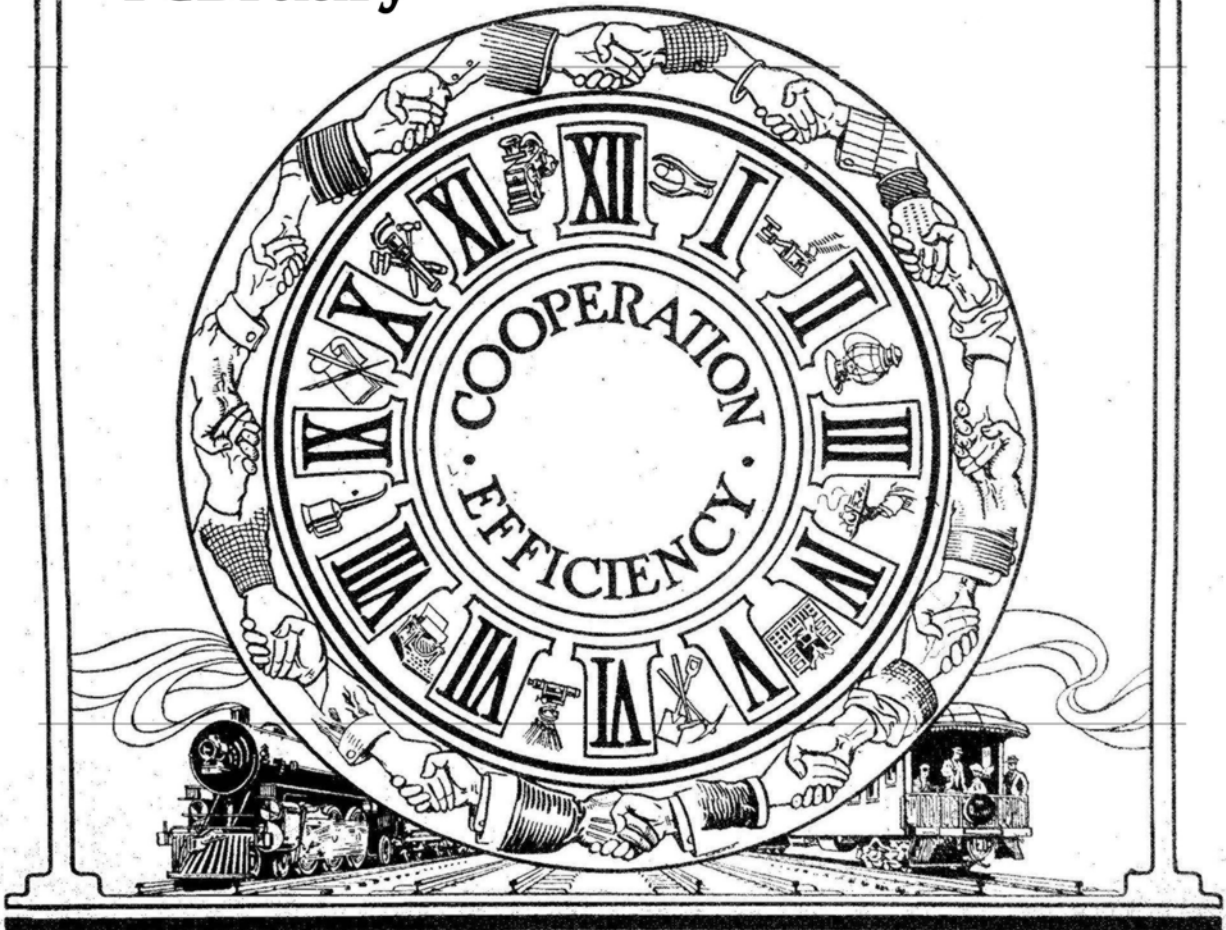


# THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

**February**

**1918**



VOLUME 5

No. 11

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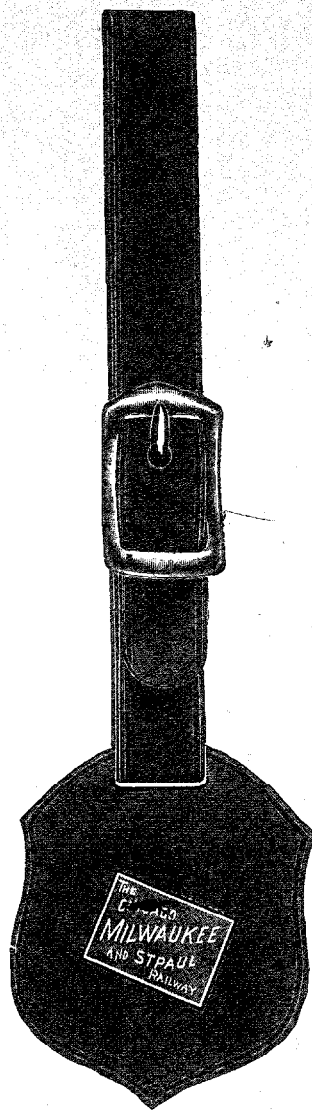
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Railway Exchange Bldg., Chicago

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VOLUME V

FEBRUARY, 1918

NUMBER 11

## Director General of Railroads' Appeal for Co-operation

Washington, January 8, 1918.

To All Railroad Officers and Employes:

The Government of the United States having assumed possession and control of the railroads for the period of the present war with Germany, it becomes more than ever obligatory upon every officer and employe of the railroads to apply himself with unreserved energy and unquestioned loyalty to his work.

The supreme interests of the nation have compelled the drafting of a great army of our best young men and sending them to the bloody fields of France to fight for the lives and liberties of those who stay at home. The sacrifices we are exacting of these noble American boys call to us who stay at home with an irresistible appeal to support them with our most unselfish labor and effort in the work we must do at home, if our armies are to save America from the serious dangers that confront her. Upon the railroads rests a grave responsibility for the success of the war. The railroads cannot be efficiently operated without the whole-hearted and loyal support of everyone in the service from the highest to the lowest.

I earnestly appeal to you to apply

yourselves with new devotion and energy to your work, to keep trains moving on schedule time and to meet the demands upon the transportation lines, so that our soldiers and sailors may want for nothing which will enable them to fight the enemy to a standstill and win a glorious victory for united America.

