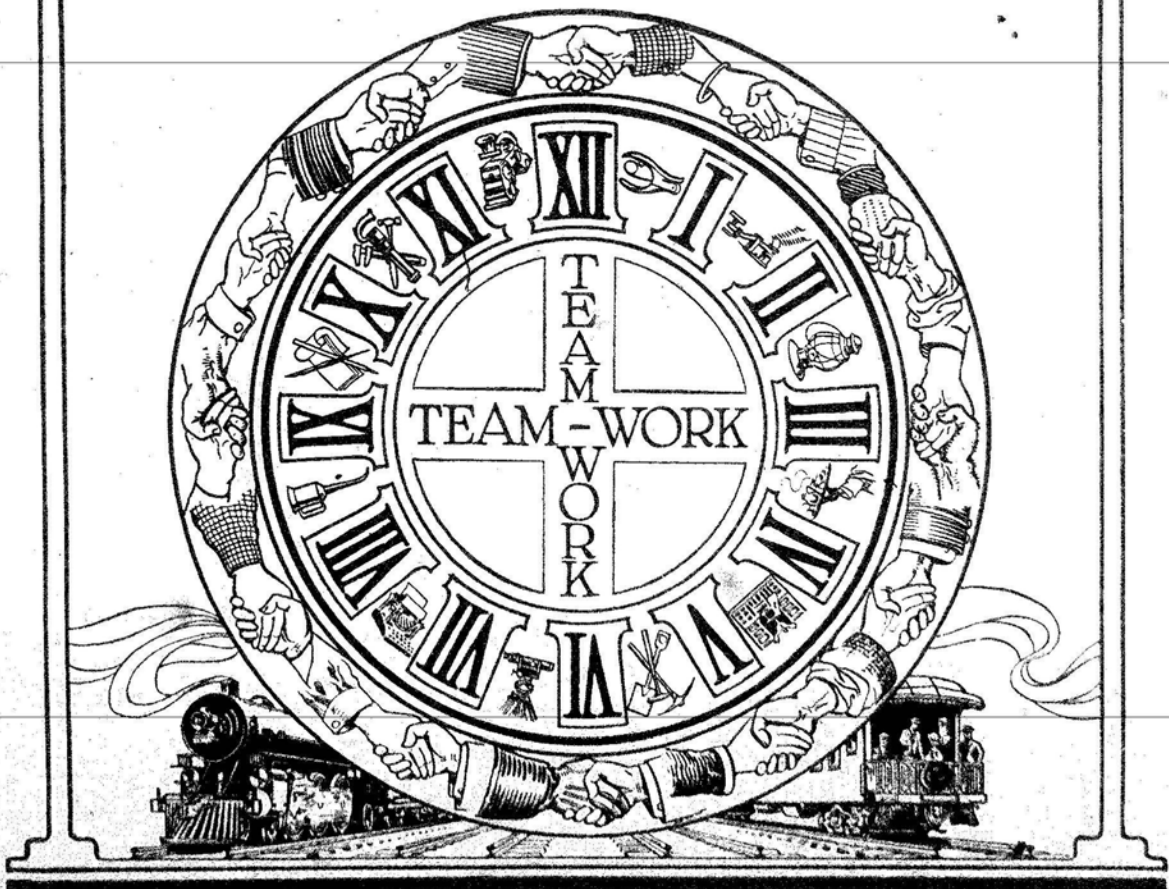


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

September

1918



VOLUME 6

No. 6

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

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

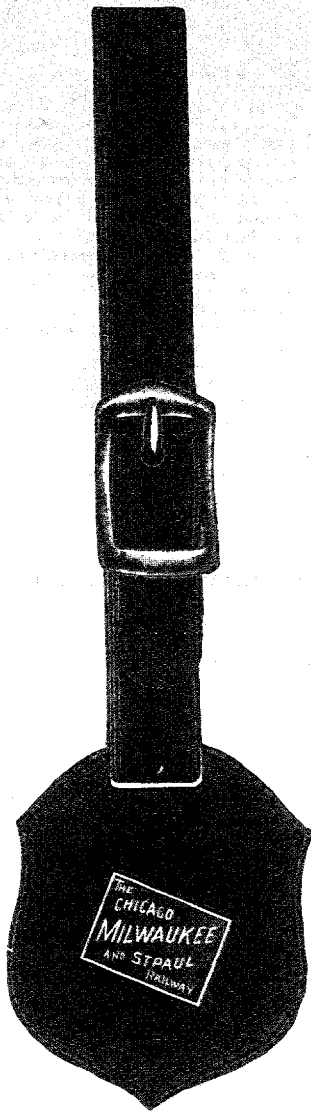
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Milwaukee Railway System Employees Magazine
Railway Exchange Bldg.,
Chicago, Ill.

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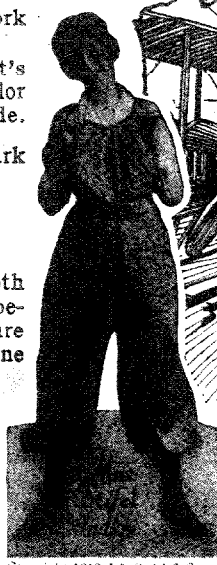
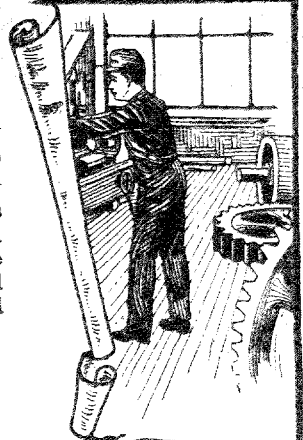
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Latest Model

Number Nine

Was \$100
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**FREE TRIAL—
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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.

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VOLUME VI

SEPTEMBER, 1918

NUMBER 6



THE FLAG

I can't tell why the tears'll come
When "Glory" passes by—
Or why a chokin's in my throat
An' makes me want to cry.
I guess it's 'cause I love it so,
More'n money, friends or fame,
For every Star and every Stripe
Jes' spells "Old Glory's" name.

It means so much to me an' mine,
More'n I can ever say;
It means that Freedom's sun'll shine
Jes' brighter every day.
It's jes' my flag—my country's flag—
As dear as dear can be,
That throws the light of hope an' life
To you as well as me.

An' when I die I want to have
"Old Glory" on my breast;
Then I shall know a quiet peace
An' know a greater rest.
I jes' can't tell why tears'll come
When "Glory" passes by,
Or why a chokin's in my throat
An' makes me want to cry.

—Daniel Delaney.



Safety Rally Address

H. W. Belnap.

Manager Safety Section United States Railroad
Administration: to Railroad Employees, Their
Families and Friends, Milwaukee, Wisconsin,
July 31, 1918.

To-day upon the bloody battlefields of France more than a million American boys, the very flower of our nation, are battling against the barbaric Hun to make this world a free world wherein men and women can enjoy twentieth century civilization without being constantly in fear of a military autocracy.

In order to insure victory and bring the enemy beaten to his knees, ever increasing numbers of brave and heroic lads from every state in the Union must be transported to foreign soil. The one and only consideration that dominates every patriotic American to-day is how best to serve and how best to assist our illustrious commander-in-chief of the armies and navies of our country, President Woodrow Wilson, to win this war. All else is trivial and insignificant in comparison to this one great task. Each of us can and must do our part, and how best to do this depends largely upon our perspective. Mr. Hoover, as food administrator, says: "Food will win the war." The Secretary of the Treasury says: "Money, Liberty Bonds and Thrift Stamps, and Mr. Garfield says coal." Railroad men will tell you that all depends upon TRANSPORTATION, but down deep in the heart of every student of this gigantic problem, all know that the most essential, in fact, the one essential thing that must be always available in the final reckoning is MEN, MEN, MEN, and still more MEN.

I rejoice with you to-day in the splendid thought that thousands of experienced railroad men and thousands of railroad men's sons have responded to the call to the colors and are defending the principles of Liberty, upon which this great government was founded, and are to-day making the supreme sacrifice that free government of the people, for the people and by the people, such as ours, shall not perish, but shall continue not only to exist, as at present,

but that its benign influence shall spread out until the whole world shall be so governed that the people of every nation under the sun shall refuse to recognize any military autocracy as their governing power.

To win the war, more men must go. Their places on the railroads must be filled because the great transportation industry must be efficiently worked to its maximum capacity in order to furnish food, clothing and supplies to the brave soldier boys who are fighting our battles on foreign soil. These places are to-day being filled with inexperienced men, and in many instances the demand has been so urgent that thousands of women are taking the places of men and doing their bit in the shop, in the roundhouse and in the yards.

New employes require intensive education and close supervision to protect them from personal injury, because the railroad industry is, at best, a hazardous vocation. Experience has demonstrated that when business is constantly increasing, accidents, unless controlled by some successful system of accident prevention, will increase out of proportion to the increase of business because of the fact that to handle the increased business, new men must be employed, and when new men in large numbers are employed, accidents always increase. This is particularly true during the present crisis when every engine and every car is needed to work at maximum capacity to meet the demands which are now being made upon our transportation system. This demand for hurry and speed to do the necessary work, incident to the prompt movement of traffic, is one of the prime factors in the ever increasing casualty list which it is our earnest desire to reduce. The great problem which confronts us, therefore, is to conserve and to make more efficient, not only the new employes who

enter the service, but also those whose experience in the work now makes their continuation at their task all the more imperative. This is the prime purpose of the organized Safety Movement that is now being inaugurated upon every railroad under Federal control.

There never has been a time in the history of our country when the conservation of human life and limb meant so much to us as a nation as at present. Man-power was never before so valuable. And this is especially true of the railroad industry. We are in a war that threatens destruction to democratic forms of government, and while winning this war the sacrifice of human life will be enormous and cannot be controlled while this one great thing is being achieved.

When we read the accident reports of the Interstate Commerce Commission it seems almost unbelievable that in the peaceful operation of our railroads there is such an enormous loss of life and limb. In the five-year period ending December 31, 1917, there was a total casualty list on our American railroads of 980,565. Of this number 48,801 were deaths and 931,764 were injuries. During this period, 1,391 passengers and persons carried under contract were killed and 55,887 were injured; 14,652 employes were killed and 60,080 injured. Seventy-five per cent. of the other persons killed were trespassers, as the record shows that 24,449 trespassers were killed and 27,267 trespassers were injured during this time.

Were such a report of casualties to reach us from France its effect would be disheartening and fill our souls with sorrow. This five-year period shows nearly 10,000 persons killed and almost 200,000 persons injured each year. Compare this annual record of accidents upon the railroads with the losses suffered by the British Army during one month's bitter fighting when the German drive was most intense on the Picardy front. The press reports state that during the month of June the British casualties were 141,147, 18,310 being killed and 122,837 wounded or missing. By this comparison you can readily realize what an enormous drain railroad accidents are upon the man power of the nation.

As indicative of this loss of life and limb in the operation of our railroads, in 1916 one employe was killed every three and one-half hours; one employe was injured every ten minutes in train accidents alone. And taking into account all accidents, one employe was either killed or injured every three minutes during the entire year. You can readily see how vitally interested in accident prevention railroad employes should be, because it is they who are suffering the greatest loss on account of these accidents. Thirty per cent. of all the people killed and 90 per cent. of all the people injured on the railroads in the United States are railroad employes.

Then, too, there is an immense amount of money paid out every year on account of accidents. The amount paid by the railroads on account of death and injuries to employes, passengers, trespassers and others, as well as the expense of settlement, including the expense of claim adjusters and the like, as provided by the classification of operating expenses, reported by the carriers, averaged during this five-year period approximately \$30,000,000 per year. There is no way from the record of ascertaining accurately the amount paid on account of the deaths and injuries to employes alone. Several roads, however, have kept this item separately and analysis of their figures indicate that about 50 per cent. of this total expense is paid to employes on account of death and injuries.

Large as these figures undoubtedly are, money is no compensation for the loss of relatives, friends and companions, nor for the physical agony which the injured must endure. What Safety Committees can accomplish will not alone reduce the expenditures of such large sums of money, but also supply more than all the gold and silver that can be offered as a balm for silenced lips, vanished hands or missing smiles.

Recognizing the importance of promoting to the utmost the safety of employes and travelers upon railroads, the Director General of Railroads, in February, created a Safety Section in the United States Railroad Administration, for the purpose of standardizing, so far as it is possible and practicable

to do so, organized safety work. In announcing the creation of this section, the Director General stated that he felt strongly that there should be no abatement whatever in the safety work on the several railroads, but there should be centralized supervision, not only to insure proper practices, but also in order that each railroad may promptly secure the advantage of experience which other railroads have had in the development of safety work.

This is the great problem that confronts us and is certainly a most laudable undertaking and deserving of the hearty, sympathetic co-operation and support of every officer and every employe in railroad service.

Organized safety work is based upon a practical application of a theory which has stood the test of experience. Much thought and study have been given to accident prevention upon our railroads and the ways and methods of educating workmen into the safety habit are innumerable. From the experience of those who have been studying the best methods to pursue in accident prevention work, it is believed that the best way to reach all interested is through the formation of Safety Committees, composed of officers and employes, all co-operating in an effort to reduce accidents in every possible way.

Following the experience of those who have given this matter the most thought, the Safety Section has suggested and recommended a uniform method of organizing and conducting safety work by creating on each class 1 railroad Safety Committees. These committees, composed of officers and employes, will be formed on each division and in each shop and terminal. They will mean that thousands of officers and employes on railroads will devote a specific amount of time to the subject of accident prevention each month.

Benjamin Franklin once said: "The eyes of the master can do more work than both his hands." If this be true, then the additional supervision that will be secured by having these thousands of Safety Committeemen will of itself, if they measure up to their responsibilities, bring about a material reduction in accidents. By the forma-

tion of these committees and working through them, every railroad employe can do his part in this humanitarian work. To make this Safety Work a vital, living, energetic force for good depends altogether upon the men in the service on our American railroads. Without doubt the men who can do the most to inculcate safe habits among the workmen are the officers and foremen in charge. If they can be made to understand and see clearly the causes and remedies for accidents, and if they can be made to understand that the sole purpose of this organized safety movement on railroads is ACCIDENT PREVENTION, you may feel assured that this knowledge and influence will be reflected in all workmen under their care and result in a substantial reduction in all casualty lists.

A study of the accident record on each railroad by the officer placed in charge of the safety work will soon provide him with information as to the class of employes sustaining the greatest number of injuries as well as the nature of the injuries. This information, in my opinion, is necessary before any real constructive accident prevention work can be done. And it is imperative that this careful analysis of accidents be made if the desired results are to be obtained. If in a study of these casualty lists it is found that accidents are occurring in any given locality with greater frequency than in other places where the same work is performed, a special investigation and study of the conditions surrounding the method and manner of doing the work and of the employes engaged therein should be made in order to eliminate the cause of these accidents or provide special precautionary measures, calling attention to the increased hazard at the particular place.

The government is vitally interested in the railroad employes, not only because they represent a splendid type of our citizens, but also for the reason that upon the railroad employes depend in a large measure the successful prosecution of this great war. Secretary of Labor Wilson has stated that it takes from 6 to 10 industrial workers at home to keep one soldier on the firing line in Europe, and that anything that helps to

mobilize and distribute labor for war industries is as important a factor in winning the war as are the armies in the field. To my mind there is no other class of men, outside of the army, whose efforts will count for so much in this world's battle as those of the railroad employes. There is no greater assistance that you can give your country at this time than to do your full share in helping to reduce accidents that are depriving the nation of its much needed man power.

In this great world struggle we have two battlefields—that of our army on foreign soil and that of our industrial army at home. We hear with pride what glorious deeds of valor are being done by our boys that are making their supreme sacrifice in France for the perpetuation of our free institutions. Now let the great industrial army upon which this nation depends show what it can do in the way of co-operation in assisting to keep its man power here in the highest state of efficiency at all times. To be loyal to your country you must render every assistance in your power and you have not performed that duty until you have done so.

Good Night.

Sted.

I've been o'er here almost a year, and I can say Paree, and parlievo and cockaroo, but, say kid, holy gee! If I could only hit the trail and hike on State street pike, I'll bet they'd call me "Mister"—over here they've dubbed me Mike. But on the square, I'd like to glim that murky, dirty stream that oozes through Chicago town; some nights I lie and dream about the burg, and then awake, these trenches get my goat; a barbed wire fence disturbs my nerves and tatters up my coat. I'd like to sail across once more—it's softer on the sea, my nerves are workin' sideways and I'm hoppy, like a flea. Hold up! I hear the bugle call, brace up, old boy, for keeps—we'll stay this lay and plunge the hill and hurl our German sleeps. These sleeps are little leaden pills to drive away dull pain, and when we launch them through the air they wander round like rain drops falling on the sod, but now I've got to fight, in case I cannot write again, I'll add, "old pard, good night."

Courteous Treatment of the Public.

Elsewhere in this issue is the Director General's General Order No. 40, concerning complaints which have reached his office from time to time that employes of railroads were not giving the public the efficient and courteous service rendered by them before the railroads went under Government control. It seems hard to believe that railroad employes who are now also Government employes—soldiers of the railroad armies, as it were—should overlook their duties to the public to the extent of disobliging, discourteous or inefficient service. The public pays the bill, boys, and if the public doesn't like the way you serve it, the public knows very well how to apply the remedy. Read General Order No. 40 carefully and ask yourself if the quality of courtesy and the degree of loyalty for which Milwaukee employes have ever been noted, has suffered lapse in any particular, now that Uncle Sam is "the boss." Why, it would seem that that very condition would make us all the more careful to acquit ourselves with credit, honoring our country and our cause in just such ways as these.

The Director General has long been known as The Apostle of Courtesy, and it is said that when the great Hudson River tunnel (Hudson Tubes) was opened for business, placards appeared everywhere in the most prominent places of the subway stations, reading: "The Public Be Pleased," in contradistinction to that earlier and less pleasing policy of a certain railway magnate, which he quotes in General Order No. 40; and every railway employe in this country may be very sure that nothing short of 100 per cent will satisfy him in respect to the treatment and service accorded the public.

All of these things are of material account and importance in keeping the wheels of commerce moving smoothly toward a victorious end of the war and we must "fall in" and march with the best of them, otherwise we are not even "doing our bit," not to mention doing our very best.

Of course I am not believing that complaints of this character have been made against any Milwaukee employe, but wherever they originate, it is insidious propaganda and we must help to the utmost to stamp it out.

That the Director General has been strictly on the square in his dealings with them, all right thinking railroad employes will stoutly acclaim. It is now the privilege of those employes to put their shoulders to the wheel and help him in his efforts to see that the public gets a square deal, also.

It is, however, necessary in this connection, to beware the slang, and to remember that it is more than ever important that the best of feeling should exist between the public which is straining every nerve to speed up war work, and the transportation companies which are also bending all their energies toward the same end.

"Oh, tell it to McAdoo," is a new bit of American slang, but in addition to its not being polite, it is an irritating bit of humor to a patron who wants to tell his troubles

to a railroad representative and try to get satisfaction out of the railroad with which he is attempting to do business. Possibly the humorous side of the expression might not be wholly appreciated if it should chance to be repeated in the office of the Director General. In these days the nerves of every man and woman in this broad land are keyed to the breaking point, business is hard to handle, it is difficult to get materials and labor; and with the necessity for the best and quickest of transportation for war requirements, travel is also becoming increasingly difficult. Every effort is being made by the Railroad Administration to provide comfortable service and at the same time keep the transportation of war necessities paramount—therefore no railroad employe is a good patriot who fails in any particular to use the utmost of courtesy, efficiency and tact in transacting the business delegated to him—whether he has to see that the farm gates are kept closed on the right-of-way, or answer the many queries at the ticket window or over the ticket counter in regard to altered passenger train service, etc.



Some of the Girls at Milwaukee Shops Who are Making Good. Left to Right: Lillian Umbs, Eleanor Zell, Mamie Voilkel, Emily Kutzer.

Errata.

In the article "The Willing Sacrifice of a Free People" in the August Magazine, the statement was erroneously made that the 1917 corn crop was a "bumper" when it should have been said that it, as well as the wheat crop, was short. This makes the achievement of the American people in saving and shipping such an enormous excess to our Allies, all the more noteworthy and creditable.

A letter from Roadmaster J. D. Boland, asking trackmen to be patriotic, appearing on page 32 of the August issue, was signed, in error, Charles Boland and J. D. Boland requests that the same be corrected.

The Chicago Terminal System.

Nelson W. Pierce.

No doubt a great many of our readers are not familiar with one of the chief methods of transportation in the city of Chicago. A great many possibly have never seen or heard of the Chicago Warehouse & Terminal Company's underground system within the Chicago limits.

This company operates eighty-one miles of tunnel, which is built under all the important streets in the downtown district, as well as extending out into some of the outlying portions of the city. They operate 132 electric motors and 2,995 cars, all classes, and employ in the neighborhood of 600 men daily. This tunnel is built on an average of from 40 to 45 feet under the street level, and has an even temperature of 56 degrees above, summer and winter, making it an ideal proposition for the transportation of perishable freight to our different connections. Perishable freight that is liable to freeze in the winter time can be easily and safely transported through the tunnel regardless of the weather. The same thing is true during our hot summer days when butter can be unloaded from refrigerator cars, placed on the tunnel cars, and transported to our connections in the same condition that it is taken out of the refrigerators.

The C., M. & St. P. is equipped with one tunnel shaft in our infreight house No. 1 and two in our out freight house Nos. 2 and 3, and we forward the greater part of our great dairy business through the tunnel during the entire year. In addition to having a connection with every railroad entering Chicago, except the Pere Marquette, they also have various shafts connected with large industries, and freight is received and forwarded between this line and the industries through the tunnel, thereby relieving our driveways of numerous teams and greatly facilitating the handling of freight in that manner. It is estimated that the tunnel carries and disposes of, daily, what is equal to 5,488 wagon loads per day. This naturally relieves the congestion on the streets and helps the other transportation accordingly.

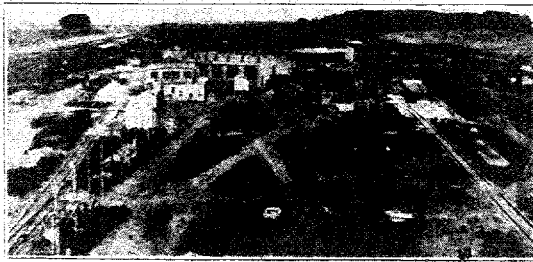
The cars used on the tunnel tracks are narrow gauge, 4 feet wide and about 12 feet in length. The merchandise cars carry from one to six tons of freight each, depending upon the kind of merchandise. On account of the large number of cars used by this company, it facilitates the conditions in our freight house with view of handling our incoming freight, as invariably the freight can be unloaded from our cars direct to the tunnel cars, thereby saving one handling of the freight, which under the high cost per ton of handling in the Chicago district, is a great saving to the railway company. They have very good service and keep us well supplied with empty cars in our infreight house and with loaded cars in our outfreight house, and oft-times when it looks as though business was light in the driveway, our men are steadily employed in the inside of the house unloading the tunnel cars and distributing the

(Continued on page 24)

The New Terminal at Atkins, Ia.

E. L. Sinclair, Assistant Engineer.

Two years ago Atkins, Iowa, was a small village. A local train stopped there twice a day, while the fast trains shot by with a vibration which shook the walls of the sleepy little station and seemed to defy any prospects that the village might have of ever becoming any larger. But Atkins to-day is a different place. Long strings of bunk cars are standing on either side of the main line. Looking east one sees a track gang busily working with pick and shovel, and then looking farther east the new freight and engine terminal is spread out in panoramic view. In the rear an immense water tank stands out against the horizon, while in the foreground the gaunt structure of the lofty coaling station looms up like a dark shadow against the red brick of the roundhouse and other buildings. In short, this is the new terminal plant which is to take the place of the present division point at Marion.



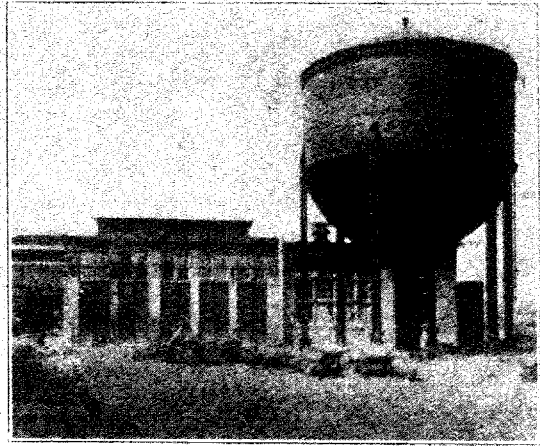
Atkins Terminal, Looking East from Coaling Station.

The freight yards are composed of four tracks, 4,000 feet long on each side of the main line tracks. This provides storing capacity for 640 cars. At both ends of the yard on each side of the main tracks is a switching lead which makes the total length of the yards 8,400 feet.

The engine yard has two tracks for inbound engines, and one for outbound; three repair tracks connected at both ends, a caboose track, scale track, etc.

The entire terminal covers an area of seventy-five acres; 300,000 cubic yards of earth were moved in the grading for the tracks, roundhouse, cinder pit and other buildings.

All of the buildings are located south of the main line tracks. The roundhouse, the largest of the group, has stalls for twenty-six



Power House and Water Tank.

locomotives, and a depth of ninety-six feet. Concrete engine pits are provided in each stall, and in addition, a double driver removal pit, a tender wheel removal pit, an engine truck drop pit, and an engine truck wheel removal pit. The building is heated by passing fresh air through a system of steam coils, after which it is forced through underground conduits and pipes to all parts of the structure by means of a fan driven by an electric motor. In front of the roundhouse is a standard ninety foot turntable, resting on a concrete pier on pile foundation. It also is operated by an electric motor.

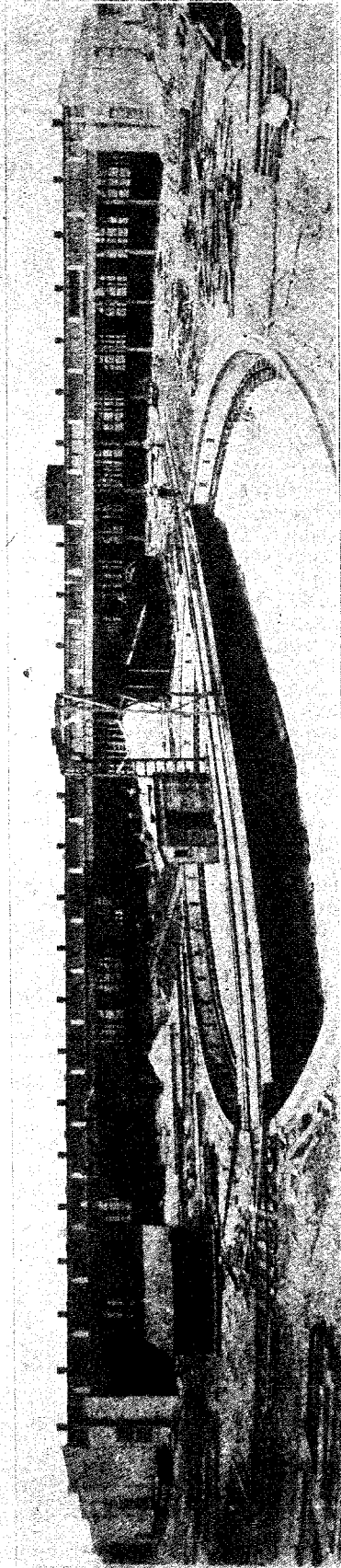
Power for the shops is furnished by a power plant equipped with a battery of four boilers, an air compressor, two boiler feed pumps, feed water heater, two washout pumps and a direct connected generator.

The machine shop is equipped with two lathes, two drill presses, a wet emery grinder, a tool grinder, a planer, bolt cutter and shaper. The blacksmith shop, which is located in the same building as the machine shop, contains two forges and one steam hammer.

One of the most up-to-date buildings of the whole terminal is the mechanical coaling station. It is over ninety feet high and has a capacity of 310 tons. Cars loaded with coal are shoved through the station and later allowed to run back by gravity. As each car passes through it deposits its load into pockets beneath the track by opening the hoppers.



Oil House, Office, Bulletin and Store Room. Coal and Coke Shed; Blacksmith Shop. Power House. Water Tank and Ice House.



Roundhouse and Turntable.

From these pockets the coal goes through steel chutes into the hoisting buckets, which carry it to the top of the building, where it is shot into one of the bins. When the buckets are empty they automatically reverse themselves and return ready to go at it again.

Another modern structure is the concrete cinder pit. Its dimensions are: Length, 100 feet; width, 25 feet, and depth, 12 feet. It has a storage capacity of thirty carloads of cinders, or about 600 cubic yards. The old laborious method of removing cinders by shovel is replaced by the use of a one and a one-half yard clamshell bucket, operated by a locomotive crane, which can drop between the two tracks over the pit and remove the cinders.

Eight hundred yards of concrete were used in the construction of the cinder pit. Concreting on the foundation was begun June 25, and finished July 26, which is judged to be record time on this type of structure.

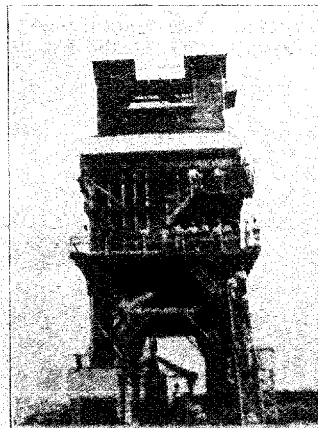
An interesting feature of the terminal is the water supply. Water is pumped from the Cedar river through a twelve inch cast iron water main for a distance of 5.3 miles. It is then stored in a steel tank, capable of holding 150,000 gallons. The pumping station contains two Deming triplex pumps, driven by electric motors, either unit having sufficient capacity to supply the terminal.

Drinking water for the different buildings will be furnished from a drilled well.

The trainmen's building will furnish sleeping accommodations, shower baths, wash-room, locker-room and reading and lounging rooms.

The date set for the completion of the job is September 1. In spite of the adverse conditions brought about by the scarcity of material and labor, the work is proceeding rapidly and there is no doubt but that the plant will be ready for operation at the time fixed.

The building of the new yards and terminal show what the C. M. & St. P. Ry. is doing to serve the public and its employes. The spacious yards will allow freer and more speedy movement of freight, and the fully equipped sanitary buildings will greatly increase the welfare, safety and efficiency of the employes.



Coaling Station.

New Double Track Connection Between the C. & M. Division and Godfrey Yard.

F. C. Loweth.

During the years 1911-12 this company constructed a large modern freight yard about twenty miles west of Chicago, on the Illinois Division, which was called Godfrey Yard. The company had already outgrown Galewood Yard, which was within the city limits, and the new yard was expected to handle our ever-increasing business for many years to come at a much lower cost of operation than was possible in Galewood Yard.

Godfrey Yard was originally laid out with the preliminary assumption that a new cut-off line would be built from the west end of the yard to some undetermined point on the C. & M. Division. This cut-off would bring all of the freight from the C. & M. Division and the Illinois Division together at the west end of the new yard. The yard consists of two separate units, the south, or No. 1 unit, being for eastbound freight, and the north, or No. 2 unit, for westbound freight. Eastbound trains enter a large receiving yard on the west end. From here the trains are pushed over a hump, where the cars are weighed, if desired, and then cut off from the train and travel by gravity down into a large classification yard. Still further east is a large departure yard, where the trains are made up for our own terminal yards, Union street, Division street, Kinzie street, etc., and also for the many foreign lines which enter Chicago. At Franklin Park, the extreme east end of the yard, is the connection with the Indiana Harbor Belt Railway, which is one of the principal Chicago Belts connecting with nearly all of the southern and eastern roads.

