers of this plant seem exceptionally happy, and if you ask them how they like, or how they get along, the invariable reply, accompanied with a smile is "fine;" and one woman is there who started in at office work and transferred to the shop because of better pay and shorter hours.

At Dubuque shop, the "woman question" has had a wider try out in that these workers appear at the machine tools, and the brass polishing machines and in the air brake room grinding in angle cocks and cleaning triple valves. The results are generally satisfactory and it is certain that as the men are called away more women will be taken on to work at such machines and machine tools as their strength permits them to handle. Dubuque shops now have nine women cleaning passenger equipment: three women washing window sash and blinds; one woman running drill press machine; three women cleaning shop. The repair yard has one woman in the air brake room and one in the machine shop running a bolt threading machine. The locomotive department also has one woman running a bolt threading machine and one woman at a nut tapping machine.

Women are employed at cleaning in the coach and locomotive departments at Deer Lodge and Tacoma. They have been put at the task of washing the exterior of the huge electric motors at Deer Lodge, and to them is



the credit for the "shining morning faces" of these Kings of the Rails for certainly they are always in the pink of condition as far as outward appearances go, when they take the road.

In the matter of a uniform garb,—the women industrial workers at all the shops wear khaki overalls and close fitting caps to confine their hair, and if there was, in the beginning, some hesitancy amongst the women applicants, to donning the useful and practical overall, it has now vanished, the women soon realizing that this was the sensible and safe method. For in this standardized uniform, not only do they run no risks from fluttering skirts while around the machinery, but their general health and cleanliness is protected. The men, generally speaking, have become accustomed to their female co-workers and both men and women go along about their business, the one paying no attention to the other unless required to do so by their regular, routine work. The women all work under the regular shop or yard foreman, and most of these latter are considerate and willing to help a woman to learn her work, to relieve her of undue burden and to recognize that she needs an occasional rest of a few moments. In this last particular, the work of the woman will always differ, for if her job requires that she stand to perform it, she will have to be relieved occasionally during the day, for ten minutes or so,—but this rest in no manner hinders the work, for she takes hold with renewed vigor afterward. A close observer of the women industrial experiment says that women, unlike men, are found to produce as good work at the closing whistle at night as they performed in the first morning hour, being at all times uniform and exact; and upon the uniformity and exactness with which they are taught their work, depends their product, for they follow closely the letter of their instructions.

The accommodations for these women vary in the different shops. All of them have their own cloak rooms, exclusive lunch rooms and very ample and commodious toilet rooms. In Milwaukee and Dubuque shops, there have been arranged by partitioning off sections of buildings already standing. At Minneapolis, Deer Lodge and Tacoma, separate buildings have been erected for them. The Minneapolis arrangement seems rather the best of them all, and it is the largest. The building, which is of brick, contains two good sized rooms, one of which is the toilet and wash room, equipped with sanitary plumbing fixtures, the other has long tables, benches and chairs where the women take their noon hour, and eat their lunches. Here also, they come for their brief rest periods. The building is in a secluded corner of the grounds and is looked after by the women themselves presided over by a sort of forewoman from among their ranks. This method of supervision obtains at all of the other shops, and doubtless as time goes on and the "experiment" continues, other conveniences will be added so that the natural longing of womankind to have a "home" at-

mosphere may prevail in their retiring rooms; for it is this little touch of home which makes for contentment and efficiency among the women workers, regardless of the kind of work they are doing.

My visit to Dubuque shops was most interesting, for there I saw for the first time, women stepping into the breach and realized and visualized them holding the home lines. The women at the bolt threading machines, the nut tapping machines, etc., were actually doing the unaccustomed,—were in the front rank of innovation, and their shop "bosses" had nothing but words of praise for them. They were most carefully selected and were making good; they were womanly, modest and courageous. I asked the woman in charge of the brass polishing machine to show me her particular stunt. She had been sorting out tarnished brassware, and she cheerfully picked up an especially unpromising piece of blackened brass, drew on her gloves and started the buffer, which buzzed and whirred in a way that would have held me, certainly at a most respectful distance from its whizzing wheel. Thrusting the lamp under the buffer, she turned and manipulated it with perfect ease and brought it out as clean and good as new. I asked her if she did not feel afraid of those flying wheels, and she said at first she approached them with some trepidation, but as soon as she got used to them and acquired the special twist of the wrist necessary to bring the object to be polished in contact with the buffer, the machine at once lost its terrors. She certainly was deft and efficient.

The women all receive the same rate of pay as the men, and most of them can be relied upon to work full time.



Dubuque Shops Patriots.

This local is few in number, but sure are patriotic. One of their members has joined the colors and is now in France. The service flag shown in the picture represents the absent one. They are 100 per cent "Red Cross," and the possessors of \$1,600.00 worth of Liberty Loan Bonds. They are liberal contributors to all subscriptions for the boys that have joined the colors and ever ready to try and do their best.

February 16, 1917, railway passenger stuck in snow at Baxter. Customer at ticket window asking regarding next train for Moore. Ticket Agent answering phone "Milwaukee."

Customer at window: "Yes, I walked in. Did they beat me?"

## Claim Prevention Bureau

*C. H. Dietrich, General Chairman*

Chicago, Ill., April 18, 1918.

The General Committee on Claim Prevention wishes to report that the loss and damage account for February, 1918, amounted to \$132,610.87, which, compared with February, 1917, amounting to \$86,485.29, indicates an increase over last year for this account of \$46,125.58. The ratio of loss and damage to freight revenue for February, 1918, is 2.59 per cent.; the ratio for February, 1917, was 1.96 per cent.

From the figures quoted above, it is quite apparent that our loss and damage account at the present time is easily 100% above normal, and, while unfavorable conditions undoubtedly prevailed during the period in which these claims accrued, there were no conditions that could possibly be charged with all of this increase. In other words, a substantial proportion of this amount is chargeable to conditions that were entirely preventable, and our management expects the officers and employes responsible for the proper handling of freight to bring about an immediate improvement in order that this drain on the Company's revenues may be kept within reasonable bounds at least.

In our letter last month mention was made regarding the practice of allowing stock shippers to load dead animals in carload shipments of live stock and intimated that this practice might be continued. This was an error on our part, as the practice of allowing dead animals to be loaded in cars with live stock is positively prohibited, either in intra or inter-state business, it being a direct violation of the United States Department of Agriculture's regulations governing the inter-state movement of live stock, and it is also prohibited by the Assistant General Manager's Circular 664 of April 8, 1918.

The season is now at hand when perishable freight of all kinds must be given protection from damage by heat and all agents at points originating perishable freight or points at which perishable freight is received from connecting lines should take immediate steps, before accepting such freight for transportation, to see that reasonable protection in the shape of refrigerator cars is available. There will undoubtedly be an extraordinary shortage of ice this summer on account of the manufacture of artificial ice being restricted, and in the arrangement of our scheduled refrigerator cars from the larger loading points containing fruit, vegetables, etc., we are continuing the practice of last year, namely—handling refrigerator cars under ventilation where such cars peddle out within twenty-four hours, but in the handling of dairy products, fresh meat and packing house products, it will be necessary to keep such

cars fully refrigerated and every car should be given attention to see that it is kept well iced to destination.

All stations have now been supplied with the new forms for the issuing of Over, Short and Damage reports, and the Bureau for handling these reports is fully organized. In order to secure maximum efficiency, it is essential that every freight agent report promptly on proper form every instance of freight checking over, short or damage at his station. If this is done, it will enable this office to furnish division officers with the information needed by them to make the necessary corrections.

Attention is again directed to the fact that under Government operation the individuality of each railway is being retained, and the extent of our loss and damage account reflects directly on our Company's operating efficiency. The officers and employes of this Company surely have enough pride in its reputation to exercise every possible effort toward maintaining a record that will compare favorably with that of any other railway in the country, and this thought, together with the more important one that every dollar's worth of property destroyed by careless handling in transit means a loss that we can not afford during the period of the war, should inspire us all to put forth every ounce of energy we possess to the end that every patriotic citizen is striving for at the present time.

C. H. DIETRICH,

Freight Claim Agent.

Have you purchased your Third Liberty Loan Bond?

### Committee on Maximum Car Loading Saving Car Days.

Freight conductors can save many car days by following the example of Conductor W. L. Weidner of the Dubuque Division. When Conductor Weidner has cars in his train billed to North McGregor which he thinks will be diverted, he telephones the consignee and gets the instructions immediately, thereby preventing delays and reducing car days.

Train marked up one hour late on bulletin board: "Is the train on time according to the board?"

"What are Mr. Smith's initials at Grass Range?"

Sixteen-year-old (girl) lady: "Would I ride for half fare?" She really meant it.

"What condition at Harlington do you make with the Olymle?"

"Will that train be on time tomorrow?"

Lady: "I want a folder. How much is it?"

Ticket Agent: "Nothing, lady."

Lady: "I'll take another one, then."

# OUR HONOR ROLL

The following list and those which have preceded are the enlistments and draft as of March 1st. Names entered subsequent to that date will be published in due course.

Name	Headquarters	From H. & D. Division.	Occupation	Title	Location
C. W. Dittle	Cologne, Minn.	Telegrapher	.....	.....	.....
W. T. Stielow	Granite Falls	Leverman	.....	.....	.....
O. M. Sletter	Wegdahl	Telegrapher	.....	.....	.....
J. J. Matzoll	Odessa	Telegrapher	.....	.....	.....
Jim Turner	Aberdeen, S. D.	Laborer	.....	.....	.....
J. S. Nilan	Peever, S. D.	Station Agent	.....	.....	.....
Levi Cruss	Aberdeen	Fireman	.....	.....	.....
Jim Jones	Aberdeen	Machinist Helper	.....	.....	.....
Jim Jones	Aberdeen	Machinist Helper	.....	.....	.....
John Gengler	Aberdeen	Machinist Helper	.....	.....	.....
Erwin Massey	Appleton	Coal Passer	.....	.....	.....
Harry Root	Appleton	Coal Passer	.....	.....	.....
William Handrickson	Appleton	Section Laborer	.....	.....	.....
Ray Peterson	Appleton	Coal Passer	.....	.....	.....
Henry Carleson	Correll	Section Laborer	.....	.....	.....
Carl Edquist	Odessa, Minn.	Section Laborer	.....	.....	.....
Harry Nypen	Abercrombie, N. D.	Section Laborer	.....	.....	.....
Alf. Brandmo	Montevideo, Minn.	Brakeman	.....	.....	.....
Arthur Boggis	So. Minneapolis	Brakeman	.....	.....	.....
Thos. E. Collins	Farmington	Brakeman	.....	.....	.....
Alfred Blanness	Montevideo	Brakeman	.....	.....	.....
John Wizback	Montevideo	Brakeman	.....	.....	.....
L. J. Murphy	Montevideo	Brakeman	.....	.....	.....
Clyde M. Stevens	Montevideo	Brakeman	.....	.....	.....
Guy E. Miller	Montevideo	Brakeman	.....	.....	.....
O. M. Leem	Montevideo	Brakeman	.....	.....	.....
Fred O. Bakke	Montevideo	Brakeman	.....	.....	.....
Bernard Bucklin	Minneapolis	Brakeman	.....	.....	.....
W. H. O'Neil	Minneapolis	Brakeman	.....	.....	.....
H. C. Johnson	So. Minneapolis	Brakeman	.....	.....	.....
Frank E. Wilcox	Montevideo	Conductor	.....	.....	.....
Arnold Moe	Montevideo	Car Checker	.....	.....	.....
Clarence Reiman	Wegdahl	Carpenter	.....	.....	.....
Andrew O. Hegre	Wegdahl	Pump Repairer	.....	.....	.....
Roy DuShane	Hastings	Carpenter	.....	.....	.....
Hans Lilleskoy	Aberdeen	Fireman	.....	.....	.....
Fred Radell	Aberdeen	Fireman	.....	.....	.....
Wm. Davis	Aberdeen	Fireman	.....	.....	.....
Edw. Johnsrude	Aberdeen	Engineer	.....	.....	.....
Frank Wall	Aberdeen	Firebox Cleaner	.....	.....	.....
Fenzen Genlichten	Aberdeen	Push-car Man	.....	.....	.....
<b>From Min. Pt. Division.</b>					
Wm. Kuehl	Genesee	Section Laborer	.....	.....	.....
D. J. Cunningham	Janesville	Ticket Clerk	.....	.....	.....
Olaf Johnson	Orfordville	Section Laborer	.....	.....	.....
Anil Fromholtz	Brodhead	Section Laborer	.....	.....	.....
John Poiston	Romona	Section Laborer	.....	.....	.....
Carl Crosby	Belmont	Section Laborer	.....	.....	.....
Harvey Genthe	Platteville	Freight Handler	.....	.....	.....
John Dixon	Platteville	Freight Brakeman	.....	.....	.....
Elmer Corbett	Browtown	Section Laborer	.....	.....	.....
H. Robertson	Gratiot	Section Laborer	.....	.....	.....
Wm. Steel	Gratiot	Section Laborer	.....	.....	.....
D. Cleveland	Gratiot	Section Laborer	.....	.....	.....
Jas. Benson	Gratiot	Section Laborer	.....	.....	.....
Harry Bates	Gratiot	Section Laborer	.....	.....	.....
.....	Darlington	Freight Handler	.....	.....	.....
C. E. Neumann	Mineral Point	Telegrapher	.....	.....	.....
<b>From Illinois and R. &amp; S. W. Divisions.</b>					
Wm. Keenan	Savanna	Freight Brakeman	.....	.....	.....
Chas. Bilhorn	Savanna	Freight Brakeman	.....	.....	.....
Harry P. Doyle	Savanna	Freight Brakeman	.....	.....	.....
C. H. Lambert	Savanna	Freight Brakeman	.....	.....	.....
J. T. Quinn	Chicago	Freight Conductor	.....	.....	.....
H. E. Coyle	Savanna	Operator	.....	.....	.....
Paul Pratt	Davis Jct.	Extra Operator	.....	.....	.....
E. R. Allen	Savanna	Asst. Ch. Clerk	.....	.....	.....
J. O. Dauphin	Savanna	Clerk	.....	.....	.....
E. J. Waterman	Savanna	Switchman	.....	.....	.....
J. T. Ferguson	Elkhorn	Operator	.....	.....	.....
W. W. Stubbs	Elkhorn	Extra Operator	.....	.....	.....
J. E. Jumbler	Chicago	Freight Brakeman	.....	.....	.....
F. B. Rowe	Savanna	Freight Brakeman	.....	.....	.....
C. A. Hundley	Chicago	Freight Brakeman	.....	.....	.....
W. J. Kammer	Chicago	Freight Brakeman	.....	.....	.....
A. F. Starke	Savanna	Freight Brakeman	.....	.....	.....
T. J. Renwick	Kirkland	Passenger Brakeman	.....	.....	.....
T. Clifford	Janesville	Freight Brakeman	.....	.....	.....
P. G. Roland	Milwaukee	Freight Brakeman	.....	.....	.....
C. E. Coakley	Beloit	Freight Brakeman	.....	.....	.....

Name	Headquarters	Occupation	Title	Location
T. W. Fletcher	Milwaukee	Freight Brakeman		
Otto Calado	Leaf River	Ex. Gang Laborer		
Sam Thlrnis	Savanna	Ex. Gang Laborer		
John Vivikides	Pingree Grove	Ex. Gang Laborer		
Gust. Bietsas	Pingree Grove	Ex. Gang Laborer		
Alex Sawler	Pingree Grove	Ex. Gang Laborer		
Nick Sawler	Pingree Grove	Ex. Gang Laborer		
Peter Scott	Pingree Grove	Ex. Gang Laborer		
Andrew Paris	Pingree Grove	Ex. Gang Laborer		
Clarence Ashcroft	Byron	Section Laborer		
Harry Rogers	Mt. Carrol	Section Laborer		
Harry Radke	Savanna	Switchman		
Earl Salisbury	Savanna	Switchman		
Irvin Taylor	Savanna	Chief Clerk		
Warren Jamieson	Savanna	Trucker		
Joe Weatherall	Savanna	Trucker		
Chas. White	Savanna	Trucker		
Arthur Helms	Elgin	Frt. House Foreman		
O. V. Kieckhofer	Freeport	Brakeman		
Vernon Talor	Freeport	Trucker		
Frank Annerpole	Freeport	Brakeman		
Wm. House	Freeport	Section Foreman		
Paul H. Smith	Beloit	Cashier		

**From Wis. Valley Division.**

Gordon McNutt	Wausau	Clerk		
Glenn Summerville	Babcock	Operator		
William Pschorr	Merrill	Operator		
H. L. Rima	New Lisbon	Passenger Brakeman		
Prentice English	Merrill	Freight Brakeman		
Joe Fries	Merrill	Clerk		
Leslie Fries	Merrill	Clerk		
Larue Frazier	Merrill	Clerk		
Ralph Bauer	Tomahawk	Fireman		
James O'Brien	Tomahawk	Fireman		
Frank Mattson	Marrill	Fireman		
George Streeter	Tomahawk	Engineer		
James Streeter	Wausau	Machinist		
Alex Granholm	Merrill	Fireman		
Elgin Fowler	New Lisbon	Fireman		
George Gahan	Tomahawk	Boilermaker Helper		
William New Holm	Merrill	Boilermaker Helper		
Alex Newhols	Wausau	Wiper		
John Brown	Wausau	Clerk		
Louis Hanson	New Lisbon	Fireman		
Minaard Boorman	Merrill	Car Repairer		
Herman Bires	New Lisbon	Car Repairer		
R. E. Bullis	New Lisbon	Brakeman		
Dick Ziebell	Star Lake	Section Laborer		
Delton Bland	Merrill	Section Laborer		
William Fisher	Minocqua	Section Laborer		
Carl Nineman	Gleason	Section Laborer		
Hildor Hanson	Boulder Jct.	Laborer		

**From Northern Montana Division.**

C. L. Whiting	Lewistown	Superintendent		
Leo B. Kyes	Lewistown	Car Clerk		
Stanley Core	Great Falls	Ex. Gang Foreman		
William Culvin	Great Falls	Car Repairer		
Dave Haffner	Lewistown	Engineer		
Wylie Allen	Lewistown	Fireman		
O. C. Wilson	Lewistown	Brakeman		
A. F. McDonald	Lewistown	Brakeman		
L. C. Soper	Lewistown	Brakeman		
E. J. Pirie	Lewistown	Brakeman		
Geo. R. Haines	Lewistown	Brakeman		
F. C. Tadewalt	Lewistown	Fireman		
L. F. Dickerson	Lewistown	Fireman		
J. L. Cox	Lewistown	Fireman		
Geo. Dimitroff	Lewistown	Sta. Fireman		
H. T. Doyle	Lewistown	Round'ise Foreman		
Service W. Finkbeiner	Lewistown	Car Repairer		
Richard Berry	Lewistown	Car Repairer		
Boyd Cawley	Great Falls	Car Repairer		
Alfred Farlan	Great Falls	Car Repairer		
Lewis Sells	Great Falls	Car Repairer		
W. T. O'Ragan	Great Falls	Engine Dispatcher		
James F. Russell	Great Falls	Boilermaker Helper		
Mike Makich	Arrow Creek	Section Foreman		
Roy Dincoff	Lewistown	Section Laborer		
Rampo Pavloff	Lewistown	Section Laborer		
Mike Kordich	Lewistown	Section Laborer		
Wm. Mueller	Denton	Pumper		
Chas. Albright	Lewistown	Timekeeper		
Geo. Motter	Lewistown	Carpenter (B. & B.)		
Edwin Steiner	Lewistown	Carpenter (B. & B.)		
William Wallace	Lewistown	Carpenter (B. & B.)		

**From the La Crosse Division.**

Harold Hoffman	Wauwautosa	Night Clerk		
Percy H. Lumb	Wauwautosa	Helper		
Joseph Klves	Watertown	Warehouse Foreman		
G. Gerth	Watertown	Sta. Baggage man		
Allen B. Biefeld	Watertown	Timekpr. Ex. Gang		
Edwin Bandella	Watertown	Ex. Gang Laborer		
Lawrence Meltner	Watertown	Ex. Gang Laborer		
Alex Stoebe	Watertown	Ex. Gang Laborer		

Name	Headquarters	Occupation	Title	Location
Clarence Eickstadt	Watertown	Ex. Gang Laborer		
Herbert Euper	Watertown	Ex. Gang Laborer		
William Hayes	Watertown	Ex. Gang Laborer		
Gus Senlebach	Watertown	Ex. Gang Laborer		
August Windland	Lyndon	Section Laborer		
Wm. Lindland	Lyndon	Section Laborer		
Wm. J. Hayes	Mauston	Operator		
Wm. Thompson	Oakdale	Section Laborer		
Ben Clark	Milwaukee	Brakeman		
R. Henrathy	Milwaukee	Brakeman		
Frank Ternes	Milwaukee	Brakeman		
J. Pike	Portage	Brakeman		
Geo. Anderson	Milwaukee	Brakeman		
Foster Phillips	Milwaukee	Brakeman		
Harry Warner	Milwaukee	Brakeman		
Jess Taylor	Portage	Brakeman		
Glenn W. O'Brien	Oconomowoc	Baggageman		
Heman Cady	Okauchee	Section Foreman		
Rudolph Bahr	Watertown	Section Laborer		
Henry Mitzner	Watertown	Day Ticket Clerk		
C. W. Gnavoeh	Watertown	Cashier		
Carl Brunke	Watertown	Bill Clerk		
Clarence Peters	Watertown	Car Clerk		
John Pope	Wyocena	Section Laborer		
W. G. Reinders	Westby	Agent		
P. H. Rund	Westby	Helper		
Arnold Fawcett	Viroqua	Bagge. & W'iseinan		
<b>From P. du C. Division.</b>				
Wm. Kuehl	Genesee	Section Laborer		
S. J. Hackett	Whitewater	Freight Clerk		
K. T. Lutz	Edgerton	Freight Clerk		
Hurley Ford	Edgerton	Baggageman		
Glenn Böck	Edgerton	Telegrapher		
Axel Sundby	Stoughton	Freight Clerk		
James Wilson	Madison	Switchman		
Leo McCann	Madison	Switchman		
Richard Plautz	Edgerton	Freight Handler		
B. L. Eller	Stoughton	Telegrapher		
Irviz Garner	Madison	Brakeman		
Norbert Barry	Madison	Brakeman		
Earl Royston	Madison	Brakeman		
B. Hertzman	Madison	Freight Clerk		
G. J. McDonnell	Spring Green	Telegrapher		
E. J. Bear	Lone Rock	Telegrapher		
Jos. Richter	Muscoda	Freight Helper		
C. L. Clancy	Wauzeka	Telegrapher		
Howard Farris	Steuben	Section Laborer		
Richard Privat	Gotham	Section Laborer		

### The Proposed C., M. & St. Paul Railway Employees' Concert and Military Band.

Since the last issue of the Employees' Magazine many musicians in the employ of the C., M. & St. P. have responded to the appeal and inquiry as to available talent for a band and the prospective membership begins to look quite promising. While there is a little uncertainty at this writing of the possibilities of successfully organizing a band owing to lack of full instrumentation, we feel quite encouraged by the hearty response thus far and hope to accomplish something definite and successful in the near future.

There are some thirty musician employes already listed for the band and much credit is due them for so earnestly and promptly responding. Keep up the good work.

Practically every employe who has signed up so far has very enthusiastically expressed his desire to see a fine big band organized and all seem to be boosters. Next to musicians, boosters are what we need most, and everybody can help in that respect by "scouting up" employes who play some band instrument.

To make our band complete we still need more employes who play the following instruments: Bass or tuba, baritone, trombones, tenor, and bass drum. There is also a great necessity for more reed instruments, especially clarinets, bassoon, oboe, piccolo, etc.

A few more saxophones and snare drums are also needed. Surely of the thousands of C., M. & St. P. employes there are yet musicians with band instruments who are located in or about Chicago.

We say in or about Chicago as Chicago is the natural headquarters and where rehearsals will be held. However, while brother employes located out of Chicago, or at least too far to get in each week for rehearsals, are listed as members and will of course be welcome and even notified for all special rehearsals and occasions where the band will play, it is earnestly desired that a complete membership be enlisted which can be depended upon for weekly rehearsals in Chicago.

Lest employes who are band musicians hesitate to sign up, as some have done, because of suspicions that those originating the idea and enlisting musician employes for a band are out for personal profit in prospect let us say here and now that such is not the case. James L. Rippey, serving as acting manager, and Bryant E. Hadley, acting secretary of the proposed employes' band, are both employes of the C., M. & St. P. Engineering Department, which occupies offices in room 719-20 Lyon & Healy Building, Chicago.

So if you play any band instrument or know of any other employe that does, do not hesitate to send in that information—name, department, address and instrument played—to the above address.

# Safety First

*A. W. Smallen, General Chairman*

## From Bureau of Safety.

To All Our Employees:

Three-fourths of the accidental deaths can be prevented!

United States statistics have demonstrated that three-fourths of the deaths and serious injuries from accidents can 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 in the United States. 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.**  
—National Safety Council.

Safety First Committee meeting was held at Tacoma, Washington, March 18th. The following committee men were present:

J. F. Richards, superintendent.  
I. S. Johnson, conductor.  
A. J. Kroha, storekeeper  
F. D. Campbell, general car foreman.  
J. E. Brady, roundhouse foreman.  
W. G. Bitters, foreman.  
F. J. Alleman, agent.  
S. Wilson, assistant general freight agent.  
A. W. Keading, car foreman.  
F. M. Webb, roadmaster.  
J. S. Eccles, assistant trainmaster  
J. McShane, yardmaster.  
G. E. Cessford, district master mechanic.  
R. F. Adams, roundhouse foreman.  
And 75 others.

One of the important suggestions that was made at the last meeting and now remedied was the suggestion that carmen at Cle Elum and Cedar Falls were careless about putting red flags and lights on cars when men were working under and about. Same has been remedied.

Suggestion made by one of the committee men regarding repairs to coal shed and hoisting apparatus at Seattle yard had received attention.

Before the meeting adjourned Mr. Weeks, of the Interstate Commerce Commission, Safety Department, gave a very interesting talk on the results obtained by co-operation and harmony in action.

The next meeting of the Coast Division will be held in Seattle on May 28th.

On March 22nd one of our best Safety meetings ever held on the Northern Montana Division was attended by employees at Lewiston, Montana. Superintendent A. C. Brown

presided. The following committee men were present:

A. W. Smallen, chairman, general safety committee.

A. C. Bowen, chairman local committee.  
A. H. Wilkins, O. A. Johnson.  
E. B. Cornwell, J. C. Kidneigh.  
F. Lowert, R. H. Toombs,  
B. W. Goggins, C. E. Lemon.  
W. J. Retallick, H. B. Rivers.  
E. A. Martin,

The following employees were appointed to serve on the Safety Committee for the following year:

D. D. Spayde, conductor.  
F. A. Curtis, brakeman.  
Paul Thomas, engineer.  
W. C. Brooks, fireman.  
E. C. Short, switchman.  
T. E. Laing, section foreman.  
G. E. Martin, agent.  
H. Spears, B. & B. department.  
Fred Kummerow, car inspector.