Every railroad officer and employe is now, in effect, in the service of the United States, and every officer and employe is just as important a factor in winning the war as the men in uniform who are fighting in the trenches.

I am giving careful consideration to the problems of railroad employes, and every effort will be made to deal with these problems justly and fairly and at the earliest possible moment. There should be a new incentive to everyone in the railroad service while under Government direction to acquit himself with honor and credit to himself and to the country.

W. G. McADOO,

Director General of Railroads.

Every officer and employe of the Milwaukee is pledged to yield Mr. McAdoo his earnest co-operation and support.

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## Car Efficiency—Necessary for Self-Protection

*M. Nicholson, Assistant General Manager.*

---

All employes of all railroads have been repeatedly reminded from various sources, government as well as official, that increased Car Efficiency is a patriotic necessity, essential to a successful termination of the war. They have taken an inventory of their patriotic ideas and decided they are in line with the public spirit supporting the government. They are willing to subscribe to anything patriotic which the other fellow originates if it does not necessitate sacrifice on their part, immediately. Railway employes have subscribed generously to bond issues—interest at commercial rate guaranteed—and have contributed to funds collected for carrying on philanthropic work; but have they really contributed the “mite” which will bring the results to them and their fellow workers? This is the question I wish to put before our employes as strongly as possible—to impress on them as forcibly as may be, that in being patriotic to their government they are helping themselves at the same time, and in greater proportion.

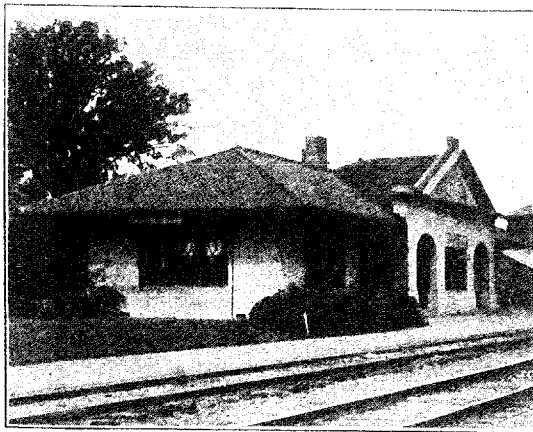
The lack of efficiency in our freight car has the most direct relationship to everyday expenses of any other element in our existence. There is ample production of all the necessities required for the daily upkeep, and there are ample agencies for buying and selling. Regardless of these conditions, can you or I purchase our daily needs at anything like normal or pre-war prices, or in the quantities, as heretofore? You and I are very apprehensive as to the future, and rightly so. We hear of increasing prices for everything required for our daily existence and that stocks of staple articles are rapidly decreasing. We count the pennies in our dollar and find less and less purchasing power every day. The prevalent idea of meeting this condition is to secure a

increase in salary to meet the “High Cost of Living,” but is the situation fully met in this way, and has the increase in salary offset the decreased purchasing value of the dollar? The answer is in the negative. The value of your dollar has decreased on account of lack of efficiency in the machinery required to transport from the producer to the consumer. You and I are a part of that machinery along with the box car and engine. We have failed to sufficiently increase the working capacity of ourselves, of the car and of the engine. We have helped to contribute to the delay in moving the car when not held by the shipper or receiver of freight. We have contributed to conditions that resulted in damaging the car or engine, resulting in withdrawing that much of the machinery from continuous service, all of which operated to delay the transportation of necessary articles for our very existence, creating the shortage that allowed the demand to overbalance supply, and force competitive bidding for the limited quantity. We pay the increased price—an unnecessary tax on our income—and fail to realize that it is due to our failure to increase the efficiency of the human transportation machinery of which we are a part; and the mechanical transportation machinery of which the car and engine are a part.

Our patriotism from a national necessity is appealed to and rightly so, but this is made necessary on account of failure to see the selfish viewpoint that by making our machinery—both human and mechanical—perform its fullest normal functions, there would be no shortage in supply, an ample quantity of all necessities would be located at the places of demand, and our cost of living, consequently reduced.

It is with the personal interest of all of our employes that I make these

statements. Recent action on the part of our government in taking over the supervision of railroads will change the situation so far as the cost of existence is concerned, and deficits in railroad returns to investors will be made up either through direct taxation or indirectly by each paying his proportion on every article bought. The direct tax can be obviated by increasing the efficiency of the car and engine to such a point that the income will meet the outgo. The indirect tax can be obviated at the same time and with the same rule, which will operate to overstock the markets and depress the price that you and I have to pay.



Columbus, Wisconsin, Passenger Station.

The passenger station at Columbus, Wis., a town of about 3,000 population on the LaCrosse Division, is a one-story structure 28 feet by 96 feet in size with two bays and was built in the year 1906.

The outside walls are built in a very substantial manner of re-inforced concrete laid in belt courses. This gives the building the appearance of having been built of cut stone.

The entrances to the waiting room are of an ornate type, being in reality covered porches which are not generally found in a station of this size.

The roof of the building which is hipped at both ends with a large gable over the ticket office bay and the two entrances to the waiting rooms, is covered with Spanish tile. This roof has wide horizontal projecting eaves with ornamental brackets underneath.

The plan arrangement of the various rooms is compact, convenient and all are well lighted by large windows.

The hot water heating plant is centrally located in the basement and does not require long runs of piping to reach any of the radiators.

The officials of the company often refer to this station when giving instruction for designing new stations.

The dining car having been taken off the Des Moines Division, Conductor S. C. Snow, having served in that capacity for about 15 years on this division, was transferred to a run between Lewiston and Harlowton, Montana, and word was received from him that he is very much pleased with his new run.

We have a number of Class A1 boys, both in engine, train and station service who will come under the next draft.

## ALL GOOD TEAM-WORK IS GOOD WAR-WORK.

The New Year Call for 1918 is the call of Uncle Sam. The New Year cards of his boys are not left on card-trays or dropped in fancy baskets, but are stacked, millions of them, in that card index of names which embodies America's strength and America's purpose in the world cause of Democracy. For once, a "Happy New Year" is made subordinate to a "Useful New Year." And never was there such a year in which to make usefulness count.