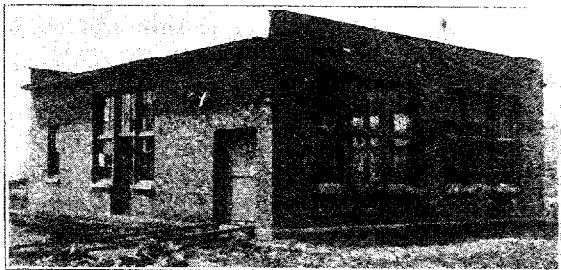
Westbound freight, which originates in Chicago or comes to us from foreign lines, enters the large receiving yard of unit No. 2 at the east end of Godfrey Yard, is passed over another hump westward, into another classification yard not quite as large as that of unit No. 1, and then into a large departure yard at the west end, where trains for the Illinois and C. & M. Division will be made up.

By January, 1913, most of the grading and track work in the yard was finished and a large modern thirty stall roundhouse, with turntable, cinder pits, coaling station, powerhouse, etc., was built, but lack of money, and then later the war, have combined to prevent the building of the cut-off line, and therefore a full and economic use of the yard was impossible. The extreme weather conditions of last winter so crowded the terminal facilities around Chicago that when the Government took over the railroads it was deemed a necessary war measure to improve these facilities this season, therefore our company was authorized to construct the cut-off and have Godfrey Yard in full operation for the coming winter. This authority not being received until about May 1, the time in which to complete the work was all too short for the job in hand. Therefore, instead of building an entirely new line for the whole distance, it

was decided to make use of the DesPlaines Valley Division of the Northwestern, which is a modern double track freight line crossing over about the center of Godfrey Yard, then passing north through DesPlaines, crosses over our C. & M. Division just south of Techy, Ill.

The new work required by this scheme consists of about two and one-half miles of double-track line at Bensenville, which is the west end of Godfrey Yard, and about one mile of double-track line at Techy. The Techy connection, though much the shorter of the two, has a very large amount of grading, and the cost of the connection will be about equally divided between the two ends. Four interlocking plants are to be installed, two at the connections with the Northwestern and two at the connections with our own line. The Northwestern is already equipped with automatic block signals, and our connection will be similarly equipped so that the new line will be absolutely modern and up-to-date. John Marsch, Inc., is doing the grading at Techy, and J. J. Connors the grading at Bensenville.

We are also finishing the track work in Godfrey Yard, putting the engine terminals in first-class operating condition, and constructing a large modern repair yard to handle promptly the ever present bad order cars and keep them moving.



Car Department Mill Building, Atkins Terminal.

Called J. V. Wilson to R. R. Administration Headquarters.

In July, Assistant General Auditor J. V. Wilson was commandeered by Uncle Sam, to serve him in his Railroad Accounting Department, known as the Bureau of Service and Accounting in Washington. Mr. Wilson's marked ability and success in his calling, made him a necessary unit in winning the War and he was summoned to do his bit, as head of one of the departments there. Immediately previous to his departure, he was taken possession of by the heads of the Accounting Department at Fullerton Avenue and the Railway Exchange and was "lectured" roundly upon his popularity, his qualities and the regret his leaving was occasioning. He was then presented with a beautiful gold watch, handsome chain and charm by the employes of Fullerton Avenue offices. The presentation was made by Federal Auditor G. J. Bunting.

The watch contained the following inscription: "Presented to Walter V. Wilson by the Employes of the Accounting Department of the Chicago, Milwaukee & St. Paul Railway Company, July 12th, 1918, as an attestation of the High Regard and Good Wishes felt for him upon his leaving the service to be associated with the United States Railroad Administration at Washington, D. C."

From U. S. R. R. Administration Headquarters

Office of the Director General of Railroads.
Washington, D. C., August 18, 1918.

General Order No. 40.

Washington, D. C., Aug. 18, 1918.

To the employes in the railroad service of the United States:

Complaints have reached me from time to time that employes are not treating the public with as much consideration and courtesy under Government control of the railroads as under private control. I do not know how much courtesy was accorded the public under private control, and have no basis, therefore, for accurate comparison. I hope, however, that the reports of discourtesy under Government administration of the railroads are incorrect, or that they are at least confined to a relatively few cases. Whatever may be the merits of these complaints, they draw attention to a question which is of the utmost importance in the management of the railroads.

For many years it was popularly believed that "the public be damned" policy was the policy of the railroads under private control. Such a policy is indefensible either under private control or Government control. It would be particularly indefensible under public control when railroad employes are the direct servants of the public. "The public be damned" policy will in no circumstances be tolerated on the railroads under Government control. Every employe of the railroad should take pride in serving the public courteously and efficiently. Courtesy costs nothing and when it is dispensed, it makes friends of the public and adds to the self-respect of the employes.

My attention has also been called to the fact that employes have sometimes offered as an excuse for their own shortcomings, or as a justification for delayed trains or other difficulties the statement that "Uncle Sam is running the railroads now," or "These are McAdoo's orders," etc. Nothing could be more reprehensible than statements of this character, and nothing could be more hurtful to the success of the Railroad Administration or to the welfare of railroad employes themselves. No doubt, those who have made them have done so thoughtlessly in most instances, but the harm is just as great if a thing of this sort is done thoughtlessly as if it is done deliberately.

There are many people who for partisan or selfish purposes wish Government operation of the railroads to be a failure. Every employe who is discourteous to the public or makes excuses or statements of the kind I have described, is helping these partisans or selfish interests to discredit government control of railroads.

Recently the wages of railroad employes were largely increased, involving an addition to railroad operating expenses of more than \$475,000,000 per annum. In order to meet this increase, the public has been called upon to pay largely increased passenger and freight rates. The people have accepted this new burden cheerfully and patriotically. The least that every employe can do in return is to serve the public courteously and efficiently.

A great responsibility and duty rests upon the railroad employes of the United States. Upon their loyalty, efficiency and patriotism depends in large part, America's success and the overthrow of the kaiser and all that he represents. Let us not fail to measure up to our duty, and to the just demand of the public that railroad service shall not only be efficient, but that it shall always be courteously administered.

W. G. M'ADOO,

Director General of Railroads.

Office of the Director General of Railroads.
Washington, D. C., August 20, 1918.

Statement to the Public.

Complaints have reached me from time to time of overcrowded trains and unsatisfactory conditions prevailing in some sections of the country in passenger train service. I feel certain that there are grounds for some of these complaints, but I am sure the public will be interested to know that the reasons are twofold:

First, the great number of troops now being handled over the various railroads between the homes and the cantonments, between the different cantonments and then to the seaboard, is making extraordinary demands upon the passenger car and sleeping car equipment of the country. This has caused a scarcity of day coaches and sleeping cars which it is impossible to remedy immediately.

Secondly, the increased demands upon track and terminal facilities for the transportation of the tremendous amounts of coal, food supplies, raw materials, and other things required for military and naval operations, as well as for the support of the civil population of the country, force the largest possible curtailment of passenger train service. The movements of troops and war materials are, of course, of paramount importance and must be given at all times the right of way.

It was hoped that the increase in passenger rates recently made would have the wholesome effect of reducing unnecessary passenger traffic throughout the country. The smaller the number of passengers who travel,

W. G. McAdoo, Director General.
Washington, D. C.
NORTHWESTERN REGION.

Chicago, August 3, 1918.

TO NORTHWESTERN RAILROADS:

CIRCULAR NO. 12

COURTEOUS AND ATTENTIVE SERVICE TO THE GENERAL PUBLIC.

The DIRECTOR GENERAL feels very strongly that the Railroad Administration has been created for the purpose of providing the public not only with adequate service but with comfortable service, so far as this is consistent with the paramount necessities of the War.

An essential, and indeed, an important part of adequate and comfortable service is considerate and courteous treatment and the saving of patrons from unnecessary hardships and discourtesy. The elimination of competition, together with the reductions in service due to war necessities, has, whether justified or not, created a growing feeling on the part of the public of a lack in attentiveness and courtesy on the part of railroad employes and subordinate officers in their contact with the public, and it will require very intelligent, prompt and energetic handling by all of us to remove any real occasion that there may be for this feeling.

I would therefore suggest the importance of the following action:

- 1st: That officers acquaint themselves with transportation conditions in their territory with view of finding out points of irritation, if any, and removing them; or, if this is not possible, acquainting the employes and public with the facts so that they may know just what the situation is.
- 2nd: That the officers of the various railroads institute a campaign of courtesy and consideration among employes towards the public, and especially among agents, trainmen and others who come into frequent contact with the public.
This can best be handled, in my opinion, by direct personal contact and meetings with the officers and men, and by appointing some "FOUR MINUTE" men on each division, and particularly in each large terminal, who are good talkers and taken from amongst the older officers and employes, to give some short, snappy talks outlining the aims of the Administration in the direction of efficient and prompt service to the public, courteously rendered. If you get a few of this type of men interested in this thing and send them out amongst the rest of the men, the desired results, will without question, be obtained.
- 3rd: Neatness in uniforms or personal appearance of representatives of the Railroad Administration coming into contact with the public will always create a good impression and is one of the best outward manifestations of the service that may be expected.
- 4th: The points on railroad property where the public transacts business with the Railroad Administration should be kept in cleanly and business-like condition. Windows should be washed, floors cleaned, lavatories disinfected, property well lighted, and the public conveniences kept in first class order at all times.
This applies particularly to passenger and freight stations.
- 5th: Quite an amount of irritation has been caused by delays occasioned in purchasing tickets at ticket windows.

A study of these individual situations will suggest remedies and methods to be used whereby a lot of this irritation can be eliminated, either by increasing the number of windows and employes or by the addition, as some railroads have done, of a floorwalker to discover and adjust people's needs and troubles and to assist them in securing tickets and accommodations; or by other methods which will occur to you.

In other words, if there is anything of an irritating nature which CAN, OUGHT TO BE, AND SHOULD BE REMOVED, it is desired that you make a thorough investigation of the conditions and see that whatever is necessary to be done is done in order that the service to the public may be made as non-irritating in character as possible, and of such a nature as will indicate to them that after taking care of the paramount war necessities, courteous and efficient service is the first aim of the Administration.

R. H. AUSTON,
Regional Director.

STATEMENT TO THE PUBLIC—Continued

the greater the number of locomotives and cars and the larger the amount of track and terminal facilities that will be free for essential troop and war material movements. Engineers, firemen and other skilled laborers will also be released for service on troop and necessary freight trains.

Among the many patriotic duties of the American public at this time is the duty to refrain from traveling unnecessarily. Every man, woman and child who can avoid using passenger trains at this time should do so. I earnestly hope that they will do so. Not only will they liberate essential transportation facilities which are necessary for war purposes, but they will save money which they can invest in Liberty Bonds and thereby help themselves as well as their country; and the fewer who travel, the more ample the passenger train service will be.

I may add that consistently with the paramount demands of the war, every possible effort is being made by the Railroad Administration to supply the largest possible amount of comfortable and prompt passenger train service.

To the Boss.

Sted.

I'd like to offer up my thanks
To Mister McAdoo
For all these precious back time checks—
It was a golden brew.
And now they're here.
Let's boost a cheer
To Mister McAdoo.
And pony up a portion to
Old Yankee Doodle Doo.



Part of Auditor of Expenditures Allen's Force at the Noonday Rest Beside the Fountain of Youth, Art Institute Gardens.

OUR HONOR ROLL

Mechanical Department, P. S. Lines, Middle District.

Name	Occupation	Location
Joe Allen	Car Repairer	Avery, Idaho.
P. G. Anderson	Fireman	Missoula Division.
Walter Buttrick	Car Repairer	Butte, Mont.
Claude Decker	Car Repairer	Deer Lodge, Mont.
Robt. Evans	Machinist Helper	Deer Lodge, Mont.
William Haneman	Machinist Helper	Deer Lodge, Mont.
Walter Hayes	Car Repairer	Butte, Mont.
Martin Holland	Fireman	Missoula Division.
Frank Hertz	Machinist Helper	Deer Lodge, Mont.
Ralph Johncke	Car Repairer	Avery, Idaho.
C. D. Kennedy	Fireman	Missoula Division.
John G. Klevenberger	Car Repairer	Butte, Mont.
Chas. F. Mitchell	Car Repairer	Deer Lodge, Mont.
Herbert W. Miller	Electrician Helper	Deer Lodge, Mont.
Roy Morrow	Car Repairer	Deer Lodge, Mont.
William Mullen	Machinist Apprentice	Deer Lodge, Mont.
Elmer Norton	Electrician Helper	Deer Lodge, Mont.
Carl Stav	Machinist Apprentice	Deer Lodge, Mont.
R. L. Theriault	Car Inspector	Avery, Idaho.
Ben H. Wise	Steam Shovel Fireman	Missoula Division
Otto Warnke	Oilier and Lacer	Deer Lodge, Mont.
John Sumbenecke	Machinist Helper	Deer Lodge, Mont.
W. J. Shiplitt	Clerk	Deer Lodge, Mont.
Freight Auditor's Office.		
H. R. Collins	Clerk	Chicago, Ill.
A. C. Petzold	Clerk	Chicago, Ill.
W. E. Prehler	Clerk	Chicago, Ill.
Paul Roettgen	Clerk	Chicago, Ill.
A. L. Patock	Clerk	Chicago, Ill.
Robert Johnson	Clerk	Chicago, Ill.
Patrick O'Farrell	Clerk	Chicago, Ill.
Chas. Gardner	Clerk	Chicago, Ill.
Edward Klein	Clerk	Chicago, Ill.
Chas. Leach	Clerk	Chicago, Ill.
Wayne L. Moore	Clerk	Chicago, Ill.
Orville Keist	Clerk	Chicago, Ill.
Jas. J. Landrigan	Clerk	Chicago, Ill.
Wm. G. Koch	Clerk	Chicago, Ill.
Philip Warth	Clerk	Chicago, Ill.
Geo. Walehon	Clerk	Chicago, Ill.
Frank G. Casper	Clerk	Chicago, Ill.
Howard Lang	Clerk	Chicago, Ill.
Francis Gillie	Clerk	Chicago, Ill.
Walter Flint	Clerk	Chicago, Ill.
Albert F. Anderson	Clerk	Chicago, Ill.
Thos. Flynn	Clerk	Chicago, Ill.
Albert V. Forman	Clerk	Chicago, Ill.
Llye W. King	Clerk	Chicago, Ill.
Jos G. Kreoter	Clerk	Chicago, Ill.
Peter J. Simon	Clerk	Chicago, Ill.
Carl Ekeaborg	Clerk	Chicago, Ill.
Louis W. Markel	Clerk	Chicago, Ill.
Herbert Mueller	Clerk	Chicago, Ill.
Arthur H. LaRue, Jr.	Clerk	Chicago, Ill.
Thearle Essig	Clerk	Chicago, Ill.
Aed. V. Breitenbach	Clerk	Chicago, Ill.
Oscar W. Johnson	Clerk	Chicago, Ill.
Albert H. Wackrow	Clerk	Chicago, Ill.
J. T. Carney	Clerk	Chicago, Ill.
Henry Witte	Clerk	Chicago, Ill.
Chas. Gaul	Clerk	Chicago, Ill.
Martin Grogan	Clerk	Chicago, Ill.
Ticket Auditor's Office.		
G. R. Levey	Clerk	Chicago, Ill.
R. W. Martin	Clerk	Chicago, Ill.
A. M. Dryer	Clerk	Chicago, Ill.
V. M. Coughlin	Clerk	Chicago, Ill.
F. P. Werner	Clerk	Chicago, Ill.
W. J. Carrow	Clerk	Chicago, Ill.
Roy F. Bacon	Clerk	Chicago, Ill.
A. J. Janowitz	Clerk	Chicago, Ill.
Frank Orłowski	Clerk	Chicago, Ill.
R. M. Butler	Clerk	Chicago, Ill.
F. J. Zapatocky	Clerk	Chicago, Ill.
Car Accountant's Office.		
Wilber Jones	Clerk	Chicago, Ill.
A. Nantz	Clerk	Chicago, Ill.
Cerl Meier	Clerk	Chicago, Ill.
Calmar Cassman	Clerk	Chicago, Ill.
F. E. Grabensteln	Clerk	Chicago, Ill.
A. H. Palper	Clerk	Chicago, Ill.
Wm. Pye	Clerk	Chicago, Ill.
Hilmer Johnson	Clerk	Chicago, Ill.
Harry L. Anderson	Clerk	Chicago, Ill.

Name	Occupation	Location
Leo C. White	Clerk	Chicago, Ill.
Thos. E. Basquel	Clerk	Chicago, Ill.
Elmer Dobroth	Clerk	Chicago, Ill.
Fred C. Seiffried	Clerk	Chicago, Ill.
Geo. K. Morton	Clerk	Chicago, Ill.
Statistician's Office.		
H. G. LeBeau	Clerk	Chicago, Ill.
C. Hootman	Clerk	Chicago, Ill.
Walter Achard	Clerk	Chicago, Ill.
LeRoy McIlraith	Clerk	Chicago, Ill.
John W. Schroeder	Clerk	Chicago, Ill.
F. C. Miller	Clerk	Chicago, Ill.
Assistant General Auditor and Auditor of Traffic.		
Earle Dudley	Clerk	Chicago, Ill.
Fred Wermick	Clerk	Chicago, Ill.
Murray Crandall	Clerk	Chicago, Ill.
F. C. Hunn	Clerk	Chicago, Ill.
Geo. W. Nelson	Clerk	Chicago, Ill.
Fred Richell	Clerk	Chicago, Ill.
Paul F. Jacobsen	Clerk	Chicago, Ill.
LeRoy Lopez	Clerk	Chicago, Ill.
Freight Claim Agent's Office.		
Lee Wagner	Clerk	Chicago, Ill.
Julius Vieze	Clerk	Chicago, Ill.
George Sweeney	Clerk	Chicago, Ill.
Harry Moglowsky	Clerk	Chicago, Ill.
Jas. Liewald	Clerk	Chicago, Ill.
George Shay	Clerk	Chicago, Ill.
Kenneth Kimmel	Clerk	Chicago, Ill.
Jas. J. Crosby	Clerk	Chicago, Ill.
Frank Kass	Clerk	Chicago, Ill.
Wm. Enthop	Clerk	Chicago, Ill.
Paymaster's Office.		
Arthur W. Wood	Clerk	Chicago, Ill.
Bellingham & Northern R. R.		
A. M. Clark	Engineer	Bellingham.
D. B. Thurston	Brakeman	Bellingham.
D. Stevenson	Fireman	Bellingham.
Engineering Department.		
Charles Altfillisch	Assistant Engineer	Chicago, Ill.
Oscar Anderson	Rodman	Milwaukee, Wis.
Joseph Backstein	Tracer	Chicago, Ill.
Frank J. Beard	Draftsman	Milwaukee, Wis.
Richard C. Bertie	Draftsman	Minneapolis, Minn.
A. T. Black	Instrumentman	Milwaukee, Wis.
Harold L. Brooke	Draftsman	Chicago, Ill.
M. B. Breslauer	Rodman	Minneapolis, Minn.
Clinton C. Budd	Instrumentman	Chicago, Ill.
Harold J. Carney	Clerk	Milwaukee, Wis.
H. B. Christianson	Assistant Engineer	Minneapolis, Minn.
William K. Clow	Draftsman	Milwaukee, Wis.
William M. Cowals	Instrumentman	Milwaukee, Wis.
M. W. Cook	Stenographer	Chicago, Ill.
Clayton M. K. Doam	Computer	Chicago, Ill.
Edward J. Dethke	Draftsman	Chicago, Ill.
Archie Douglas	Carpenter Helper	Cedar Falls.
Bernard Evander	Computer	Chicago, Ill.
Robert Gehrand	Rodman	Milwaukee, Wis.
James E. Gibbons	Computer	Minneapolis, Minn.
Fred Gusbach	Rodman	Milwaukee, Wis.
Glen D. Hagey	Draftsman	Minneapolis, Minn.
Barter Hanson	Clerk	Chicago, Ill.
Sam H. Hardin	Assistant Engineer	Milwaukee, Wis.
Arthur E. Highland	Clerk	Chicago, Ill.
Frank Hogan	Yardman	Mason City.
E. C. Holden	Draftsman	Chicago, Ill.
F. E. Hoover	Rodman	Marion, Ia.
F. L. Hopkins	Computer	Chicago, Ill.
Lloyd Johnson	Clerk	Chicago, Ill.
Sidney Johnson	Stenographer	Tacoma, Wash.
H. L. Jones	Assistant Engineer	Butte, Mont.
Jos. A. Kane	Instrumentman	Milwaukee, Wis.
Seeman Kaplan	Draftsman	Minneapolis, Minn.
Jos. W. Klanke	Carpenter Helper	Harlowton.
August Levens	Carpenter	Harlowton.
Summer C. Laykom	Rodman	Milwaukee, Wis.
James Lindsay	Recorder	Milwaukee, Wis.
Joseph E. Lovett	Draftsman	Milwaukee, Wis.
W. F. Lynaugh	Mechanical Cal. Engineer	Milwaukee, Wis.
C. A. Mabueth	Rodman	Minneapolis, Minn.
Frank G. Mayer	Computer	Milwaukee, Wis.
Leonard McCue	Tracer	Chicago, Ill.
Archie McKenna	Carpenter	Mobridge.
F. V. Mercer	Rodman	Seattle, Wash.
Harold F. Miller	Instrumentman	Milwaukee, Wis.
George Motter	Carpenter	Lewistown.
Merlin A. Muth	Clerk	Chicago, Ill.
August Nelson	Carpenter	Harlowton.
Roy M. Olson	Draftsman	Milwaukee, Wis.
Gust Patzke	Rodman	Milwaukee, Wis.
Fred W. Patzke	Draftsman	Milwaukee, Wis.
Chas. Pfannerstill	Clerk	Milwaukee, Wis.
Clinton D. Pflaum	Stenographer	Chicago, Ill.

Name	Occupation	Location
R. N. Pickens	Instrumentman	Milwaukee, Wis.
Clyde H. Potter	Rodman	Butte, Mont.
Jim Powers	Carpenter	Mobridge
Loren S. Rice	Rodman	Minneapolis, Minn.
Clay G. Schade	Draftsman	Milwaukee, Wis.
Frank P. Sebade	Instrumentman	Milwaukee, Wis.
Albert Schmitt	Draftsman	Chicago, Ill.
Louis J. Siems	Checker	Chicago, Ill.
George Simpson	Instrumentman	Chicago, Ill.
Chas. E. Stickney	Instrumentman	Marion, Iowa.
Carl J. Swane	Res. Engineer	Atkins, Iowa.
Frank Synek	Rodman	Milwaukee, Wis.
Oswald Toon	Tapeman	Butte, Mont.
Lloyd Fox Bailey	Rodman	Marion, Iowa.
F. W. Bryan	Rodman	Milwaukee, Wis.
May Carrington	Instrumentman	Milwaukee, Wis.
Geo. A. Sawyer	Rodman	Milwaukee, Wis.
Wilhelm Hanson	Carpenter	Milwaukee, Wis.
Carl Fick, Jr.	Clerk	Tomah
Gilbert E. Benson	Carpenter	Minneapolis, Minn.
Theodore J. Geisler	Brg. Carpenter	Wabasha
Van A. Matthews	Rodman	Milwaukee, Wis.
Rex L. Guichard	Clerk	Butte, Mont.
J. S. McMillian	Instrumentman	Minneapolis, Minn.
C. Gillidette	Rodman	Minneapolis, Minn.
William J. Werner	Rodman	Milwaukee, Wis.
Ray Waidelich	Clerk	Elk Point
Vernon J. Peterson	Instrumentman	Minneapolis, Minn.
J. L. Glouning	Rodman	Minneapolis, Minn.
Wm. Swenson	Rodman	Minneapolis, Minn.
August Reinke	Tinsmith	Milwaukee, Wis.
John Laske	Roofers	Milwaukee, Wis.
Jack Smith	Roofers	Milwaukee, Wis.
Vincent Shanke	Roofers	Milwaukee, Wis.
G. Anderson	Roofers	Milwaukee, Wis.
Leonard Banitzky	Roofers	Milwaukee, Wis.
Tacoma Tide Flats.		
Paul Wilson	Assistant Agent	Tacoma, Wash.
Wm. Woodward	Clerk, Local Office	Tacoma, Wash.
Earl Williams	Messenger, Local Office	Tacoma, Wash.
Ray Powell	Timekeeper, Dock 2	Tacoma, Wash.
E. A. Tammen	Assistant Accountant	Tacoma, Wash.
Preston Harris	Yard Clerk	Tacoma, Wash.
Wm. B. Alleman	Yard Clerk	Tacoma, Wash.
Telegraph Department.		
Chas. F. Wooten	Assistant Chief Operator	Butte, Relay Office
Chas. F. McDonough	Operator	Butte, Relay Office
LaCrosse Division.		
A. Corston	Fireman	Portage, Wis.
L. Dolberg	Fireman	Portage, Wis.
Emil Will	Fireman	Portage, Wis.
August Gut. Knecht	Fireman	Portage, Wis.
Chas. Woodman	Engineer	Portage, Wis.
P. B. Kerwin	Brakeman	Portage, Wis.
Louis Roberts	Brakeman	Portage, Wis.
Wm. Grunke	Yardman	LaCrosse, Wis.
Lester Williams	Fireman	Portage, Wis.
Wisconsin Valley Division.		
Thomas F. Hintze	Fireman	Wausau, Wis.
Alpheus E. VanNorman	Timekeeper	Wausau, Wis.
H. E. Phillips	Time Inspector	Wausau, Wis.
Thos. E. Crago	Division Accountant	Wausau, Wis.
Mechanical Department, P. S. Lines, (West).		
Elmer I. Doan	Engineer	Tacoma, Wash.
C. & M. Division.		
Christ Kinsella	Brakeman	Chicago, Ill.
J. E. Robar	Clerk	Walworth, Wis.
Columbia Division.		
W. Morrison	Operator	Spokane, Wash.
T. J. Bucklin	Ticket Clerk	Ellensburg, Wis.
John Dorsey	Roadmaster's Clerk	Ellensburg, Wis.
E. P. King	Agent	Beverly, Wash.
H. L. Taylor	Signalman	Ellensburg, Wis.
Rocky Mountain Division.		
Oscar D. Mattison	Brakeman	Deer Lodge, Mont.
Theo. Groth	Signal Maintainer	Donald, Mont.
W. A. Horeja	Agent	Donald, Mont.
E. J. Noonan	Assistant C. P. A.	Butte, Mont.
C. B. Reeves	Assistant C. P. A.	Butte, Mont.
Anthony Farrace	Section Foreman	Ravenue, Mont.

(To be Continued)

"Over the Top"—The valuation department persist in adding a few more stars to their "service flag." "Nig" Alphonse Abler was given a little send-off a few days ago and no doubt by this time is "a regular" soldier at Valparaiso, Ind. Harry DeCan, one of our field members, it seems,

rather takes to "warfare" inasmuch as he "went and got married" before he became a soldier. He is now at 2nd Regiment, Company K, Camp Dewey, Great Lakes, Ill. Three cheers for the boys.

Safety First

A. W. Smallen, General Chairman

Chicago, Milwaukee & St. Paul Railway Organization to Promote Safety.

For the purpose of establishing uniformity in methods of organizing Safety Committees, as well as to stimulate interest in accident prevention and measures intended to reduce

the hazards of railroad employment, the Safety Section of the Division of Transportation of the United States Railroad Administration recommends the following outline in perfecting safety organizations on all Class 1 railroads:

GENERAL SAFETY COMMITTEE

General Manager
General Superintendent
Assistant Chief Engineer
Engineer of Track Maintenance
Signal Engineer
Superintendent of Motive Power
Master Car Builder
Mechanical Engineer

Superintendent of Transportation
Assistant General Solicitor
Chief Surgeon
General Adjustor
General Storekeeper
Superintendent of Sleeping and Dining Cars
General Safety Supervisor

DIVISION SAFETY COMMITTEE

Division Superintendent, Chairman

Division Engineer
Trainmaster
Master Mechanic
Traveling Engineer
Signal Supervisor
Division Storekeeper
Claim Adjustor
Roadmaster
Yardmaster
*Agent or Operator
*Shopman, etc.

*Track Foreman
*Bridge and Building Department Employees
*Engineman
*Fireman
*Conductor
*Brakeman
*Switchman
*Car Repairer or Inspector
*Signalman
District Safety Inspector, Secretary.

SHOP COMMITTEES

Superintendent of Shops or Master Mechanic, Chairman
(Locomotive Dep.)

General Foreman
Roundhouse Foreman
*Machinist, Boilermaker, Sheet Metal Worker, or Shop Storekeeper
*Electrician
*Foundryman
*Hostler
*Crane Operator

(Car Dept.)
General Foreman
*Carpenter, Car Repairer, Inspector, Wood Worker, Millwright, Machine Operator or Painter
*Electrician
*Storekeeper
District Safety Inspector Secretary

NOTE—In some instances it may be advisable to have separate committees in the Car and Locomotive Departments—in others a joint committee is preferable.

TERMINAL SAFETY COMMITTEE

Superintendent, Trainmaster or General Yardmaster, Chairman

Day Yardmaster
Night Yardmaster
*Switch Foreman or Yard Conductor
*Switchman
*Engineman

*Fireman
*Section Foreman
*Station Employee
*Car Department Employee, Car Clerk, Checker or Sealer
District Safety Inspector Secretary

Members marked * should serve for a period of six months or a year, at the discretion of the Chairman.

General Safety Committee.

A committee to be known as the General Safety Committee, shall be organized, composed of general and division officers of the road, chosen in such a manner that all the different departments of service shall be represented on that committee. The Chief Operating Officer, or such other general officer as he shall designate, shall act as chairman. This committee shall have general supervision of the safety organization.

Division Safety Committees.

On each division shall be formed a Division Safety Committee, composed of division officers, with the superintendent as chairman, and one or more representatives of each of the different classes of service.

Shop Safety Committees.

In each large shop shall be formed a Shop Safety Committee, composed of the principal officers of the shop, with the ranking officer as chairman, and one or more representatives

of each of the different classes of service. If the shop is under the jurisdiction of the division superintendent, the committee shall report to the Division Safety Committee, otherwise to the General Safety Committee.

Terminal Safety Committees.

In each large terminal shall be formed a Terminal Safety Committee, composed of the officers in charge, with the superintendent or ranking officer as chairman and one or more representatives of each of the different classes of service. If the terminal is under the jurisdiction of the division superintendent, the committee shall report to the Division Safety Committee, otherwise to the General Safety Committee.

Additional Safety Committees.

Where conditions require, local committees may be organized, in yards, roundhouses, smaller shops, large freight houses, etc.

Meetings.

The General Safety Committee shall meet at least quarterly. Other Safety Committees shall meet monthly and report proceedings on proper form to the General Safety Committee.

Term of Service of Members.

The principal officers of the division, shop or terminal, shall be permanent members of the committees. Other members shall serve for a period of six months or a year, at the discretion of the chairman, but it is inadvisable to change all the members at one time.

Payment of Committeemen.

The employe members of the various committees attending meetings shall be paid their regular wages and such expenses as they necessarily incur in going to and from committee meetings.

Co-Operation.

The safety organization should invite the fullest co-operation of every employe in calling to the attention of the various committees, practices and conditions which are not conducive to safety, but such information communicated by any one to these Safety Committees shall not be used as a basis of disciplinary action.

The above suggestions and recommendations by the safety section of the division of transportation of the United States Railroad Administration will govern the Safety Organization on the Chicago, Milwaukee & St. Paul Railway. Such adjustment of our present practice as may be necessary in order to conform thereto shall become effective this date, August 1, 1918.

A. W. Smullen, as General Safety Supervisor, is responsible for the safety work. Railway Exchange Building, Chicago, Ill.

Conserve Man-Power!

(From Bureau of Safety.)

Every time a workman is killed or injured, no matter in what line of endeavor he is engaged, the industrial power of the nation is weakened—and we need all our might to crush the foe we now are grappling with.

While the purpose of this campaign is primarily to promote "Safety," yet it is a well known fact that the absolute prevention of

accidents is next to impossible. That there will continue to be accidents in spite of all efforts toward safety is evident, although the observance of such safety rules as have been suggested throughout this campaign means that accidents will be reduced to a minimum.