Talks were given by the following: Superintendent Bowen, Trainmaster Wilkins, Dispatcher Cornwell and A. W. Smallen.

Before the meeting adjourned the employees represented stated that it was the best meeting that they had ever attended on the Northern Montana Division.

On March 22nd the regular bi-monthly meeting of the Twin City Car Department Safety First Committee was held at Minneapolis car shops. C. J. Lundquist called the meeting to order and acted as chairman.

The following members were present: Fred Sherin, S. H. Crew, Thomas Cherry, P. A. Peterson, Thos. Rouke, John Graven, H. Swenson, Peter Hegre, Ben Borgeson, D. Ritter, Carl Onsrud, J. Trueman, J. A. Skoglund, D. A. Studebaker, G. Larson, J. E. Buell, G. Peitz, R. Hughes, G. Wagler, H. Jensen, J. G. Burns, F. Kittell, Joe Hynek, J. Hallberg, F. Peterson and J. Hemsey.

Minutes of the meeting held in January were read by secretary and approved. Mr. Hemsey from the heavy repair yard reported that since the last meeting they had received the forty jacks asked for. Mr. Peterson from the light repair yard reported that cars are being switched in on tracks while men are working and they are in great danger of being hurt. He stated that some switchmen evidently were in possession of a key for the locks locking the switch. The matter will be investigated.

The suggestion made by a committee man at the last meeting that employees were in danger of being scalded from steam blow-off pipe from boiler at west end of power house, had been taken care of, stating that blow-off pipe had been changed so as to point away from main passage way between the shop.

Chairman Lindquist stated to the committee that he had invited the ladies working in the various crews to select a representative among them and that they had done so and would from now on be represented at the Safety First meetings. Mrs. Bacon being the lady invited to the committee, in making her first suggestion, asked that an emergency case be placed in the new rest room. The chairman promised that this would be done immediately.

There being no further business the meeting adjourned to be called again in May.

The Rocky Mountain and Missoula Divisions held their Safety Committee meeting jointly at the office of district master mechanic at Deer Lodge, Montana, March 21, at 10 a. m.

Superintendent J. J. Murphy called the meeting to order. The following members being present:

E. Sears, district master mechanic.	
T. J. Hamilton, assistant superintendent.	
W. C. Ennis, assistant superintendent.	
E. L. Cleveland.	J. Wilsoun.
G. T. Spalding.	T. Laughlin.
F. Sowerby.	G. Nick.
R. Wende.	H. Hill.
C. E. Ade.	J. Kinney.
F. Jackson.	T. Corbett.
D. Davies.	W. Cook.
F. Jackson.	C. Risch.
J. Traverson.	M. Curtis.
Joe Ashback.	J. Nichols.
H. Evans.	R. Nofke.
J. Miller.	J. Coey.
W. Phelan.	Ed. Ward.
D. Haggerty.	E. H. Foster.
J. Howe.	

The minutes of the last meeting were read and approved. Superintendent Murphy stated that whistling post east of Martinsdale will be taken care of immediately. The whistle proposition was again discussed and it was reported that just as soon as whistles arrive the committee will test them out, adopt one and report on same.

Mr. Cleveland inquired as to what had been done to his suggestion regarding the rocks at tunnel 18. Superintendent Murphy stated that he had ordered Roadmaster Grimes to have these rocks taken down.

Committeeman Spalding suggests that the practice of allowing passengers to ride on the passenger locomotives and motors be discontinued. The superintendent reported that he had taken this up with the general superintendent and that a bulletin will be issued.

On March 13th the Musselshell Division held their Safety First meeting in the Y. M. C. A. in Miles City, Montana. The following committee men were present:

F. G. Hill, superintendent.
J. J. Foley, division freight and passenger agent.
A. H. Olson, roadmaster.

Alex Bugby, engineer.
D. B. Rivers, storekeeper.
G. T. Allez, agent.
M. E. Randall, agent.
W. J. Densmore, car foreman.
L. E. Carlisle, yardmaster.
George Dougherty, blacksmith foreman.
E. S. McCarty, chief clerk B. B.
R. Jarrett, wood mill foreman.
S. Rice, car department.
J. Parkinson, fireman.
W. McGrath, machinist.
E. Farley.

The minutes of the last meeting were read and approved. This meeting was held January 21st, 1918.

Siras Pope was appointed as a committee man to represent the boilermakers in place of J. Hillan, who resigned. Committeeman Foley called the attention of agents to the carelessness of leaving freight on platforms which people were liable to fall or stumble over. A bulletin will be issued by the superintendent.

Mr. Rivers was asked to report as to whether conditions have improved in regard to freight trains blocking the crossings as men were going to and from their work. He asked that the hours that the crossings be clear be changed to 7:00 a. m., 12 noon, 1:00 p. m. and 6:00 p. m.

Mr. McGrath stated that the switch engines were still running at 7:00 a. m. and that employes were delayed in getting to work. Yardmaster Carlisle has issued instructions to all switch foremen to stop switching at these hours.

Committeeman Dougherty again called the chairman's attention to the fact that shop employes were catching onto trains regardless of the repeated warnings that had been issued. The chairman suggests that wherever an employe is noticed getting off and on moving cars and engines that his name be forwarded to the foreman and he in turn will take the matter up with Master Mechanic Anderson and if instructions and warnings are not heeded more stringent measures will be taken.

Committeeman Foley called the attention of trucks being left too close to the track when trains are coming into town at Roundup, and also reported that automobiles at Forsythe drive too close to the track when waiting for trains. Superintendent advised that this would receive immediate attention.

Many other suggestions were made and discussed before the meeting adjourned, to be called again on May 22nd.

The Safety Committee of the C. & M. Division held their meeting in the office of Superintendent Rupp at Chicago on March 26th. Meeting was called to order by chairman and the minutes of the preceding meeting were read and approved.

The following members were elected to replace former members of the committee:

G. T. Carroll in place of R. E. Sizer.
--

I. F. Gillen in place of L. Gerhart.  
 R. D. Miller in place of W. F. Ingraham.  
 H. Eggert in place of N. Gregory.  
 E. J. Carroll in place of N. E. Thompson.  
 C. Drawheim in place of J. Browder.  
 Wm. Joost and W. H. Dempsey were elected.  
 H. Robbins in place of J. O'Neil.  
 W. B. Carr in place of J. Hare.  
 E. Haddock, elected.  
 Wm. Snell in place of T. Morris.  
 A. Luddington in place of H. Honeyager.  
 Members were requested to secure suggestions and report in writing at the next meeting, which will be held during the latter part of May.

The Illinois Division held their Safety Committee meeting April 12th in Savanna and in addition to there being over sixty employes present, M. Nicholson, assistant general manager, attended and gave a very interesting talk along the lines of safety first to the employes. Other talks were given by Superintendent Bradshaw and A. W. Smullen of Chicago.

Many suggestions were offered and every one seemed more than pleased by the co-operation that the superintendent assured them they would receive in behalf of the suggestions made. Meeting was called to order at 7:45 p. m. and adjourned at 10:15.

#### EMPLOYEES FLAG RAISING AT NORTH LA CROSSE.

Hurrah, Three Cheers for Old Glory. Three Cheers for the C. M. & St. P. employes who have so patriotically donated to the fund which made possible the purchase of the flag that on April 14th was, amid music and cheers, raised to the top of the eighty foot flag staff located between the round house and the depot of the Chicago, Milwaukee & St. Paul Ry. at North La Crosse. Three cheers for the same employes who after only three days in which they could subscribe for the third Liberty Loan bonds, 96 percent of them had taken out bonds.

At two p. m. a great crowd estimated at five thousand people headed by the mayor of La Crosse, the twenty-one aldermen of the city, the chief of police of the city with six of his force, the degree team and drum and fife corps of the Order of Eagles from La Crosse and fifty of the Home Guards, marched to the foot of the flag staff where a flat car arranged with seats for the city fathers and speakers had been trimmed with red, white and blue bunting.

Mayor Bently announced the purpose for which we were assembled, and after a selection by the Norwegian Lutheran band, called upon Reverend Blackmer to offer the invocation.

District Attorney Otto Schlabach was next introduced by Mayor Bently and spoke for ten minutes on "Our Flag."

Alderman F. W. Mahoney was next introduced and spoke the same length of time on "The co-operation of employes" which is needed at this time to keep the wheels of our great railway moving so there will be no delay in raw materials, nor the finished products being moved over our lines.

Train Master C. H. Buford, next on the list of speakers gave a short talk on the plan of co-operation which is enabling every employe to purchase bonds and reported that without a doubt before the drive is over every employe on our division will own one or more bonds all of which has been made possible through the co-operative plan.

At the close of Mr. Buford's remarks the band struck up the notes of AMERICA and as they played it through, H. Clemmans, raised the flag

to the place it deserves. ALWAYS AT THE TOP. After the cheering, which if not heard "over there" was felt, had quieted down Judge Baldwin of La Crosse was introduced and for thirty minutes, in a clear loud voice, delivered a speech that met with great applause and one that could be heard by the Kaiser and his underlings would cause them to realize that OUR FLAG and OUR AMERICAN ARMY backed by one hundred million free-loving people will yet be the key-stone in the battle that will drive the death blow to Prussianism and leave all men free and equal.



Private Tom Kagigbetang.

Private Tom Kagigbetang, a well-known, full-blooded American-Indian fireman on the C. & M. Division, who has volunteered for over-sea service, will leave Camp Custer, Mich., the forepart of this month for somewhere in France. The big chief has promised to bring back the Kaiser's scalp. It was at Elm Grove, Wis., where Tom used to work as a farm hand for a number of years, that Tom got the notion of going firing; seeing the heap big engines pass by was too much for Tom to resist. His service date was made on the P. D. C. Division.

#### Notes Around the Railway Exchange. T. I. Walsh.

Vic Hitzfeld, formerly secretary to the passenger traffic manager and at present at Camp Grant, is another of the St. Paul boys to win promotion. He has been transferred from the 343rd Infantry to the 36th Engineers and made Corporal.

Geo. A. Semmlow, formerly of Mr. Haynes' office and now located at Rockford, has been transferred from the 333rd Machine Gun Battalion to the 36th Engineers and made Sergeant in charge of a platoon.

C. E. Kenney, who has seen a number of years of service for the C. M. & St. P. Ry., which was divided between the superintendent's office of the Iowa Division, the freight auditor's office and Mr. Nicholson's office, was drafted late in March and left April 3rd for Portland, Me., to become one of the Coast Guard at that point.

Eddie Swanson, formerly chief messenger in the telegraph office, is now located in the mail room. They say the telegraph operators miss Eddie and his winning ways very much.

Mr. R. C. Merrill, formerly trainmaster of the Iowa Division and father of Miss Merrill, secretary to assistant to Vice-President Penfield, has been made general superintendent of the Chicago and Illinois Western R. R. Co.

Mount Clare's population has been increased. From reports heard around the building, John A. Peterson, of the accounting department, will have to put on more weight to carry the baby boy born during the month. Congratulations, John.

Ed Neville is at present chief clerk to T. P. Casey. He formerly acted in the same capacity for Grant Williams.

Rex Wilson is taking Mr. Neville's position as chief clerk to Mr. Williams. He was formerly chief clerk to E. B. Finnegan.

Mr. Meyer, chief clerk to Vice-President Calkins, is the proud father of a baby girl, born Monday, April 15th.



## At Home

### Your Summer Wardrobe.

Does it give you heart failure nowadays when you go shopping? A friend of mine told me recently that she had been "to town" for a week's stay and had "come home sick." She thought it was the high prices. High they are, and still soaring. You are told now that probably you can't get certain fabrics next year at all. Wool is to be on the cut-off list, if you can believe what is told you, while calico and dimity and gingham and linen will be only for the millionaire class. Then what shall we wear? The answer appears to be "old clothes." So it behooves us to conserve with extraordinary care to the end that two of this year's frocks may be made over into one presentable costume next year. That is, of course, providing you are able to afford two frocks at this time. The counters now show lots of pretty cottons including tissue ginghams, lawns, the good old standby Scotch ginghams, voiles, percales, etc. And whereas in days gone by you bought a beautiful tissue gingham for twenty-five cents the yard, you are lucky now to get it for twice that money; other fabrics in proportion. Therefore put away your dreams of a silken gown for your best dress this summer and fare forth arrayed in calico. It is a positive fact that shops are showing ready-to-wear calico dresses at twenty to twenty-five dollars each. The ginghams are still higher. However, let that not discourage you, for you can still buy cotton fabrics, although at very high prices, and with a good pattern and much patience, you can fashion very pretty tubable frocks, and frocks that by reason of trimming, perhaps, are not so easily laundered; but which will last throughout the season for everything but full evening dress, without tubbing. Dry cleaning, along with all other necessities of life has sky-rocketed to such a height that you have to think twice before sending once to a cleaner; and then the chances are you will press out your crumpled frock and "wear it once more before it is cleaned."

Tailored suits are the thing, now, and blue serge is universal. Save them with great care from the inclemencies of weather and treat them with utmost consideration so they will "do" for two seasons' wear, and furnish yourself variety by the number of gay blouses you can afford yourself. If you make your own blouses, (and you'd better) you can patronize the remnant counter, pick up pieces of two-yard lengths of pretty voiles, dotted swiss, dimity and even now and then, a scrap of linen, out of which you can make an array of summery blouses for your tailor suit. Then get a calico or a gingham frock as a final extravagance, and thank heaven that you are able to afford such a fine summer outfit.

There are, of course, silks galore, crepe de

chines, crepe georgette, silk jerseys and countless other lovely weaves that look at you from their serene heights of four to seven dollars a yard; and they'll even ask you twenty-five for a taffeta, and never bat an eye doing it.

As for the top coat, which now is considered indispensable,—if you haven't one left over from the winter or from last spring, you may prepare to pay anywhere from forty to a hundred dollars for coats that formerly were considered well priced at twenty-five to sixty. Happy is the woman who has some left-overs, and she need not feel herself discredited if she appear in public with her last season's togs, for it is overwhelmingly honorable, in this day of saving and war working and Liberty Loans to don your old and your simple frocks and go your busy way, for Solomon in all his glory was not arrayed so splendidly. Every woman who foregoes the pleasure of a new suit, a new gown, a new hat or an extra pair of shoes to buy a Liberty Bond deserves to be cannonized, and her good deed will be recorded where neither moth nor rust corrupts.

Now, after my little sermonette, here is a pretty blouse that one of our girl workers fashioned from a remnant of one yard and a half of handkerchief linen. Handkerchief linen is forty inches wide and this remnant cost her a dollar. The collar was that soft lilac which looks so well with a navy blue suit and the blouse was plainly made, with a drop shoulder stitched with white onto the gathered fronts. The charm lay in the lovely white sailor collar of the same quality of linen, with little squares of the lilac linen hemstitched by hand into the corners of the collar. White turn-over cuffs finished the sleeves and a dainty white separate standup collar had lavender ties brought around from the back and crossed in front. The ends of the ties had a white band hemstitched on. But the crowning attraction were the white slot button-holes and rather large white pearl buttons,—six of them. Do you know how to make a slot button-hole? They are easier and take much less time than the regular worked button-hole. They are made by laying a piece of the cloth the width of your front facing on the outside of the garment. With needle and thread run two parallel lines about an eighth of an inch apart and as long as the size of the button requires as the outline of your button-hole. Now cut a slit between the outlines and draw your piece through to the wrong side where it is faced down neatly; and there you have a buttonhole.

This ambitious little lady makes all of her blouses and she has quite the prettiest of any I have seen, and she prizes the daylight saving hour that brings her home in time to do

a good bit of work on her new blouse before bedtime.



Laurel Austin, 2-year-old son of Geo. Redding, Agent, Highwood, Mont. His "Dad" wants his picture published to show that Montana raises the finest children as well as the best grain in the world.

### Food Conservation Must Continue.

The Food Administration does not slacken its warnings one whit, and it still sounds the cry of Save the Wheat. Every woman who turns a deaf ear to this cry may consider herself a slacker of the deepest dye. This war is going to teach us much and not the least will be unselfishness. Economy will force itself upon us, but many of us will have to experience renascence if we would rise to the height of unselfishness and self sacrifice that will prompt us all to leave no effort untried to conserve food, to substitute the things of which we have a plenty for the things which are needed by our fighting forces.

It will soon be time to put up fruit, and we have been promised the necessary amount of sugar to can, preserve and "jell," when the canning season is really on. June will be our strawberry season also for some other small fruits. Some vegetables also will be ready for the cans and the Cold Pack method which gave such good results last year will again vindicate itself. There really is no method for putting up the products of the garden that in any way equals the Cold Pack. Of course you have your gardens in, and equally of course you intend to raise all you need for your summer vegetable supplies, with something left for the cans. Utilize every inch of space and break up your lawns if need be, for your war garden. You are doing your bit out there with your hoe and cultivator and to the extent that you cultivate your garden patch, you are helping to "halt the Hun."

Now wherever you can, eliminate the use of wheat altogether, until the next harvest, or you might say as long as it's necessary to win the war. Some of the wheat substitutes require no measure of wheat at all and make excellent muffins, baking powder biscuits and pancakes. Barley leads this list and here are a few suggestions as to the use of barley. You will note that there is a pastry recipe calling for no wheat flour at all. This should be used as much as possible for pastries.

White corn flour also makes good pastry with the addition of a small percentage of wheat flour. In using this, however, be careful not to use too much shortening, as the white corn flour is very rich. It makes a delicious pastry.

### Waffles.

1 cup milk	1/2 teaspoon salt
2 eggs	2 cups barley flour
3 tablespoons melted fat	3 teaspoons baking powder

Sift dry ingredients together and add slowly the milk, beaten egg yolk and melted fat. Fold in stiffly beaten whites. Beat thoroughly for a minute and cook in hot well greased waffle irons.

### Barley Baking Powder Biscuits.

2 cups barley flour	4 teaspoons baking powder
3 tablespoons fat	
1/2 teaspoon salt	2/3 cup milk

Sift the dry ingredients together, rub in the fat, and add the liquid, until a soft dough is formed. Roll to about 3/4 of an inch thick, cut with a cookie cutter and bake in a hot oven.

### Pastry from Barley Flour.

2 cups barley flour	1/3 cup fat
1/2 teaspoon baking powder	Water to make a stiff dough
1/2 teaspoon salt	

Combine as for other pastry. This crust is particularly good for mince, apple, squash and pumpkin pie.

### Steamed Barley Pudding.

1 cup molasses	3/4 cup corn meal
1 cup sour milk	1 cup barley flour
1 egg	1/2 teaspoon salt
1 teaspoon soda	1 cup chopped raisins

Beat egg, add molasses, milk and soda dissolved in a little cold water. Sift corn meal and barley flour together and combine with first mixture. Add chopped raisins, and pour into well greased baking powder tins or papered cups. If the latter are used, cover each cup with a well greased paper. Steam two hours.

### Pancakes.

3 cups barley flour	2 cups sour milk
2 teaspoonsful baking powder	1 egg
1 teaspoon salt	2 tablespoons melted butter
2 tablespoonsful sugar	1 teaspoonful soda

### Cross Eyed.

Nearly all of our pretty clerks and stenographers—and when I have accented it in this manner it is up to you to guess their sex—wear eye-glasses. The other day at lunch hour I strolled over to one of the many desks and seated myself to enjoy a short visit with my old friend, Lady Nicotine. While in the midst of our social chat I heard a mild tinkle in front of me. Looking down, I perceived a pair of nobby, gold-trimmed eye-glasses attached to a golden cord lying on the desk. They looked sad and lonely and if the alluring optics they were accustomed to had willed them the power no doubt I would have seen tears trickling over their diaphanous surfaces. Suddenly the right lens uttered another little heart-breaking tinkle, and said:

"I've lost my sight, my pupil's gone, I'm left without a glance.  
They say she's joined the Red Cross Crew to aid our boys in France."

I was slightly startled and highly interested. It did not seem possible that the lenses of a duo of glasses could create a spectacle by claiming the power of affection and could articulate. I was ready to confess that Lady Nicotine had played on my sentimental sentiments and I had been day-dreaming when the left lens uttered a silvery, little chirp, and said:

"I've got a hunch she's out to lunch.  
It seems I hear her now.  
She's munching on the loutless loaf  
And Hoover's meatless cow."

Thank you.

STED.

## News of Our Boys at the Front



Claude Molchoir.



Herb Molchoir.

"The Port Angeles Twins," Now of the United States Navy.

Letters are scarce the past month, probably there's too much doing for the boys to find a great deal of time to write. That all is well with them is our prayer, and news, however brief, is eagerly welcomed.

The cablegram below, received April 2nd was joyful news, news the Magazine has been most anxious to make public ever since it was known that our officers of the 13th Engineers had taken the examinations for promotion.

France, April 3, 1918.

Sewall, Railway Exchange, Chicago, Ill.  
Promotions: Whiting, Lieutenant Colonel;  
Horton, Captain Adjutant; Doud and Coulter,  
Second Lieutenants. Company all well.  
Captain Sawtelle.

To which Vice-President Sewall replied at once and sent out a "23" as follows:

CABLEGRAM  
Amexforce, London.  
Captain Sawtelle, Co. D, 13th Eng. Ry.  
Congratulations.

Sewall.

Chicago, April 2, 1918.

"23" Message.

Following cable from France: Promotions—  
Whiting, Lieutenant Colonel; Horton, Captain  
Adjutant; Sawtelle, Captain; Doud and Coulter,  
Second Lieutenants. Company all well.

E. D. Sewall.

Lieutenant Colonel Howard, with Captain Alex Young and 1st Lieutenant F. T. Lee of Company D, have transferred to the Railroad Transportation Corps, and on March 21st, the date of the announcement of the foregoing promotions, those transferring still retained the same grade which they received last summer before leaving for France.

Lieutenant Colonel Whiting and Captain T. P. Horton are assigned to regimental headquarters, "T. P." being Captain Adjutant. Captain Sawtelle is in command of Company D. Every man on the Milwaukee joins the Magazine in extending congratulations to Lieutenant Colonel Whiting, to Captains Horton and Sawtelle and to Lieutenants Doud and Coulter. They have fairly won

their promotions, being as good soldiers as they are railroad men. Captain Horton very thoughtfully sent the editor one of his discarded 1st Lieutenant bars, and perhaps the editor is not a very proud person to be the possessor of a bar worn by a former member of the Magazine staff which had been with its owner in active service where the bombs were breaking and the bullets flying.

Captain Horton also writes that he had the pleasure of swearing Major Whiting in as Lieutenant-Colonel and then Lieutenant-Colonel Whiting swore "T. P." in as Captain. Of Company D, Captain Horton writes that Captain Sawtelle is the sole remaining commissioned officer, at present, of the company; and that transfer has been made to him of all company funds, and says in that connection:—"I feel as though I were now an orphan." Captain Horton has the headquarters company, and as regimental adjutant will not be entirely out of touch with D Company. He writes that of the original membership of 178 in D, "one was buried (Private Main), in December, 1917; two have been transferred to the Signal Corps; one transferred to general headquarters of A. E. F., as file clerk; twenty-two to lines of communication, with prospects of advancement, some of these at least being sure to receive commissions in the Railroad Transportation Corps; one has been recommended as 2nd Lieutenant in the 13th; while several others have been transferred to general headquarters company. In fact, the majority of the men in headquarters company were at one time or another, members of Company D. Two men have been received from the Signal Corps, together with five wagoners through general reorganization. So Company D now has an actual membership of one officer and 147 men. Expect soon to receive 500 recruits and it will be part of my work to try them out and I shall endeavor to maintain the high standard of Company D." Among the recent promotions occasioned

by the transfer of men in D Company are the following: Corporals Carmichael, McMillin and H. G. MacMahon to Sergeants. Private Apted, Quinn, Lee Curran and Myers promoted to Corporals and nine privates raised to private first-class. Captain Horton further says "It is hard for me to find words to thank all of those who have done so much for Company D. The men certainly appreciate the efforts which have been made in their behalf." Although not a member any longer of Company D, our "One T. P." expresses his pleasure that he is still in the 13th Engineers, and says he hopes as such to march with them back through Michigan Avenue and past the Railway Exchange building, the Chicago home of the Milwaukee.



Captain Fred W. Sawtelle, Co. D, 13th Engineers, Railway, France.

Following is a letter from Private Donald A. Thomas, formerly on the H. & D. Division, to a friend "back home," who sends it to the Magazine:

Just a line or two for you. How I wish that you could see the work which is going on here and the bustle and activity that is going on down on the job. There is a certain fascination about construction work, especially on a big scale, that I know you appreciate. I am reminded so much of those old days when we used to be about Twin Brooks and Summit, with the steam shovels rearing out the dirt and the work trains running here and there. (Just a digression—I've found two fellows who used to work on the construction, and there's one fellow who fired out of Milbank one summer): There are tracks, tracks everywhere, and more going in all the time. It seems that every morning when I go down, there has been another track laid. We've built some yards here that have got the Montevideo yards beat a mile. And just to show you how much work there is to be done I'll say that we are operating eight engines with 21 crews, some of them day and night. This includes the switching engines and work trains. And if I told you how many cars come to all of the deposits every day, it would stagger you. Of course, you must remember that one real American box car equals about three of the cars here—but few of them are over 15 tons capacity. The boys jokingly speak of railroading on the "Hook and Eye." There is no such coupling device as on our cars, just a hook on one car and a toggle affair with a ring on it on the other car and a couple of chains for safety's sake. And practically none of the cars have air brakes. Can you imagine it? But it does my heart good to see the boys handle a string, spot a few cars and give the engineer the "highball." They handle the cars in good American style, notwithstanding the difficulties of strange equipment.

DONALD A. THOMAS.



Captain Joseph Lieberman, Formerly of the Kansas City Freight Office.

Chicago, April 23, 1918.

Thomas P. Horton,  
Capt.-Adjutant, 13th Engineers (Ry.),  
United States Expeditionary Forces.

Dear Captain:

This will acknowledge receipt of your letter of March 17th, advising that 5,634 francs had been duly received in the form of a postal money order to be added to the fund of Company D, and I am happy to learn that you will make good use of it for the members of Company D.

There was some money remaining in this fund. Arrangements were made today to forward \$1,700.00 to you through the same channels as former remittances, and trust it will reach you in due course.

It is the sincere hope of the undersigned committee as well as each individual employe on the Milwaukee Railway that you and each member of your company will continue in good health and return to the States with an experience that will be both beneficial and instructive.

With very best wishes, we are,

Most truly yours,

(Signed) M. J. Larson, Treasurer.

Headquarters Thirteenth Engineers (Railway),  
U. S. Army,

"Somewhere in France," March 17, 1918.

Mr. B. F. Hoehn,  
Trainmaster, C. M. & St. P. Ry.,  
Marion, Iowa.

Dear Friend:

Several days ago I received a postal money order for 5,634 (five thousand six hundred thirty-four) francs to be added to Company D fund.

While the rations we have been furnished by the French, to whom we are still attached, have been sufficient, still, by using some of the fund which the employes of the C. M. & St. P. so generously donated we have been able to add a great deal of variety to the mess.