Every name now registered for the work of war, in any of its branches, at home or abroad, is a vertebra in the backbone of Uncle Sam. But Uncle Sam depends not alone upon those who wear his khaki. With co-operation as the keynote of all war endeavor there is a place in the backbone for every worker, whatever his job.

As far as America is concerned, this war is not a thing of battlefields, or even of war zones; it is not something which stops with the reserve trenches and from there tapers off into the ways of peace; it is big enough and vital enough in its aims, and in its bearing on America's future, to enlist the spirit and the services of every man. It is so big and so vital that all work which needs speed linked with efficiency in its performance is war-work, and important war-work, no matter how little it may have to do with the actual implements of war, or how far removed from the sound of war it may be done.

All good team-work is good war-work; and of that the boys in khaki, in training camp, field or trench, need have no monopoly. Some of the most practical service may, and will, be done by those for whom stars will dot no service flags save the service flags of their own consciences. Inspired by the example of such of their number as are now doing military duty, with all the liability to hardship and sacrifice which that duty entails, the Wells Fargo force at home are most aptly fitted by the very nature and opportunities of their calling to do invaluable work for the present success and future security of their country.

—Wells Fargo Messenger.



## American Commercial Interests Owe Much to Japan

Railway & Marine News, published in Seattle, recently issued a Japanese edition, exploiting the forward march of the Island Empire of the Pacific. Vice President Calkins, who made the Oriental Cruise in 1916, made himself thoroughly acquainted with the trade relations between this country and Japan and studied closely the inter-related commercial interests of the two nations. The results of his observations, and his belief in the great future of traffic interchange with Japan were embodied in an article for the edition mentioned of Railway & Marine News, which is here reproduced by courtesy of that paper:

"American commercial interests owe a great deal to the Japanese people for the aggressive manner in which they have provided ships for the handling of traffic, not only between Japanese and American ports, but between Russia, China and the Philippine Islands; also for the progressive manner in which they have co-operated with the business men of America in building up the immense and prosperous commerce that is now being interchanged between America and the Far East. It is very nearly impossible to estimate the work which the Japanese people have done in this connection. They have sent their emissaries to this country in great numbers and have familiarized themselves with the English language and methods; they have brought our merchants in touch with the merchants not only of Japan, but of all the countries in the Far East, and I cannot but feel that a great deal of our present trans-Pacific business is due directly to the unusual energies which the Japanese have put forth.

Japan occupies in the Far East a position similar to that of the British Isles in the European section of the world, and the Japanese people are fully alive to the commercial situation and the advantageous position which they occupy. It is necessary that the American business man in transacting business in the Far East should take into consideration the fact that Japan is the great commercial country of that part of the world; that the growth of her shipping industries, factories and commerce is simply phenomenal; that she is not only reaching out for American trade, but is obtaining it through steamship lines to Australia and the Strait Settlements, as well as to Mediterranean ports and England; that she has an immense fleet of local ships plying up and down the coasts of China, Korea, Siberia, Ceylon and the East Indies; that wool is being brought from Australia, silk from China, and cotton from America, and spun into fabrics in Japan and redistributed to these various markets of the

world; that the possibility for the growth of American trade with Japan is, and will be for a number of years, limited only by the number of ships and available cargo space that can be provided to handle it.

Japan has a wonderfully efficient system of railways, covering the entire island with a network of steel, which reaches the remotest sections of the country and thus enables her to assemble the raw materials in a very quick and capable manner. She is building great docks and warehouses, and has in the past few years established a port of clearance which is ranking equal with, if not exceeding in importance the British port of Hong Kong. Factories of the most modern type are being constructed in all sections, with skilled labor in abundance and at fair and reasonable wages. It is very fortunate that the cities of Tacoma and Seattle, on Puget Sound, in the last few years have provided such extensive storage warehouse and terminal facilities for the handling of this immense Japanese business, as they surely will be needed, and many more will have to be added within the near future, as it is my judgment that the Puget Sound country—due to its wonderful facilities for taking care of shipping and also the fact that it is the nearest point to the Orient—will always command a larger portion of this American-Far Eastern trade than any other Pacific Coast terminal. Puget Sound with its five transcontinental railroads is in an excellent position to promptly assemble and distribute these products throughout the various sections of the United States, and I believe that for many years to come, at least, it will devolve upon the transcontinental railroads to handle this Far Eastern business, rather than pass it through the Panama Canal, as the most of it originates at central points within the United States, and must of necessity be connected up with the transcontinental lines.

I fully realize and appreciate the importance of these railways preparing for the future growth of this enormous Far Eastern business, which, in my judgment, is going to continue to grow by leaps and bounds, and I trust that the American business man will realize the possibility of this trade and become more aggressively acquainted with conditions in connection with the same. As I see it, the weakest point of the American business man is the fact that he does not travel abroad, and is insufficiently represented in the Orient. It is only necessary for one to visit these Far Eastern countries to satisfy himself of the great opportunities that lie at our door across the Pacific, and I strongly urge every business institution that has any connection or desire of entering into this wonderful field to visit these countries (or send their representatives), and become acquainted with the real facts and more closely ally themselves with the people of the Orient, where they will find an open door, a hearty welcome and many desirable and attractive business opportunities.



J. M. Dorsey.

F. J. McDonald.

R. W. Gallagher.

O. Bakke.

## Some of Our Roadmasters

*Concluded from December Magazine*

P. H. Madden, roadmaster of the west LaCrosse Division has been in the service of this company forty-three years, beginning in 1874 as water boy for his father, John Madden, who was extra gang foreman, working between Kilbourn and Mauston. He next worked as section hand, and in 1880 was promoted to section foreman. Two years later he was given charge of an extra gang, and in 1885 became trackmaster of the LaCrosse yard.