The Man Who Thinks SAFETY FIRST

and who will practice its teachings, and who will obey the rules that are necessary for him to observe, can go about his daily duties in security. He who follows the teachings of Safety First is a true friend. He is true to himself, to his fellow employes and to humanity in general. You owe it to yourself, to your family and to your friends to protect yourself from every possible injury. For your own personal welfare and for the happiness of those who are your friends—start to-day, now, to take no more chances. Cease to be reckless and heedless. Join the Safety First Army and by careful thinking, go on your way in safety.

GOOD SAFETY WORK

consists merely in the study of the right and the wrong way to do things. You can readily appreciate what it means in every factory to have every man alert and keen for doing everything right. This is just what Safety First will do. It shows the danger in carelessness and in disorder. It shows how needless accidents occur and how they may be prevented. Safety First not only teaches us these things, but teaches men how to go about safety. It teaches us the need of care and caution. It shows how needful it is that men co-operate to prevent the needless accidents from occurring. Its teachings are aimed at the prevention of life-destroying and body-crippling accidents, and with a most liberal compliance with the New Gospel—the conservation of human lives. It is necessary for every one to do his bit if the results desired are to be secured. Your help is needed. Give it freely. You will benefit and will help others. For the sake of humanity, do your part in this great movement for Safety.

LET NO ONE FEEL THAT THEY ARE IMMUNE FROM ACCIDENTS. OBSERVANCE OF SAFETY FIRST RULES IS NECESSARY FOR ALL.

GENERAL MEETING.

"Safety First and Proper Handling of Freight"
Held in Room 507 Mitchell Building, Milwaukee, Wis., at 8 P. M., July 17, 1918.

Mr. R. F. Hoehn, superintendent terminals, presided. The following officials attended:

Messrs. R. F. Van Vleet, superintendent Northern Division; C. O. Bradshaw (represented); Mallon, trainmaster, Northern Division; J. I. Campbell, District Safety chairman.

Members of the Milwaukee Terminals Safety Committee present: C. A. Bush, W. G. Breckenridge, W. G. Miller, E. E. Ross, A. B. Mitchell, W. A. Husey (represented), W. L. Hebard, H. Eggert, William Joost, Charles Tuft, D. J. McAuliffe, E. A. Brown.

Members of the Milwaukee Terminals Safety Committee absent: A. M. Anderson, K. J. Schwartz, Joseph Sullivan, J. Linehan, R. J. Voss, K. Wagner.

The meeting was attended by about forty employes.

The minutes of the last meeting were read by the secretary, and it was recommended that the following suggestions be again taken up:

The Northwestern Barrel Company have a wire stretched across the track about four car lengths from the end, which clears the top of cars by only two feet. This matter was taken up, but not acted upon since the last meeting. Mr. Campbell has been instructed to call upon this firm and insist that the wire be fixed up at once.

The Wisconsin Coal & Dock Company are still allowing their teams to use our main line in the North Avenue District. Mr. Markey of the Police Department stated that they were watching this matter and as soon as they were able to get sufficient evidence that this was being done an arrest would be made and the case brought to court.

Mr. A. B. Mitchell reported that there was no improvement in regard to shop men stealing rides on freight trains in the Shop District. A bulletin has been issued by Superintendent Motive Power and the matter was again called to his attention.

The chairman then called upon the Safety First Committee members for new suggestions.

Mr. E. A. Brown suggested that the crossing at the Johns-Manville Company and the American Hair Felt Company, in the Grand Avenue District, over the Lax Division main line, be moved about six feet to the west, thus enabling teams and auto trucks to cross at this point more safely. The matter was referred to the superintendent of the Lax Division for further action.

Committeeman Eggert reported that no efforts were being made by yardmen and others to keep tell-tale warning signals in proper position so as to make them effective. This referred especially to Upper Fowler and Reed Streets District. The matter was taken up with yardmasters and yardmen in the districts to see that tell-tales are more closely watched. Roadmaster Anderson will also be supplied with poles so that a section man can straighten these tell-tales daily.

Mr. Ross reported that telephone pole belonging to the T. M. E. R. & L. Co. at Cherry street obstructed the view of the crossing man located at that point. This matter will be taken up with the T. M. E. R. & L. Co. and remedied.

Mr. Ross also reported that there were some telephone wires crossing the north end of the North avenue track, now used by the Wisconsin Lakes Ice Company as a coal track, which did not have the proper clearance.

District Carpenter Eggert advised that a survey was made of all the wire in the terminals and a report would be completed in a few days. This report will be checked and the wires raised to the proper clearance as soon as possible.

Committeeman Tuft suggested that some arrangements be perfected for the keeping of fuses and torpedoes on Terminal Switch Engines. This matter has been referred to D. M. M. Joost for his recommendation.

Committeeman Mitchell suggested that the bridge leading from the shops to the air line be equipped with a guard rail. This matter was taken up with the district carpenter for further action.

It was also reported that auto trucks and teams going over the mill shop crossing were doing so at a reckless rate of speed. Mr. O'Hara of the claim department made a brief speech in regard to grade crossing accidents, especially automobile accidents, and suggested that the committee take up and advocate the passing of a law requiring that all automobilists stop before going over railroad crossings. This, he thought, would eliminate, to a certain extent, the large number of grade crossing accidents.

Mr. Van Vliet made the following motion:

"It is recommended that the General Safety First Committee take the necessary steps with the Federal authorities to secure the passage of a law that would furnish some protection to automobiles by compelling them to stop, look and listen before crossing railroads, and provide a penalty for failing to do so."

The motion was duly seconded and passed.

District Safety Chairman Campbell presented some figures showing the average number of persons killed and injured the first five months of 1917 as compared with 1918: Average killed per month, 2; injured, 228 in 1917. Average killed per month, 2; injured, 243 in 1918. An increase of eighteen injuries for 1918. These figures include the injuries to employees at mill shops, and it was explained that same, no doubt, was due to the fact that a large number of inexperienced help, and especially female help, was employed at the Milwaukee shops at the present time. He also

stated that meetings would hereafter be held every thirty days instead of sixty, and Committeeman Miller will attempt to make arrangements to secure the hall in the Mitchell building for this occasion on the second Monday of each month.

In the absence of Mr. C. H. Dietrich the chairman called upon Mr. Van Vliet to give a talk in regard to the proper handling and loading of freight.

Mr. Van Vliet stated that he has made a very careful check of his over and short report for the month of June, and previous months, and is pleased to advise that there was quite an improvement in the loading, as well as the billing of merchandise cars. He found that the largest number of shortcomings were due to—first, freight without waybills; second—freight billed in one car and loaded in another, and third—to stowing. He cited a number of instances, and a statement showing the errors chargeable to Milwaukee will be turned over to Mr. Miller for his investigation.

Mr. Miller suggested that reports of this kind be furnished promptly so as to enable him to have the matter checked up. The trouble heretofore has been that the reports were very old before being received at the local station. It was recommended that division superintendents and agents make these reports promptly in the future, and the facts were brought out that under the new loading schedule there appeared to be less errors, less improper stowing, and a marked reduction in loss and damage claims.

Agent Ross suggested that a system of checking the billing be installed, and it was thought two checkers would be sufficient at the local freight office. The claim was made that with this system in vogue it would materially reduce the loss and damage claim account by from 50 per cent. to 75 per cent.

Division superintendents will be requested to furnish a statement as to the number of over and short accounts due to errors in waybills, etc., and it will be determined from this whether or not it is feasible to install the checking system.

Mr. Markey of the police department stated that a number of merchandise cars from which the doors were lost were handled from Muskego yards to Fowler without protection. This matter will be referred to L. K. Silcox so that inspectors can be instructed to board up the door space in cases of this kind.

The meeting then adjourned.

B. F. HOEHN,
Chairman Safety First Committee.

A Safety First meeting was held at Madison, Wis., on July 25, 1918.

The following committeemen were present:

J. A. Macdonald, chairman.
J. I. Campbell, district safety inspector.
F. W. Zimmermann, agent, Janesville, Wis.
R. E. Sizer, trainmaster.
O. D. Aepli, district adjuster.

Sixty employees were present, the roundhouse and freight house being especially well represented. A. J. Klumb, H. T. Dersch, G. J. Callahan, E. A. Deards, conductor; A. M. Rodgers, engineer; P. H. Hayes, yardman; Jas. Doyle, car man; R. Black, agent; Jos. Gillette, foreman, were unable to attend on account of other pressing business.

The minutes of the previous meeting were read and approved.

It was stated that in the future meetings would be held on the fourth Thursday of every month, instead of every other month as in the past.

J. I. Campbell, district safety inspector, addressed the meeting and informed the employees that the greatest number of injuries were caused through carelessness and neglect.

C. J. Welch, roundhouse employe, spoke of the poor lights in the roundhouse at night, also of the steam escaping from the pipes, which makes it very dangerous inasmuch as one cannot see a foot ahead in cold weather.

A new lighting system is under consideration at the present time.

W. J. Hogan, roundhouse foreman, informed the committee that there had been no eye injuries in the past month, as most employees are using the goggles provided for them by the company.

W. J. Fugg, freight agent, spoke of the West Side loading platform being unsafe. Notice had been given some time ago that the use of the plat-

form was to be discontinued, but the shippers are still using it. Repairs will be made at once.

R. E. Sizer, trainmaster, spoke on careful switching of cars and coaches. Rough handling of same causes many claims on the company that could be avoided if employes were a little more careful.

The proper handling of freight was taken up and J. A. Macdonald, superintendent, spoke of crates and boxes used by shippers, being too light.

F. W. Zimmermann, agent, Janesville, Wis., said that much of the damage was caused by improper loading, and that the larger cities are violating the rule more than the smaller ones.

W. Dunn, warehouse foreman, suggested that sashes be more securely crated. Mr. Macdonald also read a letter from the agent at Barnum, Wis., who suggested that bookcases and all furniture having glass doors or mirrors have same separately and securely crated.

It was also suggested that jobbers be made to use stronger sacks for shipping flour, sugar, beans, etc., as the sacks that are now being used are not strong enough and tear in the handling, thereby causing much waste of articles that are at the present time very scarce.

The new sailing day plan which has been in effect since July 1, 1918, has been approved by all who are using it.

It was announced that on July 31, 1918, there would be a Safety First meeting held in the Main Hall of the Auditorium, Milwaukee, Wis., at 8:30 p. m. All employes and their families are invited.

The meeting adjourned at 9:30 p. m. on account of the extreme heat.

The Fourth Liberty Loan.

Details of the Fourth Liberty Loan Drive had not been made public at the time of going to press, although it is probable they will be much the same as for the Third Loan. The date, however, and the interest, are positive.—the former, September 27th, and the latter four and one-quarter per cent.

Help is needed from every employe to make this loan go way over the top. We must show our boys who are doing such wonders on the battle field, that whatever is necessary for their maintenance, their efficiency and their happiness will be forthcoming, whatever the sacrifice required by us at home. A splendid slogan for these times is,—“Regulate our expenditures by our necessities not by our desires,” and stick tight to it. There will, then, be money enough to loan to Uncle Sam for his necessities. He is not asking a gift, remember. He would not take a gift if it were offered, but he does ask a loan and he offers the best security in the world,—his honor and his untarnished credit.

Liberty Loan Interest Rate.

Secretary McAdoo has definitely announced that the Fourth Liberty Loan bonds will bear 4½ per cent. interest.

The Secretary has been insistent that the Government interest rate should be stabilized at 4½ per cent. He points out that a raise in the rate of interest of only one-fourth of 1 per cent. on \$10,000,000,000 of Government bonds would mean an annual increase of \$25,000,000 in interest charges, and that this money would have to be raised by increased taxation and paid by the people of the country. It would not be paid by one class only, because there are consumption as well as other kinds of taxes, and the consumption taxes reach every class of people.

“As an intelligent people,” said Secretary McAdoo during the Third Liberty Loan campaign, “We should now make a stand for the financing of our Government during the period of this war

at a stabilized rate of interest, say at 4½ per cent. per annum, so that all business and all investments may be adjusted to that basis, and so that we ourselves may protect ourselves against successively increased rates of interest on Government loans.”

Neither our patriotism nor our support of the Liberty Loan are measured in fractions of per cent.

What It Takes to Feed U. S. Soldier for a Year.

Beef, 475 pounds, or bacon, 275 pounds.

Wheat flour, 413 pounds.

Potatoes, 458 pounds.

Beans, 55 pounds.

Prunes, 27 pounds.

Coffee, 26 pounds.

Sugar, 73 pounds.

Syrup, 7 pounds.

Condensed milk, 11½ pounds.

Butter, 11½ pounds.

Lard, 11½ pounds.

Vinegar, 3½ pounds.

Salt, 13½ pounds.

Facts on Conversion.

Sterling B. Cramer, head of the bond department of the Federal Reserve Bank of Chicago, has issued the following important notice to the holders of Liberty Loan bonds on the question of conversion:

“Bonds of the First and Second Liberty Loans may now and until November 9, 1918, be converted into 4½ per cent. bonds. Bonds delivered upon conversion will have the same maturity as the bonds surrendered. In all other respects they will be identical with the bonds of the Third Liberty Loan. This conversion may be effected through the subscriber's bank.

“Holders of 4 per cent. bonds of the First Liberty Loan converted, presenting them for conversion on or before November 9, 1918, will receive in exchange without an adjustment of interest, 4½ per cent. Gold bonds of 1932-47, bearing interest at the increased rate from June 15, 1918.

“Holders of 4 per cent. bonds of the Second Liberty Loan, presenting them for conversion on or before November 9, 1918, will receive in exchange, without an adjustment of interest, 4½ per cent. Gold bonds of 1927-42, bearing interest at the increased rate from May 15, 1918.

“Holders of Coupon bonds may receive at their option either Coupon bonds or Registered bonds, but Registered bonds only will be delivered upon conversion of Registered bonds, and such bonds will be registered only in the same name of the bonds surrendered for conversion. When Registered bonds are presented for conversion, they should be assigned to the Secretary of the Treasury for Conversion, on the form appearing on the backs of registered bonds. Such assignments, however, need not be witnessed.

“All unmaturing coupons must be attached to the bonds presented for conversion, and all matured coupons must be detached.

“Holders of 3½ per cent. bonds of the First Liberty Loan, presenting them for conversion on or before November 9, 1918, will receive in exchange 4½ per cent. Gold bonds of 1932-47, bearing interest at the increased rate from June 15, 1918, but such holders must pay the United States Government accrued interest at the rate of ¾ of 1 per cent. per annum from June 15, 1918, to the date of conversion.

“The conversion privilege on 4 per cent. bonds of both the First and Second Liberty Loans expires on November 9, 1918, and they cannot be converted into subsequent issues of United States bonds which might come out at a higher rate. Therefore, holders of 4 per cent. Liberty Loan Bonds should in every case present them for conversion. By converting these bonds they will not only receive ¼ of 1 per cent. additional interest, but after the conversion period has expired (November 9, 1918) there will undoubtedly be several points difference in the market price of the 4 per cent. and 4½ per cent. bonds.”

On the Front Line

13th Engineers Moves in a Hurry.

That the 13th Engineers is having a taste of the real thing is apparent from the scarcity of letters, or news from them the past month. But that they were very near the front line is indicated in the following which is reprinted from the Chicago Tribune:

"Information from France throws some light on the activities of the famous Thirteenth Engineers, the regiment of Chicago district railway men in the recent ebb and flow of events on the Marne.

The German drive eastward along the Marne does not seem to have had for its ultimate objective merely the capture of Reims, but also the turning of the Argonne forest and the great fortress of Verdun, which for four years have blocked the Germans from the east. The dispatches themselves have indicated that large numbers of crack German troops have been stationed in positions from which they could be rushed into the St. Mihiel salient. This has been clung to by the Germans for just such a jumping-off place in case of a pincer action against Verdun.

Information now shows that anticipating that the strength of the Germans might enable them to break through to Bar-le-Duc either through the St. Mihiel or the Marne routes, the Thirteenth Engineers were put to work withdrawing huge supplies out of their region, which is in the neighborhood of this great fortress. They received orders from the French some three days before the Germans actually opened and crossed the Marne, and began evacuating at once.

The engineers brought to the southern terminus of the lines which they operate, all their rolling stock including numerous United States locomotives, tools and material, large quantities of French material and fuel. They evacuated some of the great hospitals through this region and even brought their personal effects to the little village where their lines join the French railroads. The former alderman, Capt. Francis Taylor emptied the regiment's warehouses which are under his care and had almost all his supplies at the evacuation base when the German attack began. Lieut.-Col. Whiting also moved down from field headquarters of the regiment and proceeded south to the trans-shipment base. Lieut.-Col. Howard took personal charge of the enormous task. The French told the Americans they had discovered the Germans hoped to turn the west flank of the Argonne forest within a month or even less, and crush that part of the American army which may be in the east of France. Then they estimated with their menace of Verdun on their left flank eliminated, they could reduce Paris at their ease."

Sergeant W. E. Whisler, Company D, 13th Engineers (Ry.), has been commissioned second lieutenant, same company.

Letter From Jesse T. Osborn, 1st Lieut., Co. D,
32d Engineers, U. S. Army P. O. 705, A. E. F.
"Somewhere in France,"
July 7, 1918.

Arrived in France within two weeks after leaving Camp Grant, which is better time than most make. Weather was ideal while we were on the water and there were no cases of sea sickness. There were no signs of submarines and yet the trip was very interesting, especially as it was my first on the ocean. Our trip by rail gave us a good opportunity to see what a beautiful country France is. My company of about a hundred men is now raising and ballasting yard tracks and I am getting good training as extra gang foreman. I run two gangs all the time and we surely are making the dirt fly for we put in ten hours right on the job every day and when night comes each one knows that he has done something. They built a lot of tracks by laying them on the ground and now we are raising them from eight inches to three feet and ballasting them with sand, gravel or anything they manage to dig up at the pit. I am told Major Rice is in this sector also.

Have been in the best of health and so far have surely enjoyed the game for there is always something doing over here. Will be glad to hear from you all as often as you care to write for a

letter is always welcome. With best regards to all, I am, as ever,

JESSE T. OSBORN.

Please Write to Him.

"Somewhere in France,"
Sunday, June 30, 1918.

Dear Mr. Murphy:

Your letter addressed to me at Camp Logan received here in France, and this is the first opportunity I have had in answering same.

Would like to write you all about my trip and experiences as far as I have gone, but there is so much of it, and then it would only be censored or never reach you. Right now I could write up a book which would make Guy Empey's book of "Over The Top" look like a dime novel, and Guy Empey was right when he wrote of all the extra details there are to be done over here.

This country is nothing but hill after hill, and no small ones, and after making hikes of 20 to 25 miles per day, with full equipment (which is at least 85 pounds) and evening comes around, when you think you are going to get a little rest (when I say rest I do not mean sleep, as that cannot be done, for it's too quiet around here; the skipper or one of the lieutenants will yell out, "L Company, fall in," and out we go on an all night job—dig a reserve trench or do a hundred other things. When we first arrived here and were close to the docks, we would march down to the docks and unload transports during the night. Our skipper's motto is "Grin and Bear it, men," but you should hear us grin. Well, we all know that we are here for a purpose, and hope that we will all return soon, making a good job of it.

If I ever get back I'll go down to see Frank Parmelee to see if I can't hire myself out as a truck, as I feel out of place without having a big weight on my back.

Will close now, hoping to hear from you again, also from your force, with whom I have worked, and do not forget the magazine, as it's hard to get hold of anything to read over here.

With best regards to all.

Sincerely yours,

(Signed) A. L. PATOCK,

Co. L, 182nd Infantry,
Am. Exp. Forces, France.

P. S.—If Jim Carney is still in Camp Grant tell him to write me, as I forgot his company number.



Former Section Foreman Fred Reed, Raleigh, N. D., now of Battery D, 65th Artillery, A. E. F.

Extracts From Letters From Corporal Arnold to His Uncle C. C. Dimock.

"Somewhere in France,"
July 15, 1918.

It is now 7:30 p. m. I got my paper out to write to you, but just at that time shells—Later. Well, I'm back again. As I was writing the word "shells," the Kaiser said I better go into a dugout. I didn't argue with him,—in fact there was no argument to it. I beat it. As I said before, shells started to land around our neighborhood and kept landing around our neighborhood off and on, all day long, just often enough to keep us near our dugouts. We pretty near missed our dinner,—ate about two hours late. The cook had

the stuff on the stove, so we would take turns going out and putting wood on the fire.

July 18, 1918.

They gave us quite a little rest at supper time last night, so we had that on time, but before we went to the station (9:15 p. m.) and after we got down there, they sure raised the dirt all around us. The French report for yesterday was up in the four numbers, almost five figures, that is the number of shells that fell during the day, counting gas, shrapnel and contact shells. We are not compelled to stay in the dugouts all the time, but sometimes we find them very nice to be in. The other day we went swimming in a little stream by our camp and had lots of fun. It is the first time we have had the opportunity, and we swim where once stood an old mill. There is one danger, that sometimes they drop a shell over here and if it should land in the creek when we were in it, it would very likely kill somebody. Hope we have some more excitement. It is fun while it lasts.

July 20, 1918.

This has been a noisy week, beaucoup bon excitement. Something was going on most of the time. I think it was yesterday, or maybe it was the day before, there were beaucoup air battles, but at that, no disastrous ones. We have an observation balloon now right by us,—that is, about a mile back of us; but when it is up at 1800 meters, it seems like it is about over us. The other morning before we were up something happened to it,—there sure was a lot of excitement all in two minutes time. Sorry I am unable to give you the details. Right now, you are probably reading about this fuss, and I am here to say that we are not in it this time. We just caught a little bit of the tail end of it on the west end.

In Active Service.

France.

Dear Friend George: Your letter dated April 1 is before me. Have just finished my evening mess and am enjoying an honest to goodness American cigar, nothing much to interrupt a few lines to you, everything being unusually quiet, a pretty good indication for something again in a few days.

We are settled, apparently safe, in one of the quaint French villages, rather close to the real thing, the weather at present being the best that we have experienced in France. Things have picked up here recently, due perhaps to the heavy offensive at another section, and I know that before long we will have relieved that section, or have accomplished something creditable. I wish that I could, and remain within the law, narrate some of the experiences that we have incurred, and are incurring at the present time. No George, you are by no means a "has been," just one of those that are unfortunate enough not to be in a position to be here, but you are doing your portion back there with the others who are ever with us and boosting for us the while.

As you stated, you have a worse condition back there in the Pro's than really exists here, but I surely hope that every last one will be singled out and dealt with the same as we are dealing with those that are beyond no man's land. Yes, I presume that the States are now pretty well soldiered. In fact, I presume that the boys in "OD" are just as common as soldiers are here, regardless of the business, whatever you may be, everything is soldier, soldier, soldier.

But this sure is the life, it's the game of a lifetime, and believe me this old bunch of yours is sure hitting the clip that is hard to beat. The "red legged" outfit is second to none on this side of the pond. Perhaps there is some outfit back in the States now that may be able to beat the record of this organization, but it will have to step lively.

Colonel Leach is over on the job and it won't be long ere he is wearing one of the stars of Old Glory upon his service coat.

Am very pleased to hear that the old road is doing her bit in the way. Oh, we are getting to be quite a perfect machine, getting perfection in all branches of this great war game.

Did I write you that I had met Neston Rich? He is a member of an organization of railway engineers and which is on some big project at some port in France. I could name it, but you know

the censor would just mar these pages by clipping a portion out.

The spirit of the men is perfect, ever eager and anxious to be doing something worth while, and believe me, when we have had a certain number here and in fit shape we are going to cut a caper that is going to please you to satisfaction.

My own health is wonderful and all fed up; have everything that is wanted and nothing to desire, only a little more work. It sure is a credit to be an American soldier. Remember me kindly to any of the old bunch, if they happen to around. Always my kindest regards to an old Vet. Sincerely,
DODD.

About Company D.

France, May 27, 1918.

Company D., 13th Engrs. (Ry.) A. E. F.

To Messrs. B. F. Hoehn, J. F. Frantz, L. J. Larsen:

Your letter of April 23 addressed to Capt. T. P. Horton, Adjutant, has been handed to me. Capt. Horton says he has already acknowledged your letter but I wish to add a few words to thank you for the support that you are giving Company D at the front. The company fund has been used during the past few months to a very good advantage. And I assure you during the coming months it will be appreciated by the men as it is used.

The majority of Company D men are now placed on a line where it is impossible to get to any stores or commissaries and the company fund is being used to give them the needs that they would care to buy at such stores.

It might be of interest to those back home to know that Company D has been placed in charge of a very important old main line, very close to the front and to make the boys from the Puget Sound feel more at home we are calling it the "Puget Sound Extension." Many times we think it would be a good thing if we could electrify it as we have several points along the line that we cannot open the firebox and not even have a light to see how much water there is in the boiler.

Our boys are all well and many of them are enjoying their ten day vacations at Aix les Bains. I will be very glad to acknowledge receipt of the \$1,700 when it is received.

Beg to remain,

Faithfully yours at the Front.

FRED. W. SAWTELLE.

Capt. Co. D, 13th Engrs. (Ry.) U. S. A.

The Chicago Tunnel System.

(Concluded from page 10.)

freight received from that source. The shafts in both of our houses are situated about in the middle of the house, and from each end of the shaft a track extends through the entire length of the house. This helps us out greatly, due to the fact that we can load up one side of the track with loads, and while we are working unloading these cars, empties from the other side can be taken into the shafts, and extra loads placed on that side, so as to be ready for us as soon as we can finish the opposite side, thereby keeping us continually supplied with cars and work for our men.

The Tunnel Company is also in a position to conserve the box car equipment on our line due to the fact that they are connected with a great many of the industries that have side-track facilities situated on our road and in loading these tunnel cars direct to our house, they conserve the box cars by not being compelled to make up trap cars at their plant for disposition to our Galewood Freight House.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

Chicago, Ill., August 17, 1918.

The General Committee on Claim Prevention wishes to report that our loss and damage to freight account for the month of June, 1918, amounted to \$120,276.78. Freight revenue for this period amounted to \$7,349,913.81, the ratio of loss and damage to freight revenue being .0163. Loss and damage to freight for June, 1917, amounted to \$103,323.42. The ratio of loss and damage to freight revenue for June, 1917, was .0161.

For the month ended July 31 there was presented a total of 23,152 loss and damage claims, amounting to \$629,118.79. This was a considerable decrease over the number of claims presented during June when 28,630 claims, amounting to \$735,478.42, were received, showing a decrease of 5,208 claims.

The exception reports received by our Over, Short and Damage Bureau during July aggregated 30,409, as compared to 27,963 received in June, but owing to the fact that a large number of these over and short reports were matched up and the short freight delivered to its correct destination, this record does not necessarily indicate the number of claims that will accrue.

Insofar as reports received in this office from traveling representatives reflect the general conditions with respect to loss and damage, there seems to be a marked improvement over the conditions that existed earlier in the year. This is especially true so far as loss and damage to merchandise is concerned, and the credit for this improved condition is due to improved loading at the larger terminals especially. The O. S. & D. Bureau, however, in their analysis of over and short reports received, indicate that the practice of carrying freight by its proper destination is far too general and careful attention should be given this feature by agents and division officers.

A large number of castings, machinery parts and other similar freight is being found over without marks, and, owing to the difficulty of describing such articles correctly, the matching up with short reports is often impossible. The prevention of shortages can be accomplished by insisting on shippers using linen tags and marking the property in accordance with classification requirements, and every agent can assist us by keeping the matter of proper marking constantly before his receiving clerks.

The attention of this committee has recently been repeatedly called to the large number of shipments of household goods that are being transported with articles such as dressers, washstands and other furniture inadequately protected by crating or boxing. It is too late to remedy a situation of this kind after the property has been accepted and loaded, and the receiving agent has the matter entirely in his hands and should insist

on every package of household goods being protected fully before issuing a receipt for same. In fact, the golden rule of claim prevention is, "To properly pack, properly mark and properly load the freight," and the application of this rule lies wholly within the hands of the forwarding agent.

A number of complaints have been received account of stations running short of car seals. The trouble is generally due to agents neglecting to order their seals until the supply is nearly exhausted. If your order is placed with this office twenty days in advance you will have no difficulty in this respect.

Our revised form No. 234 (blank for presentation of claims), is now carried in stock by the General Storekeeper and every agent should secure a supply of this revised form and see that it is filled out fully and signed by the agent personally on every loss and damage claim presented.

Everything indicates that we have our loss and damage account on the run. There is positively no reason why this account should exceed 1 per cent. of our freight revenue. This committee, with the active assistance and co-operation of every man connected with the handling of freight, proposes to reach this goal within the next six months. It cannot be done unless we all give the matter our best efforts and constant attention. Please do not neglect to write this office on any suggestion you may have in connection with this campaign. Every letter will be given careful consideration and every suggestion, if practical, will be acted on.

C. H. DEITRICH,
Freight Claim Agent.

Saving Cars for Grain Loading.

In order that there may be sufficient cars to handle the grain crop, agents must carefully watch the loading of all freight to see that the full carrying capacity of each car is used. Every effort is being made to move the grain crops promptly, and not only are the grain shippers being urged to load cars to capacity, but it is also imperative that shippers of other commodities do likewise in order to increase the number of cars available for the transportation of grain. Any shipper not co-operating with the administration should be promptly reported to this committee.

One thousand nine hundred and seventy-one cars were saved by the larger stations shown below on their L. C. L. merchandise loading during July, 1918, as compared with July, 1917:

Station	Average Tonnage Per Car		Cars Saved
	1917 lbs.	1918 lbs.	
Aberdeen	7,800	16,800	336
Chicago	12,751	14,781	443
Galewood	16,985	18,317	277

Kansas City	9,266	14,266	101
Milwaukee	16,200	21,821	658
Savannah	13,350	31,941	156

*Calculated on the basis of loading the total July, 1918, tonnage at the July, 1917, average per car.

The Freight Claim Department is greatly elated over the appointment of George Sweeney as Top Sergeant of 36th Company, 9th Train Battalion, at Camp Pike, Arkansas. George was very popular in the office and every one is glad to learn of his quick rise from private to top sergeant. His lieutenant is also a railroad man, having been secretary to the president of the Chesapeake & Ohio Ry. Sergeant Sweeney writes that they have put the 36th Company on a "railroad" basis and consequently everything is running smoothly. Nothing like railroad training to make a good soldier.

Sends the Magazine to the Boys, "Over There."
Chicago, August 17, 1918.

Mrs. Carpenter Kendall,
Editor, Employees' Magazine,
Libertyville, Ill.

Dear Editor:

We send a copy of the Employees' Magazine to all of the boys from this department who have joined the colors, and we have received numerous letters from them expressing the great pleasure it gives them to read your Magazine and learn what is going on back home. I know that you are greatly interested in our soldiers and sailors and I am taking this opportunity to let you know how they feel about the Magazine.

Yours respectfully,
C. H. Dietrich,
Freight Claim Agent.

Railroad Administration Creates Insurance and Fire Section.

The United States Railroad Administration has announced the organization of a new section, under the supervision of the director of finance and purchases, which shall be known as the section of "insurance and fire protection."

As heretofore announced, it will be the general policy of the Railroad Administration to do away with the fire insurance policies heretofore carried and to have the Government itself stand directly responsible to the railroads for fire losses of property by fire.

The insurance section will have the benefit of the assistance of an advisory committee of men experienced and skilled in the business of fire insurance, whose names will hereafter be announced. Charles N. Rambo of Philadelphia, superintendent and secretary of the Mutual Fire, Marine & Inland Insurance Co., has been selected as manager of the section and will resign from his present position.

Mr. Rambo brings to his work twenty years of experience in the insurance business, and for the past fifteen years has devoted his energies to the Mutual Fire, Marine & Inland Insurance Co., which was organized by and in the interest of the railroad companies for the purpose of mutual insurance and of reducing fire insurance costs and premiums.