Yesterday received orders from general headquarters, A. E. F., transferring twenty-one of the original members of Company D to the 19th Engineers, leaving the present strength of the company 148, but our present authorized strength is 250, but am unable to even hazard a guess when the additional men will be received or what kind of railroad men they will prove to be. We have received several men from the Signal Corps who seem to be as capable men as the original members of Company D.

On behalf of the members of Company D, I extend to the employes of the C. M. & St. P. many thanks for the generous donation.

Both Lieutenant Sawtelle and myself appreciate the efforts which you have put forth in assisting us in our work by making things easier for the men of Company D.

Sincerely yours,

THOMAS P. HORTON,  
1st Lieut., Commanding Co. D.

The above shows the final disposition of the Tobacco Fund, this action being necessitated by the ruling of the War Department on parcel post shipments.

If anyone doubts that railroad men are poets, let him read the two pages following—all written by "rails."

### The Rescue of a Pipe.

*J. B. McGuire, Browns, Iowa.*

I found it on the track today,  
Silent and self-possessed it lay  
Upon the oil-stained gravel bed.  
Perhaps some "King-snipe" once had said,  
"Begone old friend your mission's through  
I have no further use for you.  
You've grown too strong for me to use,  
Why, smoking you is worse than booze.  
I will at least respect myself,  
I'll pass you up and keep my health.  
I loved you in your younger years,  
But now my eyes fill up with tears  
Each time I touch you to my lips  
While walking or on hand-car trips.  
You've grown repulsive to me now.  
I'll cherish you no more I vow."

Mayhap some "veteran of the rail"  
Whose grip of teeth with age has failed  
Has lost you. And you were not ofund,  
And helpless lay upon the ground.  
Your head is black from constant use.  
Your stem is battered but not loose  
For bowl and stem are all one piece  
Which gives to you a longer lease  
On life. For no one can depend  
On how, or when, or where, 'twill end.  
Your mouthpiece has a martyr been,  
Relentless teeth of man or men  
Have nearly severed you in two.  
Old Pipe, I sympathize with you.

Old Pipe, why should I leave you here  
In solitude, where year by year  
Alone you wait and only hear  
Trains rumble by. In constant fear  
Lest some stray missile come your way  
And break your head, and let you lay  
Broken and dead upon the ground,  
With prospects never to be found.  
No, be you an angel or a knave,  
I'll shield you from an unknown grave.  
Gratitude demands that you,  
Your duties discharged, faithful, true,  
Be cared for in a kindly way  
And placed where you will not decay.

I know not of your pedigree,  
Your past life is unknown to me.  
But I'm convinced you're a creation  
That's given hours of consolation  
To some poor soul by day or night,  
When smoking you was a delight.  
By fireside safe from winter weather  
He and you have been together,  
While many a thrilling tale was told  
Of days of grief and times of old.  
But you may thank the "Fates" today  
That prompted me alone to stray  
From this rude shack, close by the track,  
Where trains are handled forth and back.

But pardon me, my new found friend,  
A helping hand to you I lend  
Forgetting a most vital part—  
An introduction. Heart to heart—  
Friends all through life we're bound to be.  
But you're not introduced to me.  
Well as my speech is much more fluent  
Than yours (I'll wager you're a truant  
Who from your grammar class ran off  
To play a game of pitch and toss,  
Claiming your head ached. All the while  
Deceiving the teacher in shameful style.)

An operator am I,  
All through my "eight-hour" trick I try  
To do the best that's in my power  
For "Safety First" through every hour.  
It might seem that 'twas my intention  
Not to identify myself or mention  
My given or my surname here.  
But it's not that. It's only fear  
That sometime during future years  
This poem may fall on critics' ears,  
And should they so ungrateful be  
As to laugh at you and me

For our shortcomings and the way  
That we express our joy today,  
Our blood at finger tips would burn us,  
For you and I are in dead earnest.  
We can't write poetry, Old Pipe,  
But we can be fast friends all right.

I'm busy now, the block wire calls,  
I'll hang you up upon the wall,  
And when the business car comes through,  
I'll introduce them all to you,  
That you may know, my new found friend,  
From whence this hospitality extends,  
That bids you hang in welcome there  
From cruel storms and sun's hot glare.  
When they arrive do not try dodging,  
They won't charge you a cent for lodging,  
So rest while I my vigils keep  
And watch you while you gently sleep.

I went outside to close the gate  
For Number 62—way late,  
And help them to their journey's end,  
When I accosted you my friend.  
I'm glad I did it now that we  
Forever more true friends shall be.  
You're on the pension list Old Pipe,  
No more the merciless "King-snipe"  
Or anyone who e'er it be,  
Shall sever ties 'tween you and me.

### Two Thoroughbreds.

*By the Yard Poet.*

The Goat pasture at Manilla yards  
Is getting badly overstocked;  
The Nannie goat and the Billie goat  
Have got business almost blocked.

Several men are employed every minute  
To keep the goats within bound;  
And keep them from eating the switchmen  
When ever they happen around.

Eleven Thirty Six is Billie's number  
While Nannie's is Ten Forty Three;  
They are registered down at the round house  
If you doubt it, just go down and see.

Burrows who handles the day job  
Has been teaching Nannie to lead;  
Assisted by his helper Ed Eiseheid  
Who bails in the water and feed.

Bromo Selsor, a famous goat tamer,  
Herds the Billie goat every night  
You can always locate where he is working  
For the way that he swears is a fright.

His able assistant Pat Ryan  
Always keeps Billie watered and fed;  
Then Bromo steps on his tail for amusement  
Just to see the d— fool go ahead.

John Opperman grooms these two critters  
And keeps Billie's whiskers trimmed right;  
He superintends the goat quarters  
And is right on the job every night.

From one end of the lot to the other  
They exercise Billie and Nau;  
And the yard master thinks it funny  
To feed them some old rusty can.

So you see every one is quite busy  
Looking after this thoroughbred pair;  
To keep them within the yard limits  
So they won't go up town on a tear.

### A Section Foreman Up-to-Date.

Well here it is from A to Z,  
What a foreman has to be.  
He has to have a good education,  
Or they sure will get his bacon.  
His eye-sight has to be just true,  
Or he would never get a line.

Then he has to have good hearing,  
If he did not he would be fearing  
That some "hog-head" would come along  
And bump him on his old Ding Doug.  
The book of rules he has to learn  
So he always knows which way to turn.

Thru Winter, Spring, Summer, to Fall  
 All he does is hit the ball.  
 The right-of-way he has to burn  
 And there is always something to learn;  
 Keep everything up, just looking fine—  
 Especially up and down the main line.

There are spikes and bolts to keep tight  
 Even if it takes him day and night,  
 It's laying ties and raising joints  
 And a Thousand and One other points.  
 The switches, too, need some care  
 And he must keep the side-tracks looking fair.

Well I will quit this for today,  
 For I have no more just now to say—  
 Only one more word or two,  
 I would like to say to you.  
 We all must do our best and more  
 To help win Freedom in this war.  
 —A Section Foreman,  
 Des Moines Division.

### The Rip Track Crew.

Harriett Darby,

Pioneer Woman on Tacoma Tide Flats Crew.

I took up the paper one winter day,  
 To see what the Ad people had to say;  
 For I wanted work, I wanted a job,  
 For I would not beg and I would not rob.

WANTED: "Husky women to work outside."  
 "Oh, here's a job for me," I gladly cried,  
 "The Milwaukee Railroad" and then I laughed,  
 "Is trying women in place of those called by  
 the draft."

I donned my hat, the car I "hit."  
 I was in such a hurry to do my bit,  
 And to the office I almost ran,  
 So eager was I to try the Milwaukee Plan.

The men were signing for service, you see,  
 So the clerk paid little attention to me,  
 'Til the last had gone, then with a nod of his head  
 He turned to me kindly,—"What is it," he said.

"I hear you want women to work on the road,  
 I think I can bear part of the load."  
 Now I am not young and I am quite small,  
 So his eyes spoke like words, "You won't do  
 at all."

But his lips, when he spoke, said "Nine hours are  
 long  
 And to stand to this job, you will have to be  
 strong."

I said "I am strong, I can work with the best  
 Which you will soon find if you'll give me a  
 test."

"Then come Monday morning, be it sunshine or  
 shower,  
 And your pay will be thirty cents by the hour."  
 So I went, I was the first one to try,  
 And there all alone I felt rather shy.

Well it rained and it rained the whole long day,  
 And I'm sure that I earned every cent of my  
 pay.

That I could not stick it out, some of the men bet,  
 But rain did not phase this small Sammiette.

So from that time they kept coming,  
 Until we had quite a crew,  
 And we always could find,  
 There was plenty to do.

Here's to the road that gave us work  
 And here's to the women who will not shirk,  
 And here's to the men so good and true  
 Who have been so kind to the Rip Track Crew.

### From the Toe of the Wooden Shoe.

Just a spark from the Superior Division,  
 Better known as the Woodenshoe,  
 As she winds her way into Michigan,  
 Up through the fields of snow.

Yes, it's been a hard won battle  
 To keep the bright path clear,  
 And the Dudes who fell as victims  
 Were Brakey, Fireboy and Engineer.

But the Hay-maker is our "Buddy,"  
 As he shines down from on high,  
 He will drive away the zero,  
 So the King-snipe can shim the tie.

I'll say the chirp of the robin  
 Will be sweet music to our ear,  
 And the work again will be merry,  
 When old Spring once more is here.

When hump-backed iron ore brownies  
 Are shuffled again all in line,  
 Loaded with ore for the Ore Docks,  
 O'er the Trail of the Lonesome Pine.

Then all the world will be gladness,  
 And our hearts great joy will tell,  
 Until we hear a hot box pounding,  
 And burning dope we smell.

Just dope her up and keep going,  
 Dont' get angry and swear,  
 For the ore is used for bullets,  
 And we need them "over there."

Another dude I want to mention,  
 Who deserves much credit, I'm sure,  
 Is the man that fights the way freight,  
 He is helping to win the war!

He's the man that looks so haggard,  
 And has weakening in the knees,  
 For he's a brakeman on the way freight,  
 Who does the juggling of the cheese.

Cheese and eggs and chickens,  
 Stacked up high at every town,  
 But its the stuff most needed,  
 And you can't turn it down.

Well, I guess I've roped off the limit,  
 My dome is empty, that's sure,  
 For I'm only a way-freight brakey,  
 On the toe of the Wooden Shoe.

"SY."



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For Men's Overalls, Jumpers and Uniforms

## Miss Stifel Indigo Cloth

*the kid glove finish fabric for*

Women's Overalls and Work Clothes

Look for the boot trade mark on the back of  
 the cloth inside the garment before you buy,  
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WHEELING, W. VA.      260 CHURCH ST., NEW YORK





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## Special Commendation

Dubuque, March 26, 1918.

The following letter from Trainmaster Thurber to Dubuque Division Conductor W. L. Weidner, speaks for itself.

W. L. Weidner,  
Conductor.

Some time ago it was noticed that while on train No. 94 at North McGregor, you took the trouble to make inquiry of the agent at McGregor as to a car for the Gilchrist Co. as to the possibility of diversion. The car was left at North McGregor to be diverted, saving a delay.

This matter was reported in the minutes of the Car Efficiency Committee meeting of the Dubuque Division, held March 2nd, a copy of which was sent to the chairman, C. H. Dietrich, of the Committee on Maximum Car Loading for the C. M. & St. P. Ry., and was considered as a very good example of what thoughtful employes can do in reducing car days.

This will be credited on your record.

W. M. THURBER.

Dubuque Division Conductor J. F. Grice has received commendation for careful inspection of trains. On March 24th, train No. 68, he discovered a broken truck frame on N. Y. C. car 237209, while looking the train over at Turkey River Junction.

On March 17th, at South Minneapolis, while H. & D. No. 17 was pulling from the "Y" track, about seven feet of the ball of the rail broke and was picked up by the forward truck on the mail car. Switch Foreman Wm. Reed discovered the condition of the rail soon after the train pulled out and immediately notified the train dispatcher. The train was stopped at Tower E-14, and inspection made. It was found that the piece of rail had damaged the truck of the mail car so that it was necessary to set car out. Foreman Reed has received special commendation for his prompt action.

Coast Division Brakeman M. E. Thorsen has received special commendation for quick action in stopping No. 73 when he discovered that one of the cars in the train had left the track at the "puzzle switch" at Cedar Falls. This undoubtedly prevented a more serious derailment. Credit has been given Brakeman Thorsen in the roster.

Car Inspector George D. Mandell, Minneapolis, has received special commendation for discovery of broken flange on C. P. & St. L. car 2074, March 18th, in an H. & D. Division extra. Such attention to duty is greatly appreciated and credit has been given Mr. Mandell in the roster.

Switchman Wm. Lind, South Minneapolis, has received special commendation for interest in his work. On March 18th he discovered wheels sliding under one of the cars in Soo Line train passing 17th Avenue. Although the train was running at a good rate of speed he got aboard and notified the train crew, thus averting possible serious damage.

Car Inspector Joseph Schmidt, Wabasha, Minn., has received special commendation for discovery of broken truck under car 70615, extra west, March 8th, while inspecting trains at that point.

Car Inspector Wm. Feddern, Wabasha, has received a letter of commendation for careful inspection of trains, discovering broken truck under car 86502, on extra east, Feb. 26th. Car inspection at Wabasha has been very satisfactory.

The following letter from T. M. Division Engineer A. J. Whipple to Superintendent Campbell, together with Mr. Campbell's reply, speak for themselves indicating a spirit of loyalty and teamwork of the most admirable character. Engineer Whipple's desire to serve might well be emulated by employes generally, who, for various reasons, are not able to fight for their country, but could nevertheless in ways similar to Mr. Whipple's proposal, make themselves indispensable units for the defense of our beloved country.

Operator S. A. Patterson, Rungling, Montana, has received special commendation for careful attention to duties, discovering a broken wheel under car 11375, and immediately reporting same, avoiding thereby, a possible serious derailment.

Wabasha Division Brakeman C. C. Kassabaum has received special commendation for discovery

of sand board down on car 100113, while train was pulling into clear at Midland Junction. The timely discovery no doubt averted a serious derailment. Credit has been given Brakeman Kassabaum, in the roster.

John B. Shaw, postal clerk, Miles City, Mont., has received a letter of thanks from Trainmaster Ross, for timely action in pulling the air on train No. 17, April 7th, and averting a possible serious accident.

Musselshell Division Conductor J. C. Korn, Brakemen F. W. Spoor and C. J. Shine have received letters of commendation and special credit in the roster, for unloading 210 cases of Pablo from a burning car, February 21st, at Thurlow. Such care of the company's interests is much appreciated.

Superintendent A. E. Campbell, Mobridge, has acknowledged by letter, the loyal service of Val Kary, of Elgin, N. D., who discovered the company's elevator at Kaiser Station on fire, and rode horseback several miles to notify the section men, with the result that the fire was extinguished with comparatively little damage. Mr. Campbell has recommended that the name of the station near Mr. Kary's home be changed from Elgin to Kary in compliment and recognition of Mr. Kary's gallant act which resulted in saving the company's elevator and the grain stored therein.

Leverman Norman Madole, Rondout, Ill., has received special commendation for watchfulness and discovery of car leaning out in train 62, March 19th. He promptly notified the crew and inspection developed that the car had a broken arch bar. Credit has been given him in the roster.

Section Foreman Brooks, Keldron, S. D., has received special commendation for discovery of broken arch bar on car in extra west, March 8th. He immediately notified the train crew and car was set out for repairs. Such close inspection of passing trains is very commendable and credit has been given Mr. Brooks in the roster.

I. & M. Division Brakeman B. A. King has received special commendation and credit in the roster for discovery of a broken arch bar on car 11077 at Paribault, January 7th. Car was set out and a possible derailment thereby averted.

Superior Division Brakeman E. Christian has received a letter of commendation from Superintendent Tyler, for special attention to duty and discovery of a broken arch bar on car 23924, at Iron Mountain, February 20th. This timely discovery doubtless prevented a more serious accident.

Thursday, March 28th, as Mike Harnett, bridge and building foreman on the R. & S. W. Division, and a veteran of thirty-nine years in St. Paul service, was making his customary inspection, he discovered a bad situation on bridge E-310, midway Davis and Rock City.

The heavy spring rains and melting snows had caused Rock Run creek to overflow its banks greater than had been known for years, undermining a pier supporting main construction; only an experienced eye would have discovered this. Heavy loaded trains were passing over and with each train the filling and foundation was giving away. It was a timely discovery, for it is fifty feet down to creek bed. Mike's a modest sort of chap, but he sure has his eyes open when lookin' over bridges.

### Live Wires on The Standing Rock Line.

R. S. Lewis, Agent, New England.

Monday, March 18th, about two p. m., it was discovered that the ice in the Cannon Ball river had broken up and had formed quite a gorge against the bridge about one mile east of town; dynamite was secured and the blasting of the ice commenced. This gorge was finally broken up, but not before two of the piles in the center bent had been loosened; but the bridge was still able to support the trains, numbers 203, passenger, and freight number 197, coming into town safely.

At two a. m. Tuesday morning, the town was disturbed from its slumbers by the sound of the fire whistle, when it was discovered that the roundhouse was on fire, the burning roof falling onto the engines put them out of commission. Dispatcher's office was notified, and another engine was ordered out of Moberidge, but when daylight came it was discovered that the two weak piles had been knocked out completely, and three others very badly damaged; making the bridge unsafe for an engine of the G-5 type, though safe enough to carry a coach if taken across one at a time. There is quite a grade from the town to the bridge so with the help of a team to start the coaches, they were pushed by man power about a block to the top of the grade, one at a time, and the citizens of New England had the novelty of seeing us railroad by gravity. The three coaches of 218 and the caboose of 198 were thus easily transported across the bridge where they were coupled onto by the engine that had been sent for them and proceeded on their way. After they had departed it was thought by laying a bridge timber from one of the good bents to the other, across the one that had the two piles gone, bridge would be safe for No. 203; a timber of this nature was discovered in one of the lumber yards, borrowed, and Joe Roberts, with his section men dropped it into place, fixing it solid, so that 203 was able to come into town without any delay or transfer. Thus, were the elementary forces of nature, ice, water and fire conquered by the stronger force of gravitation and business proceeded as usual on the Standing Rock Line.

Superintendent Campbell, of the T. M. Division, submits the following as an example of genuine co-operation:

Moberidge, S. D., March 14, 1918.

Mr. A. E. Campbell,

Superintendent, Moberidge, S. D.

Dear Sir:

In view of the fact that so many men are enlisting in the several branches of the service, and realizing that at any time you may find yourself short of men to operate this division, I take this means of offering you my services on my lay-over days in any capacity in which you may need men.

I feel capable of firing, braking, running train or engine in freight service at any time you may need me.

Respectfully,

A. J. WHIPPLE,  
Engineer.

Moberidge, S. D., March 18, 1918.

Mr. A. J. Whipple,

Engineer, Moberidge, S. D.

Dear Sir:

I received your letter of March 14th in regard to offering your services on lay-over days in any capacity that you might be needed.

This spirit of loyalty to the country and the service is a very fine expression of a thoroughly loyal citizen and I want to express my appreciation of the sentiment shown.

If we get to the point where it is necessary to avail ourselves of your offer, we will take great pleasure in doing so.

Yours truly,

A. E. CAMPBELL,  
Superintendent.

Operators J. D. and F. A. McCarthy received word of the death of their father at Sturges, Mo., on March 6. Our deepest sympathy is extended to them in time of their trouble.

Raymond Smith, one of our good yard clerks, resigned service with this company on March 15, having enlisted in the service of Uncle Sam. He will be badly missed around Coburg.

Edmond Ballentyne, yard clerk, left us on February 18, having entered the services of Uncle Sam.

**DISCARD YOUR OLD OVERALLS**

Pat. June 8, 1915

Union Made

For there is something **Lots Better**

Don't confuse

**The Patented "Sensible"**

with the common one-piece overall Suit! Good dealers have them or can get them for you.

**Popular Prices**  
Write for descriptive circular.

**JOHNSTON & LARIMER MFG. COMPANY,**  
Dept. Mil. Wichita, Kans.




Patented button-down skirt showing neat jacket effect.



Skirt up showing suspenders which are attached to back of jacket.



Showing the convenient drop seat arrangement.

**SENSIBLE**

COMBINATION WORK SUIT

**THE SMITH Adjustable Hub Plate**

IS BEING USED ON A NUMBER OF

**C. M. & St. P. Locomotives**

IT KEEPS LATERAL TO STANDARD CONSTANTLY

**The Smith Locomotive Adjustable Hub Plate Co.**

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**THE OFFICIAL EMBLEM**

C. M. & St. P. Ry. V. E. A.

Made in solid gold and rolled-plate. Enameled in best grade imported hard blue enamel.

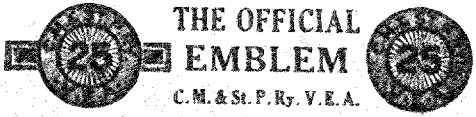
Sent post paid on receipt of price:

Buttons Solid Gold with rolled-plate backs	\$1.00
Buttons Rolled-plate	.50
Ladies Bar Pins Rolled-plate	.75

**H. Hammersmith, Jeweler**

326 Grand Avenue - Milwaukee, Wisconsin

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





## TEN IMPORTANT RULES IN DEALING WITH FRACTURES.

*Compiled by Dr. William N. Lipscomb, Field Representative, American Red Cross.*

### Cut This Out and Put in Your Pocketbook. Study It Carefully.

1. Do not remove a man even a few feet, before properly securing the broken bones in place. Violation of this rule, notably in fractures of lower limb, may cause a far worse condition.
2. Carefully cut away clothing from the location of a fracture—look for the often present wound and possible bleeding—apply Iodine and sterile dressing to wound; then apply carefully padded splints.
3. Do not "poke around" or otherwise handle injured part too much when seeking to locate exact spot of break.
4. If in any doubt as to whether a fracture exists, give the patient the benefit of the doubt and treat the injury as a possible fracture. It is the only safe way.
5. Do not attempt to "set" a fracture in first aid work. All you are expected to do is to use the best means at hand to keep the injured part quiet and in the best possible alignment.
6. Fracture of leg—catch across toes with one hand, behind heel with the other, and gently straighten; fracture forearm—grasp above elbow and at hand; upper arm—grasp below elbow and at shoulder. Hold carefully and let another man apply splints. Do not allow patient to dictate a favorite method of his own, or let his condition prevent you from treating him. Fracture ribs—tie coat around chest.
7. If there is a compound fracture—that is when open wound is also present—dress this first by all means. If bone protrudes do not wash with water or attempt to replace. On the other hand, place a sterile gauze pad underneath protruding end of bone, so that it will not return within.
8. Be sure to pad splints carefully with anything at hand. Properly done this insures more immediate comfort and does much to prevent pain when the inevitable swelling sets in. If fingers or toes get blue and cold, gently loosen the splint bandages a trifle.
9. In applying bandages around splints in case of broken leg, do not raise leg; slide them underneath with a flat thin stick, and tie knots on the outside splint. Apply firmly but not too tight. Watch the condition of fingers and toes.
10. Always look for and treat shock (depression). Lower the head, loosen the clothing, keep the patient warm, handle gently and as little as possible. (Raise the head in skull fractures instead of lowering). Avoid too much stimulation, and do not get in too much of a hurry. Always keep these rules in mind, not only in fractures but in other serious emergency cases. Follow other treatment as given above.

The best way to treat any injury is to prevent it.

## The First Aid Meetings.

April 24, 1918.

My Dear Editor:

It affords me a great deal of pleasure to coincide with your request to furnish a brief report of my run so far on the Milwaukee system. Several months ago I experienced a sincere sense of pleasure in the invitation from Mr. Nicholson to make this second trip over the road and to renew my association with the various terminals.

Leaving the M. & St. L. at Minneapolis, I swung to Austin, where the trip was officially begun. I held six meetings at Austin with an attendance of 306, 207 of which was railroad. Through the co-operation of Mr. Lawrence, I had a fine shop meeting and he was present together with the man who does first aid work in the shops at a couple of the car meetings.

Jackson, Minn., was my next stop. The total attendance there was only 29. Dr. Portman, the local surgeon here, was very interested in this type of work.

Madison, S. D., 2 meetings, attendance 51. Both of these were in the car.

Sioux Falls, 2 meetings, attendance 52. Most of the railroad attendance was from the freight house. The agent in charge is certainly a live wire and a fine representative of the road in a highly competitive point.

Sanborn, Iowa, 3 meetings. The agent, roundhouse foreman and local surgeons were very co-operative and interested.

At Madison City, Iowa, the local surgeons and other physicians, also some officials, met the car on arrival. Mr. Myer, the chief dispatcher here, went to a good deal of trouble for the success of the stay. Mr. Atkins and Mr. Hodges were present at a car meeting; also Mr. James and Mr. Searls, trainmasters. The shop meeting here was very satisfactory. This is a tip-top terminal for a Red Cross car to visit. Total attendance, 104—all railroad.

At Calmar, Iowa, I held only one meeting, that being in the car to 38 people, of which 7 were employes.

North McGregor, 3 meetings; attendance, 247. One of these was in the lunch-room at the shops, and another was in the town hall. The local surgeon was present at this latter from McGregor. Any comments on this terminal must include the extreme courtesy and efficient co-operation of Mr. Rhems, general yardmaster; Mr. Schraeder, the agent; Mr. Brown, car foreman, and Mr. Donnelly, roundhouse foreman. These four gentlemen constitute what might be called an invincible combination to accomplish anything. I was very much interested to hear the comments of a switchmen who did not know that I overheard him. The substance was that the work was a fine thing to carry over a road and that he was very glad that he was able to be present at one of the meetings. I wish I were able to report his name. I may be mistaken, but I think the attendance here was as near 100 per cent as I have experienced.

Dubuque, Iowa; total meetings, 7; total attendance, 1465. Two of these meetings were held in the shops, three in the car. I have never met a finer bunch of shop men, or officials than here. Men were coming and going all the time, asking questions, discussing the relation of accidents to injury. Mr. Ricketts' department gave my car a fine cleaning, better than it has had since it has been in service and I certainly appreciate the air of respectability which it has since leaving Dubuque. Mr. Ricketts and Kempf gave me every assistance possible and I enjoyed meeting the men in their departments. I also met Mr. J. J. Connors on my last day there, as he had been out of town. The yardmaster was active in his interest here; also Mr. Flannigan's office, but my attendance of train, engine, and yard men was disappointing. While I realize that they are very busy men as a whole over the road, at the same time it is not so often that a Red Cross car is on a track in any of their terminals, and I would appreciate very much if they would take an extra interest in this work and avail themselves of the opportunity to get information by which they may help themselves or others.

Chicago terminals. Arranged schedule for these with Mr. Christopher, superintendent, and Mr. Hasenbalg, assistant superintendent. The first meeting was on the 17th, at the Union Street freight house. I then moved up to Division Street

and held a car meeting to 51 men there. Mr. Hasenbalg and Mr. Costello made this trip with me. The next day at Galewood Terminals I held a meeting at the shops, and on the 19th in the freight house. On the 20th Mr. Hasenbalg and I went to Mannheim and met the group there.