In 1887 Mr. Madden was appointed roadmaster, with headquarters at Aberdeen, S. D., where he remained five years, transferring in 1892 back to the LaCrosse Division. Since that time he has had charge of construction work on both the LaCrosse and River Divisions and when the Coast Line was under construction he was sent to Kadoka, S. D., to take charge of construction work on what was known as the White River Division. After its completion to the Cheyenne River, he took charge of track laying west from Cashmere, now McLaughlin. In 1907 he returned to the LaCrosse Division, but the following year went into construction work again on the H. & D. between Mitchell and Mobridge. "In addition to all this running around," Mr. Madden writes, "it is needless to say that in the early days the roadmasters had a great many hardships in the way of snow blockades, washouts, etc., many times keeping them out on the work until exhausted from lack of food and sleep. But when one thinks of the pleasant days spent in the employ of the C. M. & St. P. they will offset the hardships gone through. I have always worked for officials who discharged their duties efficiently and who appreciated the efforts of the roadmaster. I can also say that I have been fortunate in having a fine lot of section foremen as well as extra gang foremen to work for me—men who never failed to co-operate with me, thereby making the hard jobs easy, and I feel satisfied that together we have done our

best for the C. M. & St. P. Ry., which employs us."

Roadmaster E. McGee of the Columbia Division, whose picture appears in this issue, began his service with the Milwaukee on the Superior Division as section laborer, which job he held for a year and a half, and then was promoted to position of foreman, which he held for four years. He spent thirteen years as extra gang and section foreman on the Southern Minnesota, when he went west with the Extension. He has been roadmaster on the Columbia Division for eight years.

Another Columbia-Idaho Divisions roadmaster is C. F. Allen, located at Plummer, Idaho. He entered the service as resident engineer in 1907, being located at Clinton, Montana, in construction work. He was engineer in charge of construction on the Big Blackfoot Railway, between Bonner and Clearwater, Montana, in 1910 and 1911; was also assistant engineer in charge of construction on the Gallatin Valley Railway, in 1912. He was appointed roadmaster in 1913 and continued in that position on the Musselshell, Idaho and Columbia Divisions since that time.

Roadmaster J. M. Dorsey of Ellensburg, Wash., came to the Milwaukee in 1908. He reported to Engineer George M. Rice, now Major Rice of the Eighteenth Engineers, Railway, somewhere in France, but who at that time was in charge of construction east of the Cascade Mountains. He says, "I landed at Easton at 2 a. m., it was raining and snowing like the devil; the hotels were all full, the saloons were full and everyone I met was full. I felt like getting full myself, but I was broke. I found Mr. Rice after two days looking for him, and had charge of road work under him until early in the winter, when I was called back to Seattle to take charge between Seattle and Tacoma. In March, 1909, I was called back to Ellensburg under Mr. Rice, to accompany a snow-bucking expedition through the Cascade Moun-

tains. It took ten days to get through, and I then went back to Ellensburg to take charge of construction work between Cle Elum and Othello, with headquarters at Ellensburg, and have been here ever since."

Roadmaster R. W. Gallagher of Ste. Maries, Idaho, went to work on construction at Plummer in 1908 as extra gang foreman. Worked as exgang foreman until August, 1910, between Malden and Taft Tunnel (St. Paul Pass), occupying thereafter the position of roadmaster at various locations in the Bitter Root District. He has been roadmaster at Ste. Maries since 1913.

Roadmaster O. Bakke is located at Spirit Lake, on the Pend Oreille Line. He started there in 1907 in the service of the I. & W. N. as superintendent of construction. He was appointed roadmaster upon completion of that line between Newport and McGuires. When the I. & W. N. was taken over by the Milwaukee Mr. Bakke came with it, and has remained in that position at Spirit Lake ever since.



E. McGee.

F. J. McDonald is roadmaster of the Trans-Missouri Division, with headquarters at McLaughlin. He started to work for the company at Iona Lake, Minn., in October, 1894, working on the S. M. Division until 1907, when he went to Mobridge and was appointed roadmaster on the Standing Rock Line during construction. He has been on the Trans-Missouri continuously since it was opened for operation.

No. 15 is Mr. M. Murphy, of Tama. His service with the Milwaukee commenced in 1883, on construction between Aberdeen and Ipswich, S. D. After the work closed in the fall, he became section foreman on the first section south of Aberdeen. This section has 50-pound iron rails, hemlock and tamarack cross-ties and Dakota soil for ballast. In July, 1887, a division was established, including the lines west, north and south of Aberdeen, with Mr. D. L. Bush as the superintendent. In the summer of 1887, a small terminal consisting of a 15-stall engine house, boiler house, coal sheds and trackage was built at Aberdeen, and Mr. Murphy was appointed yard foreman, with an extra gang to lay the necessary trackage.

In 1890 he transferred to the S. C. & D. Division, as yard foreman at Sioux City.

In 1892 he was appointed roadmaster of the Mitchell and Armour lines, and in 1896 was transferred to the east division with headquarters at Manila. In 1910 he was appointed construction roadmaster on the S. C. & D. Division, and in 1913 was transferred to the C. & C. B. Iowa, with headquarters at Perry, to take charge of construction and maintenance work under Superintendent Marshall. He was placed in charge of the middle division between Perry and Marion, where heavy line and grade changes were in process, as well as second track construction. He returned to the S. C. & D. Division in 1914, but on March 28, 1915, transferred permanently to the Iowa Division at Tama.

George Barnoske is No. 15—roadmaster at Marion—with jurisdiction over the East Iowa Division. Mr. Barnoske came to the Milwaukee in 1891, entering the service at Marion as assistant roadmaster between Savanna and Council Bluffs, having charge of construction. In 1893 he was appointed roadmaster of the East C. & C. B. Iowa, but since that time he has had charge of construction work, grade reduction and line changes on the middle as well as East Iowa Division. In 1909, he transferred temporarily to the H. & D. to take charge of construction work between Montevideo and Minneapolis. In 1910, he supervised double-tracking on the River Division between Richmond and Wabasha. In 1913, he took charge of double-tracking on the East Iowa Division, where he at the present time has jurisdiction.

No. 17 is H. M. Geelhart of Roundup, Montana. Although a young man, he has seen twenty years of service with the Milwaukee, starting as water boy on the Superior Division. Later he was section laborer and section foreman at Rockland, Mich., under Roadmaster John Dunn, from which place he was transferred to Milwaukee Terminals, laying switches and other important work under Roadmaster Fred Buffmire. His story, written by himself, is interesting. He says:

"Being a young fellow of eighteen, I wanted to make good, and some of the puzzle jobs I got into, such as laying puzzle switches, leads, cross-overs and rings, added spice to my zeal, making the work very interesting.