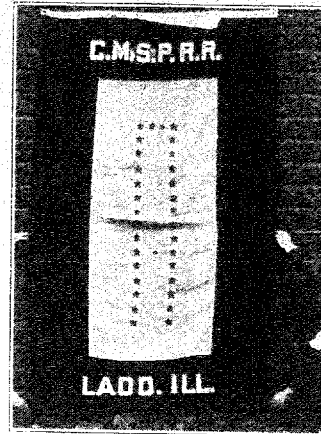
The insurance section will provide a force of skilled inspectors in each region, whose duty it will be to see that the rules and regulations intended to reduce fire losses are rigidly observed. The insurance inspectors now employed by the various railroads will be utilized as far as desirable.

This section will also have general charge of the adjustment of fire losses.

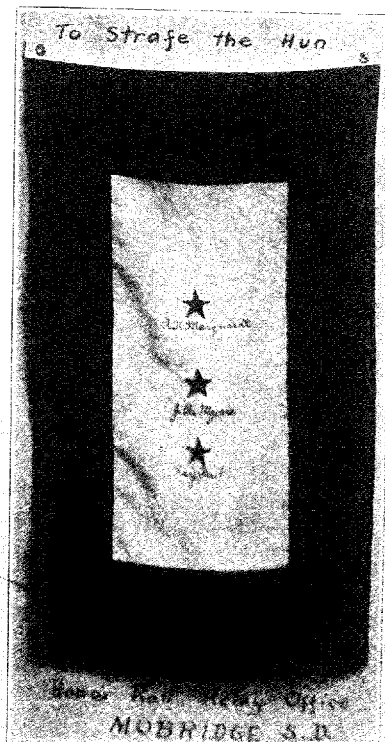
Service Flag of the Rochelle & Southern.

The Rochelle & Southern is proud of its soldier personnel, and on June 19th, a handsome service flag was dedicated to its members who are now "Somewhere in France," "Somewhere on the High Seas," or in training for Army or Navy. This is the second division service flag to be reported, the first having been on the Northern Montana. The dedication was made with an interesting pro-

gram of music and addresses. Superintendent Morrison was master of ceremonies. Attorney Perron of Ladd made a brief talk and J. C. Burns of the Claim Department, Chicago, the principal speech, which was considered by all who had the privilege of hearing him, to have been one of the best patriotic appeals ever heard. The following is Honor Roll for which the service stars of the R. & S. are placed:



- | | |
|-------------------|--------------------|
| Thos. Cahill | W. J. Baughman |
| George Plym | James Donovan |
| Mike Grivetti | John Grivetti |
| Dr. R. A. Moffett | Neil Greig |
| Chas. Morrison | Albert Croissant |
| O. Brown | Arthur Wheeler |
| Wm. Benster | Peter Brassa |
| Chas. Whitt | Chas. Wardell |
| Frank J. O'Keefe | Wm. Carr |
| W. A. Morgan | R. Pryor |
| Erwin Efner | Aug. Trevler |
| H. Dudgeon | John Weber |
| Thos. Mitchell | James Hurley |
| Joe Lynch | John Slack |
| Joe Lawniczak | Valentine Thompson |
| Herman Wolfe | Arthur Reppin |
| J. C. Smith | |



Appointments

UNITED STATES RAILROAD ADMINISTRATION
W. G. McAdoo, Director General of Railroads
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

Office of Federal Auditor

Chicago, Ill., August 1, 1918.

The following appointments are announced, effective as of this date, and apply to all System Lines:

J. Welch,	Assistant Federal Auditor,	Chicago, Ill.
E. A. Murphy,	Assistant Federal Auditor,	Chicago, Ill.
B. A. Dousman,	Assistant Federal Auditor,	Chicago, Ill.
F. E. Allen,	Auditor of Expenditure,	Chicago, Ill.
Geo. F. Unger,	Assistant Auditor of Expenditure,	Chicago, Ill.
W. F. Dudley,	Auditor of Station Accounts,	Chicago, Ill.
E. A. Reynolds,	Freight Auditor,	Chicago, Ill.
O. P. Barry,	Ticket Auditor,	Chicago, Ill.
C. H. Dietrich,	Freight Claim Agent,	Chicago, Ill.
*G. W. Loderhouse,	Assistant Freight Claim Agent,	Chicago, Ill.
H. Schroeder,	Assistant Freight Claim Agent,	Seattle, Wash.
W. W. Scannel,	Car Accountant	Chicago, Ill.
W. M. Harvey,	Auditor of Material Accounts,	Chicago, Ill.
J. S. Butler,	Assistant Auditor of Material Accounts,	Chicago, Ill.
W. F. Wright,	Statistician,	Chicago, Ill.
D. E. Wells,	Dining Car Accountant,	Chicago, Ill.
C. E. Kent,	Accountant,	Seattle, Wash.

* Effective August 16, 1918.

All communications relative to overcharge claims should be addressed to the Freight Auditor.

G. J. BUNTING,
Federal Auditor.

APPROVED:

H. E. BYRAM,
Federal Manager.

Effective August 1st:

W. S. Cooper appointed assistant to general manager, lines east of Moberge, S. D.

C. O. Bradshaw appointed general superintendent of the middle district, vice T. C. Eldredge, transferred.

L. T. Johnston, appointed superintendent of the Illinois Division, vice C. O. Bradshaw, promoted.

P. C. Eldredge, appointed superintendent LaCrosse Division, vice L. T. Johnston, transferred.

Effective August 15th:

H. E. Pierpont appointed traffic manager, with headquarters at Chicago, vice R. M. Calkins, resigned.

R. E. Beeuwkes, electrical engineer in charge of electrical construction will report to the general manager of lines west of the Missouri river, and all electrical construction, heretofore conducted as a separate department is taken over by the regular operating department of lines west.

D. E. Rossiter appointed superintendent LaCrosse Division, vice P. C. Eldredge, resigned.

W. Lollis appointed trainmaster R. & S. W. Division, vice D. E. Rossiter, promoted.

R. D. Miller appointed trainmaster Kansas City Division, vice E. W. Lollis, transferred.

G. W. Loderhouse appointed assistant freight claim agent, vice J. M. Heath, resigned to accept service with the Lehigh Valley R. R.

G. P. Flood, C. C.

George P. Flood has been appointed chief clerk in the office of the consolidated forces of the general manager, assistant general manager and engineer of track maintenance. Mr. Flood has been in the employ of this company since 1908, starting as stenographer and clerk in the Engineering Department. In 1911 he transferred to the office of the operating vice-president, in the capacity of secretary. In 1913, he was promoted to chief clerk of that office, which position he has held until his present promotion as chief clerk of the large force in the general manager's department. Mr. Flood is peculiarly fitted for the large responsibilities he has assumed. He is an untiring student of modern efficiency methods, and is a good "boss," gaining and holding the respect and esteem of the forces under him, as well as the confidence of his superior officers.

Ring it Again.

Sted.

Backward, turn backward, old Time, in your flight, grant me another back time check to-night; turn back forever, for months and for years, send me more back time to speed up the cheers. Grant me some back time for back time ill spent, will me some filthy, my income is bent; back pay, oh, back pay, shift back in your flight, make me a millionaire just for to-night.

Establishes a Bureau for Suggestions and Complaints.

UNITED STATES RAILROAD ADMINISTRATION

W. G. McAdoo, Director General of Railroads.

The following to the public is in further proof that the Director General intends to furnish good service, and at the same time desires that the courteous and efficient service of employes shall be recognized:

TO THE PUBLIC:

I desire your assistance and co-operation in making the railroad service while under Federal control in the highest possible degree satisfactory and efficient.

Of course, the paramount necessities of the war must have first consideration.

Our gallant sons who are fighting in France and on the high seas can not be adequately supported unless the railroads supply sufficient transportation for the movement of troops and war materials and to keep war industries of the Nation going without interruption.

The next purpose is to serve the public convenience, comfort, and necessity to the fullest extent not incompatible with the paramount demands of the war.

In order to accomplish this, criticisms and suggestions from the public will be extremely helpful, whether they relate to the service rendered by employes and officials or impersonal details that may convenience or inconvenience patrons of the railroads. It is impossible for even the most vigilant management to keep constantly in touch with local conditions and correct them when they are not as they should be, unless the public will co-operate in pointing out deficiencies and disservice when they exist, so that the proper remedies may be applied.

I have, therefore, established a Bureau for Suggestions and Complaints in the Director General's office at Washington, to which the public is invited to resort.

Aside from letters of complaint and suggestion, the public can render a genuine service by sending letters of commendation of employes who are conspicuously courteous and efficient in the performance of their duties. Nothing promotes the esprit of a great organization more than recognition from time to time of those employes who perform their duties faithfully and commendably.

It is requested that all communications be brief and explicit and that the name and address of the writer be distinctly written.

Also give the time of day or night, the number of the train, the name of the railroad, and, if possible, the name of the employe whose conduct is complained of or whose services are commended, together with such other information as will enable me to take appropriate action.

Please address

W. G. McADOO,
Director General of Railroads,
Bureau for Suggestions and Complaints,
WASHINGTON, D. C.

Salvation Army War Fund.

During the week ended August 17th a drive for contributions for the Salvation Army War Fund was conducted in the various departments of the railway in Chicago. J. Welsh, assistant federal auditor, was appointed chairman in charge of the campaign, and he was ably assisted by several young ladies in making the canvass. A total of \$1,538.00 was contributed by officers and employes, which amount compared very favorably with that donated by other large railroads.

Following is a list of young ladies who assisted in the work and whose splendid services in the most worthy cause were highly appreciated by those in charge of the campaign:

Ethel Brown, Frt. Aud.'s Office; Cecll Murphy, Frt. Claim Office; Grace Baldwin, Federal Aud.'s Office; Dorothy Shonberg, Frt. Dept.; Ethel Kapy, Vice-Pres.'s Office; Lucile Water, Aud. of Exp.'s Office; Chessie Finnegan, Gen. Adj.'s Office; Miss O'Neill, Gen. Mgr.'s Office; Edith Monblatt, Pass. Dept.; Jessie Lyon, Chief Eng.'s Office; Mary Hopkins, Purch. Agt.'s Office; Miss E. L. Foley, Law Dept.; Frances Johnson, Supt. of Transp.; Clara Glowenske, Aud. of Mat. Acct.; Adele Umbrecht, Aud. of Sta. Accts.; Frances Hitzman, Statistician's Office; Flora Mopps, Ticket Aud.'s Office; Margaret Hengles, Car Acct.'s Office; Ella Meier, Dining Car Acct.'s Office; Miss M. E. Pollock, Catherine Bartell, Florence Patterson, Miss M. Hermanson, Chicago Terminals.

Miss Ethel Brown, of the freight auditor's office, turned in the largest amount—\$264.75.

Saving Paper.

An earnest campaign is on to curtail the waste in paper. Tons and tons of paper are wasted every day and efforts are being made to salvage much of the blank space which goes into the waste-paper basket. Here is an opportunity for railway employes to do much good work. Save your envelopes and use the inside front for memoranda and notes. Use half-sheets and single space. When a letter comes in with only half of the sheet written over, cut off the unused portion and put it by for future use.

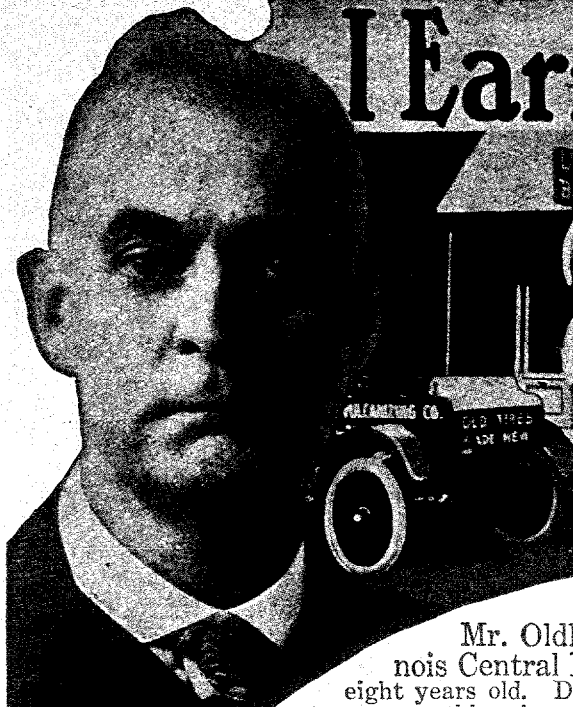
The Director General sets an example by having his general orders and other matter sent out from headquarters, printed on both sides, using a smaller type than has been customary, and a cheaper quality of paper. Paper is expensive and scarce, and all possible conservation should be practiced.

The Federal Trade Commission issues the following on paper economies:

Paper has been so cheap and so plentiful in the past that people little realized its value. But war conditions demand a prompt and radical change in the habits of consumers, and the members of the pulp and paper section feel confident that when the consuming public is shown the reasons and the necessity for such change they will promptly and patriotically respond to the appeal for conservation, as they have done to the various other appeals that have been made by the Government.

It is the intention of the pulp and paper section, with the co-operation of the public press, to show the consuming public how the demands of the Government for various kinds of paper and for various chemicals and other materials used in paper making are increasing rapidly and how every pound of paper wasted represents not only the waste of valuable materials, such as coal, pulp, chemicals, etc., but also the waste of productive labor, working capital and transportation space, in all of which is an increasing scarcity. Printers and publishers, stores, business offices, hotels, clubs, and private homes will be asked to co-operate with the Government to the end that all wasteful and uneconomical uses of paper may be eliminated and that all waste papers, rags, etc., may be saved, collected, and returned to the mills for use again in paper making.

I Earned \$2200 IN FOUR MONTHS



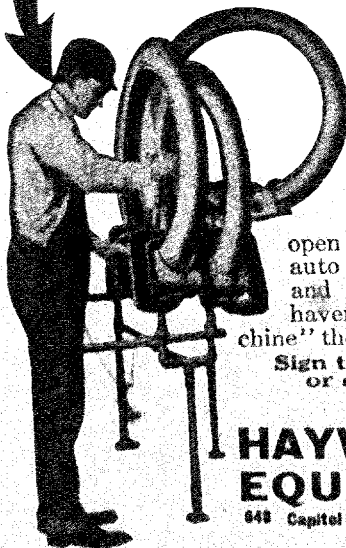
USED TIRES BOUGHT \$1.00

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

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



I have a big interesting book to send you—a book about tires—it tells all about them—how they are repaired by the Haywood method—explains this business—gives inside figures and profit. Gives actual proof of success—letters of others who are now operating Haywood Shops and making big money. What these men have done you can do. \$2500 to \$4000 a year is conservative. One machine will give you a start. You can see business around you—everywhere there are automobiles there are tires that need repairing. You know that. All you do is open a shop—put out a Haywood sign, and auto owners will come to you, welcome you and the service you bring them. If you haven't seen the "Sign of the Man and Machine" there is a big opportunity awaiting you.

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

M. HAYWOOD, Pres.

HAYWOOD TIRE & EQUIPMENT CO.

648 Capitol Avenue, INDIANAPOLIS, IND.

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

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

NAME

ADDRESS

Gift to G. R. Morrison.

Although a belated bit of news, it will be interesting to all friends of G. R. Morrison, for many years superintendent of the Illinois Division, and now in charge of a Service Bureau at Chicago, to learn of the handsome gift of his old employes, upon his retirement from the division, who presented him with a purse of \$217.00 as a testimonial of their high regard and genuine affection for their long time official and friend. Mr. Morrison's letter of acknowledgment follows:

6910 Lakeview Ave., Chicago,
July 7, 1918.

Mr. L. J. Sophy,
Mr. J. P. Flynn,

Dear Sirs: The token of remembrance and regard presented me today by you on behalf of those with whom I have been associated for a number of years on the Illinois and R. & S. W. Divisions, is gratifying beyond expression and is deeply appreciated.

I would be pleased if you would, in your own way, extend to all my thanks and with this my best wishes to all.

Very truly yours,
G. R. MORRISON.

Railroaders Play Ball at Ladd.

A recent ball game at Ladd between the Repair Track Force and the Roundhouse Force was played with the following lineup and score:

Repair Track.					
	AB	H	R	SB	E
F. Carruthers, p.	5	3	3	3	0
P. Edwards, 3B	5	2	2	0	2
J. Easton, c.	1	1	5	3	0
G. Keay, 1B	5	4	4	2	0
W. Meyer, 2B	4	0	1	0	0
C. Mason, cf	4	1	0	0	0
L. Nelles, ss	4	2	2	0	2
T. Gravette, lf	1	1	1	0	0
L. Edwards, rf	4	1	1	0	0
	39	15	16	8	4
Roundhouse.					
	AB	H	R	SB	E
L. Valesano, c.	4	1	0	0	0
L. Mariotti, rf	4	1	1	0	1
C. Pistona, 2B	4	2	1	0	2
H. Grays, ss	4	2	0	0	0
J. Egan, cf	3	0	0	0	0
C. Gacomelli, 1B	4	1	1	0	0
J. Shaw, lf	3	0	0	0	0
B. Mini, 3B	3	0	0	0	0
J. Pistona, p.	3	1	1	0	0
	32	8	4	0	3

Umpires—Maretti and Moratori.

Time of Game—Two hours.

Scorekeeper—Selby.

Home Run—F. Edwards.

S. R. H.—Keay, Carruthers, and Mason.

Struck Out—By Carruthers, 12; by Pistona, 8.

Passed Ball—Shaw, 5.

The Track Forces were so elated over their cleanup that they have challenged the Firemen on next division and the game was scheduled for July 21st, but was postponed, the Track Forces claim, because the Firemen got "cold feet."

Transporting Our Troops.

The world has been astonished at the great number of American soldiers transported to Europe in the last half year. The number now approximates 1,500,000, and the loss of life in transporting them has been almost infinitesimal.

The success with which we have moved our troops from the scattered camps in this country and across 3,000 miles of ocean to the battle front is great evidence of American efficiency. We have but only surprised our enemies; we have surprised our friends and ourselves.

The British controller of shipping, Sir Joseph MacLay, speaks of this movement across the sea as "A transport miracle." We have been inclined to attribute this achievement solely to our navy and our shipping, but the British controller

speaks in high praise of the share the American railroads had in the work. He says:

"If the American railroads had not been operated with success the whole transport movement might have failed, because it was essential to quick transportation that the troops should be ready for the ships."

Director General McAdoo seems justified in his statement that while the development of the policy of the Railroad Administration requires time, progress has been made toward the goal.

Gloom.

J. P. Whelan, Dubuque.

When I am dead and laid away
I will have no use for my back pay,
But on my tombstone I want it wrote,
Waiting for the increase got my goat.

Consolation.

I read with delight your impatient note
About your losing your little goat,
But don't you think it's mighty fine
That we are even promised that back time?

Joy.

Well, "Old Sport," the spell is broke
And I suppose you have your goat,
Also that you are satisfied,
As the back pay time has arrived.

The Soldier's Chances.

Great as the danger and large as the losses in the aggregate, the individual soldier has plenty of chances of coming out of the war unscathed, or at least not badly injured.

Based on the mortality statistics of the allied armies, a soldier's chances are as follows:

Twenty-nine chances of coming home to one chance of being killed.

Forty-nine chances of recovering from wounds to once chance of dying from them.

One chance in 500 of losing a limb.

Will live five years longer because of physical training, is freer from disease in the army than in civil life, and has better medical care at the front than at home.

In other wars from ten to fifteen men died from disease to one from bullets; in this war one man dies from disease to every ten from bullets.

For those of our fighting men who do not escape scathless, the government under the soldier and sailor insurance law gives protection to the wounded and their dependents of those who make the supreme sacrifice for their country.



Employees at Tacoma Dock and Officers of a Japanese Steamship in Port.

Obituary.

James A. Cotton, loyal and trusted employe for nearly fifty years, died at his home in Rockford, Ill., July 18th, following a paralytic stroke which he suffered about a fortnight before his death. Mr. Cotton was 83 years old and entered the employ of the Racine & Mississippi R. R. which ran from Racine, Wis. to Savanna, Ill. in 1857. He served in turn as agent at Durand, Davis, Delavan and Freeport, and was for a time division superintendent of that line between Freeport and Rock Island. When the Milwaukee literally fought its way into Rockford, Mr. Cotton was chosen as its representative in that city because he combined the qualities of ability and tact especially required to make the road popular with Rockford business men, and his success is attested by his long tenure of the office of agent and the exceptional popularity which the Milwaukee enjoyed in Rockford. He is survived by four daughters to whom the sympathy of Milwaukee employes is extended in their bereavement.

John W. Murphy for thirty-three years an employe on the R. & S. W. Division, died of pneumonia at his home in Rockford, after an illness of but four days. He was born in Rockford in 1868 and entered the employ of the company in 1885 in engine service. Since 1906 he had been engineer on the passenger run between Rockford and Oglesby, Ill., and was one of the best known engineers on the division on which he worked. During his long period of service he made many friends among railroad men who will note his passing with regret. He is survived by his widow, mother, sister and one brother, to whom the sympathy of all Milwaukee friends is extended through the Magazine.

Another Gold Star in Our Service Flag.

Corporal Nute Severson of Seattle, reported from France as **KILLED IN ACTION**, was a former Milwaukee employe, starting to work with this company under Telegraph Foreman C. A. Persens, in 1910, and transferring to Seattle in 1912 as

division lineman.

He went to Camp Lewis in October, 1917, and was assigned to the 361st Infantry. Corporal Severson is the first one in the Telegraph Department to fall. His memory will be cherished by his associates on the railroad, and his name has an honored place on the Honor Roll of that department. Corporal Severson was 29 years old.

It Is Coming.

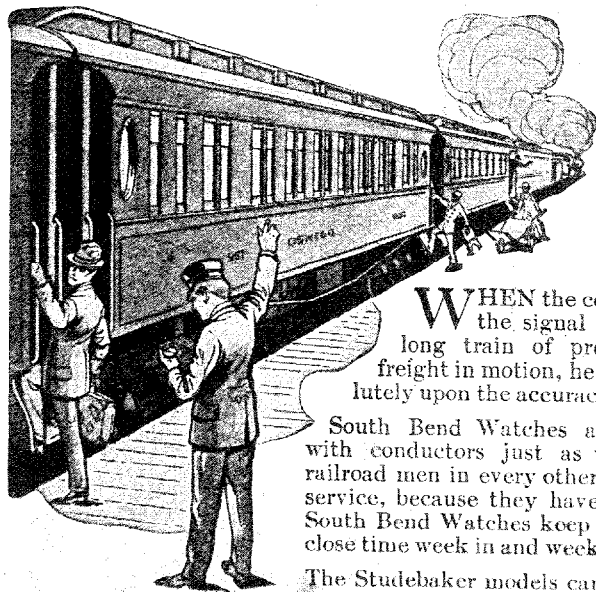
Sted.

There's a joyous time now budding, it will bloom for you and me—there's a grand, bright hope now forming in those lands across the sea; it's for peace that's universal, it's for all that's staunch and true, and the hope that keeps it growing is the old Red, White and Blue. Just grasp on life with courage and forget the bitter trend—it will soon be joy and sunshine when we reach the bitter end; with a whole world built of man-love, with a future bright and true, there's a world's wide glory borning in the old Red, White and Blue.

It has been a long time coming, but good times are on the way—'tis no dream the mind's assuming, 'tis no idle thought in lay; you'll be there to greet with welcome those brave lads who fought for you, for the whole world's right to freedom and the old Red, White and Blue.

Everybody Can Help.

Every man, woman and child in America can help win this war. Every man, woman and child who buys a Liberty Bond or a War Savings Stamp does something toward winning the war, enlists in one division of national service, supporting the government, and backing up our fighting men in France and on the seas.



Getting away on the Minute

WHEN the conductor gives the signal that sets the long train of precious human freight in motion, he depends absolutely upon the accuracy of his watch.

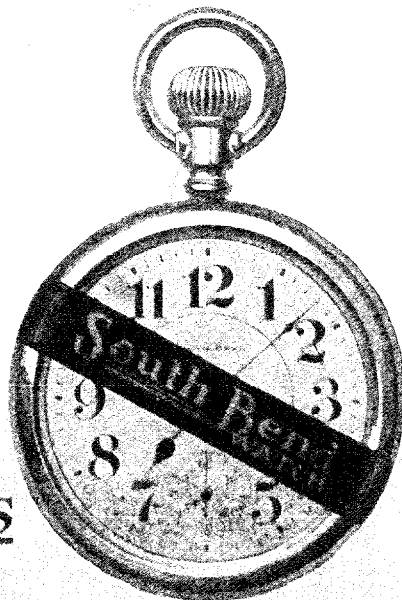
South Bend Watches are a favorite with conductors just as they are with railroad men in every other branch of the service, because they have learned that South Bend Watches keep exceptionally close time week in and week out for years.

The Studebaker models carry a five-year guarantee against the cost of any changes in time requirements—a guarantee no other watch manufacturer gives you. Look for The Watch with the Purple Ribbon at your jeweler's. Write for latest catalog.

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

South Bend Watches

Known by their Purple Ribbons



Special Commendation

Iowa Division Conductor H. W. Lee has received special commendation and credit in the roster for voluntarily firing an engine from Melbourne to Perry, on August 4th, when Fireman Shook was overcome by the heat.

Superior Division Engineer Al Baenen has been specially commended for prompt action in stopping a leak in CPRX car 4165, loaded with acid, by caulking the car. The work was done at considerable risk and with some damage to Engineer Baenen's clothing. His prompt action not only saved the contents of the car, but no doubt prevented an accident to many employes. Such devotion to duties is greatly appreciated.

On July 21st, P. du C. Division extra east, Engineer H. Klatt, Fireman Rowen, Conductor J. H. Cavener, and Brakeman Harding, left Brookfield, 11:45 a. m. A bad sun kink was discovered one mile and a quarter west of Elm Grove, on eastbound track. Train was stopped and Brakeman Harding sent back to flag LaCrosse Division extra east, both trains passing over very slowly. Operator at Elm Grove called section men to repair track and held eastbound trains at Brookfield until repairs were made. This prompt action on the part of P. du C. enginemen and crew is much appreciated.

H. & D. Division Engineer R. Vandeburg has been specially commended for attention to duty, discovering about four inches of flange gone on Erie car 104501 while picking up train at Summit, August 8th.

River Division Roadmaster C. Carlson, Red Wing; Signal Foreman H. J. Thomas, Hastings, and Signal Maintainer F. P. Orcutt, Weaver, have received special commendation for particular attention, noticing the peculiar motion of a box car in a train passing Wabasha, August 8th. They called the attention of the car men and upon examination it was found that the axle was badly bent.

Yardmaster Arthur Carlin, Milwaukee Cut-Off, has been specially commended for discovery of a dragging brake beam under car on LaCrosse Division extra, June 20th. Train was stopped and the broken part removed, thus preventing further and more serious damage.

River Division Brakeman K. Rogowski has received special commendation and credit in the roster for assisting the engineer to fire engine on extra west, July 19th, Wabasha to Hastings, when no other fireman was available.

River Division Engineer B. Weeden has been specially commended for his spirit of cooperation in helping Brakeman Rogowski to fire engine, extra west, Wabasha to Hastings, July 19th, when no fireman was available out of Wabasha.

T. M. Division Conductor G. R. Jacobs has been specially commended for firing engine from McLaughlin to McIntosh, August 8th, after the fireman had been overcome by the heat. This is excellent teamwork and much appreciated by the management.

Northern Division Conductor Louis Stettz has received special commendation for prompt action in stopping his train after derailment of two cars, while train was backing up at Iron Ridge, July 18th. Derailment was caused by dragging brake rod catching in a switch point on crossover switch. Conductor Stettz attempted to get signal to his engineer to stop the train, but was unable to do so on account of his lantern going out. He therefore, stepped between two of the cars with the train moving and quickly disconnected the air hose, which applied the brakes and brought the train to a stop.

Rocky Mountain Division Engineer G. A. Bennett and Fireman F. Pitts have received letters of commendation and thanks for their meritorious and patriotic service in disregarding the eight-hour law in order to get a train off the main line when there was trolley trouble between Martinsdale and Sellkirk and the dispatcher unable to get another crew to relieve them. This efficient service was greatly appreciated, as well as the spirit of cooperation it evinced, in these days when it is most important to keep the trains moving with as little delay as possible.

S. C. & D. Division Conductor A. M. Gamel and

Engineer F. Brunson have received special commendation for prompt action upon the occasion of derailment of engine tender, train No. 66, July 20th. The trouble was promptly discovered and train stopped. They then visited a nearby farmhouse where they found some pieces of scrap iron, with which they were able to make a band to apply between the journal and wheel to hold the latter in place. By moving slowly, the train, with considerable stock, was brought into West Yard from Elk Point, where the derailment occurred. This is real cooperation and Superintendent Larson's letter of appreciation just expresses it when he says "it is just such action that makes life worth while" and that it indicates resourcefulness in finding ways and means to cope with unusual conditions.

H. & D. Switch Foreman James Fisher has received special commendation for discovery of dragging brake beam on Soo Line car 13752, train No. 65, July 19th, while train was pulling out of Montevideo. Train was stopped and brake rigging removed, thus averting any further damage.

S. C. & D. Division Fireman Lawrence Redmond, now in training at Camp Dodge, demonstrated his patriotism and loyalty to the Milwaukee at the same time, when he offered to fire the engine which was pulling Pink Special No. 859, July 25th, on which he was a passenger on his way to camp. Fireman Jackson was overcome with the heat and unable to proceed, so Redmond took his place and fired into Manilla. He said he had started after the Germans and might just as well commence work at once. (That's the quality of American soldier that will "get" a German and perhaps several every time he starts out after one.)

Agent G. E. Harper, Union Stock Yards has been specially commended for prompt action in disposing of St. P. car 11391, loaded with hogs which was improperly billed. His prompt action in turning the car over to the National Live Stock Commission undoubtedly saved the company a claim.

Agent F. R. Wiley, Scarborough, Ill. has been specially commended for discovery of a broken rail in front of depot at Scarborough August 8th. His timely discovery no doubt prevented a serious derailment as few trains stop at that station, others passing there at high speed. With 21 inches of rail gone, a serious accident would easily have occurred.

The following letter was received by Superintendent Christoffer, superintendent of terminals, Chicago, acknowledges the courtesy extended by Superintendent Christoffer in furnishing a pass for a former switchman to visit his family at home before leaving for the front:

Kansas City, July 28th.

Mr. C. S. Christoffer,
Supt. Terminals, Chicago.

Dear Sir and Friend:

I herewith acknowledge pass which I received from you yesterday, and words cannot express my appreciation. Deeds of this kind will, beyond a doubt, make better employes for the railroads after this terrible war is over and we have won the victory which is drawing closer every day. My only regret is that I cannot make a greater sacrifice for friends so staunch and true. So hoping that you and the C., M. & St. P. will be well repaid for your kindness, I beg to remain,

Yours truly,

CHAS. W. CROTTY.

Co. F. Motor Training Detch., N. A.

Traveling Inspectors Arthur De Garmo and J. L. Lawler, have received special commendation for the excellent way they took care of the passengers in the Sioux City Aberdeen sleeper, August 13th. The porter was arrested, for some reason, and taken off his car. Inspectors De Garmo and Lawler were riding in the coach up ahead and when they heard the sleeper was without an attendant, they went back and made up fourteen lowers and eight uppers, getting all the passengers very nicely to bed.

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

E. W. S. SHIPMAN, President

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

25 Years' Experience—Confidence of 200,000 Customers

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

How I Double the Life of An Underwood

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

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

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

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

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On the Steel Trail

Northern Montana Division.

E. H. W.

Too busy last month with so many changes in the office to send you any notes from this division. G. E. Martin, who has been agent at Lewistown for the past three years, severed his connection with the railroad to engage in other work. Our best wishes go with him, and we can assure him he will be missed.

A. M. Maxeiner, new agent at Lewistown, is not a stranger, as he has been on this division for several years, located at Denton. We are glad to welcome him to this station.