Monday, the 22nd, I held a meeting in Mr. Snell's department—car department—in the shed. That afternoon Dr. E. S. Green, also a field representative of the American Red Cross, took my place for the car meeting. He gives a very clear and instructive talk. Later I went to the general offices and held a meeting to an estimated crowd of 200.

I appreciated the honor of being introduced by you, Mrs. Kendall, and also the honor of Mr. Gillick, whom I admire very much, being present. This was one of the most satisfactory meetings I have held, and I was certainly glad to get the invitation to meet any of those interested in this subject in the Railway Exchange Building. I was very much struck by the large group who volunteered extra time for an additional demonstration.

On the 23rd, I held a roundhouse meeting at Grand Avenue to about 120 men under the direction of Mr. Vogler, general foreman. At 5:00 P. M., I went to the general offices on Fullerton Avenue on invitation, and gave about an hour's talk to about 400 people there. Mr. Murphy and Mr. Wilson were certainly twenty-four carat fine in their reception. I appreciated being taken over these general offices and shown how some of the work is done. I certainly like their idea of twice-a-day relaxation for the employes and also the presence of a matron in charge of the rest room. It strikes me that this is surely an efficiency office. A very pleasant visit.

My total attendance at the Chicago terminals was 2,088, which exceeds the 1918 record.

Respectfully yours,

W. N. LIPSCOMB,

Field Representative,

In Charge American Red Cross Car No. 2.

### Appointments.

Effective May 1st.

W. H. Penfield is appointed engineer of track maintenance, with office at Chicago.

W. S. Cooper is appointed assistant to the vice-president, with office at Chicago.

M. W. Weidenhamer is appointed general superintendent of the Southern District, vice W. S. Cooper, transferred.

M. J. Larson is appointed superintendent of the Southern Minnesota Division, vice N. P. Thurber, transferred.

N. P. Thurber is appointed superintendent of the Kansas City Division, vice J. M. Oxley assigned to other duties.

A. Mallum is appointed trainmaster of the Northern Division, vice B. H. McNaney assigned to other duties.

Effective April 4th.

B. O. Searles is appointed trainmaster I. & D. Division, vice F. R. Moore, transferred.

F. H. Allard is appointed trainmaster R. & S. W. Division, vice A. DeGarmo, resigned.

S. P. Barber, a former machinist in the locomotive shops, Milwaukee, and an old-time engineer, died in the Highland Park Home for Aged and Disabled Railway Veterans, February 23. Mr. Barber was a faithful employe. He was injured in a locomotive collision on Twenty-sixth street some years ago and never fully recovered from it, making the use of crutches necessary. Mr. Barber was born in Bolton, W. Va., January 29, 1839, and started railroading in 1861.

## This Clock Makes Its Own Electricity

**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 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



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

Call the maid to any part of the house, or the nurse to the sickroom.

Will get you up in the morning auto set the automatic alarm and—good night; leave the rest to Nitelite.

**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 Electric Clock No. 834. I am to pay nothing but express charges on arrival. If antiretained I will remit \$1.46 in 30 days and a dollar a month for six months thereafter (for \$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)

## On the Steel Trail

### SUGGESTED SUGGESTIONS BY OUR SUGGESTIVE EDITOR.

(We did not suggest the above heading and title.—Editor.)

**BUMPETY - BUMP - BUMP - bump!** Operator Frank M. Sever of the Plummer office has transferred to the Spokane office, bumping Operator Steel McVey who transferred to Elk River as agent, bumping Claud Potter who transferred to Maiden relay office, bumpin—say, that makes a hellowlocal, it works out just like a chain letter. Who will get bumped next? Maybe the suggestive editor; this is merely a suggestion.

George E. Brenner, contracting freight agent, Spokane, and who has been a faithful Milwaukee employe since the year one, has resigned to accept a more lucrative position with the John W. Graham Company of Spokane. There are a whole lot of Milwaukee friends of George from one end of the system to the other who wish him success and good luck.

Nora, have you just one more lump of sugar left? How long will it last? This may be suggestive.

Geo. whizz-izzer! I. A. B. I didn't do that. It was no suggestion of mine. I admit I feel complimented for being referred to as the originator of your bright and breezy locals. I also had another suggestion in mind when I started this but it has escaped the cog wheels of my think pan; maybe I can resurrect it for my next resurrection. Have you any suggestion?

Say, Lillie Ann, I almost shed tears. Just the suggestive picture of that sweet, Jersey bovine down at the bars, and the further suggestion of that noble rustic lad who so obligingly lowered the bars—the whole agricultural scene recalled to mind those ancient days when I used to farm in the City of Chicago. On the square, Lillie Ann, that poor Jersey critter and the unsophisticated son of toil were not in it. You ought to spend a few days in Chicago once. Those boys can give the son of Agricola staunch lessons when it comes to lowering bars. As to the Jersey end of it—there was a period in the Windy Suburb when the girls were crazy about Jerseys. You just took a car, and a girl, and it was ten to one that when you got the girl you got a Jersey. Then you hiked to somewhere out there and about the first thing one did was to lower a bar—say, Lillie, I'm getting mixed up, have you anything more to suggest?

Miss Billie, we plead ignorance. It was I. A. B. who was cheated out of those knitting ideas. I would suggest you retranscribe those few lines to her credit and balance my account with the needles. There was a friend of mine who was a sincere knitter. When I called on this friend we would embrace the squishy yarn and deliberately deposit it on the old center table in the new front parlor. We would eagerly grasp the young, transparent ones and place them on the mantle. Then at some one's suggestion we would hike for the movies. After that was over—but I do not believe you care to hear any more, Billie. If you do just make some suggestion thiswaywards.

Would Patsy kindly suggest just what a pearl is? Is it some new jewel like Nora and I. A. B. craves or is it just a suggestion like that they each received?

Traveling Accountant A. A. De Leo, of Chicago was a Spokane visitor, the early part of April. Del seems to have found a nice ladder some place and is giving a nice exhibition in climbing upwards. Keep climbing Del.

We noticed in the April issue that Mabel suggested that Viola would revel in Easterly Emery. Did your suggestious suggesticate, Mabel?

Editor Sampson of the La Crosse Division is making a strong effort to hold the reader's atten-tion to the fact that the American boys are now in France. A commendable idea, as it is a fact that some people can not grasp the serious situation that now confronts this country and the civilized world. Keep it going, Sampson.

Will Sis Hopkins kindly advise us as to that suggestion about something in the dark he sug-

gested he understood and as was portrayed by him in the April guessing contest? Come across, Sis, and relieve the suspense.

Ellensburg, Wash., April 15, 1918.

Sted:

I have it from a truthful source that you did not catch the trout you tried to swipe in the April number. How about it?

BILLIE JONES.

Dear Billie:

As usual, your suggestion is in error. There is no authority in angling annals that is truthful. Who was the suggestator?

STED.

Editor Walsh:

What was that suggestion of yours about Five Cent Quinn holding his head high in the air because of his primary pair of elongated leg covers? Just glance back to those childhood days when you wanted to splash and play along the lovely banks of that beautiful canal the Illinois and Chicago politicians builded down through the pocket books of the commonwealth from Chicago to the Illinois waterway. Was not that the precise time you donned your first pair of long pants, breeches or trousers? Did you hold your head up in the air, or did you look at your feet to see if the legs of the pants were as long as your legs? Now confess.

Eleanor:

Will you please advise if there are any un-described bugs or animals in that antique desk you are advertising for sale? If there are I would suggest you hang on to it. The mere fact that it came over in the Ark, as you state, implied the suggestion that maybe Noah did not get rid of all the specimens of his immense menagerie.

Sis Hopkins says Dan Cupid is working in the car accountant's precinct. To date his name does not appear on the seniority list of the Puget Sound lines, does it hess?

Are they all picking on you, Gay. I would suggest that you guy them.

We are pleased to note that Dr. Lipscomb is making another trip over the Milwaukee. He is scheduled for Spokane July second. Every one should make an effort to meet and hear him. Dr. Lipscomb is one of those men who are worth while.

STED.



## Signal Dept. Wig Wags, Lines West.

"Slim."

Last year our worthy editor appointed a Signal Department correspondent but too much business kept us from ever scratching a line. Then the other day I was on the same train with said editor. I can't tell all that passed between us, but when we stopped at one of those regular places, namely, Three Forks, I was introduced to Nora Bee as the S. D. correspondent, so it is up to someone to make good.

The automatic signals in the Electric Zone are now all in service with the following line up of men:

**Rocky Mountain Division.**

H. B. Crawford, supervisor.  
J. O'Dere, high tension maintainer.  
Leo J. Fay, signal maintainer, Two Dot, Mont.  
R. R. Rockwell, signal maintainer, Ringling, Mont.  
A. Ringhousen, signal maintainer, Maudlow.  
R. E. Sunde, signal maintainer, Three Forks.  
J. H. Schmuke, signal maintainer, Piedmont.  
F. J. Whalen, signal maintainer, Butte.  
E. T. McPherson, signal maintainer, Deer Lodge.

**Missoula Division.**

G. T. Petticrew, signal supervisor.  
E. Bouchie, high tension maintainer.  
C. M. Sweeney, signal maintainer, Gold Creek.  
A. C. Biddle, signal maintainer, Raverina.  
C. O. McPherson, signal maintainer, Primrose.  
H. L. Stage, signal maintainer, Tarkio.  
C. A. Parker, signal maintainer, Haugan.  
E. C. Ripley, staff maintainer, Avery.  
A. Wieberg is foreman of maintenance crew and S. J. Biddle is mechanical maintainer, covering main line and branches from Moberidge, S. D., to Avery, Idaho.

With construction all finished in this territory it is no longer necessary to maintain a separate storekeeper so signal stock is being moved into Deer Lodge storeroom to be handled by R. A. Long, general signal material clerk.

Now that the new light signals are authorized from Othello to Tacoma we have a change in our line-up for construction on this end with promotions as follows:

R. F. Tyler, general factory inspector.  
E. P. Allen, general construction inspector.  
J. T. Mallanny, general signal foreman.  
W. E. Dill, who was signal inspector on Montana work, has taken Mr. Allen's place as Coast Division signal supervisor.

R. F. Tyler, J. T. Mallanny, F. G. Mills and F. F. Seeburger went to the N. R. A. exhibit in Chicago, March 18 to 21. They all say it was a good show, but failed to bring back proof that they were there. This might be all o. k. for most of them, but we rather understood that F. G. M. was going to bring back a bride. Maybe that is coming later. Anyhow, he is having a house built in Tacoma.

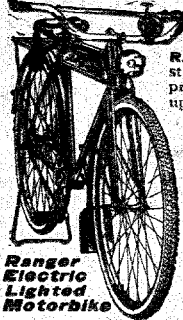
We have had quite a bunch of visitors and "peddlers" this last month. The other day J. V. Miller, storekeeper from Deer Lodge, blew in and from the lot of junk he had we thought he was working for the Ohio Brass Company, but we found out that he has an up-to-date reclaiming shop at Deer Lodge, and just had a sample line of bond lugs to show us.

R. A. Long, general material clerk from Deer Lodge, brought in a trainload of grief in the remains of tools, material and equipment left by construction. Anyhow, he put in a week showing us what it amounted to then left. Now we have about a dozen cars back of the office and a pile of tally sheets on our desk. Aside from that, we had a nice visit with R. A. Come again, but leave your junk some place else, please.

Mallanny has a desk with us now and F. G. M. begins to see trouble. Jim says, "How soon can we have fifteen tracings of this?" then he drops an armload of Chinese prints of some deep stuff. Mills just takes a look. Just now he said, "This daylight saving is losing a lot of sleep for me."

E. P. A. has a slide rule, a Joy stick and a lot of sharp pencils trying to figure where this A. F. E. begins and how much work is done on that one. We understand that he is going to make a "Busy Day" sign or move his desk on the roof.

Speaking of the roof reminds us, Monday, April 15th, we almost lost our home. We had been out of coal two days before and on receiving a

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**RANGER BICYCLES** now come in 44 styles, colors and sizes. Greatly improved; prices reduced. Other reliable models \$16.75 up. **WE DELIVER FREE** to you on 28<sup>th</sup> Approval and 30 days trial and riding test. Our big **FREE** catalog shows everything new in bicycles and sundries. Write for it.

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road of course had to have a big fire. About 10 a. m. F. G. M. says, "it sounds like a fire to me." E. P. A. says, "there it is on the roof." Then Steed had the joy of turning in the alarm and we all had the small boys' fun of seeing the department show up. After it was all over there was a hole in the roof and Schutzen got to clean up the mess in the laboratory. Along about the middle of the afternoon it began to rain. Then we had some more mess, until Trudie got some of the R. & B. men to fix us up.

Miss Hendricks is on the sick list, having her tonsils removed. We have been too busy to get acquainted or might send up some flowers.

Steed is looking for a fool-proof circular letter to send out to the field men, so when they once get it they can't go long, wrong or forget it. There's hoping he finds it.

This being our first attempt and account of no one knowing our department had a correspondent the string is rather short. Next time we may do better. We even may have some pictures if Pa Beard will come through.

Everyone seems to end up with some kind of a poem, so we will follow the beaten trail. The following was contributed by one of our Olympian porters on condition that we sure would have it in the Magazine. If it isn't in this issue and there are no more Wig Wags you'll know I paid the penalty of promising without the editor's permission.

#### To the Slacker.

Well, the big day has come and gone at last,  
The best of us must go.  
Midst submarines and shrapnel  
We'll march against the foe.

Every man that's spy and young,  
We'll expect to take a gun.  
No use hunting up old ails and making off that  
you are sick,  
For Uncle Sam is dead in earnest, and won't  
stand for any trick.

So what's the use of slacking,  
Or trying a freak attempt,

At making Uncle Sam believe  
That a man like you is exempt?

Would you be classed as a slacker,  
And sit at home and chew the rag,  
While thousands of your fellow men  
Are fighting for your flag?

Does it not seem out of reason  
To create an act of treason  
When your country's fighting  
For the cause?

Do you fear the sound of cannons,  
And the thrilling bugle calls?  
Would you still be classed a slacker,  
Just to break your country's laws?

What's the reason for your slowness  
For declaring your right age?  
Yankies know no fear of fighting,  
Do not fail them at this stage.

When the names are all assembled,  
And your country bids you go,  
Do your bit without a murmur,  
Do not linger, don't be slow.

For a slacker's life is worthless,  
And he knows no peace,  
While the bravest men shall scorn him,  
When the roar of cannon cease.

—Chas. Langston Upton.

#### Prairie Breezes From the H. & D. C. R. Craft.

Local Agent R. C. Donehower was on the sick list for several days due to a severe case of tonsillitis.

R. J. Hall has again resumed the duties of agent at Hague.

Conductors "Billy" Foster and "Jack" Barnhart have returned from the California Pacific coast country and have again resumed their regular duties on passenger train.

## Sixty Thousand Men for Uncle Sam

When the Railroads of the United States adopt the ROBERTSON CINDER CONVEYOR

To prove this statement, ask the Master Mechanic the cost and man power required to shovel cinders, compared to the cost and number of men required to handle them with the Robertson Cinder Conveyor



**WILLIAM ROBERTSON & COMPANY** Great Northern Building, Chicago

Tom Merken, the genial traveling passenger agent from St. Paul, was a caller in Aberdeen recently while en route to Bowman, N. D., to accompany a troop train to Fort Dodge.

Mrs. E. E. Keene has been appointed regular agent at Bonilla.

A. L. Nelson, acting as relief agent at Java, account W. F. Matz laying off.

J. A. Feiber has been appointed regular agent at Bowdle.

Mrs. E. M. Ayers, former agent at Barnard, has been appointed agent at Westport. Former agent A. E. Genung having resigned to go onto the farm. R. H. Sieman appointed agent at Barnard.

George Zimmerman, a former clerk in the general foreman's office and later in the superintendent's office, has resigned and gone to Wyoming, where he has a homestead near the town of Buffalo. We wish George success in his new home.

Chief Dispatcher Harry Gibson made a short visit to Wabasha, Minn., recently.

Walter Goetz, former stock yard foreman at Aberdeen, but who very recently enlisted in the army, has been promoted to sergeant.

W. J. Powell, interchange clerk local office, went to Rochester, Minn., to see the Mayos regarding a cancer on the lip. Ebbie Briggs handled the interchange job during Powell's absence.

Several changes have been made in Aberdeen local office recently, caused by the resignation of Claim Clerk Joe J. Gleason and Freight Receiving Clerk W. B. Condran. Charles Wales was promoted from bill clerk to the freight claim desk, Frank Paeth from the car record desk to bill clerk, and John H. Baer, a new man, has the position of car record clerk. S. B. Hulise, also a new man on car records a short time, was promoted to the freight receiver desk in Condran's place. Joe Gleason resigned to enter the Signal Corps of the army, but we understand he could not pass the required examination, due to defective eyesight, and is again in the service of our company at Chicago, where his home is. Joe's heart is in the right place, anyway.

Vep, the fishing season is here at last. Now for the stories about the big ones (?) that got away.

Dubuque Division.

J. J. Rellihan.

Baggageman Sam Hess got tired of handling the same sample baggage twelve times a week on the Preston line and has resumed work on the Main line on Nos. 3 and 4.

Frank Bartholomew, cashier in the State Bank of McGregor, helped out at North McGregor for a couple days on account of shortage of operators.

Brakemen Masters and Flynn have enlisted in the Coast Artillery.

Conductor John Kinder has been assigned to the West Union line.

One of Conductor Dunham's boys had the misfortune to have one of his fingers shot off while experimenting with a rifle.

Four extra gangs have been started on the north end of the division. Martin Whalen has charge of a gang at North McGregor yard, two more gangs at Harper's Ferry under Gus Nicholson and Frank Cassidy, and Norm Kelsy is in the vicinity of Brundage. We ought to have some railroad this summer.

Conductor Geo. Hibbard was off for about a week on account of his daughter Lois having an operation for appendicitis. Conductor Jim Cassidy relieved him.

Engineer Mullane has resumed work after laying off for the winter. On account of his regular run having been discontinued in January he is now assigned to the LaCrosse by over. Engineer Byrnes formerly on that run has returned to the Main line running on Nos. 4 and 25.

Conductor Dunham was on the Preston line for a week relieving Mr. Cutting, who was at Milwaukee attending the funeral of D. D. Goodrich.

While loading freight at Guttenberg Conductor Allen Bock had the misfortune of getting a finger taken off.

Baggageman Jim Donald has resumed work since the green grass made its appearance.

Pump Repairer Walter Esmay and family took a pleasure trip over to Freeport, where they visited a few days with relatives.

Operator Ed Dohlin is enjoying life for a few weeks. He took in the sights in the Twin Cities

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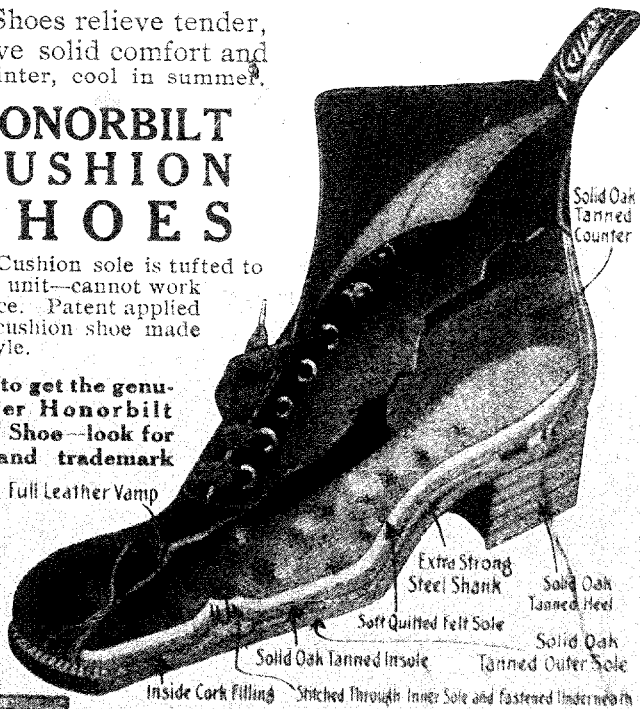
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and visited relatives at several other points. His brother, Forest, a new operator on the division, relieved him at Rego.

Agent Beerman of Spring Grove has taken a six weeks' vacation. Geo. Crotty, operator at Preston, is running the station during his absence.

News is a little scarce this month, the fact of the matter being that the correspondent has been very busy for over a week, being drafted on the Township Liberty Loan Committee, and in addition to being a solicitor was chief stenographer for the township chairman. However, we made good, this town oversubscribing 162 per cent.

Brakemen Knapp and Muir are now on the West Union line.

Conductor John O'Connor was off for about a week attending the funeral of some relative over in Wisconsin.

Brakeman "Si" McCauley had the misfortune to break a leg at Specht's Ferry the latter part of March. He was going out to flag a work train and in attempting to catch the rear end of No. 67 was thrown with the above result.

Operator "Honey" Adams took a vacation for about a month, getting everything ready for his bees to go to work early.

A special train was run over the division picking up surplus material. About two carloads was picked up.

Engineer Wm. Schaezle passed away at his home in Dubuque, March 28th, after an illness of three months' duration. He leaves a wife and two sons to mourn his loss.

Operator J. M. Trayer, formerly of this division, but now working for this company at Spencer, was visiting home folks at Lansing a few days the early part of April.

Word from Charles Johnson, formerly a brakeman on this division, now with the 113th Railway Engineers, reports his safe arrival in France.

Privates C. H. Grether and P. Schilling and Lieut. Ed. Kiesel of Co. A, 36th, located at Camp Grant, Ills., spent Sunday, April 7th, with friends in Dubuque.

The many friends of Conductor Frank Allard are pleased to learn of his promotion, he being appointed train master on the R. & S. W. Division with headquarters at Beloit. He is succeeded as local chairman of the B. of R. T. by Louis Michel.

On April 11th a Liberty Bond special was run over the division, and the employes showed themselves to be 100 per cent loyal, subscribing approximately \$75,000.00.

D. D. Goodrich, one of our old-time passenger conductors, died at Fort Worth, Texas, March 27th, his remains being brought to Milwaukee for burial on April 1st. Mr. Goodrich was in train service on the Pra-du Chien Division when the Civil War broke out, when he enlisted and served until its close, leaving the service with a rank of first lieutenant. On May 13th, 1912, he had a stroke of paralysis and has done no work since then, being in his 71st year at that time. Conductors W. A. Cutting and wife, J. D. Welsh and wife and Baggageman Sam Hess and wife of this division attended the funeral.

### LaCrosse Division Doins.

Guy E. Sampson.

All La Crosse Division boys are busy on the standard rule book at this time as they will be called upon to take examination for some before this time next month. Much midnight oil is being burned and all are trying to get whipped into shape for the big change in rules.

A photo just received from Engineer Chas. Ellis of Milwaukee, who is now with the 39th Engineers at Camp Upton, and we are going to send him a Magazine this month and hope to hear from him again soon. Good luck, Charley, and we all wish you success and a safe return. Should you meet the boys from our division in France you know what to tell them from home.

Mrs. Sallsberry, wife of C. & M. Division Conductor Sallsberry, spent an evening in La Crosse this month, where she attended a meeting of the Pythian Sisters Lodge, of which she is a state officer. Several of the employes and their wives had the pleasure of meeting Mrs. Sallsberry and all spoke very highly of the talk given them by one of our railway family.

Mrs. Wm. Harnack, wife of Conductor Harnack of Deer Lodge, Montana, was called to Portage on account of the illness of her mother. During her stay at Portage she was taken ill. The family were summoned and all possible aid was given her, but death resulted and the remains were laid at rest at Portage, which place had been her girlhood home. Mr. Harnack was for many years a La Crosse Division conductor and the sympathy of all employes is extended to our bereaved co-worker and his family.

Mrs. Fred Kruger, wife of Side Wire Operator Kruger of Milwaukee, spent a week-end with her parents at Mauston, and Fred came up to accompany her home.

Passenger Conductor E. B. Wolcott had the misfortune to slip and fall on the sidewalk in such a manner as to bruise his arm and face. The accident kept him from work several days.

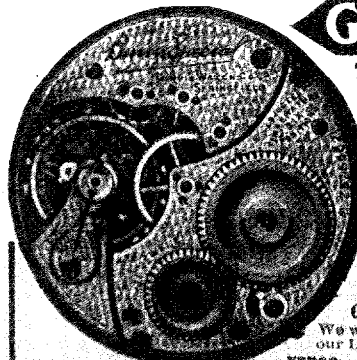
Engineer Billie Amend wanted us to mention the fact that a son arrived at his home, March 30th. We don't blame him for wanting it mentioned in the Magazine, for he is some boy and a coming Milwaukee employe.

The hotel near the depot at Camp Douglas was burned to the ground April 8th and faithful service by all concerned was all that saved the baggage room and without a doubt the main depot as well.

Conductor L. D. Daniels transacted railway business in Chicago this month.

The following La Crosse Division employes have joined the army and should be shown on the roster: M. J. Kiggins, C. Heberlein, and Wm. Riley, all fireman and volunteers in the 66th U. S. Engineers. Engineer Chas. Ellis, volunteer with the 39th U. S. Engineers. Fireman A. Nitz, Air Inspector R. Klemp and Machinist R. Widrig, all from Portage, were among those who answered the draft call this month.

Those having charge of the selling of the Third Liberty Loan Bonds on our division have certainly given each employe a chance to subscribe and our boys are doing themselves proud. While all have signed up for all they could possibly afford, all with one accord assert that if the proposed raise in pay, carrying with it the



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**NO MONEY IN ADVANCE**

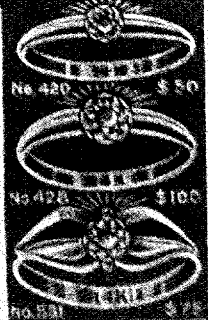
Examine it carefully; if you don't like it send it back! It won't cost you a cent. You must be satisfied FIRST. If the watch suits you pay a little down and the rest in easy monthly payments—a few cents a day. You wear the watch right from the start. No Security—No Red Tape. Your credit is good. Write today for full particulars of this Great Watch Offer and our beautiful Deluxe FREE BOOK, the

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amount due from January 1st to the present time, would come at this time they would gladly invest that amount to help "the boys over there."

Supt. L. T. Johnson, knowing the anxiety of the home folks in regard to our boys across the water, recently, upon receipt of a cablegram, naming the promotions in Co. D and stating that all the boys were well, at once put out a "23" message and in a few minutes we all knew the news he had received. We all appreciated it. Come again in the same way, Mr. Johnson. Thanks.

Friends of Operator F. W. Kruger (better known to the boys as Fritzie) will be delighted to hear that he has been promoted to trick dispatcher on our division. All employees are congratulating him and stand ready to co-operate with him and help him make a success of his new position.

The Fox House at Portage, which for years has been known as the "Depot Hotel," and in fact occupied the largest part of the depot building, will hereafter not be the home of the weary traveler, but the headquarters of the La Crosse Division officials. Remodeling has already begun and our division officials will soon all be located at Portage. Trainmaster Buford, upon his appointment, located at Portage to save the trouble of moving again when the rest of the boys came.