"A few years later I went to South Dakota to work on the Blackhills extension, laying the first rail over the pontoon bridge crossing the Missouri River at Chamberlain; our effort was to lay a mile or more each day with an iron car. Later I went back to work on the LaCrosse Division, during the year, double tracking between Portage and Watertown, under Roadmaster F. H. Buffmire. We had a good year to do the work; labor was cheap and lots of it, and wherever you looked you could see Roadmaster Buffmire between the hours of 5:30 A. M. and 10:30 P. M., always arranging the work for the day ahead, to avoid delays, and I tell you he had a fine system.

"After the completion of the double tracking went to the Puget Sound extension and landed at Deer Lodge as a newlywed, took charge of an extra gang of about one hun-

dred and eight men under C. H. Marshall, who was then construction superintendent, the year of April 1, 1909.

We started out of Deer Lodge with a steam shovel outfit for Superior, Mont., to get out gravel for the first lift; we had some job getting over the skeleton track at that time of the year; were ten days making one hundred and fifty miles and were off the track with shovel and engine about a dozen times. No one knew where we were at until we landed at Superior. We got into a big mud cut about three miles east of Alberton and if anyone had seen us in the mud with engine and steam shovel off the track they would have said, "Those fellows will never get out of there without some help." But everyone got busy except a farmer whose crossing we happened to block, and he would not as much as give us a feed, so after two days of hard work and dago spaghetti to help out, we landed safely at Superior.

"Instead of graveling as we expected, we had to devote practically all of our time to clearing the track of dirt and rock slides in the Bitter Root Mountains. This was some experience for a fellow coming from Wisconsin, who had never seen mountains. After all, a big summer's work was accomplished. I remember one day we raised as high as 8,900 feet of track in the first lift, everyone trying to do the most.

"After this season of work, I was transferred to Tacoma under F. M. Webb. In the year 1917 was appointed roadmaster.

"Being transferred so many different times, it was a matter of trying to make a record at each transfer. My aim was whenever I put up a piece of track to try to get it as near a standard railroad as possible, with a perfect surface, line and dress and a lot of gravel under the ties. A man cannot maintain a perfect railroad unless he has sufficient gravel under the ties and an experienced track man to keep it that way. It does not signify that just because a section foreman has six to eight men on his section, that he will have a perfect railroad; in many instances a foreman who has not the experience or system of doing the work will spoil what perhaps has been a perfect railroad.

"When I was appointed roadmaster in 1910 I made it my business to try to educate the foremen as to what I considered a good system of making a perfect railroad and getting value received out of labor expended. For example, if you ride over a railroad or a man's section which he has probably been on for several years, and see that many of his ties are broken off at ends, open ties around joints and churning, track very bad, out of line and surface, lot of loose bolts and spikes sticking up wherever you may look or wherever he may have raised a place and left it undressed, or perhaps come along and see scattered material, old and new, along his section, and then look back at the labor he has expended in the length of time he has had the section, it goes to show that either the foreman or the roadmaster does not care

whether 'school keeps or not' or does not understand his business.

"If a roadmaster will get down to bedrock, get his foremen in line to get started at the furthest end of their sections, working towards home and repairing some of the above-mentioned faults, by the end of the season he ought to have his section improved 75 per cent, in place of starting out in the morning, jumping around from place to place, putting on or taking off a hand car whenever a train passes him, or perhaps find him at stations when he should be out on his section. A section foreman who takes pride in his section, I know, can have a neat appearing section and yard at all times."

No. 18 is E. W. Phelan of the H. & D. Division,—one of the best known and most highly respected veterans of the H. & D. Division. He writes his own story as follows:

"My service with the company dates from July 1, 1878, when by invitation of Thomas Rafferty, I went to Winnebago City, Minn., and took charge of his extra gang when he was appointed roadmaster in place of a man by the name of Watts.

"I told him and J. M. Egan, who was engineer of construction, also W. C. Van Horn, that I would give them a trial of thirty days as foreman of the extra gang, and if my services were satisfactory at the end of that time I would move to Winnebago City. They said my services were satisfactory after thirty days, so I moved to Winnebago City and was in charge of extra gang from July 1, 1878, until July 6, 1882, and built the Southern Minnesota Division from Winnebago to Sioux Falls and to Vilas, which is west of Madison, S. D.

"I laid the track into Flandreau from first station east of Flandreau, in 1879, and we were promised a bonus from Flandreau of \$10,000 or \$15,000 for getting track in there by the last day of December, 1879, which we never got.

"I also laid the track from Flandreau to what is known as Sioux Falls Junction, about two miles from Egan, S. D., in 1880; also laid the track from a place called Winifred to Madison, S. D., in 1880, and in 1881, the track from Madison to a place called Lake Herman about four miles west of Madison, and in 1882 I surfaced the track and finished it into Sioux Falls in 1882, and laid the track to the penitentiary at Sioux Falls.

"During the fall of 1880 we had a very bad snow storm on October 15th, and after finishing track into Madison, S. D., I had to hire teams and take our men and boarding outfit from Madison to Flandreau, as the road was all blocked with snow and no train service, so as to get them home to Ramsey, Minn., on main line.

"I also ran a snow gang of 100 to 150 men from January 2, 1881, to the 24th of April, 1881, shoveling snow and trying to keep the road open between Sherburn and Dell Rapids, S. D., and Madison, and about all the good we did was to get seven provision trains through, two of them as far as Dell Rapids. We suffered from the want of something to

eat a good deal of the time and from want of something to wear. We could not buy any overshoes, so had to buy common sacks and make overshoes of them.

"After being away from home seven weeks on one trip, I walked from Fulda, Minn., to Flandreau, I think a distance of about 57 miles, and all I had to eat was some biscuit made of flour and water, without any way of raising it. We took the top of those biscuits and made sandwiches of them, using beef without salt for it, and made what we called "lick top" of the tallow of the beef. I filled up my pockets with those sandwiches and walked the first day from Fulda to three miles east of Pipestone, and walked home the next day. I was snow-blind, so that I could not see for three days after I got home.