B. A. Hartman, who left the service last December to engage in other work, returned to Lewistown as cashier in July and every one is glad to see Bert back.

R. E. Tathwell, who has been cashier at Lewistown, resigned and returned to Cedar Rapids, Ia.

W. L. Rooth, chief clerk at Lewistown, resigned August 1 and has taken a position with the Western Weighing and Inspection Bureau.

Great Northern and Milwaukee Companies have joined their forces at Lewistown, and the Milwaukee has taken on the burdens of handling all business at that station.

Wanted at Lewistown Freight House, a RATE CLERK. Please apply promptly.

Mrs. A. M. Maxeiner has accepted a position as assistant cashier at Lewistown freight house.

G. C. Coonrod, from Great Falls, has accepted the position of ticket agent at Lewistown, handling both G. N. and Milwaukee business.

Unification of G. N. and Milwaukee at Great Falls has been effected and the G. N. handles all business at that point. A few of the clerks will go to the G. N. to assist them to handle joint business.

On August 11 the second annual picnic of the railroad employes was held at Hanover. Great credit is due to Mr. Koch of the superintendent's office for his efforts to make this a grand success. Lack of space prevents printing the program.

George Tennant is agent at Geraldine, while Mr. Merkel is acting as dispatcher at Lewistown while vacations are in order.

In June Conductor George Goff and Anna B. Jones were married at the home of the bride's sister at Lavina, Mont. After a trip to Helena and Great Falls they returned to Lewistown, where they will reside.

N. H. Fuller, who has been on the car examining the men for Standard Rules, spent a few days in the city of Lewistown and took in a fishing trip up Spring Creek with some old friends. Ask him how many fish he got. Am afraid if we told you would think it a fish story.

A. E. Carpenter, former agent of the G. N., spent a couple of weeks in the freight office at Lewistown teaching us the ways of the G. N. He has reported to Butte for chief clerk in freight office of the G. N. at that point.

K. Heller, who came to us from the G. N. at Lewistown, resigned the first of August and left for a visit to his people in Minnesota before enlisting for war service.

E. C. Fraser, traveling auditor of Milwaukee, Wis., spent a week on this division with his family. Mr. Fraser was busy making the transfers at Lewistown.

Mr. Freeman is acting as relief agent at Denton for the present.

"Beaucoup" letters from the boys of the Thirty-first Engineers announce they are situated west of Paris and like their work very much.

Mrs. Leona Dennett has accepted a position as clerk in the office of the agent at Lewistown. Mrs. Dennett's husband is in the radio department and has been appointed instructor at Missoula.

C. T. D., E. B. Cornwell and family are spending their vacation in Milwaukee.

First wheat shipments of this year's crop have begun to move over this division. Fairly good crop is expected.

Back time checks are coming in so fast that it keeps one or two clerks busy paying them. Anyway, we are glad to be busy for such a good

cause.

We notice in the line-up of the Railroad Organization of the Thirteenth Engineers that Master Engineer D. E. Haffner is road foreman of engines on the Second District.

The employes of the Northern Montana were very sorry to hear of the death of C. A. Goodnow, as he was very well known, having had charge of the construction of this division a few years ago.

The correspondent of this division would greatly appreciate it if the various stations and departments would forward any items of interest to her at Lewistown so that nothing would be overlooked that readers of the magazine would enjoy.

Picnic Notes—A. M. Maxeiner would have won the fat man's race if he had not taken a tumble.

Prize for handsomest man won by Mr. Koch. No question but what the children knew who was their friend.

G. E. Martin is working extra at Straw, while Agent Campbell and wife are away, having been called to the home of his parents on account of the death of his brother, who was in the service in France.

The young women of the Lewistown freight office made a great effort to win the women's race. They could run fast enough, "but they could not catch up."

Bert Hartman won second prize in the men's running race. Expect he will be clean shaven every morning.

The manager of the Three Forks Portland Cement Company very kindly took the picnickers through the plant, explaining the machinery and the work done.

The business houses of Lewistown very generously donated fruit, melons, ice cream, etc., for the Milwaukee picnic, which was greatly appreciated. The business houses also donated the several prizes which were awarded.

Great Northern and Milwaukee Railroads have effected unification at Choteau, Montana. The Great Northern is handling the business.

Trans-Missouri Notes.

J. M. Waters.

Joe Henek, yard clerk at McLaughlin, joined the colors at Syracuse, N. Y., on July 29. He was called for special training for Over Sea Duty.

Raleigh, N. D., was in the path of a small cyclone which tore the roof off the depot and did other damage August 8. Joe Ryan's crew was summoned to the rescue and buildings were repaired.

E. E. Clothier, chief carpenter, received word that his son, Elmer E., sailed for France the first week of August to study special war work of a rather unknown character, for which he has received the commission of second lieutenant.

The various labor organizations of Moberge called a meeting Monday night as requested by the United States Labor Board for the purpose of assisting the government in the distribution of labor from this district. Mr. Graybill was chosen chairman to represent the labor organization of this district at the meeting to be held at Pierre, S. D.

E. E. Clothier made an inspection trip from Marmarth east by motor car to inspect bridges and buildings.

Train Dispatcher Rose is busy shining up his guns for the big chicken shoot September 7.

Mrs. Waters, car clerk, is back from the hospital and on the job again.

Mrs. Roberts has accepted a position as car clerk in Aberdeen.

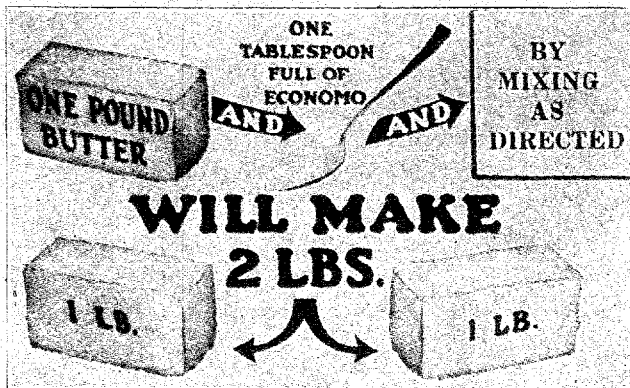
Christie J. Solke made a visit to her home in Lemmon last week.

A gold star has been placed in the Moberge service flag by the death of Harley Parker, who was killed in action on the Marne in July. Harley was a railroad boy who enlisted in Company L in July, 1917, while the company was in training at Moberge.

Cut Your Butter Bill in Half!

"ECONOMO" Will Do It

The World's Greatest Food Achievement



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A 25-cent package of "ECONOMO" added to three pounds of butter will make an amount equal in weight to 6 pounds, or, 8 cents worth of "ECONOMO" added to 1 lb. of butter will make an amount equal to 2 lbs. No change in flavor. **THE COUPON WILL BRING YOU A SAMPLE OF "ECONOMO" and 12 money saving Formulas, for making your own food-stuffs.** Begin now to save money on the butter bill. "HOOVERIZE" with "ECONOMO"!

Send the Coupon Today.

Laugh at the Food Speculator!

Try some of these formulas and make your own goods. They will help to cut down the high cost of living, and while they are easily worth \$2.00 each, they are yours for nothing as an extra inducement to try "ECONOMO." Send the coupon and 25 cents, and a sample of "ECONOMO" and the 12 formulas will be sent direct to you by parcel post, prepaid. Send it today.

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Department P

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"ECONOMO" is a pure, wholesome food powder containing excellent food values and conforms with all pure food tests. There are no chemicals in "ECONOMO." By using "ECONOMO" you can about cut your butter bills in half. "ECONOMO" does not change the taste of butter when mixed with it. The same, sweet flavor is retained. It is not a butter substitute.

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- COFFEE**—For 3c per pound. When steeped it looks like coffee, tastes like coffee and is more wholesome than coffee.
- SOAP**—For 1c per pound. How to make one hundred pounds of good soap for \$1.00.
- CONDENSED MILK**—How to make it.
- OLEOMARGARINE**—How to make it.
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- WHISKEY**—Imitation—How to make it.
- ICE CREAM**—Without Ice—How to make it.
- OYSTERS**—Artificial—How to make.
- VINEGAR**—How to make it in three weeks.
- CHAMPAGNE**—Artificial—How to make it.
- SMALL BEER**—How to make it.
- ICE**—Artificial—How to make it.

COUPON

Irving-Hoyne Co.

Chicago, Illinois, Department P.

Enclosed please find 25 cents for which please send me a package of "ECONOMO" and include your 12 formulas. It is understood if I am not satisfied that you will return my money at once.

Name

Street or R. F. D. No.

Town State

J. M. Waters expects to make a short trip to his home in Wisconsin to visit his father and mother.

Jim Griffith, traveling engineer on the T. M. and Musselshell Divisions, spent Sunday in Moberge.

Morris Bamberry and wife have returned from Minnesota after a week's visit with his wife's parents.

Leon Hooper has left the freight office to work for the track department.

Harold Jennings, assistant timekeeper, had the misfortune to run an indelible pencil into his hand, causing infection to set in. Dr. Twining attended it and it is expected he will be able to return to work in a few days.

Bob Robertson is considering turning in his resignation as operator in Moberge and accepting a position in the Universal Pictures as moving picture actor, as he is especially good in the role of a vicar. He certainly crowned himself with roses in the last home talent play staged for the benefit of the Moberge band last Tuesday night. Leon Hooper hasn't fully recovered from stage fright, but it is expected he will be out of the hospital soon.

Doings on The I. & D.

C. J. G.

Operator D. M. Lezotte has been appointed third operator at Mason City.

E. W. Chase, agent at Everly, spent Sunday at Waterloo.

A. J. Cousins, third operator at New Hampton, was recently married to Miss Virginia Shaw of New Hampton. Details are lacking, so the best we can do is to wish them the best life can give.

Agent C. E. Powers is spending a month's vacation and incidentally some of his back pay at Yellowstone Park.

Operator Scobee is relieving Agent C. E. Powers at Britt.

Mr. and Mrs. N. W. Boland passed through Mason City July 22 en route to the parental home of Mrs. Boland. Mrs. Boland will be remembered as Miss Bernice Handy, the popular relief agent at Caputa, S. D. South Dakota seems to affect some operators quite seriously.

Mason City is the one spot to spend Sunday, according to Relief Agent G. A. Nelson of New Hampton.

Wm. F. Millard, agent Cylinder, has joined the colors and is relieved by Operator E. J. Hackett. Understand Mr. Hackett misses the fine Monona air.

Relief Agent L. G. Fisher of Ionia spent Sunday, July 21st, with her parents at Everly.

Brakemen A. M. Kelly and Wm. J. Gleason were called to the colors with the July 26th increment. The "Go git 'im" look in their faces would sure make the Kaiser look sick.

Conductor F. J. Simpa is spending a month's vacation in Colorado, account a slight attack of lung trouble.

Conductor W. D. Hurlbut of the Running Water Line, has taken the Elkader Line and has moved his family to Elkader. Conductor J. M. Smock is running on the Monona hill run.

Engineer G. B. Freeman was in Chicago a few days on business early part of July.

N. K. Quandahl, chief clerk in D. F. & P. A.'s office at Mason City, was called to the colors July 26th. Said not to molest the office as he would return soon with some souvenirs, and had arranged places for them on the walls.

Joe Kluss has accepted the baggage run—Mitchell to Murdo on Nos. 5 and 6.

Night Yardmaster R. H. McCormick is at Des Moines account the serious illness of Mrs. McCormick.

Fireman Wesley Chase relieved Fireman Victor Rose on the Spirit Lake Line a few days this month.

H. H. Ober, for several years superintendent of the Wisconsin Valley, was appointed superintendent of Iowa & Dakota Division, effective July 15th, with headquarters at Mason City, Iowa. He is a veteran employe, having started as an operator on the Valley and worked in the various capacities up the present position.

All join in wishing him every success, and are confident that the high efficiency of the division will be maintained in a very satisfactory manner.

D. M. M., G. P. Hodges was a business visitor at Minneapolis latter part of July.

Yard Engineer G. M. Buck was off a couple of weeks last month.

Passenger Brakeman J. E. Beardmore was called to the colors July 26, and is reported as having arrived at Camp Gordon O. K.

It is reported that Lineman Blanchard ran into some very bad weather on his inspection trip the latter part of July.

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

J. W. Malone.

Loren, youngest son of Conductor F. W. Killion, has been seriously ill the past week. At the present writing he is slightly improved.

H. T. Hotchkiss, D. A. Iverson, T. D. Mulheron and James Gallagher have entered the service of the S. M. West as freight brakemen. May the gentlemen find our division worthy of all their expectations, and we are sure the "Welcome of the Division" is extended.

Edward Dovenberg, one of the popular engineers of the S. M. East, has decided to locate on the S. M. West. We know of no better stamping grounds, and his welcome is assured.

Engineer Henry Campbell was called to Austin recently by the death of an aunt. The sympathy of the division is extended.

Miss Lucille Bucklin, our popular billing clerk at Madison, is visiting relatives at Sioux City, Ia., for a few days.

Agent R. H. Trickle has misplaced his dog. Whether Traveling Engineer Higbee or Master Mechanic Mullen purloined the animal remains one of the mysteries of the division.

Mr. Trickle is offering a reward of \$25 for the recovery of the above mentioned animal. Following description fits the noble beast: Weight about 75 pounds; age, 3 years 5 months 6 days; color, dark or brewster green, with a mangy tail. Address all communications to R. H. Trickle, Chandler, Minn.

Engineer John Cline has been laying off a few days, relieved by Engineer Dovenberg.

Yardmaster Martin Mathison, who has been off the past month with a broken foot, expects to be back into the game in a few days.

Mrs. Oscar Wilson, wife of Fireman Willson, is very ill at the present writing. We hope she will soon be in her usual good health.

Agent R. E. Wood, Edgerton, Minn., is visiting relatives at Lanesboro.

Fred F. Frost has been appointed agent at Colman, S. D. Mr. Frost hails from Garden City, Minn.

Agent G. F. Finney, relief at Colman, is visiting his daughter at Chicago for a few days.

Relief Agent A. E. Lambert, Colman, is taking medical treatment for his eyes at Kansas City.

On August 6 a safety first and proper handling of freight meeting was held at Madison, S. D., with Superintendent E. A. Meyers in charge. About seventy-five employes were in attendance in addition to many of the townspeople. Many points of interest were brought up and disposed of. Conductor Dingman and Fireman Halter brought out many good points, which were referred to the sub-committee.

Traveling Engineer Higbee is sojourning in our midst this week. We presume Mr. Mullen is at home watching the dog.

C. H. Ringham, machinist at the Madison round house, has decided to move his family here from Albert Lea. The welcome of the division is extended.

George McDermott, of St. Paul, has joined the ranks of the S. M. West and is now located at the Madison roundhouse as machinist.

Sam Stenson has been appointed agent at Winfred, on bulletin.

E. W. Malone, an old-timer on the S. M., is now working second trick at Jackson, while same is on bulletin.

Mrs. R. H. Trickle and baby Chandler are visiting relatives at Rockford, Ill., for a few weeks.

Mrs. R. G. Laugen, of Grand Meadow, Minn., is visiting relatives at Madison the present week.

Mrs. Edward Dovenberg, of Austin, Minn., is visiting friends at Madison the present week.

Yard Foreman Robert Newcomb has moved his family to Madison from Letcher, S. D., and is now nicely settled. No wonder Bob wears a satisfied smile.

News of "Our Boys" of the Engineering Dept.
 C. F. Urbutt is enjoying the title of "Lieutenant," and is now at Camp R. R. Humphreys, Virginia, in charge of important construction work. Address him in care of the camp quartermaster.
 Lieut. W. H. Knapp arrived safely in France early in May.

Lieut. C. H. Poole arrived in France in February and reports meeting Captain Young and Lieutenant Sawtelle.

Capt. N. N. Barber, formerly assistant engineer at Ottumwa Junction, Ia., is at the front doing good work for his country.

Joseph L. Green, 2nd Lt. Ord. R. C., is now located at the Aberdeen Proving Ground at Aberdeen, Md. Since leaving the Milwaukee he has been at the San Antonio arsenal studying ordnance supply work, then was sent to the University of California as instructor in the Ordnance Supply School and later to the Aberdeen Proving Grounds as instructor in the Ordnance Engineering School, training officers for commissions in the technical and ballistic work of the Ordnance Department, specializing in the ballistic tests of ammunition of all kinds, powder, shells and fuses, as well as giving instruction in the operation and use of machine guns. He enlisted as a private just a year ago. Good record.

The number on the Engineering Department's Service Flag is now 261.

Wisconsin Valley Division Nots.
Lilly Ann.

H. L. Vachreau is away on a two weeks' vacation, spending part of the time at Green Bay, White Lake and up north fishing. We expect to get the fish stories upon his return.

Brakeman Anthony Goebel has gone to Mitchell, S. D., to work on the I. & D. Division for two or three months.

Helen Conklin, C. & B. timekeeper, visited at Detroit, Mich., for about a week. All right, just so she gets back in time to make out the payroll.

Edna Larson, cashier, is partially laid up with a sore toe. This might sound funny, but it isn't funny, is it, Edna?

Pearl Gorman, stenographer, is taking a month's vacation. Lillian Gorman Healy is taking her place during her absence. Poor Pearl was getting so thin and tired looking we all suggested a good, long vacation and rest. It was quite hard to persuade her to leave us, but she finally decided that she would take a trip to White Lake to visit her parents, after which she expects to visit at Rockford, Ill., and Kalamazoo, Mich. We hope this change will cause a gain in weight, Pearl.

Loretta Callahan Gerrow visited at Madison with her husband over Sunday.

Emil Zellmer is on the "laying off" list. It is rumored that he expects to have the weddin' bells ring for him. May we offer congratulations?

Leon Ross severed his connections with the warehouse force, associating himself with the Armour Packing Company.

Passenger Brakeman Henry Robinson has left the service to take up work at the Great Lakes Naval Training Station.

H. H. Ober, superintendent on the I. & D. Division, was a visitor at our office last Monday.

Mrs. Ralph Hammond was a visitor at Red Wing, Minn.

Alta Pond, daughter of Engineer F. Pond, visited at Sparta.

Mr. and Mrs. B. Nelson are spending their vacation at La Crosse, Wis.

Mrs. C. A. Noble and sons, Leonard and Victor, are spending a few days at Minocqua.

Dorothy, Cathryne and Mercedes McCarthy are visiting with relatives at Tomahawk.

R. T. Washburn, agent at Lynn, was a business caller at Minneapolis.

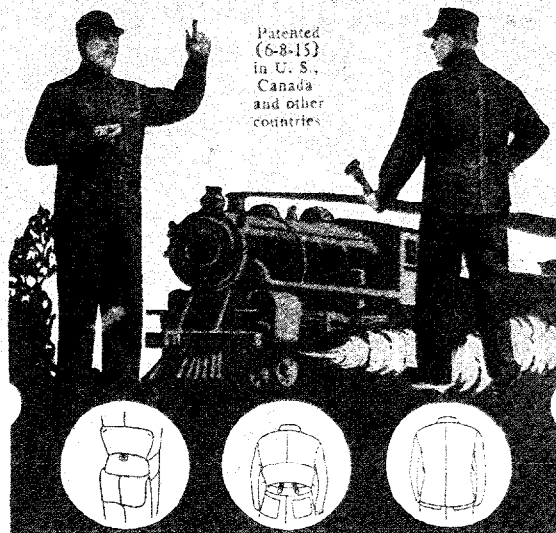
Mrs. W. J. Hayes and children are visiting at Grand Rapids.

William F. Ehmann, chief clerk in the freight department, spent Sunday at Winona, Minn.

J. E. Whaley is visiting at Chicago. We hope he gets back safe and sound.

Mrs. E. Slaughter and little daughter are visiting at Minocqua.

Mrs. E. B. Stoddard and granddaughter, Rosemary Dexter, are visiting at the home of the former's son, Silas Stoddard, at Anaconda, Mont., and will also visit at Genesee, Idaho.



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Bert Boorman is taking a vacation. We have not heard whether there will be any fish stories connected with his outing or not.

Mrs. Alexander Paradise and Ruth Paradise are spending a week at Chicago.

Mrs. John Flanagan was a Wausau visitor during the week.

Arlene Jennings is visiting at Grand Rapids with friends and relatives.

Mrs. George Jensen and daughters, Katherine and Jerome, are visiting at Merrill.

Mrs. Russell Crandall and daughter Mary are visitors at Madison.

Ross and Leota Plunkett are visiting at Chicago.

Mrs. H. H. Johnson is spending a few weeks at Milwaukee.

Mrs. E. R. Van Wormer is visiting at Chicago.

Meda Munger is visiting at Minneapolis.

Edward Weiland spent a few days at Preston, Minn. He said he had a pressing invitation to call and see Her.

Elmer Nienow has taken William Carroll's position as weighmaster, Mr. Carroll having been called for military service.

Chief Clerk C. H. Conklin and Roadmaster E. Callahan attended the Wallace-Hagenbeck circus on August 3. It was very evident that they had planned some sort of a treat for themselves, for they greeted everyone with a smile early in the morning, and it did not wear off until the next morning, when a decided change had taken place. Boys will be boys.

The young lady employes in the building had a picnic supper on Recreation Island last Tuesday. The weather was perfect, the spread delicious, and a good time was enjoyed by all. After supper a swimming contest was held, which was won by Lorette Callahan Gerrow.

Leslie Staage, operator at Babcock, spent a few days visiting with his parents at Wausau.

A. H. Munger has returned from Chicago, where he represented the local trainmen's grievance committee at a conference. We know who to go to and straighten out our troubles hereafter.

L. R. Petersen was appointed second trick operator at Mosinee.

F. S. Millenbah was appointed agent at Knowlton, succeeding Andrew Peot, who left to take up military service.

J. Marschal was appointed agent at Dancy.

Scraps From the West End.

I. A. B.

Yes! I'm back again and delighted to hear how you all missed me. No! I didn't stay in California, but really, now, there were moments when I almost thought I would. It surely is a great state, but then Washington isn't so bad and we admit SEATTLE is pretty fair, considering everything.

As nearly as I can find out they reorganized the whole railroad while I was gone, as a sort of surprise, I presume. It took me two weeks to learn where everybody was and by that time they changed them all around again.

The first thing I learned was that Mr. Kent, Mr. Schrader, Floyd Williams and J. F. Pinson had moved down to the O. W. R. & N station. Then they moved Mr. Hillman up to the Stuart Building from the city office and finally got him located "somewhere" in the traffic department: all this was accomplished by shoving Mr. Chapman down (or is it up) an office, transferring Mr. Weeks to the same office with Mr. Hillman, moving F. J. Calkins where Mr. Weeks used to be, putting Mr. Kellogg and Miss Stedman into Mr. Veitch's office, and now you know all about JUST where they are, and won't have a bit of trouble finding them I am sure.

If I had been an enterprising woman and

thought about it in time, I would have bought out a transfer company and made it my life work to move the offices of railroad employes. I bet I would have been busy and, of course, with the high cost of living, my prices would have been modest, but ample. And while I am dwelling on moving, will state that L. Wright is now inhabiting Room 622, White Building, and J. F. Richards Room 638. I don't know where Mr. Gilman has moved to, but think it across the hall from wherever he used to be.

And incidentally there has been a lot of people around here who have been moving some while I was gone.

On July 13 Miss Elsie Graessner of the assistant superintendent of transportation's office took the name of Jas. W. Murphy for better or for worse. We all join in the wish that it may be for better only, and that great happiness may be theirs.

R. B. Long has taken into himself a Maxwell. It's a perfectly good car, but it won't crank if he don't put the spark plug in. He demonstrated that perfectly the first Sunday he had it. Place your orders for joy-riding early.

The Vampire Contest is growing in intensity, the name of none other than Miss Freda Stedman being brought to our notice. Not a bad candidate at that, especially as she just returned from Chicago, where we are informed by reliable parties, she laid them all low.

Mr. Soergel objects to the way I heretofore spelled his name, and says his service flag has three stars, with two more in sight if they can persuade the parties to enlist. Oh, very well, Mr. SOERGEL, let us have peace if we have to fight for it. BUT don't involve me in any libel suits. I only tell the truth.

Last week it rained steadily for three days. I couldn't imagine why it should rain here in August until I learned Henry Williams was taking his vacation. At the end of that time he got disgusted and returned to work, whereupon friend Sun got busy too. Henry is now en route to his old home town, somewhere near Milwaukee, where we hope it is hot enough for him.

R. J. Middleton is on his way to Chicago to bring his family back and settle down on the shores of Puget Sound.

E. D. Kennedy just returned from a business trip to Butte. Aside from a few dust storms and lots of temperature he had a nice time.

Miss Braun is on her vacation. Where did she go. Well, one of her stops was CAMP LEWIS and she has not been heard from since.

Mr. and Mrs. H. B. Earling are on their way East to visit their son, Roy, who is in the Officers' Training Camp at Louisville, Kentucky.

Linn Foster, son of General Superintendent Foster, is now a member of Base Hospital Unit No. 50, "Somewhere in Europe."

Dr. H. Eugene Allen and H. E. Foster are also with the same unit and word has been received that their ship arrived safely. I had the pleasure of visiting this unit while in camp at Palo Alto, California, and begged to be allowed to go along, but was politely told to stay at home and "Keep the Home Fires Burning." Tough luck, isn't it?

H. M. Jacobs of the purchasing department has left and is now with the Pacific Bridge & Dredging Company. J. P. Greybell is taking his place.

Harry Merrill has also given them the cold shoulder and is working for Chandler & Dunlap, while Charles Finlayson has "put all his troubles in his old kit bag" and smiled his way to Camp Fremont, where he expects to stay until they send him to settle the Russian situation.

Miss Ellen Gardner vacated for two weeks and, feeling she could not find a better place, spent the time at home.

P. H. Turner went back East and refuses to give up any details of his trip except that it was hot, and he spent all his money.

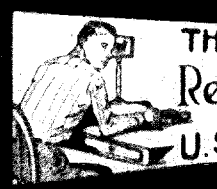

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BUTTE COLLEGE TELEGRAPHY

Law West has left the employ of the railroad and is now working in the shipyards. Mr. Holmes is endeavoring to hold down Law's desk.

Miss Sheble has also been vacationing and spent her time quite profitably at Seaview.

Miss Eleanor G. Kreppel, formerly in the legal department at Chicago, is now employed in the vice-president's office. She says she likes Seattle much better than Chicago, at least if she didn't say this, I think she ought to.

Jim Currie announces that he had a house-warming not very long ago and moved into the house he has been devoting his leisure hours to constructing. He admits "Castle de Gink" is some place and if you don't believe it come out and be shown.

Mr. Reed, formerly in Mr. Kent's office, is again in Seattle, this time with the Milwaukee Land Company.

We are down on Lineman Meade for life. Here he told us he was going to send in a picture to be published in the Magazine and then he went fishing and forgot all about it. All we hope is he didn't catch a thing.

So Nora B. S. is not with us this month. I am inspired to put my feelings into near-verse.

If you missed me as much as I missed you No critic can cut our admiration in two.

Every now and then a certain lady in one of our offices tells me I write almost as well as Mrs. Sill. Pretty good, isn't it? But say, tell me one thing, how in the world did you get JID to come across with an ice-cream cone?

Miss Alice Bailey, formerly of Vancouver, B. C., has been substituting in the general superintendent's office during the summer.

Thanks, Sted, for the honorable mention. If I had thought I would have brought you home an orange, or a lemon, or some other little souvenir. No, I did not say grapejuice; that is forbidden. I met a lady down there who sent you her best regards. Who do you suppose it was?

F. E. Schmidt and family made a trip up Mt. Rainier. He says the scenery is all there, but it was mighty cold.

But for goodness sake! Aren't I never going to stop? Yes, indeed. In fact, I have.

Breezes From the Windy City.

F. E. Kuhrt.

J. J. Charleston and Oscar Schilling, two more of our good men, have been called away, both leaving for Camp Jackson on August 1. A good game of Jean Knott is a thing of the past since Joe left and Hattie certainly misses Oscar because she hasn't smiled in three weeks. Maybe her limousine isn't running right. Is that it, Hattie.

Our messenger boy, Richard Klar, is getting to be quite popular with the ladies. His specialty is running for "ice cream cones." It's all right; we won't tell anybody, will we, Maurice?

Hand the chop suey this way, will you Beasy, or do you want to split a bottle?

The Chicago terminals went over the top in getting up a fund for the Salvation Army to buy coffee and doughnuts for our boys over there. Elmer said he likes doughnuts and he seems to be thinking seriously of leaving for France. Good idea, Elmer, ask Joe D. about those French girls.

Discovered—A place where you can get an eight-course dinner for 50 cents. Ask Miss Arnstein, she knows.

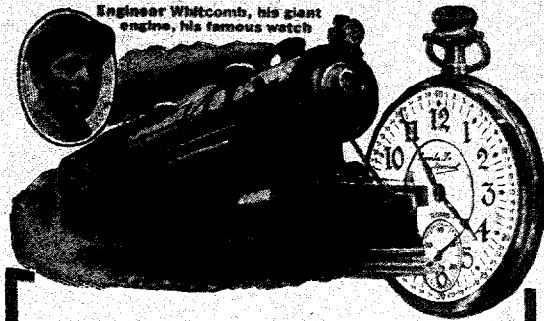
The pride and joy of Elmhurst seems to feel sad lately. Cheer up, Tom; Dave isn't mad at you. He was only fooling.

I wonder how the old moss-covered boulder is at Beaver Dam. It ought to be worn out by this time, as it is used every Saturday and Sunday by one of our little lassies.

F. B. Luck has been appointed division accountant and his many friends in the Chicago terminals wish him the best of success in his new position.

Miss Lillian Engborg and Miss Grace Cowan are the two young ladies who have come to help keep the ball rolling in the superintendent's office. With our new office and our pretty girls we are now ready to receive visitors. One at a time there—don't rush.

The people in and adjoining Harry Meek's office have been dodging Harry for the past week, thinking he had scarlet fever. However, poor Harry only had "prickly heat" and forgot his



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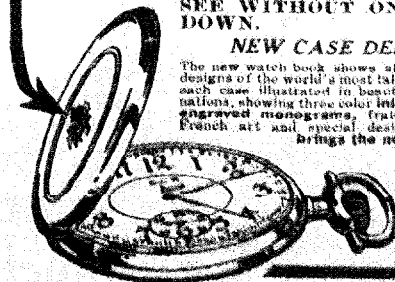
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How the Railways of the United States are Saving Fuel By Electrification

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 or 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 Railway,

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.

"Mennon's." This hot weather is some little "goat-grabber," isn't it Harry?

Miss Margaret Sharkey, stenographer in office of Assistant Superintendent Hasenbalg, Galewood, spent a few days recently at Delavan and reports a good time. She forgot her bathing suit and had her mother mail it to her in regular size envelopes. Some suit.

Mrs. Addie Carey, car record clerk, Galewood, is a regular Annette Kellerman as far as swimming is concerned. She is a regular frequenter of Chicago beaches, and we will say she can swim some and dive—Oh Boy!

Miss Frances Burke, assistant chief clerk, office of Trainmaster Costello, Galewood, went bathing a few days ago and got all burned up and looks like a red skin. Miss Burke has been with us only a few weeks, but has become very popular among us.

Miss Annabell Hudson, popular car record clerk, Galewood, spent a few days in Wisconsin recently. She went up on No. 47 and unloaded at Truesdell instead of Somers and, of course, had to drill to her destination. No more trains until next day, and all the farmers busy hauling cabbage, and no autos in that part of America. But Annabell is used to the drill game as she went broke one day last winter at Galewood and walked home through snow three feet deep. Some walk. She was so peeved after getting off at the wrong station that she returned over the C. & N. W.

Mrs. Anna Rawlett, stenographer in Agent Bush's office, made a flying trip to Gettysburg, Pa., to visit her husband, who is in the Tank service. Anna looked pretty blue on her return. Suppose she hates to see her daddy go to war.