Where, oh where, are our items from Chi Terninals? Being omitted twice in succession causes us to wonder if some one has become so interested in writing that one letter a week to a soldier boy that they could not find time to send in their items. Also our friend Wilcox of the W. V. East Divisions. He seems to forget that we miss his bright sayings also. Come on correspondents, its our duty as well as a part of "our bit" to see that the "boys over there" get the news every month. So don't get slack, for if we do we may be reminded of the fact when the boys return and ask why we failed to write the news to the Magazine, which they received every month, and always looked over with anxiety expecting to see items of interest from you. So come on, let us do our duty by them as they are surely doing more than that for us.

A letter just received from Engineer Chas. G.

Ellis says he is working hard but willing to for by hard work only can one attain the efficiency necessary for the duties that lie before an active soldier. He has written several of the boys and is waiting for a reply to some of these letters. Come on, boys, get the habit and cheer the boys up with a word from you.

Carl Schraeder, who for several years has been juggling freight in the freight house at Lyndon, has also mastered the telegraph language and is working third trick at Mauston.

Engineer Chancy Winn and wife of Portage have been called upon to mourn death in their family three times within a few weeks. Their son, Corp. Alonzo Winn, being the first to be called to the Great Beyond. Two weeks later their grandson and four short weeks then passed and they were called upon to lay away their granddaughter, both children of John Winn, who is well known among the Lax Division boys, having been raised among them at Portage. The sympathy of all employees is extended to the grief stricken family.

Will some of the boys from the East Division please send us a few items for next issue so that our boys "over there" will know what is going on on that part of our stamping ground. Yes, all can speak at once, and we will try and get some of all of your notes in print for the boys. So see who will be first. Thank you.

#### Office of Car Accountant.

"Sis Hopkins."

Miss A. O'Neil has undergone an operation for appendicitis. She is improving rapidly.

Miss Grace Tischer is with us again after a siege of illness.

C. C. Denz has been on the sick list also. Carl said he thought he must have died he received so many flowers.

Pinkie stood on the corner for two hours watching the Liberty Loan parade. She says a certain Home Guard did not march. Could it be that the guard was on the corner also?

We have been enlightened. Miss Alvina Meier has taken a new position as housekeeper for the "Best Man in the World." The car accountant's

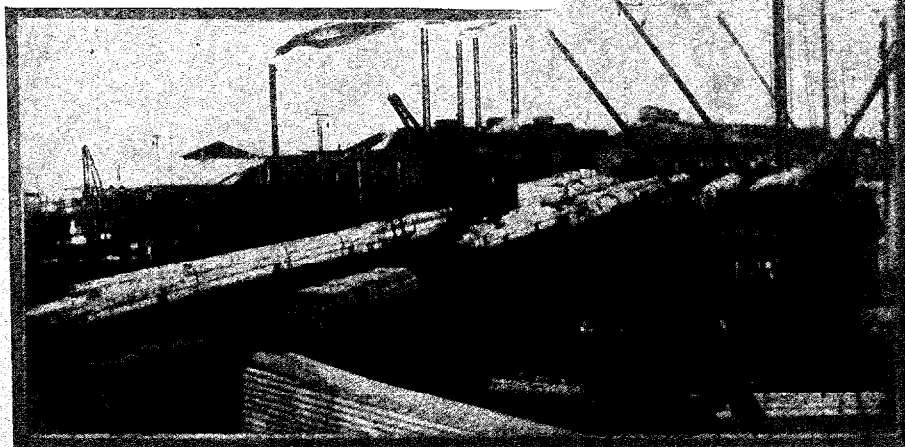
## Creosoted Products For Every Purpose

Wood in almost every form is creosoted at the immense plant of the Pacific Creosoting Company, at Eagle Harbor, Wash., on Puget Sound just opposite Seattle. The plant, a view of which is shown here, is one of the largest in the world. Creosoting is the modern method for Preserving the wood against time and decay. Specialties creosoted by the company are bridge and structural timbers, ties, piling, conduit, cross arms and paving blocks.

### PACIFIC CREOSOTING CO.

Northern Life Bldg.

SEATTLE, U. S. A.





office wishes her much happiness for the future.

Messrs. Junge and Knigge are with us again after a painful attack of the mumps. Mr. Lindley complains of a pain in his jaw. Not mumps, we hope.

Miss Margaret Hengels is with us again after an attack of la grippe.

Mr. Hackett was out a few days. He said he had the grip. What was in the grip, Edward?

Emil Nofs, formerly of this office but now of Houston, Texas, was in to see us. He looked very serious. Miss Alma Schultz then informs us she is no longer Miss Schultz, but Mrs. Nofs. Here are our congratulations. Mr. Nofs expects to leave soon for France.

#### Wisconsin Valley Division, West.

*Lilly Ann.*

Mrs. W. J. Held left for Milwaukee to attend the funeral of a niece.

Alfred Crandall, who is stationed at the Great Lakes Naval Station, was home visiting with his parents for a few days and to cast his vote for the recent spring election.

Hotel De Minocqua—Delicious Santa Claus sandwiches served to Conductor J. F. Tulley on April 1st. His appreciations have not, however, as yet been expressed.

Miss Margaret McGinley, stenographer in the freight office, visited at Racine over Sunday. For a time we feared that we would have to keep house without Margaret, but were relieved to find out that the train was only a few hours behind schedule, and our anxiety abated entirely when she came tripping into the office as cheerful as ever, evidently much pleased with her trip.

Mrs. James O'Leary and daughter Marcella are visiting with relatives at St. Paul.

G. E. Stoddard, brakeman, was among the selected men who left for Camp Worden, April 3rd. Also Lyle Gilham, son of Engineer Henry Gilham, left on the same day. We all wish them the best of success and feel convinced now that there is absolutely no question but what we will come out victorious within the near future.

Elmer Nicnow is the proud possessor of a five-passenger Oakland touring car. We think Elmer is such a lovely boy, and are sorry to notice that he is having trouble with his eyes, as it seems impossible for him to see **SOME PEOPLE**, especially when driving the car.

Billy Erman had the misfortune of having one of his fingers hurt during a practice game for the ball team. He was forced to retire for a short time but is back in the ring and is holding down his position in fine shape.

Mrs. C. Lattimer left for Chicago to visit her brother and to attend the graduation exercises of George Thieler, who will finish the veterinary course at the McKellop College.

Miss Lillian Gorman of White Lake, Wis., is visiting her sister Pearl for a few days.

W. A. Hinsey, district adjuster, called on us and as usual had a few new stories to relate.

Mrs. John Dexter visited at Racine over Sunday.

Engineer D. G. Wells will move his family to Wausau in the near future. They have been residing in Tomahawk for a number of years.

Conductor M. P. Finerty and wife are visiting in Chicago with their son, who is on a furlough. Edwin Finerty is in training at Waco, Texas.

P. C. Eldredge, general superintendent, has been a visitor on the Valley Division.

"Grand Daddy" is the latest title affixed to H. L. Crandall, chief dispatcher. A baby boy having arrived at the home of Mr. and Mrs. Carroll Crandall, International Falls, Iowa.

Helen Conklin has been entertaining the "Rubella's" for a few days. It was not a very pleasant reception they received for she shook them as soon as possible. Someone in the office said: "Well, she is good at shaking."

M. E. Donovan has been in Chicago on business for the O. R. C. and spent Sunday and Monday at Kansas City with his mother.

Everybody around here is wearing a Third Liberty Loan button and we are sure that the Wisconsin Valley will go over the top once, twice, yes, three times, and then be willing to do it all over again if called upon.

At the election of officers of the O. R. C., D. O. Daniels was re-elected chief conductor of the order, and was presented with a ring in appreciation of services rendered for the past four years. After the election a social time was enjoyed.

Mrs. Amos Griffith and son Douglas were visitors at Marshfield during the week.

Expected to get out and gather up a few more news items, but it is raining today so have a good excuse to stay in. Gathering news is not an easy task, especially if it is not supposed to be invented.

#### Minneapolis Shop Happenings.

*James Nellins.*

A newly created office, that of general car inspector, has been opened in the Northern District and is filled by T. R. Morris, formerly general car foreman at Chicago. Mr. Morris reached Minneapolis on March 24th and immediately slung his coat and took right hold of his duties. He did not come here piece-meal, but came all at once, household goods and all and is now a full fledged resident of Minneapolis.

While all are welcoming Mr. Morris, we of the office force will surely miss the visits of Michael Parkinson with his cheerful "Good morning" and a big expansive smile and a most hearty handshake. Then on his departure he would again give all a good-bye handshake and a merry "Good luck to you."

Also Joseph La Court. We understand he is to confine his duties to the Middle District and his cheerful greeting will be missed by all us of the office force, and as there is a welcome for the coming, so there is a speeding of the departing guests and best wishes for Messrs. Parkinson and La Court.

Sickness has taken hold of our engine dispatcher, George L. Gale, an old-time engineer, but at last reports he was on the gain and all his friends hope to see him again moving the passenger engines between the roundhouse and the passenger station.

Air Brake Superintendent James Elder made a visit to these shops on April 12th, looking well, evidence of which he is well treated by the people at Milwaukee and carrying his duties lightly, all of which is very pleasing to his many friends in this territory.

Miss Nestly Miller, clerk in office of General Car Foreman, passed a brief Easter vacation with friends and relatives in Indiana, and has returned and is again at her desk with her old time vigor. She reports having a good time while with the Hoosiers and her appearance bears her out on this report.

There was much wonderment at the shops the past two weeks. George Gegenheimer, operator of the transfer table, was off duty for six days and while this may not seem strange to the ordinary person, yet those who see our friend George here day after day, in season and out, rain or shine, it does seem strange not to see him in his coop. In fact, he is so regular that the residents living along Twenty-eighth street below Thirteenth avenue, can tell the time of day when George goes to or comes from work.

Two of our veterans of the machine shop forces are off duty on account of sickness, Gang Foreman Chas. Steenberg and Machinist Wm. T. Nelson. When such men as those absent themselves from duty there is some sure enough good

One pair outwears Two pairs of ordinary overalls

**HEADLIGHT OVERALLS** (UNION MADE)  
Dyed with  
Genuine Indigo

EARNED CARTER & COMPANY DETROIT

reason for it, and information shows that Mr. Nelson is slowly gaining and Mr. Steenberg is in such condition that he may be compelled to be off duty for some time to come. These are two most popular shop men and it will seem good to see them back to work again.

There was sadness at the shops, and particularly so among the men of the boiler shop, due to the sudden death of Boilermaker William Bevan, which occurred on April 6th. Mr. Bevan was very popular with his shopmates and was a most agreeable person to work with, and this was proven on the day of the funeral, when that afternoon the boiler shop was almost at a standstill due to the absence of the men attending the funeral. The sympathy of all is extended to his bereaved family.

Corporal Lawrence McMakin, formerly chief clerk to the roundhouse foreman ran up from Camp Pike last week to pass a few days with his folks and bid his friends good-bye preparatory to sailing for some place "over there" which he expects to do in a short time. Lawrence is a general favorite among his associates here and all wish him a safe return, and the commanding officer who may have a lot of soldiers like our young friend, is to be congratulated.

He was never known to be a shirker or slacker here.

The Third Liberty Loan drive is on at the shops and it has the marks of going to be a dandy and this place will make a good account of itself when the returns are all in. It was hoped that some estimate of what was being done could be furnished for this issue but although the drive has been in progress for a week there seems to be no slacking up in subscriptions, and what is surprising is the great number of bonds that are being taken and paid for in cash.

The drive is under the supervision of Assistant Superintendent of Motive Power F. S. Rodger ably assisted by his Chief Clerk, Wm. O. Hiddleston.

Death visited the car department recently and called one of our oldest iron workers in that department, Thomas Williams. He was a very companionable shop man and all sorry that he will no longer be seen at his place of work.

Two machinists, William Tomasheck and Walter Kurth, responded to the call to the colors last week, and although both were here but a short time, were showing themselves to be very agreeable shop associates.

Good-bye, boys, with good luck and a safe return.

The latest addition to the clerical force in the office of the Assistant Superintendent of Motive Power, is Miss Edith Larson, who takes the place made vacant by the resignation of Miss Jane McKenna, and Miss Larson seems to be making good in her new position.

The correspondent noticed the compliment given him by Mr. Griggs of the Milwaukee shops, and it does us here good to see the names of brethren of the Milwaukee shops in print. The familiar name of J. J. Hennessy looked good to us, and let us see something about old acquaintances such as Jay B. Neese, Henry J. Wandberg, Frank Brock, Mr. Justman, and my dear old partner in joy and misery Henry Kreiger, whose hand I now shake. How is my friend, Mr. Dubay, of the air brake department?

Brother Griggs states that the ladies of the shop offices at Milwaukee are coming out in new spring hats and coats. The ladies of the Minneapolis come out in full every day shortly before one o'clock p. m.

We also notice that ladies are invading the drafting office at Milwaukee. How could they resist if that natty little Tommy Scott is still there?

Machinist Apprentice Lawrence A. Carlson resumes work after a severe siege of illness.

Miss Belle Burcum, who has been holding one of the better clerical positions in the office of the General Foreman of the Car Department, has resigned and Clerk David Sparrow has been promoted to the place vacated by Miss Burcum.

This is a promotion for Mr. Sparrow and a meritorious one and he is receiving congratulations, as he is a popular fellow among his associates, both in the Car and Locomotive Departments.

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Incorporated 1901

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Asst. Cashier

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## How the Railways of the United States are Saving Fuel By Electrification

---

In European countries, where the high price of coal and its scarcity have furnished added incentive, railway managements are vigorously pushing plans for electrification. In Italy and Switzerland the coal situation is acute, and plans are well matured for the utilization of the vast water powers in order to become independent of foreign coal supply in emergencies such as the present war. These plans contemplate not only the electrical operation of the railroads but the electrification of industrial plants as well.

In addition to the actual saving in coal resulting from electrification of the existing steam railroads, the experience of main line railroads now operating electrically demonstrates that an increased capacity of track is made available by the increased train loads and the greatly increased operating speeds. Furthermore, under steam operation the fuel coal has to be transported over the road as non-revenue tonnage from the mines or from the point of delivery of the right of way to the various coaling stations, thus occupying the tracks and the engines which might otherwise be used in the production of revenue. A non-revenue movement which is much more difficult to reduce to actual figures, however, is the hauling of this same coal in the engine tenders. This movement of company coal in cars and on tenders, together with water for steaming purposes, is estimated by Mr. A. H. Armstrong in the case of mountain divisions of a trunk line railway (sections now in the most immediate need of electrification) as fully 10 per cent of the total gross ton-miles carried over the rails. Under these conditions the electric locomotive, due to freedom from coal and water requirements, is inherently capable of hauling 10 per cent more average train tonnage with no increase of weight upon the driving axles.

Data are now available for several railway systems showing that the cost of conversion to electrical operation in the case of roads with a reasonable amount of traffic is amply justified from the financial standpoint. The Butte, Anaconda & Pacific Rail-

way, which was electrified in 1913 at an initial cost of \$1,201,000, showed a total net saving per year over steam operation of \$242,300, exceeding 20 per cent upon the entire cost of electrification. In addition to this definite money saving the road secured a greatly increased capacity and a great improvement in the service. These facts being well established it is quite within reason that the Federal Government should take steps to conserve the existing supply of coal and fuel oil by assisting to finance such electrifications as competent engineering authorities should be able to show will make the greatest saving in fuel.

In order to establish a definite ratio of comparison between the efficiency of the steam locomotive and the electric systems showing data from various roads have been compiled that as an average figure seven pounds of coal on the steam locomotive tender is equivalent to a kilowatt-hour of electricity on the alternating current switchboard at the power-house. A kilowatt-hour of electrical energy can be produced in a modern power plant with two and one-half pounds of coal. This means that it requires seven pounds of good coal on a steam locomotive to haul the same amount of net tonnage as could be handled with an electric locomotive by burning two and one-half pounds of coal in an up-to-date power house. It is necessary to use net tonnage figures to secure a fair basis of comparison, since there is a much greater percentage of non-revenue freight with steam than with electric haulage owing to the handling of company coal for the steam locomotive.

These assumptions are based on a good quality of coal on the locomotive and in the power station. Experience has demonstrated that there is no economy in attempting to use a low-grade fuel on the locomotive, but with stationary boilers and equipment it is possible to materially reduce the cost of power by burning low-grade coal. For purposes of comparison, the ratio of 7 to 2½ is a conservative figure.

**Construction Notes.**

*"Gyrline."*

A. N. Crowder has moved to the east side of Lake Washington, and now spends that extra hour of daylight in getting home evenings.

A. Herron, of the electrification drafting room, has gone east to take a position with the Shipping Board.

Mr. and Mrs. C. H. Ridout announce the engagement of their daughter, Dorothy, to George Spurgeon Bahler. Their many friends will all wish them a happy future.

The name of W. E. Ring appeared recently in the "Seriously Wounded" section of the Casualty List. Here's hoping that it wasn't our Bill and that whoever it was, he recovers rapidly.

What we would like to know is, who is Mabel? Jack Rennison and family have moved to Ramsey, Mont., where they were called on account of Spencer Rennison enlisting in the British army.

Mr. and Mrs. W. L. Scott are the proud parents of a baby girl, born recently. Congratulations!

H. W. Guenther has passed the examinations for the aviation service and expects to get into action in the near future.

The line crews are gathering on the Columbia Division for the spring drive. Reckon the population of some of the passing track stations over there will have an enormous increase in the near future.

Calm yourself Nora B! If you don't know who we are, ask H. S. Peck, who is somewhere in France. He can tell you.

**Notes From Milwaukee.**

*"O'Malley."*

Since the snow has melted don't those January storms seem a long way back?

There has been a great deal of guessing as to what was going on since the crew of men has been taking inventory here. We have had new elevation grades, new hump yards and general reconstruction of the terminals; in fact, each switch shanty has its own solution of the problem. Wonder who is right?

Not only do your bit by saving, but by buying Thrift Stamps you do your Two Bits.

Word comes that C. & M. Division Brakeman Wilbur Olson and Miss S. Holberson were quietly married March 5th. Their many friends here wish them long life and happiness. Mr. and Mrs. Olson are at home at 673 Greenfield avenue.

All the heroes are not wearing khaki. C. & M. Conductor Henry Schommer, on February 5th, at great risk saved the life of a child, Frank Sinrow. The boy was in the yards at Lake (presumably picking up coal), the snow at the time being piled high between the tracks, a train started to pull out. Conductor Schommer heard a scream and, seeing the predicament of the child, ran between the moving cars and uncoupled the air hose and stopped the train. The boy was picked up and sent to the hospital.

Sing a song of pennies saved, to buy War Savings Stamps,  
Will send our soldiers o'er the seas, to give Kaiser Willie cramps.

The boys in the yard are all praising the general clean up here. Draw bars, draft timbers, knuckles, pieces of rail and all such junk are being collected and sent to the shops for the scrap pile. Keep it up, the boys appreciate a clean yard to work in and the company saves money in the reclaimed material, also in the reduction of claims resulting from injuries due to this rubbish lying between the tracks and men being injured by falling over it.

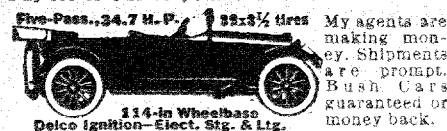
There is more joy over one blade of grass that turneth green in the spring than over a whole field of it in the hot summer time.

G. Y. M. W. G. Brackenridge has been off on a vacation in Texas for a few weeks.

The Third Liberty Loan was inaugurated here on April 15th. This week is known as Liberty Loan week. Let us hope that the people of Milwaukee in general and the employes of Milwaukee Terminals in particular will put their shoulder to the wheel and repudiate the slanderous statements made by some of the newspapers, whose field of information must be very limited, in which they deny the loyalty of Milwaukee. Let us each and all again prove that Milwaukee is

**Driver Agents Wanted**

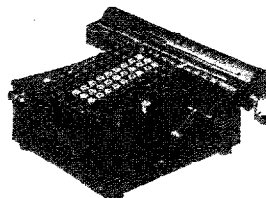
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PAXTON, INDIANA

loyal to our Government and the principles of democracy, and that regardless of our personal opinions we practice democracy in recognizing and abiding by the will of the people as voiced by the majority. We elect men to represent us, to make our laws and formulate our policies toward other nations. Our representatives and that great leader, Woodrow Wilson, have decided on war and it is our duty as Americans to back them and our brave soldiers and sailors to our utmost limit. We who through age or physical disability are not permitted to avail ourselves of the greatest honor that can be granted to an American citizen, the honor of wearing the military or naval uniform of our country and fighting in her defense, even though we are denied the privilege of making the last great sacrifice, we still have the opportunity to do our share for our Uncle Sam. We who are compelled to stay at home can furnish the boys (the fortunate boys) at the front with food, clothing and the tools with which to tear down that which is now and always has been a menace to humanity and liberty, to give our boys the tools with which to uproot and forever wipe out of existence the awful rule of autocracy. We who stay at home can furnish good cheer to our boys by writing them good cheerful letters, tell them how proud we are of them and how we hope and pray for their safe and triumphant return. The Milwaukee road, which is a Milwaukee institution, alone furnished a full company of engineers, and a finer or more patriotic lot of men cannot be found, and we are proud to say that a great many of them are from Milwaukee.

K. J. Schwartz is filling the office of G. Y. M. during the absence of Mr. Breckenridge.

A. J. Sovig is filling the office of night G. Y. M. Lots of bells in the yard are now "Liberty Bells," thanks to the good work of Messrs. Bush, Schwartz, Mitchell, Koch and others of the committee handling the subscription blanks. Keep it up fellows. Make it 100 per cent.

Foreman A. J. Hammerer is talking about a fishing trip. He is also a loyal subscriber to all the Liberty Loans; also he now floats a service with two stars, one son in the navy and the other in the army, and Tony had to pay a big dentist bill for one of the boys before he could go. Good boy, Tony.

Frank Seaman, former yardman, now of Base Hospital at Camp Custer, who was home for a few days leave, was around the the yard to bid the boys good by. Frank is looking fine and has only good words for the army and army life.

No wonder spring has been late, but at last things are beginning to brighten up. W. F. (Billy) Murray has returned from a two months' trip to California. Billy has brought his smile with him. The sun is smiling, too; let us all smile and buy a bond.

Edward F. Murray, formerly an engineer in the terminals, now in oil stocks, has just returned from a trip to Texas, looking after his interests there. We wish you success, Eddie.

Yardman R. S. Marsland has returned to work after a long idleness on account of being injured.

Yardmaster Art Carlin is back on the job at the out-off after a week's illness.

Yardman Geo. Gates is holding down the rear

end of the transfer for Conductor Max Polcyn. George was off for a week sick.

Yardman H. A. Paulus is out again after a few days' sickness. It was not a pay-day sickness, either, we know.

Yardman and Mrs. J. J. Kolley attended the grand ball given by the Ladies' Auxiliary to the B. of L. F. and E. at White City, Chicago, April 18th. Mrs. O'Malley and her husband also enjoyed the evening there.

Please add the following names to the Roll of Honor: Art Cullen, George Ische, George Nugent and Joe Carlin.

Earl M., the boy accountant, of "misplaced eye-brow fame," is now the champion bowler of Milwaukee Terminals. Challenges all comers. Score 246. Don't call, come at once, boys: three games.

Has everybody noticed Al R.'s new Easter bonnet—"Sunday Only." Girls, it's a pale green.

Scene: Milwaukee Terminal office. Time: 8:45 a. m. Marie writing payrolls. Phone rings. Gilbert at the other end with the morning report:

Marie: "Oh, its Gilbert—oh, let me take it! Oh, now I can't talk to him! Oh, Al, I think you're perfectly horrid."

Girls, do you ever have occasion to call No. Milwaukee Station? When you do, ask for George. He makes all the girls' hearts go pitty-pat-pit.

Sergeant Oscar Klein, superintendent's office, paid us a short visit before his departure for "Somewhere." We all join in wishing you, as well as all the boys of Milwaukee Terminals, heaps of good luck, and know you will more than do your bit in "Going Over the Top."

Myra, when are you going to take that trip to the Sunny South to see your soldier? I know all the boys throughout the terminal, especially those who ever had occasion to "drop in" at Merrill Park Station, will be envious when they hear this, but wait until they go—

Listen, Girls! If you want any pointers as to what to wear in the line of millinery, don't hesitate to call on Gilbert of the assistant superintendent's office. He is "the designer of the latest porch bonnet. Ask him to describe it."

#### Kansas City Division.

Billie.

Conductor J. S. Williams resumed his run on Nos. 103 and 108 April 1st after several weeks' illness, but has again laid off. Conductor Herman Russell is relieving him.

N. C. Maytum, agent, Polo, has left for an extended vacation in the East.

Harry Vaughn, clerk superintendent's office, left Monday for Des Moines. From there he will go to San Antonio, Texas, where he has enlisted in the machinist aviation company. His place has been filled by Miss Helen Rowe.

The yard force at Ottumwa Junction has been somewhat crippled the past week owing to the illness of Yardmaster H. E. Cross and Yard Clerk Spencer Smith. Both have now returned to work.

W. B. Cundiff has been made car clerk, Ottumwa freighthouse, to take the place of Harry Rutherford, who has gone to Milwaukee, Wis., to accept a like position with the C. M. & St. P. at that station.

The Jerome coal mine has gone to work after being idle for a few weeks.

## "Kirkman's Science of Railways"

Enginemen, Trainmen, Shopmen, Roundhouse Men, Etc.: These Standard Text Books and Charts, written by men who know; containing Examination Questions and Answers, and explaining and illustrating the Locomotive, Air Brake and Machine Shop, are arranged in groups. No one loaded down with charts or books not relating to his particular occupation. Payments may be made monthly.

**CROPLEY PHILLIPS CO.**  
CHICAGO, ILLINOIS

Engineer H. Kimbel returned last week from Excelsior Springs, where he spent two weeks.

Operator W. N. Crandall, Polo, Mo., is laying off for a few days, relieved by Operator Bert Winfrey.

Conductor J. H. Ryan has returned from Deming, N. Mex., where he was called by the illness of his son, Sergeant Earl Ryan. Sergeant Ryan, who was a brakeman on the Kansas City Division prior to enlisting, suffered a partial blindness, but is now recovering.

Miss Clo Sauders has moved downstairs to be clerk of Trainmaster E. W. Lollis, Claude Peterson having been made himekeeper, superintendent's office.

Chief Dispatcher E. J. Klahn and Traveling Engineer H. C. McCrum spent Wednesday of this week in Chicago on business.

S. M. East.  
O. J. B.

An exchange reports: "N. F. Behme of the St. Paul road has broken up the right of way near the station and will do his bit at raising vegetables and helping down the Old Nick on the other side of the pond and stop the war. Let all available ground produce all that is possibly can. The more vegetables we consume the less bread we shall require and the more we can spare." This refers to our agent at Huntley (more power to him) and we wish to add that he is looming up large as a poultry fancier. His specialty is thoroughbred Rhode Island Reds. P. S.—Ours is eggs.

Engineer Sam Pettingill and wife report having a pleasant visit at Mapleton.