"Our track in the spring of 1880 was all washed out from Flandreau to Dell Rapids, taking out five bridges across the Sioux River, breaking rails off square at ends, taking pile bridges and all.

I was transferred the 6th of July, 1882, from Sioux Falls to Northfield, Minn., to build a branch line from Northfield to Cannon Junction, on the River Division, and transferred from Northfield on the 27th of April, 1883, to Milbank, S. D., and was appointed roadmaster on H. & D. Division from Bird Island, Minn., to Milbank and to Wilnot and have been roadmaster on H. & D. Division since that day."

William Shea is No. 19,—a roadmaster of more than local renown, having been president of the American Roadmasters' Association during 1912 and 1913. He went to work as assistant foreman of extra gang at Cedar Rapids, Iowa, in May, 1884, during the construction of the C. R. & O. Line. In November, 1884, he was appointed section foreman at North English and was section and yard foreman on that division until July, 1887, when he was placed in charge of construction gang of 165 men on the Kansas City Division. Finished surfacing track behind track layers to Kansas City in November, 1887, and was extra gang foreman on division until June 11, 1890, when he was appointed assistant roadmaster of the Western Division of the C. & C. B. in Iowa; transferred to Eastern Division in August as assistant roadmaster; appointed roadmaster, Middle Kansas City Division, December 29, 1890, where he still remains.

No. 20 is H. A. Buel of the Rochelle & Southern. He has had a varied railroad experience, having commenced in the train service between Calmar and McGregor in 1868. He left this to take up clerical work in the freight office at Ramsey Junction, Minn. He was then employed as foreman on wood and construction train, located at Faribault. This train did construction work during the summer and hauled wood in the winter for engine use. In 1877, Mr. Buel was promoted to be conductor of this train, remaining in that service four years.

In 1882, he was appointed roadmaster on the H. & D. Division at Hastings, transferring from there to the Dubuque Division. From the Dubuque, he went to Red Wing, as roadmaster on the River Division, where he remained for twenty years, when he went to the R. & S., at his own request.

Mr. Buel is hale and hearty, with a strong desire to be out every day attending to his duties. Of the Milwaukee he says: "I have seen the road grow to as strong and healthy a corporation as any in the world, and my desire is to live long enough to see it the largest and best railway in the world, trusting the employes will be as loyal in the future as they have been in the past."

Roadmaster J. Murphy of the East Prairie du Chien, did not furnish his photograph, although he kindly contributed a little sketch of his life and work.

He started on the Milwaukee in April, 1876, as laborer at Fox Lake Junction, Wis. Wages for that kind of work were from 96 cents to \$1.25 per day. In 1882 he became section foreman on the same section on which he commenced his work, holding this position for four years, when he was appointed roadmaster at Horicon, Wis. Of that time, he writes:

"Those were strenuous days for railroad-ing. We had mostly all old chair iron rail and what we called the fifty-six pound fish plate rail. The chair iron rail was all lengths, from ten feet to twenty-one feet long. On the section I run from one mile east of Fox Lake Junction to Randolph, which was six miles long with a wood yard at Fox Lake to take care of. Most of the rail in this section was all chair iron rail, and I have known trains to make sixty miles per hour down hill from Randolph to Fox Lake Junction. I very often rode on the rear end of the way freight coming down the hill from Randolph, and the jingle of those joints would sound in this manner, 'Ten feet, ten feet, ten feet,' and then in another manner, you could imagine the sound in this way, 'Young folks, old folks, young folks, old folks,' etc.

"On the first day of June, 1891, I was transferred from the Northern Division to the Prairie du Chien Division as roadmaster. Six years section laborer, six years section foreman and three years roadmaster on the Northern Division and twenty-six years and five months as roadmaster on the Prairie du Chien Division, headquarters at Waukesha. Forty-one years in service on the C. M. & St. P. Railroad on April 1, 1917."

Bert Tam, an old Des Moines Division brakeman, is with the coast artillery and located at San Francisco.

C. A. Bestor has recently been promoted from depot ticket agent at Dubuque to city passenger agent at Des Moines. Prior to his appointment at Dubuque he was assistant city ticket agent at Des Moines, so that the work will be familiar to him and his many friends wish him success in his present position.

## Claim Prevention Bureau

*C. H. Dietrich, General Chairman*

The General Committee on Prevention of Loss and Damage Claims wishes to report that for November, 1917, the loss and damage account amounted to \$140,031.67. The freight revenue for that month amounted to \$7,425,488.76, indicating that the ratio of loss and damage to freight revenue was 1.88 per cent. The loss and damage account for the same month last year amounted to \$104,874.30, showing an increase for November, 1917, over the same month of the previous year of \$35,157.37. The ratio of loss and damage to freight revenue for November, 1916, was 1.36 per cent.

From this statement it is quite apparent that our loss and damage situation is not only showing no improvement, but is steadily growing more serious. The volume of claims received during December confirms this opinion and nothing that can be done to counteract this unnecessary drain on the company's resources should be overlooked by any of the thousands of employes to whom this bulletin is addressed.

Up to this time we have experienced two sieges of extremely low temperature. The first one in November caught us with a considerable amount of perishable freight in transit and there was more frost damage than there should have been in view of the precautions that were taken early in the season to overcome this class of claims. During the second cold snap in December, however, a marked improvement was shown and with a few exceptions (there were very few shipments frozen. This was due largely to our receiving agents shutting off on perishable freight as soon as the cold wave prediction reached them and this is the secret of preventing frost damage claims.

In other words, if we do not have the perishable freight in our possession during these extremely low temperatures, we are sure of it not being frozen, and where a temperature of zero or lower prevails, or a prediction of a temperature this low is at hand, the acceptance of perishable freight should be discontinued.

Our greatest trouble to date this winter on frost damage has been on carload shipments of eggs, and all agents at egg shipping points should be confident before permitting a car to be loaded that it is first a suitable car, and where shipped at company's risk of frost damage (Option Two) that suitable heaters are provided and in good working order with sufficient fuel to carry the car to destination. If this is done our organization at division points will take care of the heaters and insure safe transit. Fresh eggs are worth 60 cents a dozen and where frozen badly their value is decreased about 50 per cent.