Mrs. Edna Anderson, an old stenographer in same office, but now retired, relieved Mrs. Pawlett.

Miss Anna Kubal, bill clerk, Galewood, just returned from a trip out West. She looked very happy on her return.

Miss Gertrude Solomon, comptometer operator, and mother, just returned from a trip to New York. Gertrude lost about ten pounds. Wonder what they feed them in New York.

Miss Mary Zion, revising clerk, made a trip to Pittsburgh and Philadelphia. Said she was glad to get back to old Chicago. Too much smoke in Pittsburgh.

E. C. Hale, chief clerk, has returned from his vacation down on the farm at Peoria, Ill. He got all tanned up painting the house and picking beans. H. P. Dornbush was acting chief clerk in his place.

William Balouseh, train clerk, Galewood, is the proud father of twins—a boy and a girl. He claims they both look like him—Oh, my!

Carl M. Boswell has joined the Home Guards in Austin. As the draft age has been raised to forty-five, he wants to get some practice before he goes over to lick the Huns. He doesn't need much practice as he is a veteran of the Spanish American war, also the Fire Department at Galewood.

Art Perlick is getting very popular these days—that is, if you can believe him, but most of us don't. He was going to Fox Lake over Sunday, but our sleuth did not find him there, so Monday he said he could not go to Fox Lake as he had an important engagement at the Cubs' Ball Park. Double-header that day, \$1.85 for two games, and war tax.

He had a grandstand seat, next to Mr. Weeghman's family, but we find out he got the dope on the ball game, coming to work, when he overheard a conversation on the front platform of the car.

If you don't believe that cloth for ladies' skirts is getting scarce, ask Marie Bosler, she knows. The length is like the price—going up.

Miss Emily Kuske, bill clerk, has an awful time these days, paying war tax and buying gas for her machine. That's the beauty of having a swell car. Nothing but expense.

Morris Fisher received a telegram from Portage Friday, August 9, and Saturday he had to hire a man to take his place while he made a quick trip to Portage. He came back Monday and looked as though he needed sleep.

Miss Ethel Johnson is always dolled up on Wednesday. I wonder why.

George Kulpinski is a proud boy these days. He claims his six-month-old baby can say—"Oh, Daddy!"

It has cost our old friend Rich about fifty bucks for tobacco and cigarettes for the boys from Union Station, who have joined the colors. Here is what he does. He will spend a dollar's worth of smokes to every one, that sends their pictures in uniform. What are you going to do with them, Rich?

Our Magazine for August carried an announcement of the presentation of a diamond ring from Joe Mistrofsky to Praxedes Bruchman. The young lady wishes to advise that to date she has not received said ring; also that there is no occasion for it—at least not at present. Evidently, whoever made the announcement, was affected by the intense heat we are now having.

MOTORING ON THE MILWAUKEE Up and Downhill on the Rocky Mountain Division

Nora B. Still.

Only excuse I have to offer is that I was so busy motoring around the ol' swimmin' hole I couldn't find time to even think of the R. M. Division—and I almost learned to swim, and I have a lovely coat of dark-brown tan, and I'll promise never to let it happen again—forgetting the offering from the R. M., I mean. Regarding the remarks that "Slim" person makes in this August number, I think this is a right nice part of the State myself, although I'll admit the mosquitoes were too much for me (you just can't keep pleasant when you have to work with a smudge in the coal pail right inside your own office, and it's too hot to wear high shoes all the time) so this may account for me not being on the job when this same tall, thin young man rushed up and down, an' round about our city on his gas car—wish to add in closing that Mr. Mallanney is a real nice man, and I always did think so.

Am glad to say that brakeman T. P. Roach, who has been laid up in the Three Forks Hospital for many months with a broken leg, is now able, with the aid of crutches, to be out again. He expects to make a trip soon to Chicago, accompanied by his father, who is coming here from Pocatello, Idaho.

Conductor John Rice has been laid up on the sick list for a few days also, and his wife came over from Deer Lodge while he was here in the hospital. He is out again now and returned home the 16th.

Engineer R. C. Daniels and wife made a short visit to the coast the first of the month.

C. E. Molander, former train dispatcher at Deer Lodge, is now chief train dispatcher at Malden, Wash. He made a short visit to Deer Lodge the last of July. He failed to call me up and I can't understand it.

Homer Hays is taking the place of Mr. Antouson as boardman at Three Forks, and Johnnie Lane laid off a couple of weeks and was relieved by brakeman Westbrook.

Conductor Earl Wilson and wife have been spending their vacation with home folks in Kansas. Mr.

THE COLLEGE OF SAINT TERESA, Winona, Minn.

Surveyed by the National Bureau of Education, 1915. Holds membership in the North Central Association of Colleges. Standard degree courses in Arts and Science leading to the degrees of Bachelor of Arts and Bachelor of Science. Special Emergency Courses to meet war-time needs given at the request of the Government.

Registered For Teacher's License by the New York Board of Regents.

Beginning in September a professional course in Nursing will be opened. Entrance requirement for the College Service Course in Nursing will be a Bachelor's degree in Arts or Science.

One of the three standardized Music Conservatories in the country is maintained in connection with the College.

ADDRESS THE SECRETARY, COLLEGE OF SAINT TERESA, WINONA, MINN.

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
 by The C. M. & St. P. Ry.
 to write this insurance on its employees.

Ask Our Agent or
 Write the Company

Over \$24,000,000 Paid in Claims
 Railroad Department H. C. CONLEY, Supt.

**Creosoted
 Wood Block Paving**

Not only is wood block the finest and most durable paving yet devised for both city streets and country highways, but wood blocks mean

**Tonnage for the Railways
 Business for the Lumbermen**

With lumber manufacture, the great industry of the Pacific Northwest, its welfare is of the first importance. And prosperity in the Northwest means still more tonnage for the railways.

Pacific Creosoting Company
 White Bldg., Seattle

Operating at Eagle Harbor, Wash., the Largest
 Creosoting Plant in the World.

Wilson has returned, however, and Mrs. Wilson expects to remain some time yet. Mr. Wilson has been on a work train at Ringling, working between Sixteen and Loweth, the past two weeks. Extra gangs there are laying new steel for extension of passing tracks at several places. The work will last several months.

Mrs. Everett and son Ben have gone east for a visit. They have just enjoyed a visit from their son Earl, who enlisted with the Marines several months ago, and who is home on furlough.

Miss Hanna McPherson, sister of Signal Maintainer Charley McPherson, and Mr. Glenn Collins, were married in Bozeman June 27. This is a bit late, but remember last month I left all the news out.

Brakeman Gormely, who has been laid up for four or five months with a broken arm, is able to be at work again and can run a jitney with both hands now.

Smoke Welch has just returned from a trip way back east to see the home folks, and although he promised to send me a picture of himself on vacation for this column he failed to do so. May be he hasn't forgotten it, though.

Mrs. John Rogers has also returned from a three weeks' visit at her old home in Iowa.

Conductor Kirwan, wife and children, have returned from a visit with home folks at Tyndall, S. D.

Engineer Rader and wife have just returned from a camping trip, and also spent some time with Mrs. Rader's sisters at Livingston, Gardner and Big Timber. Mrs. Rader's cousin from Iowa is spending a few days with her here before returning home.

Conductor Art Moore and wife have returned from a few days' camping up the Madison. Every one is fishing but me, seems like.

Mrs. Will Park and granddaughter and Mrs. Park's brother and wife, have gone to Seattle for a visit in hopes of the climate helping her brother's health.

We regret to tell of the sudden death of Brake-man Pat Butler on June 26 on a ranch just out of Three Forks. Mr. Butler had been sick but a short while, and his death was very unexpected. He was taken to Spokane for burial, accompanied by Brakeman McHale. He leaves a daughter, to whom the division extends their sympathy.

One of the saddest things that has ever happened on this division was the death, August 7, after several weeks' illness from typhoid fever, of Conductor Andy Smeltzer in Three Forks. Andy was one of the most popular trainmen on the R. M. and had been working here over eight years. He leaves a wife, mother, four sisters and six brothers, two of whom are serving in France, and one, who is on the Piedmont helper here. Also Joe, who is working on the Northern Montana Division. The latter two, with Brakemen Joe Gordon and wife, accompanied the remains to Parkers Landing, Pa., where he will be laid at rest near the home of his people. The sympathy of the entire division, as well as all who ever knew him, goes to the sorrowing family in their loss.

Engineer Everett and J. T. Butler and families spent a week camping at Potosi Springs the 1st of August.

Tom Devers, night caller, has been laid up sick for about ten days, and Emmitt Butler and Hamlin Kvalnes have taken turns calling during his absence.

The many friends of Lieut. Henry Kilpatrick will be glad and surprised, no doubt, to learn of his marriage on July 13 at Augusta, Ga. (Camp Hancock), to Miss Edith Metz., of Percy, Ill. He says she is not only a good housekeeper, but she is a first-class cook also, and he takes back everything he ever said about school teachers. Congratulations are extended from the R. M., and a long life and a happy one to the young couple.

Aben--kindly take notice--that I am honestly to goodness notified by a real sure enough soldier boy--lemme look and see what his name is, Charles Billhorn, from all the way across to France. Mercy upon us, I won't hardly be able to keep on working now, and I'm so all fussed up trying to figure out how I can make a date with him when he comes back home again. He seems to be somewhere near that nice Captain Sawtelle, too. Guess I'll have to answer his card, too.

Mr. Dewar, wife and children, stopped off in Three Forks a few days on their way to Seattle.

That person who signs "Ed." is about through

with this, I can see, so I'll quit till next time. I have my mill paid for now, so I can write anything with it I want to.

Railway Exchange News—Chicago.

B. H. Perlick.

Herbert E. Smith of General Supervisor of Transportation Simpson's office has contributed the following to the Magazine. The last paragraph in the August issue was submitted at the opportune moment. However, we would like to impress upon the minds of all of our railway exchange readers that we have a great deal more space in the Magazine than we have been able to fill up with printing matter. That's the reason your correspondent is asking you to submit something and help fill up the space which has been allotted us:

"MY COUNTRY CALLS TO ME."

(America.)

My country calls to me,
Stand fast for liberty
That makes us free,
Millions from town or farm,
Guard her by each strong arm,
Defend her from all harm,
By land or sea.

Dear home that gave me birth,
Best land on God's green earth,
By thee we stand,
Responding to thy call,
For thee we stand or fall,
For thee we give our all,
Our own dear land.

That flag where'er unfurled,
Proclaims to all the world,
Humanity,
From each one we command,
Loyalty of heart and hand,
By it we make demand,
For Liberty.

—H. E. Smith.

R. J. Walker has moved his milk cans into the office of general supervisor transportation Room 1345. He will be glad to answer any and all inquiries pertaining to the cream, milk, buttermilk, and skimmed milk business.

Fred Crow of General Agent Skillen's office spent a few days on a farm recently and claims that all of his time was spent shocking corn. We are quite certain that very little corn was shocked with Fred around and someone has informed us that the farmer and his wife were very much shocked with the way Fred handled his appetite.

D. T. Bagnell of Assistant Manager Nicholson's office and wife paid relatives in Lincoln, Neb., a visit recently. Mrs. B. liked the climate so well that Don came back alone and was "batching it" the last time we heard from him. You married men know when it is time to be sympathetic.

Misses O'Neil and Freely of Asst. Genl. Manager Nicholson's office attended a beach party one hot day several weeks ago. They, however, emphatically deny that any such thing occurred. But you couldn't expect them to recognize one of the Railway Exchange boys who was attired in a bathing suit also. Chicago is a mighty big

and busy place, girls, but it is impossible to hide yourselves even at the beach.

A certain young lady—we will call her Kathleenn, which is a very appropriate name, in this case—who lives in Elgin, was homeward bound after a hard day's grind in one of the Exchange Building offices, and while the young lady referred to was about to cross Highland Avenue in Elgin, the way was blocked by a number of Uncle Sam's motor trucks, each truck being driven by two men in uniform. A half dozen or so of the trucks had passed when suddenly one of the drivers shouted, "O'Neil!" to one of the drivers in one of the trucks ahead. "What do ya want?" shouts our heroine, whom we have appropriately named "Kathleenn" in the beginning of our story. You should have seen how glad "our boys" were on being introduced to the handsome young lady so unconventionally. Traffic was tied up for some time—to be exact, the congestion was of exactly two hours' duration. Talk about popularity! Whew! And it was all so sudden. The handsome young lady, "Kathleenn," has been receiving an average of fourteen letters a day ever since and the number is rapidly increasing.

Sergt. Major Jas. Flynn, formerly Assistant General Manager Nicholson's office, paid us a short visit the other day. Jim, who is now one of Uncle Sam's boys, looks as though he could clean up half a dozen Huns single-handed. Jim is also fretting about the delay in sending him "over there" to take a wallop at the kaiser, for

Jim Flynn feels trim and full of vim,
And he looks it, too, you bet,
And Jim has a pill for Kaiser Bill,
Which will make that old boy fret.

Reginald H. Brown, secretary to Asst. General Manager Nicholson, spent a few days on the road on business recently and reports having had his fill of wild berries which grow abundantly along the right-of-way of our middle district. Reggy has built up quite a large acquaintance of gentlemen friends along the line and seems to enjoy the trips very much.

Excuses are plenty, but some are not good. Some would have better ones if they but could. Vernon Reed of Supt. Transportation Whipple's office had a good reason for handing the cigars around the other day. A bouncing baby girl arrived at his home some time ago and Vern has been all smiles since.

Misses Martha Drebes and Elain Sunquist spent a few days at the Dells recently and have been talking about the trip ever since. They report that the Navy Yard, Inkstand, etc., are most beautiful and still intact.

We were all glad to learn of G. F. Unger's appointment as assistant auditor, succeeding W. F. Wright, who has been appointed statistician vice Glenn Vivian, who has accepted a position with the regional director. It pleases one to see the boys get ahead. The employees of Auditor of Expenditures Allen's office, in recognition of Mr. Wright's faithful services, tendered him, as a token of their appreciation, a beautiful Gladstone traveling bag equipped with a magnificent toilet set. Bill was exceedingly popular with all of the Milwaukee boys and girls, who were sorry to see him go, and glad of his promotion. We also wish to make known to all the fact that Bill is also the father of a new baby girl.

"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

Miss Laurine Hart, one of the most popular young ladies in Auditor Allen's office, has deserted the ranks for a better position elsewhere. The best wishes of her boy and girl friends in the Railway go with her.

The purchasing department in F. E. Allen's office gave a beach party recently. Twelve of the best in the land danced and sang at Hollywood. From there they went to Lou's for a delicious spread of—weenies, pickles, mustard, coffee and pie. Everybody had such a good time that all are going again and again.

Miss Esther Dwire, stenographer in Mr. Whipple's office, has left the service.

John P. Cavanaugh, also of Mr. Whipple's office, recently accepted a position in Mr. Gillick's office.

Art Stock, company coal man, Mr. Whipple's office, carries sandwiches around in his pockets all the time.

Harold Soule has been trying to meet his "sister" from La Crosse on four different occasions. Harold looks all in from lack of sleep.

Everyone seems to have the fishing fever. George F. Fiske, the ice man, and General Holbrook, went fishing at the lake front during several noon hours in the past and report that the fish are not biting very good. The fish most likely have never seen bent pins hitched to shoe laces dangling in the water. The ice man and the general made their exits from the lake just as a man with a monkey wrench came along.

Oscar F. Olson of General Agent Skillen's office recently made a trip to Pittsburgh.

Herb Bush and wife made a trip to Manchester, Iowa, a short time ago to visit relatives and Herb reports having had a good time.

Miss Ethel Bernrock has turned in a request for transportation for herself from Chicago to Janesville and return. No further information available as to time, cause, etc.

M. H. McEwen, formerly contracting freight agent, is now in the service of Uncle Sam examining ice boxes and testing ice. Mac says that it is the best job he could have selected for the summer months and that when the temperature outside is 110 degrees above the cold storage house thermometer registers 30 degrees below. Mac's friends are wondering where he learned the ice business, also the art of making a few words cover so much ground.

T. P. Casey, formerly division freight agent at Chicago, was made captain of the Motor Service Division, quartermaster's department, recently, and is now located at Washington, D. C. T. P. was known from one end of the Milwaukee to the other as one of the hardest workers, always having the company's interest at heart, and his shipper friends were sorry to see him go. Tom has held various positions with the Milwaukee, at Buffalo, Boston, etc., and was finally transferred to Chicago, where his long experience and ability together with his most pleasing disposition brought him still more friends and the road more business.

B. H. Perlick of Assistant General Manager Nicholson's office spent a few days at Lake Nockeby recently. He came back with a box of fish and a red nose. Says the sun did it—the red nose, we are referring to now.

Puget Sound Terminals, District B, Seattle, Wash.

O. W. R. & N., G. N., N. P. and Milwaukee Ry. consolidated their terminals here, August 1st, with J. J. McCullough, superintendent; John Flaherty, general yard master; P. J. McGraw, assistant yard master District A; J. G. Mitchell and T. J. Harris, assistant yard masters District B; C. S. Price, assistant yard master District C, working 69 engines. Milwaukee railroad yards will be in District B, working 12 engines. All passenger equipment goes to the O. W. R. & N. yards. We are expecting to have 100 per cent efficiency. Let all of us get together and do our bit.

Yard Master J. G. Mitchell says he believes in a name. He has bought a Mitchell car, and has taken a two weeks' vacation, and is motoring in the vicinity of Seattle; E. L. Moore takes his place, Ray Warnock takes Mr. Moore's place nights, and Joe Andrews, Ray Warnock's place on the water front, nights. J. M. Axelson is working as assistant yard master on the water front, days.

Miss R. M. Bivler has gone east for a visit. Mr. Bivler has taken a lay-off and has gone south. Yard Foreman C. E. Shanley is washing his own

dishes—his wife has gone to Canada for a visit.

J. P. Bicknell and Leon Bicknell, conductors from the S. C. & D. Division at Sioux City, Iowa, are switching here and have been promoted to yard foremen. Glad to see you with us, boys.

Yard Foreman M. I. Pence didn't pass the cigars, but we found out any way. He was caught trying to buy a pair of overalls.

Yard Foreman C. A. Baker had a very bad case of blood poisoning, but is back on the job again.

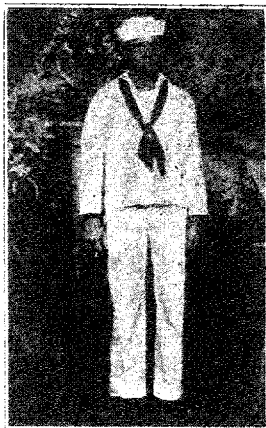
Frank Marlin is getting along nicely, after his operation.

The examination car has been with us for some time, getting the men lined up for standard rules which went in effect August the 4th.

The girls in the yard office are wondering what will become of them when the yard office is closed. Don't worry, girls, we men will take care of you.

Geo. Shumaker, engineer on the Coast Division, has been called to war.

The electrification on the Coast Line is getting along nicely.



Wm. S. Overstreet, Former Accountant,
K. C. Terminals.

La Crosse Division Doin's.
Guy E. Sampson.

Conductor J. Cary of Portage spent a week's vacation on a fishing trip.

Chief Dispatcher W. G. Bowen enjoyed his vacation this month, and as a part of same, he and family took a trip to Minneapolis, Minn., on No. 1 and returned to Milwaukee by auto, where Mrs. B. visited a few days with her parents, while W. G. completed the auto trip to Chicago. Besides the time spent in the cities and on their trip, they visited at Tomah, Wis., where Mr. Bowen's parents reside.

A long letter from Charles Ellis says he is an engineer in France, and while he would not wish to leave there until the war was properly won, he would be glad when that time came, and he could again settle down to No. 2 on an L. 2, on the old Milwaukee. Charles sure writes some interesting letters, and all the boys can hear from him if they will drop him a letter.

A few of our boys on the Lax Division have been helping win the war by catching all the fish they could eat and the rest of the time resting up for a hard winter's work.

Conductor L. D. Daniels and wife spent a couple of weeks assisting in harvesting the crops at Leeds, N. D. Most of the vacations this year are spent where one can assist those who cannot get help.

Agent C. Upham of Maunston has entered the service of Uncle Sam's and Mr. Ward is back at his old stand at Maunston as agent.

July 22 at Portage occurred the marriage of Yardman Richard Cavanaugh and Miss Tena Beck-erjeck, both of that city. Dick, as he is known to all the boys, is a yardman highly respected by all his co-workers, while his bride is one of the popular young ladies of the city. All join in wishing them a long and happy life.

A bouncing baby girl, who, by the way, is No. 5, arrived at the home of Passenger Brakeman A. J.

Schmaus (whom every one knows is not Irish by his name), at Boston, Wis., formerly named Berlin, but changed on account of Mr. Schmaus's dislike for anything that sounded Germanish. A. J. is a brakeman on Lax Division No. 57 and 58 and moved to Boston from Milwaukee before the increase in wages made it possible for the passenger brakeman to support a home with the help of mother's folks.

Passenger Brakeman Ed Buttles took a few days off and spent it fishing north of La Crosse. Another case of catching fish to save the meats for our boys "over there."

Old No. 2 now runs from La Crosse to Portage on her old time and remains there from 1 A. M. until 3:30 P. M., when she proceeds as No. 36 to Milwaukee. This run helps out No. 6, which has always been a very hard run.

Another change in officials takes Supt. L. T. Johnston from us and places him as superintendent at Savanna, Ill. While all were sorry to see Mr. Johnston leave, whom they had learned to respect because of his affable ways in handling men and matters placed in his care, they are pleased to know that their old time friend, D. E. Rossiter has been assigned to the superintendent's office on our division. Knowing him as all Lax Division employes do, the same spirit of co-operation and efficiency among employes and officials is guaranteed.

We are informed that General Superintendent P. C. Eldredge has resigned his position with the Milwaukee and accepted a very high position with the Carnation Milk Company. Mr. Eldredge has been with the Milwaukee a great many years and was always conceded to be among the most able railroad officials of the country. In losing him the Milwaukee loses one of her best operating officers.

Assistant Yardmaster E. Bublitz of Portage spent a few days at Fort B. Harrison visiting some of our boys in camp at that place.

We are informed that Mr. C. Wilbur of Madison, who has held the Madison, Watertown run as engineer for a great many years, has had the misfortune to lose an arm. We were unable to learn just how the accident happened, but it occurred while Mr. Wilbur was out on the farm. All are sorry to learn of his misfortune.

Charles Peters, operator at Portage, is taking a few days' vacation after several years of steady hammering without a day's absence from duty. Mr. Peters has two sons "over there" and never tires of talking about their experiences.

La Crosse Division employes were disappointed in not seeing a report in the magazine of their safety meeting held at Portage the third Wednesday in June. The meeting was attended by every committeeman and all took an interest in the work, and it is expected that a great deal will have been done before they meet again this month, along the lines of making working conditions more safe, which, we feel, will increase the efficiency of the men in the service, thereby giving better results in all work done.

Here he comes, there he goes and now back he comes. Who? Why B. H. Perlick of the Ry. Exchange. Sure glad to see him back on the job, for he seems to know just what will help to keep the magazine the "best ever" publication for all employes, both here and "over there." He says he is only a little "guy," but that don't matter. Just think of Sted, whom every one that ever saw him knows, that if he takes off his hat and shoes and stockings he is half undressed. And just see the compliments handed him by a Musselshell Division operator in our last magazine.

But where in the world is Nora B. Still? Away up in Montana on papa's ranch, no doubt, resting up for a hard winter's work. Hope she don't forget that we still need her services on the old Milwaukee and will not fail to return as so many others have done.

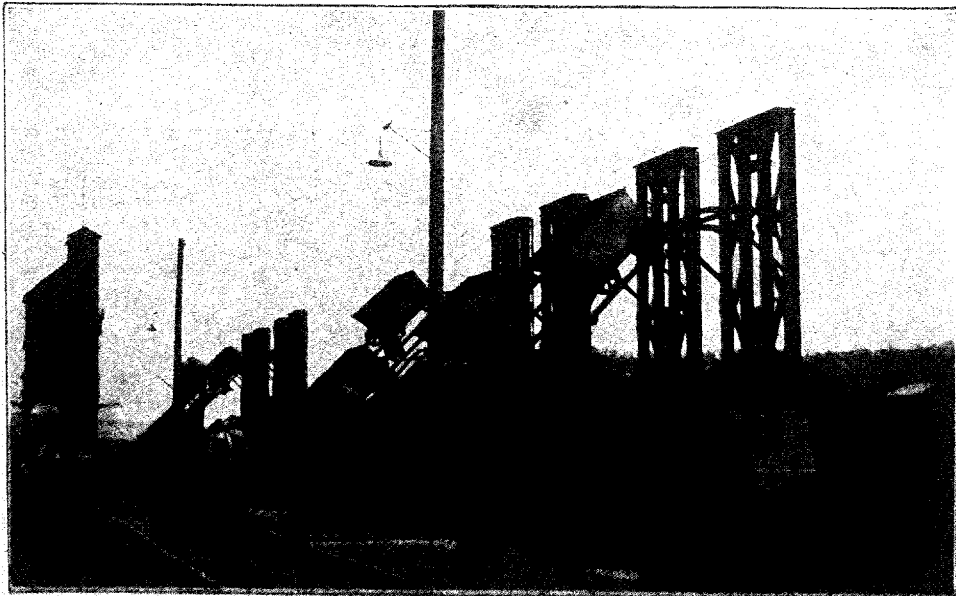
A regular transfer crew have been put on at Portage and cars from Chicago and Milwaukee are being sent there for transferring to different divisions. It must be acknowledged that the work has been improved upon, as far as cars out of Portage is concerned, as it gives the transfer men at that point a chance to make straight car load lots, and at the same load local freight in station order. As the work progresses we, no doubt, will see still more improvement.

Everyone enjoyed the August magazine, and the extracts from the Windy City Echo certainly helped to make it more interesting, and also the announce-

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

ment that the Regional Director had decreed that the employes magazines would continue.

In all the letters that we receive from the employes over in France they speak of the magazine, and we have just mailed two copies of the August issue to that far away country, and know of a great many more that go every month from personal friends of the boys who want to know what is going on on the Old Milwaukee.

Friends of our former brakeman, Harry Williams of Mauston, will be pleased to know that he has been promoted to the position of captain and is among the Wisconsin boys at the front. In army life, as in railway work, Harry is sure of success, as the top is none too high for him to climb in any vocation.

The Best Ever.

G. E. Sampson.

Of all the cartoons beneath the sun, we'd laugh the most at just this one of Kaiser Bill on roller skates and on each wheel stamped United States. With English, French and Japanese, and the allied nations o'er the seas, all standing at the foot of a hill down which is sliding Kaiser Bill, they each have given him a pull from Uncle Sam and Johnnie Bull. The German people trying to keep him at the top, but our good old skates bring him down for Flop. This would be but picture No. 1, and our cartoon but one-half done. For in our picture No. 2 we see the Kaiser caged up in a zoo, and over his cage door written with a pen, a guarantee of "PEACE ON EARTH, GOOD WILL TO MEN."

Iowa Division, West.

Ruby Eckman.

Dr. Lipscomb, with American Red Cross Car No. 2, has come and gone. His visit to Perry this year was of especial interest to all who were privileged to attend his lectures. On account of the various activities due to the war work being done in America, many who heretofore paid little or no attention to First Aid Work, became interested, and by attending the lectures derived much benefit from them.

They say to pass the bouquets while our friends are still living, so we pass it on to our friends, that Dr. Lipscomb complimented Correspondent Harkstock at Council Bluffs very highly on her First Aid equipment. He said it was by far the best equipment of its kind that he had ever seen in any railroad or factory shop. Helga, having had considerable experience as a patient in hospitals a number of times, seems to have imbibed an extra large amount of knowledge along the line of First Aid work, which seems to be the means of saving the company quite a few small doctor bills, and the employes whom she treats considerable loss of time.

Trainmaster Maxwell has been holding classes for the examination of all five-year brakemen on the Iowa Division, middle and west, with the result that there are a number of new conductors on the lists. As soon as the examinations have all been held we will list their names.

Eighty-three men from the Perry Shops, locomotive and train rolls are represented by stars on the service flags at Perry. The service flags by the way are somewhat different from those displayed in most offices and buildings. Everyone is agreed that the railroad offices, especially those adjacent to the shops and tracks, are not the cleanest places on the earth to work. Rather than have a service flag made of hunting, which would become dirty in a short time, flags were made of the red and white card board with blue stars pasted on. The entire flag is under a glass with the back easily removed to add new stars as employes leave the service. In that manner the flags are perfectly clean at all times, the addition of new stars added is the matter of a few minutes work and a space provided at the back of the frame for a typewritten list of names which are represented by the stars. The idea, while original at Perry, at least we had seen no others of a similar nature, is not copyrighted. Dennison's No. 2 stars are used and a neat frame suitable to accommodate 100 stars can be made at any picture framer's shop for \$2.00.

Conductor John Dingman has resumed work after a couple weeks' layoff.

Brakeman F. L. Tice and family spent their vacation during August visiting in Grinnell, Ia.

Engineer John Leaf returned the latter part of July from California, where he had been for several weeks with his brother, who was ill.

Boilermaker William Powers has been in Minneapolis several weeks taking treatment from some specialists.

Chief Carpenter E. Collings, who has been quite poorly for several months, went to Rochester the latter part of July to consult with specialists. His trouble seems to have been diagnosed properly and the treatment which was given him is doing him a great deal of good.

Perry people who read the Employes Magazine were glad to see the announcement of the fact that the regional director had decided to continue the publication of the Magazine. A plan which has been adopted at Perry is one which might well be followed elsewhere, is that of mailing the magazine to some man in the service, after they have been read by employes at home. The boys in France look forward to receiving the Magazine with even more interest than those at home. If each employe mails his copy to some furloughed employe, the expense of furnishing the magazines to the boys in the service is merely a matter of a three-cent stamp and the Magazine will then have been of double service.

Arthur Yates, who has been roundhouse foreman at Council Bluffs, Marion and Perry, resigned on August 15 and went back to work as a machinist in the Perry shops. H. S. Williams, who has been shop foreman at Perry for several months, was appointed to the position made vacant by Mr. Yates.

Otto Pohl, lead boilermaker at the Perry shops, spent the latter part of July visiting with relatives in Dubuque.

Fireman Percy Salzberger, who transferred from the 13th to the 19th Engineers, in France has been promoted to sergeant.

Mrs. W. D. McGee, wife of agent at Perry, spent a few weeks in Wyoming with relatives.

Engineer Frank Cowden was confined to the hospital at Perry for a few weeks due to an injury he received while at work on the switch engine in Perry yard.

Operator A. W. Callahan of Manila Station had an experience the latter part of July he does not care to have repeated. He was working third trick and was alone in the office when he heard a rap at the door. Thinking it was the night yardmaster he stepped to the door to open it when a hold-up man forced his way into the office. After notifying Art to stand in the corner and turn over the keys to the cash drawer, he robbed the drawer of \$48. He overlooked a sum of two hundred dollars and a gold watch which the operator had in his pockets.

Machinist Helper Sam Anderson and wife visited relatives in and near Chicago a couple of weeks in July.

Earl Hopp, roundhouse foreman from North McGregor, visited with his numerous friends on the Iowa Division the fore part of August.



Agent C. A. Case of Panama and Conductor A. J. Schloe of the Western Division took a fishing trip to Lake Andes, S. D., the latter part of June. They handed us a picture of their catch, which ought to make friend Fred sit up and take notice.

Brakenian Stephen Smith has been at his home in Ravenna, Mich., for a few weeks.

July 30 a fine baby girl arrived at the home of Fireman and Mrs. J. W. Kirkendall. On August 17 a son was born to Engineer and Mrs. Frank Stapleton.

W. Marks and Ora Porter, two of the colored laborers at Perry roundhouse, were called to the colors the latter part of July. Walter Walrath and E. G. Honomiehah enlisted in an engineers' company and were sent to Jefferson Barracks. Paul Caddock of the roundhouse force enlisted in the navy.