Chas. Foote, brakeman and popular hero of the West End, has made a few trips on our part of the division. It is rumored that he will go on passenger runs again.

E. Brock, bridge inspector, has just finished his inspection of the S. M. Division. He reported splendid weather for the greater part of the trip. He was accompanied by Chief Carpenter E. J. Auge.

J. Nelson of Mankato, yardmaster, is at work again after a six months' leave of absence.

The Kaiser made a drive and thinks, I'll land in Paris yet. But Sammies, Poilus, Tommies say he'll get there, aber nit.

Conductor Joe Tucker is rendering distinguished service in laying steel near Baroda.

Passenger Brakeman Hanson has been enjoying a month's vacation. Meanwhile Brakeman Ford did his best to be like him.

Hey! Skinnay! C'mon. Hear the Company Concert Band.

Fred Tesnow of Milwaukee car department brightened the division tool and bunk cars with new numbers and the whole division with his smile.

That pipe smoker we noticed that kept an alcohol lamp burning on his desk in order to save matches will be heard of some day among the millionaires.

The iceman stopped at the residence of the agent at Delavan and taking up a cake of ice, asked: "How much today, 25 pounds?" "No," says Mr. Agent, "9½." But he was thinking of the newly arrived baby boy.

We have been informed by one of the operators that it is important when attending a funeral to get to the right church, and—the rest of this story has been deleted by the censor.

**Saving Daylight, or Cruel April 1st.**

The good wife of the railroad man,  
Awoke and saw the time,  
Great Scott, says she, that's not been changed,  
And I'm an hour behind!

So lighting fire and getting feed,  
She woke her sleeping mate,  
Come rouse yourself, look at the time,  
To work you'll sure be late.

O, maybe not, says he,  
I see no awful need for haste,  
I set that clock ahead last night,  
And I've another hour of hay.

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Noticed a boarding car labeled Hotel De Hoover. What ails the grub there, I wonder?

Edgar Rootes is laying off nursing a bruised shin. His shine with the ladies will not be dimmed, however.

Car Foreman C. O'Rourke, disguised in a suit of store clothes, visited the Twin Cities.

It has been suggested that the recently invented two-man tank would come in handy when traveling from a wet town to a dry one.

#### North La Crosse News.

*H. J. Bullock.*

J. D. Tipton, formerly telegrapher on La Crosse Division, visited La Crosse friends and relatives March 17th.

K. D. Smith, recently telegrapher for the Western Union at Minneapolis, Minn., has returned to his first love and is now second trick telegrapher at Sparta.

H. J. Councilman, train dispatcher on the N. P. R. at Duluth, dropped in to say hello, March 25th, while en route to Milwaukee.

J. J. Crowley, electrical foreman, transacted important business here March 27th.

Elmer Bock, bridge inspector, has returned to Mazomanie after a business visit here.

Conductor Bradley Walcott met with a painful and peculiar accident here April 2nd. While walking down the street he stepped off a wooden street apron in such a manner that he fell face downward and sustained a badly bruised nose and scratches on the side of his head.

Why is a waste paper basket full when it is only half full?

Electrician W. J. Daly of Milwaukee has completed a job of new and extended electric light wiring at the depot and roundhouse here.

F. W. Kruger, formerly second trick telegrapher here, has been appointed trick dispatcher on the La Crosse Division at Milwaukee.

E. G. Hayden conducted a Liberty Bond drive here April 12th to 15th, with a most sanguine result, securing subscriptions for an amount exceeding \$22,000, or a net result of 100 per cent. Mr. Hayden was rendered every possible assistance by the heads of all departments here, who may be well pleased by their efforts. Valuable volunteer service were also performed by Second Trick Telegrapher F. T. Ross.

#### Chicago Terminal News.

Switchman William Green failed to show up for work a few weeks ago and it has developed that he is the proud father of a bouncing boy. Both mother and son, George Lawrence Green, are getting along nicely.

A flag raising took place in Galewood Yard under the direction and leadership of Yardmaster P. L. Palmer. Mr. Palmer is a hard worker for the Third Liberty Loan and a genuine American.

Switchman Byron L. Smith is taking a six weeks' vacation with his father, sojourning through the South and West via California and British Columbia.

E. H. Sinclair made a visit to Galewood Yard on April 11th and found time to get off a few of his fish stories. He is always welcome in Galewood Yard.

The employees in the Chicago Terminals are showing their colors by getting in on the Third Liberty Loan Bonds, and so far the showing in this district is excellent.

Agent Bush has just returned from a short vacation spent on his farm in Florida, where he reports the crops are doing nicely.

#### News of Iowa Division (West).

*Ruby Eckman.*

Conductor A. J. Gregg of the Western Division way freight has been quite seriously sick with an attack of pneumonia.

Switchman C. W. Baker, wife and mother were called to Rock Island, April 18th, by the death of a relative.

Mrs. W. B. Howe and son Harold spent a few days visiting with relatives and friends in Chicago. Harold was in the draft call for April 26th and went to Chicago for the visit before going to war.

Carl Hagen of the B. & B. force spent a few

days the fore part of April visiting with his brother in Milwaukee.

Conductor I. E. Conners, who has been in a Chicago hospital taking treatments for an injured foot, is recovering nicely and expects to be able to resume work in a few weeks.

Richard Kling, the recently appointed roundhouse foreman's assistant, has moved his family to Perry.

Alex Borg, foreman of the Perry coal shed, had the misfortune to fall and break a couple of ribs the fore part of April. Alex was short of men at the time and was too busy to lay off.

Fireman Jack Kirkendall was off duty recently on account of sickness.

Boilermaker Wm. Barth was called to Savanna early in April by the serious illness of his mother.

Machinist John Eisle, who was off duty a few weeks on account of sickness, is able to resume work.

J. E. Kent, the veteran oil house man at Perry, was off duty a few days last month. His youngest daughter, Miss Effie, who is the superintendent of the Congregational Hospital at Des Moines, was married.

Trainmaster F. A. Maxwell made a business trip to Grand Forks, N. D., April 18th.

Mrs. Mullen and daughter Sadie returned to their home in Austin the middle of April after a pleasant visit in Perry at the homes of Edward and Frank Mullen and Wm. Powers. Mrs. Mullen and daughter make their home with P. L. Mullen, division master mechanic.

Charles Russell, car inspector at Perry, is very seriously sick with pneumonia.

Conductor A. J. Fuller ran a splinter into his hand. Blood poisoning set in and he had a very sore hand for some time.

Corporal E. B. Brooks was home from Camp Grant for a few days' visit with relatives and friends the fore part of April.

Stephen Smith spent a few weeks at his home in Ranville, Mich.

A son born to Conductor and Mrs. Wm. Lavell and a daughter to Engineer and Mrs. C. R. Swift are the additions to the Milwaukee family during the last month.

Conductor C. F. Wightman has returned home from Chicago, having been there on committee work.

Engineer Wallace Shipton, was was acting as engine dispatcher at Perry, returned to his home in Savanna. J. J. Brown, an extra passenger engineer, took the position of engine dispatcher temporarily.

J. N. Hutchins, who has been working as yard clerk at Perry Yard, has gone to Astor to act as agent for the company. J. A. Madsen, who held Astor station, resigned.

Effective April 17th, the way freight crews on the Middle Division were divided and runs established between Perry and Ferguson, and Ferguson and Marion. The way freight runs had become so heavy that the 137-mile division was too long for them.

Car Inspector John Reel has resumed work after a several months' lay off.

A change in night yard masters at Manilla was made the latter part of March. John Currier, who had the position, resigned and went to work as day engine foreman. John Curtis, night engine foreman, was appointed in his place. Currier had worked nights so long that he was anxious to make the change.

James Kaneally, a Middle Division conductor, has been acting as night yard master at Perry. He took the place of Jerry Cummings, who went back to work as an engine foreman.

Engineer Emanuel Stoner, who had two sons enlist in the army recently, was the first Milwaukee employe to apply for a Liberty Bond. Dad would go to war himself if he was younger.

The report is current around the roundhouse that a certain fireman had set April 15th as his wedding day. He came in early in the morning from a hard trip and, as he had not taken his family into his plans, he slept all day and the wedding had to be postponed.

Miss Margaret Heinzelman has been assisting in the storeroom at the roundhouse during the annual inventory period.

EH Coll of the roundhouse force was married the fore part of April.

Engineer Wm. Caldwell has been in the Jenule Edmundson Hospital at Council Bluffs for some time on account of illness.

On Tuesday, April 4th, a fine son was born to Yardmaster and Mrs. R. O. Wicheal of Manilla. The Manilla poet reported the event as follows:

**A New Yard Master.**

With his hat reposing on one ear.  
And with a jaunty stride,  
And a smile that lit his features,  
Which reached from side to side.  
The yardmaster came down to work.  
And when asked, why all this joy?  
He gave each one a smoke and said:  
A brand new eight-pound boy.

—G. L. R.

A lesson in patriotism was shown the people of Perry during the early days of the Third Liberty Loan campaign which is well worthy of a report in the Magazine, in as much as it concerned the railroad people especially. O. H. Hasse, yard foreman at Perry, has a gang of eight men, all Serbians, none of whom have become fully naturalized American citizens. The first afternoon that the foreman spoke to them about the Third Liberty Loan all the men signed subscriptions for \$100 bonds and seven of the men paid cash for them. When one stops to consider the wages that are paid section laborers, it can readily be seen that the Serbian gang are entitled to a great deal of praise for their prompt action in loaning to their Uncle Sam the money he has let them make in this free country.

Enlistments since last report:

Engineer Charles Stoner, Fireman Ray Burns, Fireman Harold Stoner, Machinist Hekper, Barton Livingston. All enlisted as motor mechanics and have been assigned to training at the Sweeney Auto School.

**Deer Lodge Shop Notes.**

*"Patsy."*

Miss Edith Warren, stenographer to the storekeeper, had a brief visit from her brother, who is in training at Camp Lewis, American Lake, Washington.

Miss Hazel Hahn, timekeeper, has returned from a trip to Rochester, Minn., where she went for medical treatment. Miss Hahn was accompanied by her mother.

Storekeeper Miller goes around these days with the broadest of broad grins on his face, no doubt the reflection from the son.

Among the additions to the clerical force in the car department, store department and D. M. M.'s office are Miss Ella Holmes, Anna Knopff, Harry R. Anderson and Corinne Astle.

I wonder who the two dames were Bill Brautigam took to the dance at Alberton on the 6th?

Wrecking Foreman W. W. Taggart met with a very unfortunate accident in the way of having some ribs and collar bonebroken. Some timbers fell on him which he was transferring to another car. It is hoped he will be able to be out again soon.

John Knachel, pipefitter, is confined in the hospital with pneumonia.

On Saturday evening, April 13th, a mass meeting was held by the Deer Lodge shop men, who were addressed by Attorney S. P. Wilson, State Senator C. H. Williams and Joseph Smith II, editor of the Silver State, as well as District Master Mechanic E. Sears, in the interest of the Third Liberty Loan, after which the chairmen of the different crafts, who were acting as committeemen, started subscriptions for this loan. Total receipts to date being \$35,000; number of employes approximately being 385, which shows that the men at Deer Lodge shops evidently when called upon to go over the top take advantage of the opportunity, no matter as to how it is presented as indicated by the subscriptions.

Deer Lodge shop is no place for the alien enemy. During the campaign for the Liberty Loan some of the Austrian helpers refused to subscribe and left the shop premises in a storm of metal, consisting mostly of bolts and nuts. The barrage seemed to be very effective as they did not return.

Mr. Wiedenhammer from the president's office was a visitor at Deer Lodge for a short time.

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Young Locomotive  
Valves and Gears

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CAPITAL \$1,000,000	<b>SPokane &amp; Eastern TRUST COMPANY</b>	RESOURCES \$15,000,000
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of SEATTLE

CAPITAL AND SURPLUS  
**\$600,000.00**

*Commercial & Savings Accounts Solicited*

## Larabie Bros.

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Deer Lodge, Montana

Founded in 1869 Oldest Bank in Montana

Every banking facility extended to  
our customers

Safety Deposit Boxes For Rent

Depository for C. M. & St. P. Ry. Co.



J. B. Cox of the General Electric Company at Schenectady, N. Y., is back again at Deer Lodge going over substation matters.

A. L. Pentecost of the Tacoma shops is at Deer Lodge taking an inventory of the machinery. We are very sorry to report the death of W. R. Lanning, master carpenter on extension, at his home at Missoula, Montana.

Miss Lucyle Bresnahan is taking the place of Loury Smith, general foreman's clerk, who is taking the examination for Annapolis.

Mr. and Mrs. Walter Luzzadder went to the coast last week to visit Mr. Luzzadder's brother, who is at Camp Lewis. I understand Mr. and Mrs. Luzzadder expect to also visit Mrs. Luzzadder's home in Oregon.

Miss Bertie Marvin, who has been acting as roundhouse clerk, has now been appointed permanently to this position, as R. W. Barber, who formerly held that position, has decided to remain at his old home in Pennsylvania.

A committee consisting of Roundhouse Foreman C. E. Ade, Electrical Foreman R. A. Nofke, M. R. Moody, General Foreman Frank Sowerby, Guy Bellows, Traveling Engineers E. L. Cleveland and G. T. Spaulding, Master Mechanic E. Sears, M. Curtis, R. Wende and Ray Webb met at the D. M. M.'s office last week for the purpose of formulating safety rules in connection with electrical equipment on the Rocky Mountain and Missoula Divisions.

Our worthy B. M. F. was seen gliding along the slick road to Gregson with two young ladies packed in the front seat. It is rumored Joe's foot slipped and he splashed all the water out of the cold plunge at that resort. We would recommend spikes.

Mark McCoy, formerly clerk in the D. M. M.'s office, left for Washington, D. C., where he has been appointed as clerk in the Ordnance Department, Internal Revenue Service.

Be patient, Nora B., and you will soon receive our likeness.

#### Des Moines Division News Items.

C. S.

Mrs. Wm. F. Keefe, wife of Traveling Freight and Passenger Agent Keefe, is visiting at Jacksonville, Ill.

Superintendent Edson and Chief Dispatcher F. S. Bauer made a business trip to Chicago, Saturday the 13th, to meet with the examination committee in connection with the new rules.

R. H. Martin, operator at Jefferson, Iowa, has been called in the selected draft and is expecting to report soon.

J. D. Shippey is working temporarily as operator at Clive, Iowa.

E. W. Samsel, day leverman at Fonda tower, has enlisted in the Engineering Corps.

W. H. Rosch, acting agent at Clive, has been called to Maunna on account of the serious illness of his mother.

W. J. Danson (the Duke) has resigned as brakeman and is at present employed as book-keeper in a garage at Panora, Iowa.

We hear from pretty reliable sources that "Tack" has been keeping late hours. A word to the wise should be \* \* \*

The local Liberty Loan committee, of which Supt. Edson is chairman, has spent a busy week soliciting the sale of bonds and have made a very good showing. Conductors Finnicum, Sipes and Adams, and Engineers Finnicum and Deitrick, together with Fireman Gressinger, have been appointed collectors in connection with the Liberty Loan drive, to solicit subscriptions in their respective departments.

District Passenger Agent H. H. Warren and Division Freight and Passenger Agent C. E. Hilliker have displayed their usual enthusiasm in the selling of bonds and have met with great success. We understand Traveling Freight and Passenger Agent W. F. Keefe has been busy in the interest of the Liberty Loan on the Iowa Division.

Engineer Geo. Finnicum and wife have returned from a three months' visit in California, Colorado and Oregon. They report having had a fine time while away.

Miss Maude French has recently accepted the position as trainmen's timekeeper in this office. We are glad to welcome her to our midst.

Engineer Chambers has returned from his trip West.

Engineer John Allison has resumed work after laying off for about a week.

A. E. Lambert, relief agent at Albert City, is visiting in Kansas City. We wonder what the attraction is, as this is his second trip within the last two months.

Any news items contributed will be appreciated.

It no doubt will be very gratifying to the men as well as to the management to know that the section foremen on the Des Moines Division are 100 per cent subscribers to the Third Liberty Loan Bonds.

#### East Prairie Du Chien Division Notes.

M. C. Murphy.

Engineer M. Macedon laid off a few days. Engineer J. Allemann had his run during his absence. Engineer F. Zunker had his run on the war freight while he was laying off.

Mrs. C. Rosellen, wife of Conductor C. Rosellen, Waukesha, visited relatives at Columbus, Wis.

Engineer C. Ziel was absent from work a few days. Engineer O. Johnson took his run.

O. D. Aeppli, claim adjuster, Janesville, was at Waukesha on business.

Engineer J. Ellis took a short vacation. Engineer F. Zunker took his run on trains 21 and 6 during his absence.

Mrs. A. Smith, gatetender at Waukesha, spent Sunday at Janesville visiting friends.

Gerald Leahy, formerly a fireman on the Racine and Southwestern Division, who is now in Camp MacArthur, Waco, Texas, has been commissioned second lieutenant.

Agent and Mrs. J. Lawless, Waukesha, have returned from a trip to Florida and report having an enjoyable trip.

Stanley Fiddler, formerly second trick operator at Brookfield, is now in training camp at Minneapolis. He visited friends at Waukesha during his furlough.

Mrs. H. Bensing, wife of Car Inspector H. Bensing, Waukesha, visited friends at Chicago.

Fireman J. J. Leitz has returned to work after a short vacation.

Clifford Peffer, formerly brakeman on this division, who is now at Camp Custer, spent his furlough at Milwaukee with relatives.

Conductor H. Durbin laid off a few days. Conductor T. Callahan had his run on trains 22 and 7 during his absence.

Fireman F. Rogers is back to work after a short illness.

Engineer J. McCarthy is back on the job after visiting relatives at Oshkosh, Wis.

Engineer T. Dempsey was confined to his home a few days with the grippe. Fireman Geisus fired the switch engine at Waukesha during his absence.

Roadmaster J. Murphy has an extra gang at Genesee laying steel. Foreman H. Shortell is in charge of the gang.

Fireman Irwin took a short vacation. Fireman E. Cunningham fired in his place.

Agent Z. C. Wilson, Palmyra, was a visitor at Waukesha.

Section Foreman H. Carroll, Milton, was called to Edgerton by the illness of a relative.

Mrs. A. Moore, wife of Section Foreman A. Moore, Madison, visited friends at Palmyra.

Section Foreman P. Liesenfelder and wife, Waukesha, are the proud parents of a baby girl.

#### River Division News.

Harriet Asplin.

It is a pleasure to record the fact that Charles Leaser has recovered from his recent illness and is back on the River Division with his cheery smile and optimistic sentiments. Mr. Leaser is one of those who can good-naturedly answer every sort of question generally asked by the traveling public.

Conductor W. D. Jones has left us to join the Railway Regiment and, as he expresses it, "hopes to be in France soon to help win the war."

John E. Donovan, one of our younger brakemen, has also left for Chicago with an intention of enlisting in the marines. The River Division must have representatives in all branches of the service, by this time as so many of the boys have

answered the call. We surely are proud of them and don't let's forget to write to them as often as possible.

In a letter received recently from Francis R. Murphy, who is with a Railway Regiment somewhere on the eastern coast, he says: "This is a great life, but Uncle Sam is worse than Tom McHale when it comes to laying off around pay day."

Conductor F. B. Higbee has been inconvenienced by a broken arm for the last month, but rumor has it that he is well again.

Engineer George W. Vore is once more on the job, handling trains 56 and 15 with the old reliable 6508, having spent the blustery Minnesota months in Florida. We are all glad to see him back on the job again.

Has anybody seen Jim Gregg's new green tie and hat to match? Wonder if it has anything to do with this home rule stuff in Ireland?

Ed Ahern, from the superintendent's office, has enlisted in the Railway Corps and expects to go soon. Mrs. Hanson will take his place. Everyone who knows Ed will miss him for he is an exceedingly clever and sociable chap.

Engineer W. S. Bowhall is still on the laying-off list, having been off for about a year due to illness, but we look to his resuming work again soon.

This setting ahead of the clocks may be fine for the gardens, etc., but it is playing havoc with the clerks. An hour earlier in the morning is an hour earlier and there's no disputing the fact. If anybody comes around here with the inane, spineless remark of, "You won't notice it after the first few mornings," let him beware. The only comfort I can get out of it is thinking of the night of October 31st, when we will get an extra hour of sleep. Won't that be the grand and glorious feeling?

Engineer S. R. Knappen is hard at work as a member of the examining board, instructing and examining engineers and trainmen on the new Standard Rules, which will soon become effective. We are glad to hear of Engineer Knappen's appointment on this board, which was deserving.

We learn that Engineer H. Kunzman is at Phoenix, Arizona, for his health and hope he will find the climate there of benefit to him.

Engineer S. H. Anderson joined the colors by enlisting in the Engineering Corps and has gone to Fort Leavenworth. We are sure that "Sev" will be a valuable man wherever he is put.

We are getting some very wonderful word pictures from Lieutenant John M. Sundheimer, who was formerly in Supt. Thiele's office, and is now with the Russian Railway Corps in Harbin, Manchuria. He was very much taken with Japan and its sights, but he goes into raptures over the beauties of Russia (wonder if he means the girls) and he is industriously studying the Russian language and expects to get in on the ground floor when he has it mastered. However, at present, he is having quite a time of it. He said in one letter that he picked up a conversation with a little Russian lady one day and from the lingo he received in reply he couldn't quite tell whether she was inviting him to call that evening or calling him names.

Lieutenant Fred E. Brunner, River Division train dispatcher, with the Russian Railway Corps, writes that he is still at Nagasaki on account of only part of the train dispatchers having been sent to Harbin as yet, but he hopes to get to work soon.

Supt. Thiele and his assistants have been busy the past ten days soliciting subscriptions for the Third Liberty Loan Bonds. Mr. Thiele covered all his main line territory on motor car and every employe has been called on. Total number of subscriptions to date is 1,212. Total amount, \$87,200.00.

This column is open to bribes, however small, in return for the insertion of personal and business notices that may appeal to the readers.

#### K. C. Terminals.

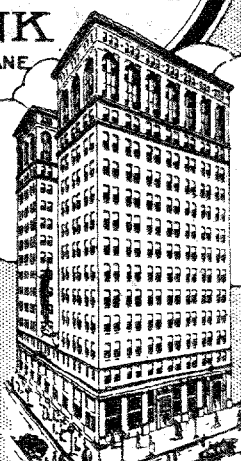
C. V. Wood.

Joseph Lieberman, whose photo appears above, has recently been made captain of the 110th Ammunition Train, stationed at Camp Doniphan, Okla. We congratulate you upon your promotion, Joe, but really, we think you should have been made a general.


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**THE SEATTLE  
NATIONAL  
BANK**

**Resources, \$27,000,000**

Savings Trust **DEPARTMENTS** Foreign Bond

*Oriental Direct Connections*

C. E. Skagge, our former warehouse foreman, resigned service with this company on March 31st, 1918, accepting a position with the Kansas City Southern Railway Company. He has been succeeded by Harry S. Zane, who is handling the work very successfully.

A. L. Williams was appointed general yardmaster, commencing April 15th, 1918, succeeding Fred S. Clarke, who has asked for leave of absence until the first of June.

Edward W. Keefner is now located at Camp Mills, Long Island, N. Y., and expects to sail to France within a few weeks. He writes that he is very sorry indeed not to have been able to get to Kansas City to see his many friends before leaving.

Miss Martha Brown is again with us, as operator at Suburban Junction, after a long illness. We are glad to welcome her back and trust that her health is much improved.

Mrs. Margaret Dollison is reported quite sick. Her smiling face is very much missed around the local office.

J. T. Clark, who was formerly foreman of our car department, has been appointed general foreman.

Harry F. Studt was called to the service of Uncle Sam on April 26th, being located at this time at Camp Funston, Kansas. He will be missed around the office.

A. O. Watson is now night yardmaster, succeeding James P. Stewart on April 1st.

Cupid is reported busy again at the local office, Miss Violet Bates being the victim this time. The date has not been announced yet, but it is understood she has already received some lovely presents.

J. F. Anderson is our new superintendent of terminals, coming to us on March 18th from Perry, Iowa, where he was trainmaster as the Iowa Division.

Herman Willson was called to appear before examination board on April 19th. If Herman goes over the Kaiser has certainly better watch his step. Haven't heard yet whether he intends taking his Tin Lizzie or not. Further particulars will appear in the next issue. Pauline hasn't made up her mind yet.

#### Iowa (East) Division Notes.

J. T. Raymond.

The Liberty Loan committee on this division, consisting of Superintendent Marshall, Trainmaster Turner, Roadmaster Barnoske and Chief Clerk J. L. Franz, has been pushing the campaign vigorously and are meeting with a gratifying response.

Guess "Sted" better write Miss Johnson again if he has not secured that reserved seat in the Savanna coach, "where one could meet a lot of old friends under happy conditions and amidst pleasant surroundings." The old home is not what it used to be. "Sted." Savanna went dry by 196 votes, April 16th.

Operator Ed. Claussen of Green Island was taking Fred Lindmeier to Elk River Junction on account of the death of Mr. Lindmeier's mother. On the way over Mr. Claussen discovered a badly broken rail between Elk River Junction and Sabula and reported the same promptly to dispatcher and section foreman.

Starr Klink, formerly in E. L. Sinclair's office at Marion, has been transferred to Sup. Marshall's clerical force.

Section Foreman Wm. Stewart was off duty a while on account of having two fingers badly crushed while loading steel rails.

Operator W. A. Storm of Monticello was off on a ten days' trip to Phoenix, Arizona.

Miss Etta Kerns and Switchman Roy Mullican were united in marriage at Marion early in April. They will reside in Marion where both are well known and very popular. Hearty congratulations are extended.

Switchman Wm. Ryan has disposed of all his rabbits to Brakeman Franke. Bill Ryan has bought four hens and gone into the chicken business.

E. W. Crain has resumed work after being off sick a few days.

Switchman Clint Andrews, who has been sick all winter, passed away at his home in Kenwood Park a few days ago. He had been in the employ of the company for a long time and will be missed by many friends among the employees.

Switchman Rynard has returned from the company hospital in Chicago, where he went for treatment on account of being injured in Marion yard.

Switchman Baker has resumed work after being off with a broken bone in his foot, caused by falling in yard.

On behalf of the employes of the division the Magazine extends deepest sympathy to the veteran Calmar Line roadmaster, E. G. Drury, and the surviving members of his family in the great loss they have sustained through the death of Mrs. Drury, who passed away Sunday morning, April 14th, after an illness of more than a year's duration. The funeral was held at Monticello, Iowa, Tuesday, April 16th. Interment at the same place.

George Miller of Marion Supply Yard is off on a few days' trip to Ladysmith, Wis.

Canfield Durham died at his home in Marion Wednesday morning, April 17th. He was 68 years old and had been in the employ of the Company since 1883, in the Bridge and Building Department. Funeral was held at Marion. The Employes' Magazine extends sympathy to the bereaved family.

April 11th a conference was held in District Master Mechanic Miller's office at Marion to go over details of the new report of the Car Department which took effect April 15th. There were present M. P. Schmidt, Council Bluffs; Geo. McDermott, Manilla; J. T. Clark, Jr., John Ricketts, Jr., Dubuque, and L. A. Klump, Marion.