A carload of fresh eggs is worth approximately \$7,000.00, and this fact should be borne in mind by every man accepting a carload of this commodity during severe weather.

Under our present system of loading merchandise to the full visible capacity of cars, the question of careful and painstaking stowing in approximate station order and with a view toward preventing the light and fragile packages from being loaded underneath heavier freight is more important than ever before and all concerned at our larger loading stations must give this matter their personal and persistent attention in order to cut down the claims for broken and damaged merchandise.

Since our last bulletin was issued the control of our company, as well as all other railroads, has passed to the government of the United States. The Director General at Washington in his analysis of the operations of the various companies will undoubtedly take notice of the loss and damage to freight account, and inasmuch as every patriotic officer and employe of our company has pledged their best efforts toward efficiency and economy in the operation of this railroad during the government's control, we must not for an instant overlook the fact that in the conservation of the various commodities handled by freight and the prevention of loss and damage to the same, we are not only keeping this pledge but we are also assisting in preventing the waste and loss of food, clothing and the many other essential factors that will go far toward winning the war.

### Maximum Carloading.

*Committee on Maximum Carloading.*

On account of the severe weather conditions during January which has slowed up the movement of cars throughout the entire country, the shortage of equipment will undoubtedly be felt more acutely than ever during February and March, and agents should not only advise maximum loading, but should insist on every car they furnish being used to its full visible capacity.

The Wrought Washer Manufacturing Company of Milwaukee on all of their gondolas loaded with scrap during December, built a rack two and a half feet high around the entire car which enabled them to load these cars with scrap iron to 10 per cent above the marked capacity of the car. The expense of building this rack was considerable, but the results warranted their going to this additional expense.

There are many commodities shipped in barrels that can be double decked by shippers going to some expense in placing a decking

of substantial plank between the tiers and in every instance possible this should be insisted upon.

Every waybill reaching our freight auditor's office is being checked by the Maximum Carloading Committee for the purpose of locating underloaded shipments, and the time has now come when it will be necessary to take extreme steps with shippers who will not co-operate in this heavy loading campaign. Agents, trainmen and all other interested employes should favor this committee with an immediate report of underloaded cars coming under their observation, giving sufficient reference to enable this committee to take up at the shipping point.

#### Dining Car Service "Efficiency."

The railway dining car services all over the country have reported to the United States Food Administrator that during the months of October and November, the following savings on meat, wheat flour and sugar were effected:

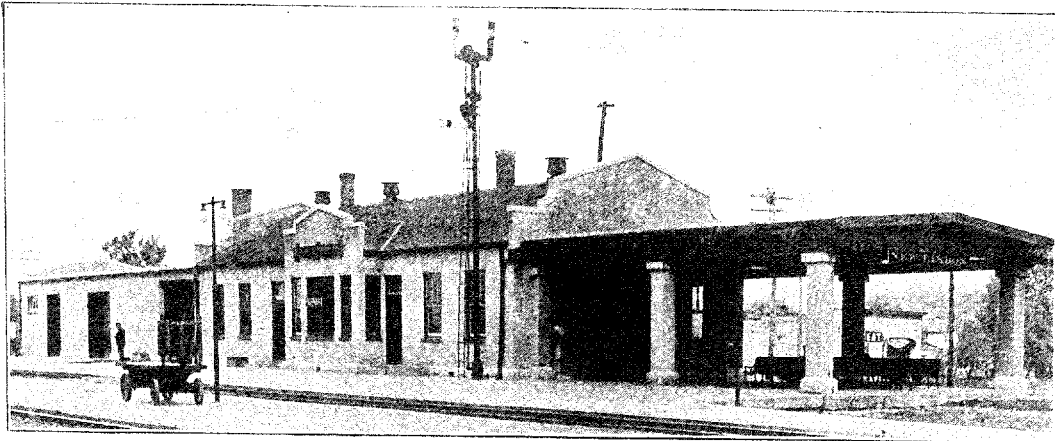
Meats ..... 469,508 lbs., or over 234 tons  
Wheat Flour.. 238,098 lbs., or over 1,214 bbls.  
Sugar ..... 25,699 lbs., or over 12½ tons

These savings were made despite an increase of twenty per cent in the number of persons fed in dining cars during the two months in question, as compared with the corresponding period of the previous year.

This is a remarkable showing, illustrating the tremendous value of teamwork. The dining car department heads of the various

railroads centering in certain districts hold regular monthly meetings at which are discussed every possible means toward conservation of the foodstuffs most necessary for export and most vital in winning the war. Patrons of dining cars have patriotically and unselfishly assisted in all conservation measures and it is safe to say that none has left a dining car table hungry or with the feeling that he has been meagerly served. If he did not have roast meats, chops, stews or steaks on Tuesday, and there were no wheat cakes or wheat bread on Wednesday,—no bacon or pork chops on Saturday, he has found ample food to take their places. He has, without question dined sumptuously on fish or fowl or macaroni and cheese, or some other highly palatable substitute for the favorite beef, and he has quite probably gone the dining car steward one better and helped "conservation" by omitting the meat order from his breakfast. Likewise, he has taken his buckwheats on Wednesday morning, eaten delicious toast made of "war bread" and omitted the order for bread and butter at other meals, and he, moreover, has had food a plenty and of satisfying variety.

The dining car stewards of the Milwaukee have displayed commendable zeal in preparing appetizing menus from which meats, wheat and sweets are eliminated as far as possible. If "food will win the war" the Milwaukee stewards are in the fight to the finish, with much friendly rivalry amongst themselves to see who shall present the most attractive and desirable menu to the patrons of the dining cars.



New Lisbon, Wisconsin, Passenger Station.

During the latter part of the year 1916 a new passenger and freight station was built at New Lisbon, Wis., a town of about 2,000 population at the junction point of the LaCrosse and Wisconsin Valley Division. The outside walls are of hollow tile covered with stucco.

The plan arrangement comprises two separate buildings with an arcade between them. The station proper is 32 feet by 72 feet with waiting rooms, ticket office, toilet rooms, lunch room and kitchen. This building also has at the waiting room end a pavilion 32 feet by 36 feet of timber construction with stucco columns. The roof over this portion of the building is a pitched roof between two end walls gables and without projecting eaves.