On August 4 Fireman Frank Shook while on a trip from Marion to Perry with Engineer Howell, was overcome by the heat and died as a result on August 6. Frank had been ill for a couple weeks prior to making the trip, but on account of a shortage of firemen he responded to the call. The day was one of the hottest of the year and when near Melbourne he gave out. Conductor Lee, who was breaking ahead on the train, assisted the engineer in firing the engine through to Perry and Frank was taken to the home of friends and given medical aid. His mother was summoned from Marion and on Monday morning his condition seemed improved and she took him home. Before he arrived at home his condition became much worse and he died Tuesday afternoon. Frank was 25 years old.

He was the only son of his widowed mother and his death was a great shock to her. Frank was an enthusiastic member of the Masonic fraternity of Marion and that order had charge of the funeral service. He was of a quiet and retiring disposition, yet all who knew him held him in the highest regard. His mother, to whom he was most devoted, has the sympathy of the Milwaukee employes.

Conductor Ralph Van Horne, who has been off duty several weeks on account of a broken foot, resumed work August 19.

George Turk, who has been in the B. and B. department for several months, has gone to Newport News to work in the shipbuilding yards for the Government.

George Fenner, who has been roundhouse foreman at Manilla, has resigned and has gone to Pensacola, Fla., to take a good position. J. I. Lillis has been appointed foreman at Manilla.

Fireman Charles Johnson, who enlisted shortly after the war was declared, has been home from Fort Sill, Okla., for a visit with his parents.

Engineer Thomas Rellihan and wife took a couple weeks' trip to Seattle and Northwestern points the fore part of August.

Mrs. A. E. Brooks spent a couple of weeks visiting relatives in Indiana in August.

The depot at Atkins caught fire and burned to the ground on August 13.

Mrs. Fred Dollarhide, wife of machinist at Perry roundhouse, has been very seriously sick for several weeks and has been confined to the hospital in Perry.

Switchman Paul Rhodes and wife went to Beloit, Kas., the fore part of August, having been called there by the death of his mother.

A number of new firemen have been employed on the Iowa Division the last few weeks.

Adolph Peterson of the Western Division and Miss Clare Abalon were married in Papillon, Neb., the latter part of May. They did not announce the fact to their Perry friends until shortly before Adolph was called to the colors.

Signal Department "Wig Wags." "Slim."

We motored (on a gas car) some more on the R. M. Division, and some on the Missoula Division since last month. While at Deer Lodge visited R. A. L., met "Patsy," chewed the rag with J. V. M., argued with Sam, conferred with H. B. C. and G. T. P., and just had an old get-together with the bunch.

The signal department and electrical department are being combined between Harlowton and Avery to better handle the work, with R. Wende as head, H. B. Cranford, signal supervisor, and the following assignment of men:

- R. E. Roekwell—Harlowton to Ringling.
- E. T. McPherson—Ringling to Three Forks.
- R. E. Sundae—Three Forks to Donald.
- J. F. Whalen—Donald to Deer Lodge.
- C. M. Wecney—Deer Lodge to Ravenna.

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CONDUCTED BY THE JESUITS

COLLEGE—Standard courses leading to the Bachelor's degree in Arts, Science, Philosophy, Letters and Pedagogy. Standard pre-medical courses. Noted for high scholastic honors in inter-collegiate contests.

ACADEMY—A standard four-year high-school, preparing for college, scientific courses and business. Accredited by the University of Wisconsin, Marquette University, St. Louis University and other leading universities throughout the country.

MILITARY TRAINING—Unit of Students' Army Training Corps under direction of United States Army Officers established by War Department.

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WM. ENDERS, Proprietor

C. O. McPherson—Ravenna to Alberton.

H. L. Stage—Alberton to Hangar.

C. A. Parker will have charge of the staff signals, Haugan, Mont., to Avery, Idaho.

Signal construction under Mallanny is moving fast on the west end, but due to delay in receiving trolley wire the old D. C. signals are to remain in service for some time yet. All the material for this work has left the factory, or has already been received at CleElum.

G. J. Sypal, mountaineer at St. Morris, Idaho, has entered the U. S. Army, being relieved by Frank Showalter, formerly helper at Plummer, Idaho.

H. O. Lofton has been called and examined for draft. If he goes, Black River interlocking may fall all to pieces.

Milwaukee office please note, F. G. M. is all fixed up in the new house, has his winter wood in and has pass requests in for himself and wife from Milwaukee west. Can't get a date on when it takes place, but it is a sure thing sometime soon.

N. E. G., our timekeeper, has gone back to California. She was the third or fourth on the job and they have all gone back to said State. C. F. S. has taken over the job, but she has the right kind of a ring on her left hand so there is no chance. We all thought quite a lot of N. E. G. She was always ready to help anyone, but she must have known she was going and made the contribution at the end of last month's "Wig Wags," entitled, "Not Contributed by Slim."

How many W. S. S. did you buy with your back pay? Steed is once more his old self since that is off his mind.

We received a card from Eshelman saying he was somewhere in France.

No one sent any notes in this month, not even any poem, but F. G. M. submits the following:

THE S. D. GIRL EMPLOYE.

(With Apologies to a Contributor in the Electrical Workers' Journal.)

If the Boss Needs a Stenog—Indicator.

If She Makes Good—Elevator.

If She Doesn't—Derailer.

If She Has Bad Habits—Marker.

If She Forgets Her Lunch—Feeder.

If She Pines for a Movie—Good! Conductor.

If You Are Looking for a Pal—Selector.

If She Looks Real Good to You—Maintainer.

If She Doesn't Meet Expectations—Transformer.

If She Lives Too Fast—Arrester.

If She Doesn't Sleep Well—Rocker (In Mont.)

If She Stands Near Your Seat in a Crowded Street Car—Lever Stand.

Dill's new motor car is coming along somewhat faster now that he has "You-no" for a helper. You-no is the new Airdale pup.

Visitors have been rather scarce lately. Jim Hamilton of the Kerite Wire Company gave us the O. O. and some Kerite insulated cigars.

Jack Talbert of the U. S. S. Co. came in, but he is so regular we feel he is almost in the family.

The only excitement around here was caused by Long of the B. & B. department, having a fishing party in Mineral. The word was passed around that Truddie was going without a male attendant and then the phone was busy, all the fellows, single and double, wanted to go along.

Channing Scraps.

F. Hawley.

No life like the life at Green Bay, so Bill Mangles has taken a couple of days off.

Fireman Paul Bauman is back on the job after a week's lay-off, account of an injured finger.

Something is wrong and will have to be investigated, for the boys have been missing soap. Hoover hasn't put a ban on soap yet, but Barney is boarding the tallow.

Sorry, Dutch, that leather has reached such a high price, but it looks better to have leather wrapped around your flat cars, for at this period of the war rubber is used in the factories to make tires. A discarded pair of hip boots will be donated to you in thirty days if leather isn't used. Such walks, blisters and sore feet. Stay home, boys.

Jack Brick, captain of the Home Guards, has added a few more recruits—Tony, the dunkey; Bill Anderson, Joe Frazell, Pat Tobin, Herb Madrow, Stanley Majecki, Joe Pietyak and Julius George. R. H. F., J. J. Koche has been promoted to first lieutenant; Dan Clune to second lieutenant; Geo. Tweedy, sergeant, and the "Ground

Hog" to corporal. But look out for your chicken coops, everybody, for this is a hungry bunch.

A ball was given in honor of Elmer Linderman and Bob Tobin, July 11th. They left Channing to join Uncle Sam's list of soldiers. A large crowd of friends attended, many from Iron River, Crystal Falls and Sagola. Elmer and Bob left on No. 2 the following Sunday, when their many friends bade them good-bye and good luck.

Bollermaker Carl Christiansen has returned from a week-end visit with his parents at the Bay.

We notice Dutch with a long sad smile of late. He says he has the fox trot down pat, when he goes before the examining board. We may as well add another star to the Honor Roll.

Time, July 14th.

Place, roundhouse office.

Victims, R. H. Foreman and Timekeeper.

Why? Roundhouse employes took the first, second and third line of trenches; their object—the back-pay checks. No one was hurt, but the questions came by storm: "How much did you get?" "Are you short?" "I worked more hours than you did." "Gee, I can get a soup bone for Sunday." But remember, don't spend your money foolishly—buy W. S. S. and Liberty Bonds.

C. & M. Division Notes.

B. J. Simeu.

On Monday, July 29, Engineer Richard H. Pritchard died at his home in Milwaukee, Wis. Dick had been ailing for a long time. It was understood he could not get well, still the end came rather suddenly and unexpectedly. He was visiting with a friend who had dropped in to have a chat, when he swooned to his death. Funeral services were held at the residence and were under the auspices of the K. P.'s. We extend to the sorrowing family our heartfelt sympathy.

Yardmaster R. D. Miller of Rondout has been promoted and is now trainmaster at Ottumwa, Ia. Ray, we congratulate you, and wish you all the good luck in the world.

Conductor George Dyer has been appointed yardmaster at Rondout. George has been in charge of a Rondout switch engine for several years and is well qualified for this position. Accept our congratulations.

Train Dispatcher R. A. Woodworth and wife made a trip to Tacoma while on their vacation. They also dropped in on our friend, Fred Allemen, agent at Tacoma, and had a little visit with him. They report a good time, only that they were limited for time.

F. E. Delvin, our new trainmaster, is making the rounds and getting acquainted. We will be glad to see him often. He does not seem as a stranger to us, on account of our acquaintance with his brother, Charles, who was train dispatcher on the division several years ago.

Conductor Ernie Haddock is on a work train at St. Mary's cut handling dirt from a steam shovel working there. This dirt is taken to Ranney where it is being used for side-track extension.

We are sorry to hear that Conductor A. J. Corbett lost his little 2-year-old son about a couple of months ago. The youngster was taken with a cold which developed quickly into pneumonia, which proved fatal.

Dr. J. L. Taylor, company doctor, is spending a few weeks in Minnesota, near Dumont, to superintend the threshing of his wheat crop. The doctor is a busy man at Libertyville and this change will do him much good.

Word has been received from Otto Schalle, former lampman at Libertyville, that he has arrived safely in France. Max Sawatzke, his successor, is also in camp at Camp Hancock, Ga. Fred Schalla, former section laborer at Libertyville, is at Sparta, Wis.

Brakeman Harry H. Kaiser and wife are spending a couple of weeks in Michigan. Harry is regular man on one of the Rondout switch runs.

Operator W. C. Wright has been appointed as second trick man at Tower A-66. W. P. Thompson as second trick at Rock River tower.

Mrs. M. R. Corcoran and children of Libertyville are visiting relatives in Vermillion, Alberta. Mark has been batching for some time, but he intends to go there and stay a few days and return with the family before school begins. There have been very few days in the last twenty years that Mark has been away from Everett.

Mrs. Jessie Heuer, wife of Baggage-man E. J. Heuer, is visiting relatives in Manchester, Ia.

John Behrens, section foreman at Zenda, raised ninety-eight bushels of wheat on the right-of-way this year. Last year he took the prize for the best garden on the company's right-of-way on this division. John knows how to do this as he was raised on a farm.

R. F. Powell of the Walworth Milk Run received a very interesting letter from Harry Jewell, a former brakeman on that run, who is with the Engineers in France. He says he met Howard O'Shea over there and of course the C. M. & St. P. was switched from A to Z. They met in some deserted village accidentally. Sure must have been a joyous occasion.

Conductor Jake Deihl made a couple of trips on the southwest, but was unable to stand it. R. L. Piper relieved him. Sorry to see Uncle Jake unable to work. We miss him from our midst.

Conductor James Sweeney is taking a lay-off, joining his son at Camp Sweeney, Tomahawk Lake. Conductor Cottrell relieving him.

Arthur Slade is back to work, taking the Milk run. He is learning to play 66 and will soon be thru.

Conductor Cordes and family have gone to New York to visit their son, who is in the service of Uncle Sam. They expect to be gone a month or six weeks.

Conductor C. W. Mitchell had a cablegram of the safe arrival of his son in France. He is 1st lieutenant in our army over there.

Al Kirby has just got the North Woods fever and will soon take a trip in that direction. All we can say is that if you go up there once they can't keep you away if you are looking for a good outing. Just ask Conductor Nourse, he has just come back and says he caught his first bass while up there in over thirty years. The pine air you get is sure fine stuff.

Conductor John Cahill is still on Mr. Nourse's run. He is learning to plug 66 and will soon be able to play the game. How about it, John?

Conductor Mark Simons, who has been operated on the second time, is reported better and able to sit up. We sure are pleased at this good news, and trust he will be back in the game soon.

Patsy Trinton was seen in Milwaukee a few days ago on his way to the fishing grounds up north, where he can get a few big ones. He stopped in Milwaukee for (all) so they say.

Conductor John Kingsley is off on a two weeks' trip, Conductor F. F. Crappey relieving him. Fay says the high and dry looks good to him.

Conductor B. H. Kress and family are off on a trip East to visit their son, who is in Uncle Sam's service. Conductor Henry Bond is on the Deerfield.

Conductor Frank Kelly of the Southwest Limited is back from a six weeks' trip through Minnesota and northern Wisconsin. Frank looks fine after his trip, coming back with a good tan. He refuses to say how much bait he took along, nor will he tell how many fish he caught.

J. W. Ryan of the Elgin Run is off account of overcome with the heat, but reported on the gain. John, we miss you and wish you a speedy recovery.

H. & D. Division Items.

W. H. Murphy.

A. H. Osthofo, clerk in superintendent's office at Aberdeen, has resigned, having enlisted in U. S. service.

A. C. Peterson, clerk in superintendent's office at Aberdeen, is again back at his desk after undergoing an operation for appendicitis. We are all glad to see him back to work.

Miss Pearl Crueger recently spent Sunday in Minneapolis.

Gus Rueland, former clerk in the police department at Aberdeen, has resigned to accept a position as clerk to O. F. Waller, division freight and passenger agent, taking the place of Clinton Kraft, resigned.

Ike Erickson, trainmaster's clerk at Aberdeen, goes to Montevideo over Sunday quite often. Now, what the attraction is, someone at Montevideo will have to say. Ernie Gege, trainmaster's clerk at Montevideo is an old school pal and no doubt Ike goes down to see Ernie. We will give him the benefit of the doubt at least.

Miss Adeline Brown is the new stenographer in the superintendent's office.

Saint Paul Road Employees

do you realize that it is possible for you to have your name on two payrolls—one of them that of the railroad for which you work and the other the interest payroll of the bank where you deposit your savings?

If you live in or near Saint Paul you ought to be on the big interest payroll of the 44-year-old Merchants National Bank. Pay day comes four times a year—on the first of January, April, July and October.

In this case, whether or not your pay increases depends entirely upon you—the more you put in the more you get out.

Merchants National Bank

Capital - - - \$2,000,000
Surplus and Profits \$2,000,000

Fifth and Robert Streets
SAINT PAUL, MINN.

The Bank of Personal Service

THE Massachusetts Bonding and Insurance Company

wants to contract with several
men who are acquainted with

C. M. & St. P. Employees

We will furnish you with the
best policies ever sold, will col-
lect the premiums and will pay
the claims—all you will have to
do is to sell the policies.

General Offices—Accident and Health Dept.
Saginaw, Michigan

H. F. Gibson was real patriotic and worked on a farm during his vacation. But, oh boy, he said it was hard work. Gib don't want to do that any more than once a year.

Frank Kelley, former clerk at Aberdeen roundhouse, has accepted a position as machinist helper at Aberdeen roundhouse. Harry Smith has been transferred from night to day clerk.

Since women wipers have been put on at Aberdeen the engines show quite an improvement.

Harold Peckam, clerk in the B. & B. department, has resigned and intends to enlist in the marines as soon as they open again for enlistments. Arthur Maschke, former clerk in B. & B. department is now in France, word having been received by Chief Carpenter C. J. McCarthy a few days ago of his safe arrival on the other side. Mr. Maschke enlisted in the 5th Engineers and has been stationed at Corpus Christie, Tex., since that time until a few weeks ago.

Oscar Mettitt, engineer on the West H. & D., who joined the navy last spring, is back on a furlough and has been visiting his many friends at and around Aberdeen.

E. J. Brennan, accompanied by F. S. Rodger, were recent visitors at Aberdeen, S. D.

Ray Dodds has been acting chief inspector in the absence of H. F. Gibson.

Leo Lutgen, former cashier in the local freight office, has resigned to join the U. S. A. We all wish Leo the best of good luck and he will be missed around the local freight office, where he has been a faithful employe for the past five or six years. Mr. Fuller, chief clerk in the local freight, has also resigned to enter the Railway Engineers. Mr. Fuller also is wished the best of luck "over there."

Fireman Jas. Maloney, C. R. Mayo and Amos Conley of the West H. & D. Division have resigned to enlist in the U. S. Navy. Former night clerk at Aberdeen roundhouse, Ralph McKeown, commonly known as "Mickie," also resigned and left to join the navy with the other boys mentioned who have been close pals for years. Aberdeen is lonesome for this jolly bunch of boys who have many friends, who were not able to join them, but who will endeavor to do their bit keeping things going on the C. M. & St. P. in their absence.

Word was recently received from A. W. Stewart, now in France, with the Railway Engineers. A. W. Stewart is a fireman on the West H. & D. Division, but recently passed examination for promotion to locomotive engineer. Word has also been received from George Sproat, who joined the Railway Engineers and is now in France. The boys with their experience on the C. M. & St. P. can show them how it is done "over there."

J. O. McArthur has been appointed roundhouse foreman at Aberdeen in place of W. E. Hayes, resigned. Fred Osborne has been appointed assistant roundhouse foreman in place of George Cavanaugh, resigned. C. N. Gallagher has been appointed night roundhouse foreman in place of C. E. Gillespie, resigned.

Chief Clerk W. O. Hiddelston from the Minneapolis offices was a recent visitor at Aberdeen.

Kansas City Terminal Items.

C. V. Wood.

The office of superintendent of terminals is now located at Room 430 Railway Exchange Building, occupying a portion of office of General Agent J. S. Adsit. Visitors will please brush their shoes before entering.

On July 22 Herman Wilson left for Camp Funston, Kansas. With tear-stained faces and aching hearts we watched him depart, but feeling confident that the Kaiser was to meet his Napoleon. However, Wednesday, July 24, found Herman back in Kansas City with an honorable discharge. The doctor had the nerve to say his heart was affected "by the use of too many cigarettes." Say, that doctor did not have the full details of the case. Herman is at the present time employed at the Frisco Railway.

J. E. Hogan, for several years our chief bill clerk, left the service of this company on August 15.

Switchman G. E. Ratcliff and F. B. Jacke left the service of the company on August 13.

Fireman John Cramblitt left the service on August 12.

On July 23, J. P. Stewart, formerly one of our

switch foremen, was made general yardmaster, vice A. L. Williams, resigned. Mr. Williams is again switching.

James Leach left us on July 29, enlisting in the navy and at the present time stationed at the Great Lakes. Jesse Reeder has succeeded him as car accountant.

Through oversight I neglected to report last month that Jesse Reeder was married on June 29 to Miss Lillian C. Graf.

Ben Allred left our service the latter part of July, going to work for the Simonds Shields Lonsdale Grain Co.

Miss Lillian Bates is back from her vacation, spent in Florida, and reports having had a delightful time.

George W. Harris was made assistant yardmaster (days) on July 30, while Sam Madison is now our night yardmaster.

Earl Thompson has been promoted to position as yard clerk, succeeding Ben Allred, who resigned on July 1.

Olin Sloan, one of our firemen, left the service on August 5 to enter military service.

Paul H. Draver is now our chief bill clerk, succeeding Mr. Hogan.

Private John Parks is now stationed at the navy yard, Philadelphia, Pa., and expects soon to receive his commission. He would also be glad to hear from old friends—even E. F. Reed.

Miss Sue Conwell left August 17 on a short vacation. Miss Beulah Hartman is spending her vacation in Gettysburg.

Fred S. Clarke, our former general yardmaster, is now working for the Kansas City Terminal Railway Company. With the exception of losing his pocketbook and most of his teeth, he's feeling fine.

Switchman K. O. Brown left the service of the company on August 19.

Charles Hallsman, office clerk in General Agent Adsit's office, spent his vacation this year in Chicago, Ill.

Mrs. Wm. S. Overstreet is visiting her husband, who is stationed at this time at Hampton Road, Va.

Misses Frick, Braun and Smith spent Sunday, August 11, in Excelsior Springs, Mo. Samantha Jane is strong on sending postal cards to her friends.

Miss Dorothy Parkhurst passed civil service examination and is at present located in Washington, D. C. Good for Dorothy.

Miss Violet Bates absented herself from the office on August 19 and is said to have laid in a supply of new togs. He is expected back real soon.

Mr. Johnson believes in Billy Sunday's motto, "Brighten the corner where you are," and has two more girls at the local, Miss Helen Wright, accountant, and Miss Lucille Smith, assistant claim clerk.

Chris Handibode, our old reliable, is back with us again as accountant in the cage. He ought to have known the Milwaukee is a better road than the K. C. S.

W. A. Ebersole, for several years city solicitor in General Agent Adsit's office, has been for some time agent, Eau Claire, Wis. We all wish him success in his new position.

W. E. Johnson, chief clerk to agent, has had his vacation, spending Sunday, August 18, at home with his mother.

There seems to be a great deal of attraction at Fort Leavenworth, Kansas, these days. No doubt Miss Braun has a "brother" stationed there.

Miss Margaret Dollison and son Keith are spending their vacation in California this year.

Switchman J. H. Longshie has left the service of the Milwaukee, enlisting in Government service.

Miss Glayds Clark, clerk in general car foreman's office, spent her vacation this year at Winniwood Lake.

F. L. McDonald, Leverman, East Bottoms Tower, is back at work again after a long illness.

Since E. F. Reed has two young ladies in his office. He is said to be a model young man—neither swears, drinks or smokes, only occasionally he will chew the rag.

Miss Martha Browne spent most of Sunday, August 18, between Kansas City and Camp Funston, Kansas. Who ever heard of having six blowouts in one day. Al Lindner relieved Miss Browne in order that she might spend Sunday "in Camp Funston."

John Hoverson may be reached by addressing him care U. S. S. Celtic, care Postmaster, New York City. He writes that he has made one trip across and expects to sail again soon. The Celtic is a supply ship for the fleet, and while he says he hasn't seen any submarines, he knows from experience what it means to be in a storm. He would be glad to hear from old friends.

Deer Lodge Shop Notes.

"Patsy."

William E. Jones, formerly employed as passenger engineer on the Missoula Division, recently received his commission as second lieutenant and received wire instructions to report at once to Hoboken, N. J., for active service overseas.

W. T. Hendrix has been appointed roundhouse foreman at Avery, Ida., in place of J. A. Wright, promoted. Mr. Hendrix is from Tacoma.

Miss Betty Stienberger is again back to work after several weeks' illness.

C. E. Black has gone to Avery as a blacksmith at that point.

S. S. Koehler has returned to Deer Lodge from Bozeman, where he has been roundhouse foreman for the Gallatin Valley road. Edward Everets from Deer Lodge took the position as foreman at Bozeman.

Division Master Mechanic E. Sears received instructions to report at Chicago, where he would be joined by General Superintendent Motive Power H. R. Warnock. From there they will proceed to Pittsburgh and Schenectady, N. Y., to look over the work that is being done on the new Westinghouse and General Electric motors that are being built for the C. M. & St. P. by these two companies. Mr. Sears was accompanied by Mrs. Sears as far as Chicago and Mrs. Sears is planning to go to Syracuse, N. Y., where she expects to visit her parents.

J. A. Wright, formerly roundhouse foreman at Avery, Ida., has been promoted to general foreman at Deer Lodge in place of Frank Sowerby, who was promoted to division master mechanic at Mobridge, S. D.

Harry Dell has returned from his vacation trip to Maquoketa, Ia. He reports having had a splendid vacation.

The people in the electrified territory were very sorry to hear of the sudden demise of C. A. Goodnow.

R. Wende has been placed in charge of all line work at substations. This includes the overhead, signal system and substation. A. Fox of Portland, Ore., has charge of the substations under the direction of Mr. Wende and Mr. Pettigrew, who has charge of the signal system.

Leo Reardon of St. Paul, Minn., is now employed as stenographer in the storekeeper's office.

D. J. Davies has resigned his position as machine shop foreman at Deer Lodge shop and has taken a trip to the coast, where he expects to remain for some time on account of his wife's health.

Earl Walters has been appointed machine shop foreman in place of Mr. Davies.

Harry Walter has been promoted from clerk in the store department to assistant to statistician in the D. M. M.'s office.

Misses Hazel Hahn, Hildah Sikla and Helen Daniels spent the week-end in Butte.

Miss Marie Bullwinkel left for Seattle, Wash., for a few days' visit.

Milwaukee Shops Items.

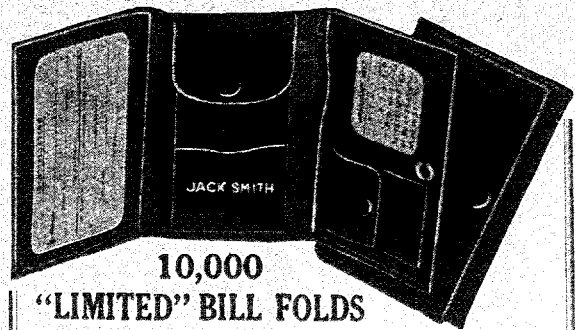
H. W. Griggs.

Private R. A. Schram, headquarters, Co. 351st Infantry, Camp Dodge, Ia., sends letters to Thos. Scott for all the boys to read and it is interesting. Schram says they drill sometimes from 4 a. m. to 11 p. m., hurrying up most likely to go over soon. Travelling Car Inspector J. E. Mehan was at the shops the 24th.

Our veteran, John C. Fox, was 91 years old July 29. Mr. Fox does enjoy his cabinet tinkering at his cozy, Janesville home, and it is well that his health is as good as it is so he can enjoy the little exercise out in the open.

The locomotive tin and copper shops with their steam fitters, had their flag raising July 26. Recruiting Officer Lieut. Geo. Weichelt, of the navy,

YOUR NAME IN GOLD FREE



"LIMITED" BILL FOLDS

A most remarkable BARGAIN in a 3-fold combination BILL-FOLD, PASS and CARD CASE. Made of genuine black leather, with secret bill fold at back, window with 12 monthly calendars, window for your pass, in all 7 useful pockets. Measures folded 4 1/2 in. x 8 in. Will wear for years. **ONLY 60c POSTPAID** with your name in GOLD FREE. Extra gold stamping, 20c per line. Sold under our well known guarantee and direct only. ORDER TO-DAY!

BELT
Only 75c

Here is a belt boys, that will last a life-time. Just the kind R. R. men want. All genuine cowhide. Your name, or initials stamped in GOLD FREE. Be sure to mention size, or waist measure. Price **ONLY 75c POSTPAID.**

DO YOU CARRY MANY PASSES? We have the best case out. Will show 7 passes. Has extra pocket for cards. Made of genuine leather, measures 3 in. x 4 1/2 in. closed, and costs **ONLY \$1.50 POSTPAID.** Your name in GOLD FREE. Postage stamps accepted.

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To Ticket Agents C. M. & St. P. Ry

Are YOU selling our
Accident Insurance
Tickets?

If Not, Why Not?

The Travelers
Insurance Company

Ticket Department
Hartford, Connecticut

spoke for an hour and made one of the best speeches yet. This flag, being on a long pole, set in the roof of the two-story shop, gives it the most prominent show of any flag on the plant, but will be eclipsed when Jensen's turn comes.

Veteran Engineer Jno. Murphy, of the mineral point division, was buried July 26. Another faithful one left us.

The safety first meeting at the Auditorium July 31, had about 1,000 there. A recent stereo slide of Major Alex Young, and the shop girls at their machines, drew applause, but when the films started the machine, (not ours), broke down at the late hour and the audience fled out, safety first style.

Miss Loretta Kuehn, formerly stenographer to General Store Keeper O'Connor at Milwaukee shops, has accepted the position of stenographer in J. W. Taylor's office. This is copied from the Chicago Railway Exchange News in the August magazine. We did not receive it early enough. Chicago is getting pretty good talent from Milwaukee. Miss Belle Phillips has taken Kuehn's place here.

Hugo Justman's father, aged 68 years, died Aug. 7th, and was buried the 9th. A good and respected citizen gone, mourned by a large circle of friends and relatives.

The master mechanics, of the middle district, were in meeting at Asst. S. M. P. R. W. Anderson's office the 12th.

Miss Minnie Kaeting is another stenographer in Asst. Chief Clerk Koch's office, S. M. P. department.

The locomotive department transfer table has a trailing sidewalk as a matter of safety first and convenience.

We called on our old friend and employer, C. H. Bilty, a few moments the other day, in his new regional office, Chicago. Charlie puts up as good an appearance as any of them down there, and he has some job.

The following from a Ft. Worth newspaper clipping recently: "Lieut. M. J. Plumb, of Taliaferro field, today broke the world's record for looping the loop by making 134 consecutive loops." Lieut. Plumb was formerly signal inspector on the Iowa Division, and later draftsman in the office of signal engineer at Milwaukee shops.

H. W. Chevalier, signal inspector, is at Greenleaf, Ga. He says army life is fine.

Mr. C. H. Bilty, of the regional director's office, in Chicago, spent a few days around over the shops plant Aug. 19-22.

The Nicholson fire-box syphon has been applied to the fire-box of locomotive 7615, acetylened in place instead of riveting. Much interest is manifested in the try out.

Why no items from the Minneapolis shops?

The new box cars being built have the road initials overlined, and the car numbers underlined.

Chief Electrician Gillman, has moved over to the car department office floor. Assistant Crowley is still at the old place across from Shop Supt. Lucas.

Foreman Jensen, has raised the largest flag pole on the plant and plans for a big flag raising the 24th. (Magazine items close the 20.)

To whom it may concern: Take your pen in hand and drop a line or two of interest to our boys. Mr. Wm. F. Lynaugh has been transferred from Jefferson Barracks, Mo., to "A" 1st Battalion, Inf., Repl. Camp, Camp McArthur, Texas, where he is acting corporal with good chances for becoming sergeant. Jim Lindsay is now at 84th Co. 7th, Regiment, Santiago, Cuba in care of Postmaster, New York, N. Y. and will welcome any news from his home town.

The Salvation Army drive is on. The Elks and the 300 piece Naval Band will give them a good boost the 21st. A worthy cause.

Shop Item.

Private Wm. P. Bortlein, Co. K, 343rd Infantry, brother of Jos. Bortlein, C. C. Foundry, left for Italy August 22nd. He worked for the Milwaukee eleven years, ten years of that time as clerk for General Storekeeper O'Connor and one year as blacksmith helper for Mr. Juneau. Private Bortlein was the first to volunteer to go to France when asked by his captain. He received much praise for his efficiency in rifle practice while in camp.

Our Band.

For the benefit of those of our readers who depend on this department for their musical nourishment it may be truthfully stated that the Employes' Band is practicing diligently every Saturday evening and making rapid progress toward technical and artistic proficiency.

The band numbers among its personnel three saxophone players of ability, namely, Messrs. Callard, Connoly and Lichtenstein, and the director has organized them into a trio with a view to featuring them in future concerts. If there are any saxophonists among our readers in the Chicago district who have not yet been enrolled the director would be pleased to have them step out and be counted.

On the afternoon of Saturday, the 3rd of August, the band assisted in the flag raising ceremonies at Galewood Yard, and mustered twenty-six musicians. We will leave the bouquet-throwing to the correspondent assigned to write up the affair, but we believe that the audience and those in charge of the ceremonies did not fail to note the increase in membership and the improvement in the playing since our debut at Galewood nearly two months before. The special feature of the band's contributions was the singing in French of "The Marseillaise" by Mr. Henri Fortier, the first cornetist, assisted by his brother Raoul. The band furnished the accompaniment.