J. T. Clark of Kansas City, visited a couple of days in Marion with old-time friends.

April 15th the roundhouse foremen of this district met with Master Mechanic F. P. Miller at Marion. A very interesting and profitable conference was held. These meetings are held monthly and have already produced good results. The engines have discarded their winter coats and are now presenting a very neat appearance and doing good work as well. There were present at the meeting Traveling Engineers John Lutz and George Lusk, Foremen Arthur Yates, George Finner, Earl Hopp and Wm. Graff.

The veteran Milwaukee Excursion Agent John Cook was in Marion Sunday, April 14th, enroute to Oakland, Calif., called there by the serious illness of his wife who has been spending the winter on the Pacific Coast.

Merrill Bartlett, son of Section Foreman J. A. Bartlett, visited his parents at Marion. He is a member of Company "A," Thirty-second Engineers and is stationed at Camp Grant, Ill.

Conductor Philip Shoup is again on duty after being off a couple of weeks on account of sickness. Part of the time was spent at Excelsior Springs, Mo.

New arrivals are reported as follows: Mr. and Mrs. Starr Klink—a girl. Engineer and Mrs. Amos Monthie—a boy. Congratulations extended.

Agent Joe Elsner of Hale has resigned and enlisted in the army—C. L. Davis, acting agent. Joe is located at present at Ft. Leavenworth, Kas.

Verto Reichert spent several days sightseeing in Chicago and talking things over with Clyde Kinney.

Operator Lindmeier was absent several days on account of the death of his mother, Mrs. J. M. Jackson of Elk River Jct., who passed away March 19th. Fred has the sympathy of us all in his great loss.

Conductor Jack Higgins has resumed work after several weeks' absence on account of sickness.

Engineer Wallace Shipton has resumed work on his passenger run between Savanna and Davenport.

General Car Inspector M. Parkinson of Milwaukee, was in Marion and Cedar Rapids on Company business.

Dispatcher and Mrs. L. S. Dove spent several days at Rochester, Minn.

H. E. Ramsey, Jr., put in several days dispatching on the Main line and Calmar line. Operator E. E. Edwards from Oxford Jct. doing clerical work in dispatcher's office and Ira Seager worked third trick at Oxford Jct.

Miss Alice Brotemarkle has resumed work in the District Master Mechanic's office, Marion, after an extended visit in Miami, Florida.

Dispatcher Willis Jordan was laid up several days with the German measles. We refrain from comment—don't want to "get in bad" with Willis. Operator R. L. Merrill was called to Chicago on account of the death of his mother, Mrs. R. C. Merrill, which occurred March 27th. The remains were taken to Farley for interment. The bereaved family have the sympathy of a large number of friends among the employes of this division.

#### Twin City Terminals.

*Eleanor.*

A meeting was held in Supt. G. A. Van Dyke's office Tuesday with the heads of the different departments and committees with regard to the proper and prompt handling of the Liberty Loan Bond subscriptions. Much enthusiasm was displayed by all present and it is the opinion that the results of the drive will be very satisfactory.

Geo. Pasko of the Engineer Department is in receipt of a letter from Norman Newman with the 151st Artillery in France who said while watching the review of the 151st he was very much surprised to have somebody call "Hello, Dodd," and on looking around to find another one of the boys from the Engineering Department, Newton Rich, who is in construction service in the navy. He states they had "some time" that night recalling old memories of the Milwaukee.

Mr. T. C. Butler has resigned his position as investigating agent with Mr. Alterton and will leave for Chicago where he has accepted the position of special agent with Mr. Shaw.

Miss Irene Hughes was called to Duluth to attend the funeral of a relative.

T. V. Robinson, former roadmaster on the I. & M. Division was a Minneapolis caller. The old employes are always glad to see T. V.

H. E. Brock has twelve members for the Garden Club due to the sale of a dozen hoes which he sold at a very low price. No doubt the members of the club will remember you, Mr. Brock, with products of their gardens.

Private Geo. A. W. Gustafson died Sunday, March 31st at Camp Jackson, S. C., from pneumonia. He was a member of Battery F, 317th Field Artillery. Before enlisting in the army Mr. Gustafson was formerly employed in the Engineering Department. We extend our sympathy to the family.

Miss Ruth Bender spent Sunday with her sister Elsie, at Rochester, Minn. We are glad to hear Elsie is improving so rapidly.

Ask Scotch Lassie Jean in room 20 about the CARD she carries.

A. F. Alexander, signal supervisor, went to Milwaukee April 17th on business.

Clarence Prescott was left a young fortune recently. He is unable to state the exact amount, however, but promises to treat the bunch as soon as he finds out.

Harry F. Gibson, our congenial friend from Aberdeen, was a Minneapolis caller Sunday, March 31st. We are always glad to see "The man with the smile."

Miss Elizabeth O'Brien spent Easter Sunday in Mason City.

T. A. Biggs, conductor on the I. & D. Division, was the guest of his brother H. L. Biggs, assistant to general superintendent, Minneapolis.

Messrs. E. A. Patterson and J. A. Light of Milwaukee, were Minneapolis visitors last week.

Miss Myrtle Pearson, stenographer in Mr. Van Dyke's office, spent Sunday in Sioux City, Iowa. Indications are Merty won't be with us long. Hope she takes us up in an aeroplane when we go to see her in Texas.

P. Zimmerman an engineer from the Coast Line was a March visitor in Minneapolis, incidentally looking over the possibilities of going to France in a railroad engineering corps.

Harry Gee is in receipt of a very interesting letter from his brother "Chuck" on the U. S. S. Chicago, telling of a trip to Vera Cruz, Havana, and the Azores Islands. While at the Azores he says they spent most of the time chasing monkeys. They were successful in capturing one which they have as a pet on board ship. Charles was formerly in the mail room in Minneapolis.

A. O. Seboran, ticket agent, has resigned and taken a position at the Great Northern depot.

Messrs. J. Behnke and Frank Detuncq of the

# THE WESTERN IRON STORES

## Mechanic's TOOLS

OF ALL KINDS

143-147 W. Water St.

One Block South  
of Grand Ave.

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A POLICY IN

## The Standard Accident Insurance Co. of Detroit, Michigan

Will Pay to you a weekly indemnity in case of accidental injury or sickness, or to your family a large cash payment in case of your accidental death or loss of limb or eye.

This Company is Authorized  
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Ask Our Agent or  
Write the Company

Over \$24,000,000 Paid in Claims  
Railroad Department H. C. CONLEY, Supt.

baggage room are very enthusiastic over their gardens. One has planted peas and the other hops.

Geo. McMillan spent a couple of days at Arlington, Wis., on business.

Florence McCauley has been added to the local freight office force. We all welcomed her pleasant face April 15th. Hope she likes the bunch.

Harold Fahey, son of assistant agent, although only 18 years old, has done what thousands of others have done, answered the call of our country. He is in the Engineering Corps located at Camp Grant.

T. D. Bell, cashier local freight office, has been absent from the office for some time with bronchial pneumonia. Latest reports are he is improving.

Geo. Hedlund has taken the position of prepaid and advance clerk in the cashier's department vacated by Otto W. Portzer who has entered military service.

Many of our boys have entered military service and still we haven't a service flag. Think we had better get busy.

### Illinois Division Items.

*Mabel Johnson.*

Latest slogan superintendent's office, Savanna: "Here's the pink card—get in on the Third Liberty Loan!"

Replying to item in March magazine relative to reservations for visitors in Savanna coach. Just come along old pard! There'll be a seat reserved for you!

Engineer L. Johnson is again on duty after having been confined to his home for many months account injury received at Red Barn. We are pleased that he has recovered sufficiently to be with us again.

Dwight Roberts, Jerry Hansen, and Chas. Severs from superintendent's office, Savanna, have answered country's call, having enlisted in the 36th Engineers Railway Corps, and left for Camp Grant the second week in April. Wrist watches were presented to them from the Savanna office force. Our very best wishes go with the boys.

Roy Young, stenographer, Superintendent Bradshaw's office, Savanna, is visiting at his home in Neche, S. Dak., having been drafted, and awaiting call.

More improvements at Savanna roundhouse. New office has been fitted up for R. H. F. Slater by a "car-addition" to former office. J. R. S. always does "brighten the corner where he is."

Mrs. F. J. Manthey and son, Jack, wife and son of R. & S. W. Dispatcher Manthey, Savanna, have returned from Milwaukee where they visited relatives. Jack was taken quite seriously sick with pneumonia, but is now a well baby, a fact we are glad to print.

John Morehead, employe Savanna depot, is now able to return to his duties after a serious illness of about four months.

Telephone conversation—Master Mechanic and Roundhouse Office—Election day, Savanna, April 16th:

Clara F: Roundhouse?

Iona G: Yes!

Clara F: Busy Iona?

Iona G: I should say—got 90 cents at stake—

Geo: I hope Savanna goes dry!

Mabel Johnson, trainmaster's office, spent Sunday, April 14th, visiting friends in Chicago, and also heard "Billy" Sunday while there.

We understand brakeman Geo. O'Rourke contemplates joining the movies? For further information, inquire of George.

C. P. Munsen is acting in Chief Caller Tipping's place until he is able to resume work as brakeman. Mr. Munsen was injured Feb. 1st while on the road.

Mrs. O. O'Neill of Chicago, wife of O. O'Neill, special clerk superintendent's office, Savanna, spent April 5th in Savanna.

Mrs. D. E. Bossiter and Ruth, wife and daughter of Trainmaster Bossiter, spent the last week of March visiting their relatives in Monroe, Wis.

E. McGovern, chief timekeeper, superintendent's office, Savanna, has moved his household goods from Milwaukee, Wis., to Savanna.

Miss Ruby Eckman from Perry office, was guest at home of Ill. Chief Dispatcher J. M. Losey, Sunday, April 7th, at Savanna.

Misses Anna and Francis Yates, daughters of Engineers Thos. and James Yates, spent Saturday, March 30th, in Chicago.

Miss Doris Calehan, file clerk, superintendent's office, Savanna, visited April 3rd in Freeport, Ill.

Mrs. G. H. Pietsch and son, Harold, wife and son of R. & S. W. chief dispatcher, Savanna, spent Easter Sunday in Savanna with Mr. Pietsch.

F. H. Allard, popular Dubuque Division conductor, was appointed trainmaster of the R. & S. W. Division April 4th, to fill vacancy made by A. DeGarmo who resigned to take up special work with the Freight Claim Department. We regret that Mr. DeGarmo has severed his connection with the R. & S. W., but welcome Mr. Allard and assure him of our hearty co-operation.

Radke-Collins wedding occurred March 30th, Savanna. Miss Radke held position of record clerk Savanna yard office, and Emmet Collins is well-known fireman on Illinois Division. Congratulations are extended from the division.

Miss Alma Groesinger has been placed in charge of Ill. Division time-keeping and Miss Anna Rush, formerly at Savanna yard office, as timekeeper, R. & S. W. Division. Miss Coral Groesinger, formerly division timekeeper, is acting as assistant in auditing department.

Miss Melba Chipman is filling vacancy made by Miss Emma Radke at Savanna yard office. Vertie Orr filling Miss Rush's position as timekeeper Savanna yard office, and Miss Margaret Lahey taking Miss Orr's place.

After an absence of six weeks, Miss Nan Gallagher is again on duty in superintendent's office.

A large service flag has been put in a frame and placed in the Savanna roundhouse, containing stars for all our railroad boys as follows:

Frank E. Yates	Cecil Paul Gunn
Arthur Wellinghoff	Harry Radke
Chester E. King	Otto A. Radke
Fred I. Good	Jense C. Hansen
John L. Connors	Ray Gunn
Clarence G. Ulmer	Fay L. King
Gervase E. Smith	Irvin Tyler
Max Cottrall	Chas. O. Berthoff
Harry Doyle	Harold W. Wilson
Robert Grant	John J. Keenan
Chris Jensen	Olin W. Talbott
Dewey Lahre	Geo. E. Raymond
Leo Nast	John Altenbern
Edward Schuller	L. J. Morris
Arlie Van Bibber	F. A. Sanlader
E. R. Allen	J. Edleman
Chas. Bilhorn	T. J. Renwick
Pat Coyle	J. A. Monahan
Will Keenan	J. E. Imbler
Tom Linderman	A. F. Starke
Orrin McBride	C. A. Hundley
Will McMahn	C. R. Van Kamp
James Nolan	Frank G. Roland
Lynn Pease	James Simpson
Maurice Stark	Temple Clifford
Geo. Schindel	Dwight Roberts
Bernard Schunder	Jerry Hansen
Jack Waterman	Chas. Severs
Sam Yates	Jesse C. Main.
E. E. Ritenhour	(Gold star)

A "Sewing Bee" was held at the Slater home for the purpose of sewing on the stars and it is worth mentioning the art displayed by both R. H. F. Slater and Assistant R. H. F. Pyle. With one glance at Mr. Slater's work, one would say "Such Dainty Stitches—and he isn't blind either!" Mrs. Pyle declares Mr. Pyle will do his own mending hereafter?

### Coast Division.

*H. F. Love.*

With open arms and glad hearts we welcome back to the Milwaukee, our friend Jas. S. Eccles, who is now assistant trainmaster on Coast Division. Everybody we know says nice things about Jim, so do we, and we can prove them, too.

John Telford, material clerk, superintendent's office, visited home folks at Oregon City, Oregon.

Among the honor men who have enlisted for service during the past few days, we list the following: Switch Foreman Melvin O'Kongsb, Engineer H. P. Kennedy, Switchman Arthur M. Clarke, Brakemen Elmer T. Rogers and Wm. E. Jesson, Firemen Walter Basch, Thos. Cavanaugh, Horace Baker, Vester Russell and Winthrop Barr, who have joined the 31st Engineers, also Fireman

You are O. K. Mrs. Sill. We've made allowances before owing to the fact you were on the Rocky Division, but we sure agree with you on the Limberger cheese business.

Al Pentecost and Van Halteren, billed out of here dead head astray. Finders will kindly communicate with this office BUT once and we will forward their disposition.

If those people who faint every time they receive a telegram worked in a railroad office, they would be in a dead faint all the time. (We wonder if anybody faints in D. B. Rivers' office at Miles City, we send 'em enough telegrams.)

J. V. Miller, storekeeper, Deer Lodge, came rushing in the office March 28th, with a broad grin on. He is the proud father of an eight pound baby boy. Congratulatinos, Miller.

"Another Star for Old Glory."

How interesting and refreshing it is, when you are given the opportunity to meet and visit with those who are taking an active part in the conflict across the seas.

Henry N. Molitar, who formerly held a position in the wood mill here and who, at that time, was a member of the Naval Reserve and was one of the first to go when Uncle Sam said war, has just returned from a short leave of absence to his ship, the South Dakota, which has been engaged in active operations of troop movements. Mr. Molitar left her a first-class seaman and came back a chief boatswain. (The Germans are to blame for that, too.)

#### Northern Montana Division.

E. H. W.

Letter recently received from Wylie Allen, formerly fireman on this division, states that he had just returned from the front line trenches, and the Boches did not get him that time.

W. L. Rooth has accepted position as chief clerk in Lewistown freight office, vice J. C. Martin, enlisted in 31st Engineers.

R. E. Tathwell and family recently came to this division from Cedar Rapids. Mr. Tathwell has accepted position as cashier at Lewistown freight office, vice C. M. Brown, who is now with 31st Engineers.

The third Liberty Loan drive is going nicely and everything points to this division making a very good showing.

Cora E. Rooth has accepted a position as clerk in freight office at Lewistown.

T. P. Sackett has returned from several months' trip through California and resumed his duties as conductor.

Mrs. A. M. Peterson, and little son, from Grass Range spent a few days shopping in Lewistown.

The several War Thrift Stamp Societies formed on this division are making good reports.

When the Milwaukee men from this division passed through this territory they were met at Moccasin by the following party, which rode as far as Slayton, Montana, with them. The members of the party were Mrs. C. M. Brown, and Mrs. C. G. Brown, wife and mother of C. M. Brown, former cashier at Lewistown, Mrs. Annie Stevens and two daughters, mother and sisters of Robert Stevens, former warehouse foreman, Lewistown, Mrs. Wells, sister of Frank Wright, baggage master, and E. P. Bennett, traveling auditor.

P. Metrovich, section foreman at Arrow Creek, Mont., left first of month to visit his brother who is now stationed at Camp Lewis.

Mrs. C. M. Brown and Mrs. J. C. Martin and little son, expect to leave soon to visit their husbands who are now stationed at Fort Leavenworth.

Mr. Schofield, B. & B. Department, who was injured in accident on Musselshell Division, is improving and expects to be able to be up within a couple of weeks. His family spent Easter with him.

This division was very pleased and proud to hear of the promotion of their former superintendent, C. L. Whiting, from Major to that of Lieutenant-Colonel.

Miss Saddle Washburn has accepted a position in the superintendent's office at Lewistown.

Milwaukee Yard Club Thrift Society was organized April 15th; \$2,000 worth of third Liberty Loan Bonds were purchased, also \$30.00 worth of War Thrift Stamps. This club is composed mostly of Bulgarians, some of whom have sons fighting in the German army, yet they are loyal

to the U. S. and willing to do all in their power to assist financially. We expect this club to be one of the most prosperous clubs in the state in investing their money in Thrift Stamps.

#### River Division Items.

H. Witte.

Supt. W. J. Thiele and party made a drive for the Third Liberty Loan over the River Division April 15th and 16th.

Conductor John Hays, who has been taking treatment at Prairie Du Chien, is reported as making a satisfactory recovery.

O. N. Harstad, trainmaster, was at Wabasha on business, April 15th.

W. J. Jennings, fireman on C. V. 5 and 6, who has been absent for some time on account of sickness, has again resumed work.

E. E. Rice was at Wabasha on business on April 16th.

Brakeman J. Fitzwater, who has been at Prairie Du Chien for several weeks for treatment, is very much improved and is now visiting with his parents at Milwaukee.

Brakeman Cale and Conductor W. D. Jones have enlisted in the Engineer Corps.

Miss Marion Evans has taken the responsibilities of clerk at the roundhouse.

Railroad employes at Wabasha have been investing in Liberty Bonds on the strength of a substantial raise in wages and a nice little sum of back pay.

Roadmaster Kassabaum and Chief Carpenter Ostrom made a Liberty Loan drive over their territory last week. Nearly \$6,000 in bonds were sold to section foremen and laborers.

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

Marcella McShane.

General Manager J. T. Gillick and assistant to Vice-President W. H. Penfield, were in Austin last week enroute for La Crosse on business trip and complimented on general appearance of Austin terminal.

Roadmaster F. Larson returned Monday from a business trip to Minneapolis. Mr. Larson's family has arrived in Austin to make their future home.

Conductor and Mrs. Gilmartin visited at the Cooper home over Sunday.

Mrs. Geo. Sutton and daughter, Helen, of Depot Hotel, returned from a visit with her son, Bert, who is attending the Notre Dame University at Indianapolis, Ind.

Machinist Walter Grinnan and mother, returned from a few days' visit with friends and relatives at Fort Dodge, Iowa.

Machinist Jake Herzog and wife, Machinist Jerome Herzog and wife, Machinist Walter Groome and wife, and Conductor H. Bushman and wife, went to Wykoff, Minnesota, where they attended the wedding of Joe Herzog and Anna Langan.

Yard Foreman Ed Boyle and wife, spent last Sunday with friends at Cresco, Iowa.

Supt. W. J. Thiele, Trainmaster W. J. Lieb, and R. M. F. Larson was over the division last week, on a motor car, selling Liberty Bonds. Their efforts were very successful, meeting with a very patriotic and generous lot of men and as a result the track department on I. & M. Division went "Over the Top" 100 per cent.

Conductor W. R. Smith has resumed work after a week's illness.

Conductor George Ames is laying off on account of illness and Warfield has his car.

Brakeman Hessler is laying off to visit his parents in La Crosse.

Trainmaster E. A. Meyers was transferred to the C. & M. Division. During Mr. Meyers' short stay here, he made many friends, who wish him success in his new position. W. J. Lieb is appointed trainmaster on the I. & M. We wish Mr. Lieb the best of success and he has the cooperation of all to make his stay here a successful one.

Conductor John Marshall has resumed work after three weeks' lay off.

General Superintendent J. H. Foster, and Asst. Supt. M. P. F. S. Rodger, stopped off here a few minutes, while enroute on trip west of Austin.

Friends of Leo McCarthy, ex-chief carpenter's clerk at Austin, will be interested to hear that

he has joined the colors and left April 9th for Cincinnati, Ohio.

Foreman of B. & B. Department at Austin, Hirt, has moved his family to this city where they will make their home.

True Cress, clerk in car repair shop, left Saturday, April 6th, for Cincinnati, Ohio, where he has joined the aviation corps. True will be missed by his many friends, who wish him much success in getting the Kaiser. Oscar Tuft took his place in the repair shop.

James Garret, traveling storekeeper, and Mr. Kelly of the store department, of Minneapolis, were in Austin on business while on a tour of inspection on I. & M. Division.

A. M. Lawrence, roundhouse foreman, wife and daughter, Mrs. Price, returned from a visit with relatives at Cedar Rapids, Iowa.

Switchman D. J. Deneen, and Machinist Jake Herzog, were elected aldermen of the Third Ward of Austin.

The third Liberty Loan drive at Austin shops and roundhouse went over the top 100 per cent; \$25,000.00 was the sum given by the employes here to Uncle Sam to help whip the Kaiser. The boys are to be congratulated. This drive was handled by Master Mechanic P. C. Mullen, and Machinist Jake Herzog.

Austin shops has commenced to overhaul larger power. Engine 4140, is at present in shop, to undergo a general overhauling.

Friends of Myron Washburn will be glad to hear that his grandmother has just received a cablegram that he has arrived safely in France. Myron was formerly clerk in car repair shops and a member of our local Company G.

Machinist Fred Lang and Roy Modland, and their wives, have gone to Wyoming to look after their homestead.

Lloyd Tallmadge has been transferred from the night shift to the day shift, vice Lloyd French, who resigned. This transfer was made, due to the successful way Night Foreman Nicholson has in breaking in call boys.

We learn, with profound regret, of the death of Private Ray Whiteside, 1st Minn., Co. G, at Camp Demming, New Mexico. Ray was an I. & M. Division engineer and very popular with all who knew him. His demise is regretted by all and the entire community send their condolence to the bereaved family. Funeral was held at Leroy, Minnesota, Sunday, April 21st. Special train was run from Austin to Leroy to take the Home Guards, Co. C, together with five hundred friends to attend the funeral. Ray was buried with Masonic Rites, also full military honors. His death was caused by pneumonia. Corporal McGee from the same company accompanied the remains.

#### Milwaukee Shops Items.

H. W. Griggs.

Mrs. Carpenter Kendall, our editor, gave us all a sudden surprise that warm spring morning, March 21st, when she came out to the shops after information on "Women at Men's Work" for the magazine. She pretty well rounded up the 90 on the plant, and since that, over 40 more have been put on. After Mrs. K. had gone, we slicked up with a new clean collar and tie, and had the office windows cleaned up, and resolved then and there that we would NEVER be caught this way again. Anyway, we were mighty glad to see you, Mrs. Kendall, and hope you will call again.

President Byram and other officials were at the shops, March 22nd, in their special train. Messrs. W. Alexander and Billy went to Schenectady, N. Y., the 24th of March, returning the 27th, new electric locomotives.

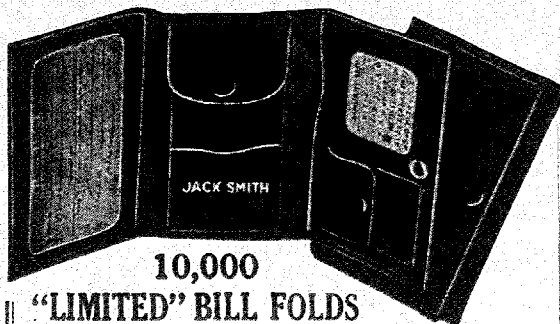
The first Liberty Loan meeting of the season took place at the Pabst theater March 19th to a crowded house; the inventor of the British tank was there.

K. J. Nelson is the newly appointed erecting engineer in place of E. J. Erikson, gone to the eastern ship yards. By the way, a letter from Erikson to Mr. Kirkby states that he is at New Port News, and soon expects to go to Philadelphia and then back to Newark, N. J.

F. T. Williamson, formerly our headlight inspector, has been down east in the shipyards for the last three months. Max Schwarze takes Williamson's place.

A. J. Edmonds, formerly roundhouse foreman at Madison, Wis., who spent the winter in Cali-

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BELT

Only 90c

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Satisfaction Guaranteed or Money Refunded

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DEPT. 8M, 5034 W. Huron St., CHICAGO, ILL.

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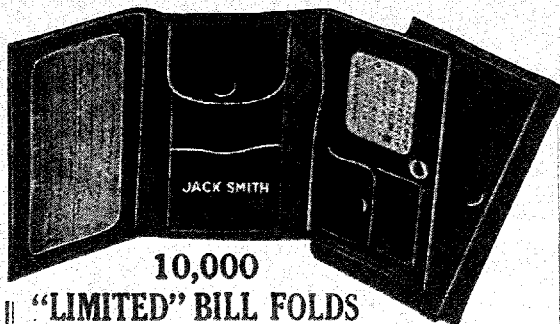
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fernia, returned the 27th and is to resume employment with the company.

Oscar Epp, foreman of the store department iron house, has left the company and gone to Flint, Mich., with the Buick Motor Co. under Geo. Allen, former general storekeeper. Oscar was one of the smartest workers in the Red Cross and War Stamp drives, and at his occupation. A good fellow has gone. This vacancy boosts up a whole bunch of store department boys landing Hugo Justman as assistant general storekeeper.

We are trying to make the shop's honor roll complete, which is slowly being tabulated, and sent in one section as completed, the store department have a list of 19 gone to the colors, names of whom we have sent to the editor.

The "New Time" which started on March 31st, went into effect without a hitch here. The 15 degree western shadows are noticeable at noon as also is the height of the sun at quitting time, which is the same as it would be two months from now under the old time, although with old "Sol" not so far north.

Inquiries are being made for pictures of our boys in France. We have looked so far in vain for many familiar faces in the illustrated journals, movies and stereopticon slides that show any with whom we are familiar, especially of Company D, Engineers. We have sent to Washington for some lantern slides with the hope that we can round up some of the familiar boys. Send them along, if you have any.

J. B. Jenson, foreman painter in the car department, has been appointed general foreman of passenger car work at the shops. This is a surprised and deserved promotion, and one that will keep him still more on the hustle. Well, Jenson is a good mixer, all right.

A fine life-size crayon of the late A. E. Manchester, adorns his former office, now occupied by Walter Alexander, superintendent motive power.

Someone was saying that the numerous "cheer up" items in the magazine are all right, but that an occasional beauty like those shown on page 56 of the March Santa Fe Magazine would go a long way in cheering the boys up over there.

Dispatcher Roberts of the roundhouse, returned April 1st from a two months' vacation on the Pacific coast.