The band is to start a "drive" soon for funds with which to purchase uniforms, and a few words in explanation may not be out of place. The band was organized with the idea of furnishing music free of charge for all patriotic functions that the company might wish to initiate, including flag raising exercises, Liberty Loan drives, etc., and as the band has no source of revenue other than voluntary donations on the part of the employes, it has been suggested that a very small contribution, not to exceed 10 cents, be asked from each employe of the Chicago terminals. If this plan meets the approval of the management subscription lists will be placed in the hands of the chiefs of all departments.

The band wishes to gratefully acknowledge the contributions to its music fund by its many friends, and particularly the generous contribution made by the employes of the Galewood Yard.

Illinois Division News.

Mabel Johnson.

Illinois Division Brakeman F. J. Kippenbrock was drowned at Wilmette, Ill., July 25, when the boat, which he and Fireman John Wolf were in, capsized. Sympathy is extended to the bereaved members of the family.

Brakeman H. J. Mahoney on No. 25 and 26 has gone to a sanitarium at Cincinnati, Ohio, in the interest of his health. We hope for his speedy recovery.

Brakeman H. L. Klinger is again on duty after seven weeks in Washington Blvd. Hospital on account of his injury of April 20.

Passenger Brakeman F. S. Shattuck, enlisted in U. S. Marine Corps.

Freight Brakeman, Carl Strom has joined colors and is now stationed at Camp Grant.

Peter Franzen, machinist helper, Savannah Roundhouse, entered military service and left for Camp Forrest, Lytle, Ga., recently. His friends at the

roundhouse presented him with a wrist watch and coin belt.

Friends and former co-workers of Superintendent C. O. Bradshaw and Trainmaster D. F. Rossiter, are very much pleased over their promotions of general superintendent and superintendent; Mr. Bradshaw with headquarters at Milwaukee and Mr. Rossiter superintendent of LaCrosse Division at Portage, Wis. Mr. Bradshaw was presented with a very handsome Howard watch from the officers and employees of the Savanna offices.

Former General Yardmaster J. A. McKee at Savanna, has been assigned to government work at Milwaukee and we congratulate him on his promotion. T. E. Brennan is now acting as general yardmaster at Savanna.

Miss Lorine Hall, ticket clerk, Savanna, is spending a few days at Cedar Rapids.

Miss Mary Schunder, chief dispatcher's stenographer, Savanna, spent week-end at Rock Island, Ill.

We had a pleasant surprise when former trainmaster R. & S. W. Division, A. DeGarmo, made a short visit at superintendent's office, Savanna, recently.

Miss Mabel Johnson, trainmaster's office, spent a few days camping at Lake Delevan, Wis., the middle of August.

Miss Nan Gallagher, former stenographer, superintendent's office, Savanna, has accepted a position in Gen'l Supt. C. O. Bradshaw's office at Milwaukee, and left to take up her duties at that place Wednesday, August 21. We regret to have "Nan" leave us and she has our best wishes in her new position.

Miss Marie Gradt, daughter of Chief Carpenter C. Gradt, is the new stenographer for M. G. Anjal, chief clerk superintendent's office, Savanna.

Miss Theresa Powers, clerk car repair office, spent Saturday and Sunday in Chicago, recently.

Mrs. J. F. Stoltenberg has returned from Newport News, R. I., where she visited with her son, Lester, formerly fireman Illinois Division, before his departure over-seas.

Mrs. Chas. Johnson, wife of Engineer Johnson, visited in Savanna recently.

Sympathy is extended to Train Dispatcher Geo. Humphrey, and wife, Savanna, on account of the death of Mrs. Humphrey's mother, August 20th.

The "Yellow Taxi" has not been in service from Savanna to Davis Jet, for some time. It is now in the repair shop and until it is returned to the Illinois Division, engine and coach is being used on Nos. 30 and 33 in place of the gas car.

Kansas City Division.

Billie.

The following men may be added to the Kansas City Division Honor Roll, having joined the service of their country and left within the past thirty days:

- Fireman Chas. Lawler—Army.
- Fireman Wm. Goff—Army.
- Fireman Thos. Punroy—Army.
- Fireman Tom Shelford—Army.
- Fireman Curtis Adcock—Army.
- Engineer Louis Christensen—Navy.
- Engineer Cleetus Street—Navy.
- Engineer E. C. Carpenter—Navy.
- Machine Helper Floyd Clarridge—Army.
- Machine Helper Joe E. Pilcher—Army.
- Machinist Don F. Callaway—Navy.
- Machinist Alfred Strandberg—Army.

Boilermaker William F. Grant and family are making an extended visit with relatives in Buffalo, N. Y.

Engineer James Gordon has been laying off for a week on account of illness.

A. G. Daacke of the superintendent's office and Dispatcher J. G. Upp are away this week on vacation trips.

The roundhouse force has an addition of one S. C. Stuart, who will take the position of night roundhouse foreman. Mr. Stuart comes from the K. C. Southern and has years of railroad experience.

Fireman Tony Genochio and family are visiting relatives in St. Louis, Mo.

Dispatcher R. O. Clapp laid off August 2 and went to the circus. It was well worth his time, as he was blessed by the "Lady in Black." The fact that she bestowed this same attention on several other men did not seem to detract any from the pleasure of it.

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Machinist A. L. Love was in Kansas City attending a safety first meeting the latter part of July.

Fireman James Bottomley, Gordon Heather and Rex Gillis have left for Milwaukee, where they have been called for examination.

E. W. Lollis, for the past year and a half trainmaster of the K. C. Division, left last week for Beloit, Wis., where he will be located as trainmaster of the R. & S. W. and R. & S. Divisions.

Roundhouse Foreman D. R. Davis will return to work August 19 after being off since last Friday.

The next draft calling the balance of men from this county in Class A-1 will be made the first part of September and will take several men from this place, notably Roundhouse Clerk H. Isaacson. He tells the world he is raring to go.

Dubuque Division.

J. J. Reilly.

Brakeman Frank M. Barker and Miss Mabel Collins of Fayette, Iowa, were married in Chicago July 17. After an eastern honeymoon Mr. and Mrs. Barker will make their home in Dubuque.

R. E. Nichols, formerly of the I. & D. Division, has been appointed chief carpenter, Mr. Cameron now being chief clerk in the superintendent's office.

W. F. Walsh has been appointed assistant superintendent of motive power at Dubuque shops, to succeed Mr. Connors. Mr. Walsh has been in the employ of the Galena Oil Company in Pennsylvania for a number of years before coming to Dubuque.

Frank Schwartz of the car department and George Goebelt and Conductor F. H. Crotty spent a week camping at Camp 15. Messrs. Schwartz and Goebelt are among the Dubuque boys who went to Camp Gordon, Ga., July 26, to join the colors.

Carl H. Grether, a former Dubuque Division brakeman, writes that he arrived safely in France with the Thirty-first Engineers.

E. J. Whalen, trainmaster on the C. G. W. at St. Paul, spent a few days with his father, who has charge of an extra gang at North McGregor.

C. B. Skelton, motor car inspector at Dubuque Shops, has resigned. Joseph Huber was appointed to fill the vacancy.

"Car Grabber" Jay Vance had 100 over the north end with a Larry-2, July 22.

The L-2's have been withdrawn from white line service and sent to the H. & D. Division. They were replaced with B-4 engines.

The many friends of W. C. Ennis, formerly a conductor on the Dubuque Division, were pleased to learn of his promotion to the position of superintendent on the Musselshell Division. Bill left this division when the construction of the coast line was commenced, being sent to Lind, Wash., and since that time has steadily advanced.

On July 22 the pile of storage coal at Washington Mills took fire and it was necessary to call Dubuque Fire Department No. 4 to extinguish it. It was estimated that there was about 800 tons of coal in the pile.

Washout at Reno July 24 and another at Guttenberg July 25, which delayed traffic only a few hours. We have been quite fortunate this season with washouts, these being about the only two we have had.

W. J. Whalen, roadmaster on the north end, has applied for service in a regiment of engineers and is waiting for a call. Frank Cassidy, formerly in charge of an extra gang, has been appointed roadmaster.

G. P. Kempf, master mechanic at Dubuque Shops, has been transferred to the air brake department at Milwaukee Shops. G. J. Messer of Sioux City has taken Mr. Kempf's place at Dubuque.

A deplorable accident occurred on the West Union line on July 20 when Section Foreman John Burns lost his life and his son Dan was seriously injured. The weed burner had been at work on the branch and evidently set fire to a bridge between Littleport and Osborne. A call was sent to Volga City for help and the work train, in charge of Conductor J. E. Grice, returned to the bridge. When Section Foreman Burns and his gang got in from work they were notified of the fire and immediately started for there with their motor car. After the fire had been put out the work train started backing up to Volga City and

met the section crew on a curve. The train was stopped, but failure of the brakes on the motor car caused it to run into the train, Mr. Burns being struck by a draw bar. Mr. Burns was a faithful employe, being section foreman at Volga City for about forty years. His work brought him in contact with many people of all classes and we have yet to hear the first man that had not a good word for John Burns. He was 69 years old, and is survived by a wife and seven children, among them being M. E. Burns, agent at Green Island.

We are in receipt of a copy of the "Windy City Echo," published by the Thirteenth Engineers, from Corporal Edward Lee. The price of the sheet is two and one-half washers, and it is full of good stuff, so we know it isn't very gloomy over there. Eddie and the rest of the boys are getting along O. K.

At this writing it doesn't look like the dispatchers will get their annual vacation on account of a shortage of operators.

The station at Clayton is on bulletin temporarily. Agent George Yohe has been offered a position in the bank and if he can get relief is going to try it out for a while.

A change in time took place on the West Union line on August 15. One crew is now used on that branch, the lay over being at West Union. No. 204 leaves West Union at 8:15 a. m., connecting with No. 33 at Turkey River, and No. 203 leaves Turkey River at 12:05 p. m., after the arrival of No. 33.

On account of the new arrangement on the West Union branch, Conductor Kearney has quit that line and has taken the main line way freight run, with the Dubuque Sunday lay over.

General Roadmaster Shea made a trip over the division on motor car with the new roadmaster, T. F. Cassidy.

Conductor C. H. Clark took a few days off and went down to Fort Benjamin Harrison for a visit with his brother, V. K. Clark.

In a letter from Mr. Stapleton, formerly division superintendent, now located at Alhambra, Cal., he says that he enjoys reading the items from this division. He is glad to hear about the boys who were associated with him so long and gave him such a kind farewell.

Operator Adams resumed work at Clayton August 2, third trick at that station being reopened.

Section Foreman Smith of LaCrescent has enlisted in the army and this made several changes in that department. William Riddle of Section 22, Lansing, was sent to LaCrescent and Gus Murphy promoted to section foreman at Lansing.

John LaTronch, section foreman at New Albin, is now in charge of the extra gang located at Waukon Junction.

Lloyd Robinson and Henry Walker have been set up and have made their date trips as engineers.

John Masters has been appointed shipping clerk at Dubuque Shops in the bridge and building department.

J. M. Canavan is now a conductor, having made his maiden trip the latter part of July.

News of the safe arrival in France of John G. Fuerst has been received with much pleasure by friends and relatives in Dubuque. He is a member of the Sixtieth Engineers.

A night chief has been put on at Dubuque and Dispatcher "Jimmy" Beerman has been appointed to the position. Vic McCurdy has been appointed second trick dispatcher, the position of night operator now being on bulletin.

Notes of Iowa Division (East) and Calumet Line.

J. T. Raymond.

Dispatcher and Mrs. J. W. Held and son Owen of Wausau, Wis., were the guests of Chief Dispatcher and Mrs. H. C. Van Wormer for several days. They have numerous friends in Marlon who always enjoy their visits. They came to Marlon from Indianapolis, Ind., where they had been visiting with their son Joseph, who is in training in the medical department of the army.

Agent L. A. Phelps of Hale was off duty several days on account of heat prostration, Operator House relieving.

Agent Madsen of Teeds Grove was absent several days visiting in the western part of the state.

Operator and Mrs. A. J. Campbell visited friends in Chicago and Milwaukee, making the trip between the two big cities by boat.

Dispatcher R. L. Leamon enjoyed two weeks' vacation, spending most of the time with his parents at Wyoming.

Agent C. A. King of Miles was called away on account of the serious illness of his mother, Operator F. M. Snyder relieving.

Operator C. J. Storm, Clinton, was away for a week, R. E. Tutwell relieving.

Agent L. M. Halstead of Preston was away on a ten days' vacation visiting his mother in Nebraska.

Mr. Charles E. Bell has been appointed agent at Eldridge Junction.

Leo Marchant, who went to France last year from this division, with the Thirteenth Regiment Railway Engineers, Company D, has returned to the United States and is receiving treatment at the army base hospital at Camp Bayard, New Mexico. In writing to his mother he says he is receiving the best of care. We hope for his rapid improvement and that he may be able to visit Marion soon.

Operator Fred Lindemeyer has enlisted in the Army Signal Corps and has gone to Fort Leavenworth for training. Ira Seeger working third trick at Green Island.

Edward W. Griffiths of Marion roundhouse has received a promotion and has been transferred to the roundhouse at Perry. Ed has been in service a good many years and has made good in every way, and we are glad to note his advancement, but regret his leaving Marion.

Miss Idelle Fullerton succeeds Mrs. Griffiths in the clerical force at Marion roundhouse, Mrs. Griffiths having resigned on account of removal to Perry.

Miss Myrtle Campbell, who has been record clerk at Marion Yard Office, has been appointed bill clerk.

Ed Eagle has been appointed agent at Spragueville in place of C. D. Chasten.

W. F. Walsh, assistant superintendent of motive power, Dubuque Shops, spent a brief time in Marion.

George Snyder went to Detroit as a delegate to the Maintenance of Way Convention.

Yard Clerk Miss Crain says this war is taking some fine fellows since Dewey went.

Switchman Tom O'Grady, who is in the hospital at Rochester, Minn., writes he is getting along fairly well and will be back soon.

Two new switchmen have been put on in Marion Yard to fill vacancies caused by boys going to the army. Their names are E. Cone and J. Mathison.

Mrs. Harry Vandercook and mother visited several days at Marion with Conductor and Mrs. George Vandercook. They were en route to their home at Deer Lodge, Mont., after a prolonged visit in the east.

Operator Bert Campbell has recently heard from the Director General in regard to his patent for installing telephones on trains. Bert has a fine thing, we believe, and it looks like conditions are favorable for its early adoption.

Mrs. R. L. Taylor made an extended visit with Rev. and Mrs. Starr, who now reside in Washington State. They formerly lived in Marion for some years.

Mrs. Clarence Tolbert has gone to Portland, Ore., to reside with her daughter, Mrs. Kramer, in the hope that a change of climate will result in an improvement of health. Mr. Tolbert is checking cars at Marion Yard.

Agent and Mrs. H. E. Ramsey have returned from the Pacific Coast, but Mr. Ramsey does not intend to resume work for several weeks.

Conductor Thomas Freeman, after working a few trips, has taken a leave of absence for sixty days and gone to the home of his son in South Dakota. His health has not improved enough for service yet.

Clinkers from the I. & M.

John Schultz.

Baldy Creeman, former switchman at Austin Yards, is now in France. Leave it to Baldy to go where there is lots of action.

Jack Skinnion is enjoying a visit from his daughter, Mrs. N. E. Sells, and grandchild, of Chicago.

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Conductor Dibble and family have been visiting at Kansas City.

Fireman Gus Mohs and several lady friends have been visiting at Waterloo. Gus, your car isn't large enough. Better buy a six-passenger.

Marcella managed to get home for a visit with the folks and several of the boys.

The writer enjoyed a day's visit from his mother and cousin, Miss Veima Schultz, of Postville, Iowa.

Boilermaker Babe Damm visited home folks at Lincoln, Neb. for a few days, stopping off at Omaha to visit his sister. I don't believe Babe has a sister, it was some one else's sister.

Oscar Tuffee and family have been visiting at Rockford, Ill.

Mrs. J. W. Washburn of Calmar has been visiting at the home of her father, Car Foreman D. W. Twombly.

Verne Cullen has gone to Lewistown, Mont., to serve as clerk for the Division Master Mechanic. Miss Franklin takes Vern's place in Mr. Lawrence's office. I am inclined to believe she is related to the well known Ben Franklin of years ago.

Machinist George Sprague and Brakeman H. B. Corkill left in the draft of July 26 for Camp Wadsworth, S. C. Also Machinist Helper Henry Jorkenson.

Mrs. Jake Herzog is visiting at Williamsburg, Iowa. Jake says he is boss of the ranch now. I notice the car is out rather late.

Neis Botsburg of Northfield has passed his entrance test and is now a fireman.

Roadmaster Larson is now singing that beautiful song, entitled, "Far Many Is the Man That Would Give His Right Hand to Have a Fat Baby Like That." Yes, it's a 10-pound boy.

William Allen has taken the position as night call boy at the yard office.

Mrs. John Manning has been visiting her sister at Madison, Wis.

Gene Herzog, second-class quartermaster, is home on a furlough. Gene is doing patrol work at the naval air station, Montauk, L. I. By the looks of several pictures Gene showed us he must be special protector for the ladies.

Roadmaster C. Carlson of the North End has been transferred to the River Division. C. Montgomery takes his place.

George Hennessy is enjoying a visit from his father.

We have flirted with a good many girls (it is one of the requirements of a successful ticket clerk), but we never threw our hat out of the car window at some blue-eyed damsel in order to get in conversation with her.

After putting in the seed and watching the grain grow on their claims at Windover, Wyo., Machinist Fred Lang and Roy Modiland have resumed work at the shops. The boys left their wives on the claim to harvest the crops while they harvest the back pay on this end of the line. They expect to retire from all work in a short time.

Mrs. Luer and children are visiting friends at Chicago.

The machinists at Austin Shops have passed resolutions to purchase a wrist watch for every member of their craft in the army or navy.

Mrs. L. H. Fisber is visiting at P. Du Chien.

Weighmaster Charles Newman has resigned and started work for the packing plant. Elmer Grisbaek takes his place.

The station at Taopi has been closed and united with the Great Western. Agent Kingsboro goes to Bixby, which is some place for a King.

Conductors Alex Murphy and E. Jefferies have resumed work after a few days' illness.

Superintendent Thiele's son Gilbert, who was gassed on June 6th, has recovered and is now back on the fighting line.

Former Brakeman Frank Kris is home on a furlough from Camp Cody.

Carpenter Ed Holmer and Peter Schaeffer left for Camp Wadsworth in the draft of July 26.

Mrs. Meakins of Minneapolis is visiting at the home of her father, Frank Hirt.

Conductor Edif Nelson is back to work after a few weeks' layoff.

Operator Grau and family are camping at Ramsey.

Switchman Carl Kelm should be a little more careful when the ladies come to see him and not

scare them out of their wits. Carl, I didn't suppose an old back like you would get excited when the ladies came.

Mr. and Mrs. Ed O'Brien were at Rochester for a few days with their son Tommy, who is undergoing treatment at the hospital.

Winifred Beers has been visiting her grandmother at Fountain.

A beautiful sight to see: Inspectors J. J. Earley, William Garvey and Agent J. E. Ober trucking freight.

Brakeman Charles Hoffstater and wife have been visiting at Chicago and Milwaukee.

Maude Muller on a summer's day
Raked the meadow sweet with hay.

About that time Conductor Ed Scott came along with No. 2 and decided she needed some help, so he puts No. 2 on the siding and meanders across to offer assistance to the corn-fed maiden. Ed was doing fine when No. 1 came along and broke up the party. I wonder what Ed gave as the cause of the delay to No. 2?

Miss Zelda Warfield has taken the position of abstract clerk in the freight office.

We are glad to report the splendid improvement of Harriet Hinkley, daughter of Switchman Dick Hinkley. Little Harriet has had a serious siege of peritonitis.

The following from the shops was handed to me by Miss Franklin, for which I thank her very much. We don't want to let anything get by and those right on the ground floor can help make the items a success:

Alex Lauffe has begun his apprenticeship in the machine shop after passing a successful examination.

Irving Beckel has gone into road service as a fireman. Good luck, Ink, as there is a reason for staying so close to home.

We knew it was coming, Paul Lange, and you did not slip anything over on us when you took Miss Violet Oots unto yourself as your partner for life. We wish you all the luck in the world, but when you come back the Jazz Band will be there to greet you.

Let our readers forget, we must announce that a brass band has been formed from employes of the shop and roundhouse. Hope the men do not lose their patience with them for a while. Under the direction of Bandmaster Frank Woodward we hope to get good results in the near future.

Being a heavy hitter, Assistant Foreman Geo. Hennessey plays the big drum.

We do not know how true it is, but we have reasons to believe that Jerome Waters and Ben Elefson are about to leave the ranks of bachelors. How about the furniture bargains, boys?

Roundhouse Foreman Dougherty and Ed Larson drove up from Mason City and spent the day with Foreman Medinger.

Cresco is noted for its beautiful girls, at least that is what Bum Ludvigson and Alex Lauffe say. No wonder they spend their Sundays and back pay there.

Quite a number of the boys have invested in new cars. The back time came in handy, eh, Goosey?

Foreman Matt Medinger is recklessly spending all of his back pay buying gasoline to take the young ladies of Austin to Ramsey Bathing Beach. Anyone wishing a ride in an Overland roadster will kindly write to Matt. All orders given prompt attention.

Some of the boys make good farmers. Alex Lauffe, Carl Voelker, George Anderson and Joe Campbell recently shocked seventy acres in eight hours. That's going some. It would never do to work over the eight-hour limit.

We claim the honor for the largest number of members of one family, and also relatives. We have seven members of the Beckel family working in the shops. We will endeavor to send in their picture for the next issue.

Notes from Milwaukee.
O'Malley.

On August 10 Mike Kaiser, "former clerk," now camped at Rockford, made a hurry up trip to Milwaukee, walked into W. G. Miller's office, grabbed Miss Alice Dising by the arm, marched her to the parson's, and, well, you can guess the rest. Understand that Mike is going to take Alice with him to get Kaiser Bill. We wish the best of luck to the newlyweds.

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Receiver of Coal Properties of
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Old Colony Building
CHICAGO

MINES AT

HOKOMIS, ILLINOIS
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HILLSBORO, ILLINOIS
CLINTON, INDIANA

PAXTON, INDIANA

Established 1884



Peabody Coal Company

General Offices: McCormick Building, Chicago
St. Louis, Mo. Office: Syndicate Trust Building

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J. ROSS CLARK

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Established 1877

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Alex J. Johnston, Cashier

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Bankers

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MANUFACTURERS

**Railway and Signal
Supplies**

CHICAGO

NEW YORK

POLARIZED MERCURY BOILER CHEMICALS

Eliminate scale and corrosion by the use of only 35 lbs. per engine per month.

B-A Anti-Foaming Chemicals

Stop foaming and priming in the lightest waters by the use of only one pound to 8,000 gallons of water evaporated.

The Bird-Archer Co.
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THE ROSLYN FUEL CO.

818-821 White Bldg.
SEATTLE, WASH.

MINERS AND SHIPPERS

Pantasote

A perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.

THE PANTASOTE CO.

11 Broadway
NEW YORK

793 Monadnock Bldg.
SAN FRANCISCO

we all feel grateful for his words of commendation.

Mr. Rossiter has been on the R. & S. W. and Illinois Divisions for some time and his promotion takes him back to a division where he is well known and as popular as he is with us.

J. A. McKee, former farmmaster at Racine and Savanna, went to Milwaukee the first of the month as assistant federal manager of terminals, General Superintendent Bradshaw being appointed federal manager. The position embraces the C. & N. W., Soo Line and Milwaukee terminals at that point, and looks like a fine big job for a fine big man. His many friends on this division extend the heartiest of congratulations.

A derailment just east of Willow Crossing August 15 tied up traffic on the Racine line for several hours and nearly resulted seriously for several members of the crew. Engineer White and Conductor Victor received rather severe bruises and are unable to work at the present writing. Yardmaster Gibson showed very commendable foresight in accumulating necessary material and men to repair track and had them on the job in quick time. Engine 518, two cars of gravel, and the caboose, were badly damaged and considerable track torn up.

Mrs. C. H. Bush, wife of Agent Bush of Racine, died at her home in that city July 20 after a long illness. Mrs. Bush had a wide acquaintance on this division and the sympathy of the employes is extended to the family in their bereavement. Many of Mr. Bush's railroad friends attended the funeral.

The End of the Steel Trail.

Bess G. Spinning.

Miss Margaret Bolander, who has been substituting at Dock No. 1 this summer during the vacations, recently underwent an operation for the removal of her tonsils. Miss Bolander had an unusual experience and lost fifteen pounds during her illness, but is doing very nicely now. It was a pretty heavy loss of weight, Margaret, but a gain can easily be made.

We were all grieved to hear that little Marguerite Alleman, daughter of F. J. Alleman, agent, was run over by an automobile about two weeks ago, receiving a broken collar bone and several minor injuries. The last report from Mr. Alleman was that she was improving very satisfactorily, and our sincere and best wishes are for her speedy recovery.

Miss Dorothy Rau, clerk in the accounting department at Dock No. 1, is spending a week's vacation at Lake Quinault camping. Mrs. Helen Dobson is substituting during her absence.

Another warning of the loss of a clerk at Dock No. 1 this month. Mr. Thomas E. Maloney is preparing to join Uncle Sam's army at Camp Lewis, the latter part of August. We know that Thomas, like most Irishmen, is perfectly capable of taking care of himself, but our best wishes are with him in this brave step.

Mrs. Miller and Miss Olive Knauß, clerks at Dock No. 2, left the employ of the company and went to Seattle for employment there.

Mrs. Whitefoot, who has been spending the summer months with her husband and family at Day Island, has moved to town for a short time on account of their two children having their tonsils removed. Mrs. Whitefoot reports them improving very satisfactorily.

Apples given away by John Berry, Jr., one of the clerks at Dock No. 1 who has been doing considerable treating lately. We are wondering, John, if all of your neighbors have apple trees.

Miss Grace Erickson, clerk, is planning a two weeks' vacation commencing next week, during a week of which time she will spend in Victoria, B. C. visiting friends and relatives.

Mrs. John Mattson, who has been a grass widow for the last three weeks, during her husband's stay in Camp Lewis in quarantine, sent a word to our Hon. Chief Clerk Calvin Cheney, saying that she was suffering from a severe cold and would be unable to come to work. During the meantime and thru careful investigation was found that Mr. Mattson had come home on a twenty-four hour furlough, his first leave of absence in the last three weeks. "Pretty soft for the war birds."

Judges Give Opinions of Nuxated Iron

AS A TONIC, STRENGTH AND BLOOD BUILDER

It Helps Put Vim and Renewed Energy Into the Veins of the Weak, Run-Down, Infirm and Aged—Often Increases Their Strength in Two Weeks' Time.



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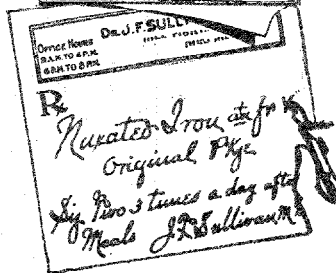
Judge Wm. L. Chambers

Judge Wm. L. Chambers, Commissioner of United States Board of Mediation and Conciliation at Washington, says: "Nuxated Iron has proven so efficacious as a tonic and vigor restorer to me that I am departing from my custom in sending you this voluntary testimonial. Long, steady overwork had produced a condition which caused my physician to advise a generous rest, but a loss of appetite and insomnia continued until I began the use of Nuxated Iron with most favorable results from the beginning. I regard it as a remedy of highest merit."

Ex-Judge Samuel S. Yoder, Statesman, Jurist and for 18 years a practicing physician, formerly Surgeon Major in the Army and Commander in Chief of the 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."



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Judge G. W. Atkinson

United States Judge G. W. Atkinson of the Court of Claims of Washington, D. C., former Governor of West Virginia, Member of the Congress and United States District Attorney, says: "It is without hesitation that I recommend Nuxated Iron to persons who in the stress of physical or mental labors have permitted the system to become debilitated, the body exhausted or the nerves run-down. It has restored my appetite and my vitality. I feel that I have dropped off the burden of months of toil in the few weeks that I have been following the very simple directions for the use of Nuxated Iron."

IRON is absolutely necessary to enable your blood to change food into living tissue.

Without it, no matter how much or what you eat, your food merely passes through you without doing you any good. You don't get the strength out of it, and as a consequence you become weak, pale, and sickly-looking, just like a plant trying to grow in a soil deficient in iron. For want of iron you may be an old man at thirty, dull of intellect, poor in memory, nervous, irritable, and all "run-down," while at 40 or 50 with plenty of iron in your blood you may still be young in feeling, full of life, your whole being brimming over with energy and force.

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 ordinary Nuxated Iron three times per day after meals for two weeks. Then test your strength again and see how much you have gained. Number of nervous, run-down people who were ailing all the while

have increased their strength and endurance in two weeks' time while taking iron in the proper form. And this after they had in some cases been going on for months without getting benefit from anything.

In commenting on the value of Nuxated Iron, Dr. James Francis Sullivan, formerly physician of Bellevue Hospital (Outdoor Dept.), New York and Westchester County Hospital, says: "It excels anything I have ever used for building up the system and increasing the red blood corpuscles, thereby enriching and fortifying the blood against the ravages of disease."

Manufacturers' Note.—Nuxated Iron which is prescribed and recommended by physicians and which has been used by Judges Yoder, Chambers and Atkinson 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 in this city by all good druggists and general stores.

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"National Waste"

and avoid troubles

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Telephone Central 2459

Rollin S. Church

509 Chicago Savings Bank Bldg.

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**The State
National Bank**

Miles City, Montana

U. S. Depository

Capital \$100,000 Surplus \$250,000

Interests: } 4% in Savings Department
5% on Time Certificates

**FIRST NATIONAL BANK
OF LEWISTOWN, MONTANA**

RESOURCES
\$3,000,000.00

**The Big Bank of the Judith
Basin Territory**

WE SOLICIT ACCOUNTS OF THE RAILROAD MEN

H. R. Wells, Pres. Robt. Yokley, Vice Pres.
L. K. Hills, Cashier

**THE MILES CITY
NATIONAL BANK**

MILES CITY, MONTANA

Capital and Surplus, \$125,000.00

We especially solicit the accounts of
Milwaukee System Men and all the
members of their Families.

4% Interest on Savings Accounts.
5% Interest on Time Certificates.

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ROUNDUP MONTANA

"The busy bank of the Musselshell Valley"

Safety Deposit Boxes For Rent
Railway Pay Checks Cashed Without Discount
Interest Paid on Time Deposits

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Hoge Building Seattle, Washington

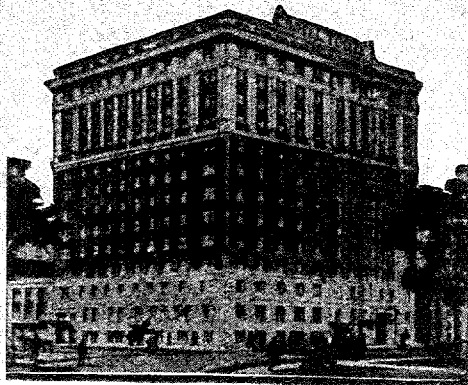
Capital and Surplus - \$ 800,000
Total Assets over - \$5,100,000

JAMES D. HOGE **N. B. SOLNER**
President Vice President and Trust Officer

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We pay interest on saving accounts

Meet Me at the
TULLER

For Value, Service,
Home Comforts



New Hotel Tuller

DETROIT, MICH.

Center of business on Grand Circus Park. Take
Woodward car, get off at Adams Avenue.

Absolutely Fireproof

	Single	Double
200 Rooms, Private Bath,	\$1.75	\$3.50 up
200 " " " "	2.00	4.00 up
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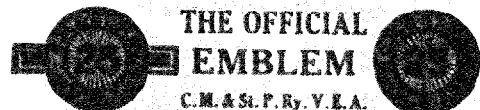
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