H. S. C. MacMillan, in business in New York, called at the offices the 8th. Mr. MacMillan was formerly Dist. M. M. at Minneapolis. He, too, like Mr. Pfeiffer, is looking magnificent.

Foreman Chas. Petran, of the car department machine shops, has a bunch of pretty girls running the bolt cutter. You have to go some to get ahead of Charlie.

Division Master Mechanic Al Klumb, has been on the sick list for two weeks. We miss you around here, Al, and hope you will soon be on guard again.

The I. C. C. car was at the shops part of the month. The men are being instructed in the new book of rules, uniform rules from the Government. Messrs. Dee and McNaney, are conducting the classes.

H. R. Warnock was at the shops the 10th. Geo. Wadler, the 11th.

"Buy Liberty Bonds!" The big drive is on at the Milwaukee shops and the round up to the 19th, was \$40,000.00, with 15 days to run. Someone has suggested that the Veteran's Association subscribe a goodly sum from the treasury for Liberty Bonds, now that the ambulance idea has not materialized. We ought to go in for \$2,000.00 or more on bonds, and some for the American Red Cross, aside from what we are otherwise giving.

Miss Bessie Dowling is the clerk in Foreman Bennett's office of the locomotive blacksmith shop.

John P. Schuh, one of the old-timers of the Milwaukee Road, died April 15th at his home, 543 40th Street, Milwaukee. Mr. Schuh was in charge of the lumber yard at the shops for years, a faithful employe of the store department, having a host of friends who mourn his death, taken off at the allotted time of "Three score years and ten."

M. M. Vedder, one of the Milwaukee old-timers, has resigned from the Building and Loan Association, where he was chairman and charter director, for over 30 years, in a society that never lost a cent nor foreclosed a mortgage. Mr. Vedder was one of the first sleeping car builders in the United States.

Master Mechanic Culbertson is another man to partition himself off by himself in his office, fixed up pretty natty. The force is also increasing, Miss Erna Virgin, of West Allis, being one of the later comers.

Master Car Builder Silcox is about to further enlarge his office, taking in the entire east end of the shop upstairs. Storekeeper Badger goes downstairs, in where the platers were.

Foreman W. Linstead has moved his tank shop and equipment over in the west end of the passenger car shop. The roundhouse back shop gang and part from the machine shop will occupy the old tank shop for locomotive repairs.

Please remember that the "Items" are forwarded to the magazine, p. m. of the 19th, every month. Send them in a little earlier from over the plant.

C. H. Bilty, M. E., has been down at the Railway Exchange in his new office for two weeks, except Saturdays. We miss you, Charlie.

#### Motoring On the Milwaukee.

Up and Down Hill on Rocky Mountain Division.

Nora B. Sill.

Our second trick train despatcher, Schlutz, has the German measles, only you can just bet he don't call them that kind. Dispatcher Baker from the Northern Montana Division is working the trick and was relieved at Lewistown by none other than L. C. Searles from second trick at Three Forks, who in turn, was relieved by Operator Kimberling, second, Harlowton.

Dispatcher Molander was also quite sick for a day or two, first of the month, and the other dispatchers had to double up and with the Red Cross dance in between M. J. W. on first, didn't have time to eat.

The Liberty Loan special over the R. M. Division from Harlowton to Deer Lodge with Supt. Murphy, Asst. Supt. W. C. Ennis, Roadmaster Wilson and George Nick, Traveling Engineer Spaulding and M. Curtis and Dick Wende of the electrical department, just handed out the blanks and that was about all there seemed to be to it, as they reported a total of thirty-four thousand dollars, which isn't a small amount of money by any means. Every one worked for this cause and around three thousand was signed for in the Three Forks telegraph office (not all by the office force, however). After close figuring I find I dare not quit work for a day for the next ten months, but then—perhaps some of the boys over there aren't having any vacation to speak of right now, either, so why worry?

Miss Bee Flynn worked a few days at Harlowton while Operator Weatherly went over to Deer Lodge. What is this division coming too, I can't imagine. Women working the jobs at all ends of the line. There is a pretty little lady (so I have heard) working at Lennep, third; new to us here, and I have not yet learned her name. She relieved Operator Muir on that trick and understand he and Mrs. Muir have gone to Minot, South Dakota, for some months.

Mrs. J. J. Troy, wife of Conductor Troy, has returned from several months spent in Arizona, where she had gone with her father in hopes of benefiting his health, and understand he is much better.

Section Foreman Sautter of the Three Forks yards, has been quite sick, but is very much improved now and able to be around again. Ben Sautter, who has been working for some time at Grace, is back again in Three Forks.

Operator Lipschild, wife and two children, spent Sunday, April 14th in Three Forks, returning to Butte on No. 15.

Engineer Rader and wife, have moved to Three Forks from Harlowton, where they expect to make their home. Mrs. Rader spent a few weeks in Livingston and nearby towns visiting her father and sisters before moving down to our little city.

Our little angel faced caller, Warren Dixon, has moved out on a homestead with his folks, and taken along his pony, and his book of Thrift Stamps, and has been replaced by Levi Stroman, with Tom Davers, calling nights.

Agent Kay at Maudlow, is off for some time back east. His wife has been ill for some time.

and understand they do not expect to return until she is better.

Sam Curn, agent at Sixteen, is also off on his ranch doing some spring work and was relieved for a few days by Jimmy Campbell from Willow Creek, and later by Mr. Pitman from Lombard. Mrs. Campbell worked at Willow Creek while Mr. Campbell was gone.

The car repairers have been taken off at Three Forks and Tom Zerza was sent to Harlowton. When Tom answered the city fone he said "Milwaukee" and the party at the other end always said, "We must have the wrong number."

Mrs. LaGrange, wife of Engineer LaGrange, of the Northern Montana, was a Three Forks visitor first of the month, spending a few days with her sister, Mrs. O'Donnell. They spent a day in Butte while she was here.

The Rocky Mountain was shocked to learn of the illness and sudden death on March 21st, last, of Mrs. Harnack, wife of one of our most popular passenger conductors now on the Northern Montana. Mr. Harnack and children left Deer Lodge for Portage, Wis., where Mrs. Harnack had been visiting on March 19th, and were there only a short time before her death. The sympathy of the entire division and the community go to Mr. Harnack and family in their grief at such a great loss.

Mrs. Will Park, wife of Conductor Park, left April 3rd for Omaha, Nebraska, where she was called on account of the sickness of a member of her family. She returned to Three Forks, April 15th.

Mr. DeLeo passed through our city on his way to Livingston and returned via Bozeman (however, that can be done). Mrs. De Leo came this far to meet him and I took them for a nice little outing up to the Three Forks hospital. Mr. DeLeo tried to explain "Why is an expense account" to me, but after several hours' hard work, and he could see that "nothing registered," he gave it up. Mrs. is quite the nicest ever.

Section Foreman Tony Marsello of Loweth and Nick Proto from Nathan, came into Three Forks for a day, first of the month.

Pete Entringer, an old-time operator, spent a few days in Three Forks last of March. He was out looking over his farm.

A card from Joe Hardy, former signal maintainer at Loweth, finds him at Camp Lewis, where he says he has gained eighteen pounds and likes it.

The dance given by the trainmen on April 8th at Three Forks was voted by all who were there, as the best yet. The decorations were beautiful and quite in keeping with "war times" as Liberty Bond posters were everywhere. The service flags of the division and of the lodge members hung on either side of the stage. National colors, flags and bunting were on all sides, and the music was the hit of the season.

There was a caboose in one corner and that crew must have got an awful "terminal delay" as they were there all ready to leave when I arrived (and I arrived just as soon as any one else did) and when I departed, which was almost the very last "O. S.", they were still there and I almost came to the conclusion they must have been off the track, for although the yard was blocked most of the time, I know the Bozeman special came and went, so can account for it no other way. I understand an investigation is to be held, but as most of the crew was some place else, can not say how it will turn out. The signals were all O. K. as Ralph Spayd saw to that during the moonlight dances. I also noticed the caller attending to other duties than calling crews, so perhaps none of them showed up on time. Any way, it was very clever, and caused no end of comment and compliments. The boys worked hard for the success of their dance, and it was all they and every one else, expected.

I. A. B., war is all you say it is. Sted, did DeLeo return the compliment and also give you my regards?

Signal Maintainer Charley McPherson and family, have moved to Primrose, and will make their home there in the future. Mr. McPherson was relieved by Mr. Sundae at Three Forks.

Signal Supervisor Pettlerew is now on the Missoula Division and has been relieved by H. F. Cranford on the R. M.

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## R. &amp; S. W. Notes.

H. J. Beamish.

Charles Gradt made a bridge inspection trip over the division March 21st.

Born, to Mr. and Mrs. "Red" Flora at Somers, March 26th, a boy.

Conductor Myers of the Eagle Branch, on sick list the first of the month, Hayes relieving him.

Denny McCarty had Kinney's way freight run a few trips the first of the month.

Foreman A. Nelson of the bridge and building department, was injured in a motor car derailment, the latter part of March. Understand that he will be laid up for several weeks.

Dispatcher Manthey was called to Milwaukee the first of the month, owing to the serious illness of his son. We are pleased to note that the young man has recovered and Mr. Manthey is again on the job.

Ticket Agent Kuntz of Racine, has moved his family from Corliss. The change in passenger train service on the H. G. S. made it impossible for him to continue his residence in Corliss. This will deprive Corliss of the services of one of its ablest city fathers.

Dispatcher Voltz was a Corliss visitor April 5th. It appears that he left home without permission from the family, which fact may have some bearing on his illness shortly after his return.

Engineer Joe Meyers has joined the Home Guard Spur force, taking the night patrol run.

General Superintendent W. S. Cooper, accompanied by the division officials, made an inspection tour over this division the last of March.

Among the unmentioned horrors of railroading, the shingling of a depot should be added well toward the top of the list. We had about two weeks' experience of it this last month.

The following was clipped from the Elkhorn Independent: "Trainmen Kelly, Casey and Murphy ran the milk train out of here St. Patrick's Day, Conductor Frank Matson giving them the green flag, but wearing orange."

After several weeks' vacation, part of which time was spent at Excelsior Springs, Jack Cavey resumed work April 19th.

One of the most serious derailments the division has experienced in some time occurred at Florence, April 19th, when a broken wheel on T. J. McCarty's train caused the derailment of fourteen cars, thirteen of which were loaded. Two cars of gasoline immediately caught fire and the entire wreckage was completely consumed. The monetary loss was very heavy. Train No. 30 was derailed via the Illinois Central to Freeport and freight traffic was delayed about twelve hours. No serious injury to trainmen.

We are informed that the champion pie maker of the division resides near Florence, and have the names of two conductors who will be glad to testify in case the statement is doubted. For further particulars inquire of the writer or C. F. Hayes.

The Home Guard Spur hung up a record for any of them to shoot at on the third Liberty Loan drive. Eight miles of track with a total subscription of \$11,000.00. Contenders please write.

It grieves us to be compelled to call attention to the fact that in spite of his courtesy toward the fair sex when encountering muddy crossings, our old side-kick, Edward M. Gnaïne, fell for Lane's wire-testing gag not long ago. This came after he had been loud in his criticism of the Silent Swede's similar mistake.

A derailment at Racine Junction on April 20th, very nearly resulted fatally for Engineer P. H. Burns. The interlocking plant being out of service, a C. & N. W. freight train backed into Victor's extra east, demolishing the engine cab and tank. It is still a mystery to those who viewed the wreckage how Paddy got out alive, but understand at this writing that his injuries were very slight.

The sympathy of his many friends on the division, is extended to Conductor Carmody, in the loss of his wife, whose death occurred April 18th. Mr. Carmody was on the road when he received the news of her serious illness and was unable to reach home before the end.

## Tid-Bits From the Ticket Auditor's Office.

G. O'R.

Having kept out of the limelight for the past few months, the ticket auditor's office again comes to light with its usual bright and snappy items.

Did everyone take notice of our gallant Fred, of the interline department, the other day when he escorted fair woman through the office, showing her the different points of interest? Keep it up, Fred—we wouldn't mind having the honor ourselves.

We all congratulate Miss May Odewald of the computing department on the beautiful solitaire she is now wearing.

And in a quieter strain, we extend sympathy to Albert Mogge, of the local department, in his recent bereavement.

Has anyone tried to beat our record for Liberty Bonds? If not, just try and see the futility of such an attempt, we having the boast of every employe in the office, 132 in all, subscriptions amounting to \$7,800.00. Uncle Sam sure has some zealous patriots in the ticket auditor's department of the C. M. & St. P. Please note, Mr. Murphy.

As expected, Harry Krumrei, otherwise known as "Schultz," carried off the spoils in the recent national bowling tournament at St. Louis, where he represented the office.

We have now organized our new indoor team, and on the strength of last year's victories, when, if you remember, we had the championship by winning every game, we feel no tremors in challenging any office in the U. S.—yea, the whole world. So much for athletics.

Rosie, Rosie, how inconsistent to get a pass for Pittsburg, then in changing trains to allow your suitcase, containing said pass, money and other valuables to continue on the way to New York, thereby causing much confusion and buzzing of telegraph wires. Of course, we realize your generosity in allowing the suitcase the extended trip, but there is a limit to all things; however, we are glad all turned out well.

It has been reported that H. B. Chessman was seen the other day on Michigan Avenue in front of one of our leading furniture houses. We do not know his purpose, but it has come to our notice that one of the girls of this office has recently resigned, supposedly for health.

The office has furnished another soldier for Uncle Sam in the departure of Frank Zapotocky to Fort McKinley, Portland, Me. His department rose to the occasion and presented him with the usual soldier gift, a wrist watch. The dictaphone operators say that in his resignation, they have lost some of the best dictation the office boasted.

## From Des Moines Division

The following letter was recently received by "George" (G. R. D.) from First Trick Dispatcher Arthur O. Olson (Olie), who is now Sergeant, first-class, with the 416th Railroad Telegraph Battalion, with the American army "Somewhere in France":

Somewhere in France.

March 20th, 1918.

Dear George:

Well, old Top, we landed here safely and I am sure feeling fine. Had a dandy trip, fine weather and plenty to eat; fed the fishes a couple of days but after that was all o. k. Sure some water in the Atlantic. I don't think I would know a box car now, no meeting points on the way over, all double track. Ho ha. Had plenty of sleep and am in good condition. Have seen lots of things that I never dreamed of seeing. Suppose you are happy now that you are back on the best job in the U. S. A. If there is any candy going to waste around there don't forget your old pardner "Olie" over in a place where the sweets are not as plentiful as they are in the U. S. A. Fine weather here, nice and sun-shiny. Well, good luck and don't forget me as I will sure appreciate hearing from you.

(Signed) ARTHUR O. OLSON,

Sergeant, First-Class,

416th R. R. Tel. Battalion, S. C. N. A.

Am. Ex. Force.

# Gen. Gibson Says He Feels That Every Soldier Who goes to the Front Should Take Nuxated Iron

**Dr. James Francis Sullivan, formerly Physician of Bellevue Hospital, (Outdoor Dept.) New York and the Westchester County Hospital, says every soldier and civilian who wants something to help increase his strength and endurance should have the prescription below filled and take Nuxated Iron three times daily as did Generals Gibson, Gordon and Clem and Judge Yoder.**

What every soldier most needs is tremendous "stay there" strength, power and endurance, with nerves of steel and blood of iron. To help produce this result there is nothing in my experience which I have found so valuable as organic iron—Nuxated Iron, says Dr. James Francis Sullivan, formerly Physician of Bellevue Hospital (Outdoor Dept.), New York, and the Westchester County Hospital. "I have personally found it of such great value as a tonic, strength and blood builder that I believe if General Gibson's advice were followed many of our fighting men would find it of great benefit. In my opinion there is nothing better than organic iron—Nuxated Iron—for enriching the blood and helping increase strength, energy and endurance.

General Horatio Gates Gibson says Nuxated Iron has brought back to him in good measure that old buoyancy and energy that filled his veins in 1847 when he made his triumphant entry with General Scott into the City of Mexico, and he feels that every soldier who goes to the front should take Nuxated Iron.

General David Stuart Gordon, U. S. A. (Retired) promoted for gallant conduct in the battle of Gettysburg; well-known Indian fighter. General Gordon says: "Despite my own advanced age, Nuxated Iron has made me fit and ready for another campaign, and if my country needs me I stand ready to go."

Another remarkable case is that of General David Stuart Gordon, noted Indian fighter and hero of the battle of Gettysburg. General Gordon says: "When I became badly run-down this year, I found myself totally without the physical power to 'come back' as I had done in my younger days. I tried different so-called 'tonics' without feeling any better, but finally I heard of how physicians were widely recommending organic iron to renew red blood and rebuild strength in worn-out bodies. As a result I started taking Nuxated Iron and within a month it had roused my weakened vital forces and made me feel strong again, giving me endurance such as I never hoped to again possess."

Another interesting case is that of General John Lincoln Clem, who at the early age of 12 years was Sergeant in the U. S. Army and the last veteran of the Civil War to remain on the U. S. Army active list. General Clem says: "I find in Nuxated Iron the one and ever reliable tonic. Two months after be-

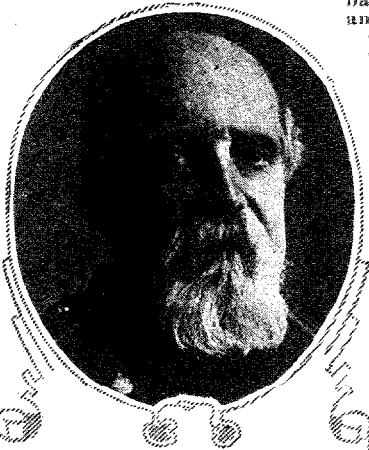
General John L. Clem, U. S. A. (Retired), the drummer boy of Shiloh, who entered the U. S. Army as a drummer boy at the age of 11 years. He was promoted to be Sergeant for gallantry at the battle of Chancellorsville when only 12 years old. He says

that Nuxated Iron is the one and ever-reliable tonic—that he obtained most surprising results from its use in two weeks' time.

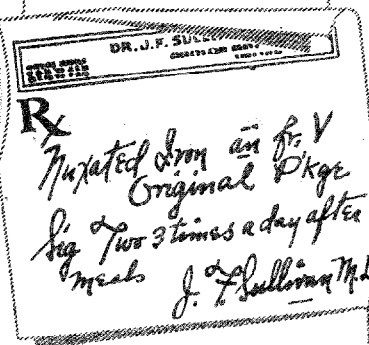
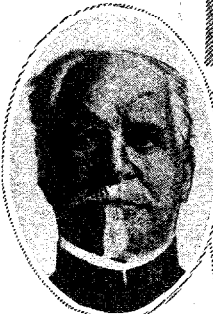
ginning the treatment I am a well man."

If people would only take Nuxated Iron when they feel weak or run-down instead of dosing themselves with habit-forming drugs, stimulants and alcoholic beverages, there are probably thousands who might readily build up their red blood corpuscles, increase their physical energy, and get themselves into a condition to ward off the millions of disease germs that are almost continually around us. It is surprising how many people suffer from iron deficiency and do not know it. 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.

Judge Samuel S. Yoder, Statesman, Jurist and for 18 years a practising physician—formerly Surgeon Major in the Army and now Commander in Chief of the Union Veteran Union, says: "Nuxated Iron restores, revivifies and rehabilitates the system. To the man of 70 as I am it is just as certain, just as efficacious as to the youth in his teens."



General Horatio Gates Gibson, U. S. A. (Retired), who entered the City of Mexico in the war of 1847 with General Winfield Scott.



The above is Dr. Sullivan's prescription for enriching the blood and helping to make strong, keen, red-blooded Americans—men and women who dare and do.



**MANUFACTURERS' NOTE:** Nuxated Iron which is prescribed by Dr. Sullivan, and which has been used by Generals Gibson, Gordon, Clem, Judge Yoder, and others with such surprising results, 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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### Scraps From the West End.

L. A. B.

This column is truly well and appropriately named. Just look how they are calling for "Scraps." You can't turn the corner but what you see a sign reading something like this, "Save the little Scraps to Help Win the Big One." Even now, on the left-hand corner of the right side of my desk is a box where the Scraps from this office are deposited. Not literary gems, OH, NO! I carry those around in my head, but typewriter spools, carbon boxes, tin foil, etc. And if you don't believe the price of Scraps is going up, just ask Storekeeper Kroha. He is only lamenting because he hasn't more to sell.

The other day a handsome young gentleman called at this office for a pass. Upon being introduced to him, my REAL name seemed to cause him no astonishment, but suddenly he looked up and was heard to remark "Scraps" very promptly dodging behind the counter to escape anything that might be handed him. The gentleman in question was one Herbert Baker, now with the 31st Engineers at Camp Fremont, anxiously waiting the call to "come on over and join YE BIG SCRAP."

And while we are mentioning the army, who would think our old friend Harry Wurzbacher would be chaperoning a gang of German prisoners? But he is, and making them "talk Dutch," too.

Spring is officially announced by Major Rice as holding sway in Sunay France. Therefore, ladies, tie up your knitting needles for the summer, and learn how to make ice packs that won't melt enroute. From the same source, we learn that soap is made to eat "over there"; not for external use. Further that Young Hibbard and Johnston are coming along fine and are looking happier and healthier than any two young gentlemen have any license to be. The Major himself, if accounts be true, does not seem to be pining away, as he is now something over the two hundred pound mark.

Incidentally, we have made the acquaintance of "The Spiker" since we last wrote, and take off our hats to the editors who are members of the "EIGHTEENTH" Somewhere in France. The magazine is as clever and original as it can be and we hope to see it again. We may go so far as to subscribe (after pay day).

I faithfully promised Mr. Kellogg his name should appear this month, and here it is. Mr. Kellogg had the la grippe, and it seemed to be necessary for him to take an awful lot of cough syrup out of a black bottle. I guess he is all right now, though.

Alonzo White made a name for himself the other morning by bringing down a plate of hot rolls. They sure were good and we want it understood everything of this nature should always be "scrapped" first.

A. A. DeLeo has been spending several days in the G. S.'s office and in the interest of science we interviewed him for the magazine, discovering the following interesting facts: His favorite flavor is lemon; he is very partial to red hair; he now knows where the Stuart Building is; and his wife has to come to Seattle to select her hats. There, now, that last ought to hold the Spokane correspondent for a while. If Sted is going to wear dresses, suppose he, too, will be making regular shopping tours to Seattle each spring and fall.

E. O. Reeder is now in Seattle; not as yet able to return to work, but we hope his recovery will soon be complete.

E. Clemons paid us a visit Saturday. He is just up from California, but admits the last few days of Seattle weather have proven to him that California is not the only place for sunshine.

H. E. Foster is now with Base Hospital Unit No. 50, at Camp Fremont, expecting to go across any time. Grace and Co., Importers, for whom Mr. Foster has lately been working, sent him down a little ahead of time to get one last look at the bright lights of San Francisco, and in order that there would be no excuse for his lingering too long there, presented him with a real classy wrist watch.

A postal card is received from G. M. Hayden, who is now in Harbin, Manchuria, Asia. Mr. Hayden was formerly train dispatcher at Three Forks.

Also we hear that G. A. Kyle, whom a number of general office employes will remember, has been captured by brigands and is now being held for ransom near Yehsien, forty miles west of Yenching in Northern Honan.

Now is the time for all good railroad employes

to study up on their geography.

A new tennis shark has been brought to light. None other than the old tournament champion, Leo Logerstrom, of the freight claim department. Now that a real leader who will consent to lead, is discovered, we hope for some exciting games.

H. O. Engel, of the general freight department, has enlisted in the Spruce Division of the U. S. Signal Corps, stationed at Portland.

Adolph Meissner, of the same department, is now time keeping at St. Maries.

The magazine acknowledges a heavy loss in its forces in the unkind departure of Miss Constance Baxter of the freight department. Miss Baxter is now with the Headquarters' Company of the Coast Artillery Corps on the fourth floor of the White building.

The latest version of "A Baby's Prayer at Twilight" comes to us from the lips of the small son of Operator Grinnan:

"Now I lay me down to sleep," etc., etc., and adding for good measure, "And d--- the Kaiser."

A familiar face has vanished from our midst, our old friend and expert ticket seller, has cold-bloodedly gone over to the automobile business. We wish him lots of luck, but if those "Fierce Sparrow" people don't treat him right, we hope he comes right back in time to sell tickets for the dance the 18th of May by "Company D Auxillary," Eighteenth Engineers.

A letter is received from Lieutenant Earl P. King, formerly agent at Beverly, who is now with 402nd Telegraph Battalion U. R. S., Camp Jackson, stating that everything is going well with him, and like the rest, he expects to soon go across.

We are forced to wonder if there is going to be anybody left on this old railroad.

But I can see Ye Editor's blue pencil getting restless and I bet she, as well as all the rest of you, think I am going to run on forever, but I'm not, and to prove it, I'll stop right now.

Bon jour, as we say in France.

**The End of the Steel Trail.**

*Bess G. Spinning.*

At the family residence on North Cheyenne Street Miss June Huggan, our insurance clerk at

Dock No. 1, and daughter of Mrs. Helen Duggan became the bride of Frederick W. Mattson of Tacoma, the ceremony taking place April 2nd. The bride, a beautiful girl, was dressed in pale blue charmeuse and gold lace with showerbouquet of bride roses. She was attended by her sister, Miss Marcella Huggan. Mr. and Mrs. Mattson left for Southern California in the evening on the Shasta Limited.

There have been many changes at both Docks No. 1 and No. 2. Mr. Miller, claim clerk at Dock No. 1 resigned his position with the company to work for the Osaka Shosen Kaisha Steamship Co. We miss Mr. Miller's presence very much but it seems as though we can't keep them all.

Another deserter, LeRoy Kidd, who was recently promoted to chief bill clerk about three months ago entered the employ of Geo. S. Bush & Co. Roy has worked for the Milwaukee for about four years and thought he would try brokerage.

Mr. Erickson was recently transferred from the warehouse office to Dock No. 2 to fill the position just vacated by J. G. Richards who was promoted to joint superintendent of the Terminals Pier No. 1, Seattle.

Mrs. Ewing, mother of Allen B. Graham, assistant foreman at Dock No. 1, passed away Monday, April 15th. Besides her husband she leaves two sons of Tacoma, one son in Wyoming, and one daughter in Tacoma. We wish to extend to Mr. Graham and family our heart-felt sympathies in his late bereavement.

Mrs. Clover, assistant at the freight office was recently called to Chicago to the bedside of her sister who is seriously ill.

Mr. F. J. Alleman, freight agent, and Samuel Willson, assistant general freight agent, spent the afternoon last Tuesday soliciting for the Liberty Loan. The employees were very loyal in response to the call and made quite a record.

Roy Goucher is assisting Tom Taylor in the warehouse office and Adolph Benes was promoted from messenger boy to car clerk, which position was formerly occupied by Roy Goucher.

Mr. Cheney seemed to have had a method in his madness when he got the new office boy. Little Walter Huchthausen isn't as large as he might be but he has sure got the "pep."

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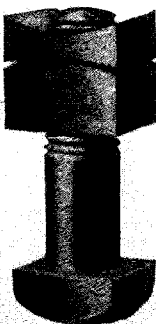
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