The baggage building contains baggage, freight, boiler and warm rooms, and is 29 feet by 61 feet, and together with the 16-foot arcade between the buildings is covered with a low, flat roof. The freight room has a raised platform inside and outside. One portion of the outside platform is 20 feet by 29 feet located at the end of the building and another part is 14 feet by 45 feet with an end incline and extending along side of the freight tracks.

The station facilities being more elaborate than are usually required by a town of this size, due to the fact that it is an important junction point, have made the building unusually long for its width and made a departure from the usual lines of design.

## Scraps from the West End.

I. A. B.

I never really expected to arrive in time for the January Magazine. With all those washouts, I surely thought my gems of wit would be floating down the Yakima River, which got on the rampage and went out of its way, to look for Sted, we suppose, and see what he did with my Christmas present.

But yesterday afternoon I went up and down the line and got a whole knitting bag full of news items. And when I got back, the railroad had nearly stopped and the space outside the counter was full of people waiting for passes. Isn't it the limit when you go out in search of excitement, someone always wants a pass?

Wandered into the export and import office and was very nearly scared out. The only one who looked at all familiar was Miss Cummins. I was introduced to Miss Mildred Fredler, J. J. O'Meara and Frank Simpson who it seems have been there since October and November. How do you suppose I ever neglected that office so long? But it shall not occur again.

J. M. Allen has gone to Portland to act as commercial agent and let E. K. Garrison go to Milwaukee. H. Schroeder is now assistant freight claim agent in Seattle and E. Hanson has come back to the fold to act as chief clerk. Congratulations and best of success to them all.

We were very glad to see Mr. Calkins' picture in the Magazine and read the nice things that were said about him. Shortly before Mr. Calkins left he was the guest of honor at a luncheon attended by a large number of Milwaukee employes. While we were not invited to officially report this gathering, we understand everyone had a nice time, the speeches were fine and the "eats" were also good.

Miss Molly Stickney and A. J. Scott have gone to Chicago, too. Their chairs look awfully vacant and now Mr. Scott has gone, there won't be anyone to come in and ask me to put their name in the Magazine. But such is life, and we wish them well.

I like Sted so much, he exaggerates just the same way I do.

Miss Braun of the engineering department holds the record for buying war savings certificates. Everybody in the building pretty near stopped work to see so much money invested. She states it is not her savings, however, that she used, and also says she will pay no attention to offers of marriage.

We have enjoyed reading parts of letters from J. C. Johnston, brother of Miss S. V. Johnston of the engineering department. In spite of the hardships, there seems to be some compensation in France. And, by the way, has everybody heard of the Company D, Eighteenth Engineers' Auxiliary? Miss Johnston can give you particulars.

And have you seen the box in the vice president's office where you are cordially invited to contribute a part of the luxuries you buy for yourself to go to the boys in France? Better look into this closely.

Among my (Ahem) voluminous morning's mail, I find the following:

"I. A. B. This war is making me sad, and the other day I wrote a poem which I hope you will think is pretty enough to put in the Magazine:

"My Tuesdays are meatless,  
My Wednesdays are wheatless;  
I am getting more eatless every day.  
My home it is sheatless,  
My bed it is sheetless;  
They're sent to the Y. M. C. A.  
The bar rooms are treatless,  
My coffee is sweetless;  
Each day I get poorer and wiser.  
My stockings are feetless,  
My trousers are seatless;  
Oh! How I do hate the Kaiser."

Dear friend: Your poem has a familiar look, but it certainly is pretty and you have not made the mistake common to most young writers of taking a subject which is not of interest to the public. If you ever enter the army, let me know, and I will knit you a pair of socks, with feet, but without heels.

Why Mabel Sandvig, where have you gone? and what has become of the Coast Division items? Ah, Love, evidently thou art asleep on the job!

We caught a glimpse of Peggy the other day at Camp Lewis. She says she is working for the navy and can't see the railroad for dust. When I think of all the grief this is going to cause in Montana, I almost forebear to write it.

Miss Myrtle Crane has left Mr. Kent's office and gone to the Northern Pacific. We don't see how she has the heart to do it, but money talks they say, and evidently it fixed things up with her.

C. E. Pike and Chris Timm, formerly of the passenger department are now on the United States Shipping Board.

Mr. Kellogg wishes to make a statement. He says what I said was true. The holes in the doughnuts are getting bigger every day, so he has cut out buying doughnuts entirely and eats the holes instead.

Fellow employes are congratulating Grandpa Currie upon the arrival of a nine-pound grandson. Another soldier for the allies.

It is all a mistake. Val Spies never got any farther away than Bremerton! There he has been during the three weeks' quarantine, not so much as even catching a glimpse of a girl. This he says is worse than the numerous shots in the arm, doing your own washing or even sewing on your own buttons.

And I am told no one in the telegraph likes to work the long Sundays like our friend "HX." Can this be true?

Miss Redding of the car service has gone to San Diego for the benefit of her health. To speed her on her way she was presented by her friends in that department with a bunch of violets and roses. We hope she soon regains her health and strength.

Miss Jane Baldwin and Miss Ellen Gardner were Camp Lewis visitors last Sunday. Miss Gardner has a nephew there, E. B. Gardnes, the second, who is in the Medical Corps and has lately been commissioned. There is absolutely no living with these ladies after they return from a trip of this kind, and I have to wait on them hand and foot all day Monday in order to keep any kind of peace in the offices.

But again we must part for another month. Suppose everyone whose name I mentioned this month slips me a news item for March as a token of appreciation? What do you say?

## Des Moines Division News Items.

(C. S.)

Max J. Miller, formerly our agent at Cooper, Iowa, has taken a position as clerk in the superintendent's office.

Mabel Wakefield who left our midst to accept a position as stenographer in Mr. Cull's office, recently paid us a flying visit. She reports liking her new position and judging from her appearance, we think Chicago must agree with her.

Mike Sullivan, our former agent at Varina, who has been having trouble with his eyes, necessitating his taking treatment at Iowa City, has returned to the division and is doing relief work at Clive at the present writing.

Geo. McCutchen, train baggageman, has enlisted in the national army and is located at Camp Dodge in the Military Police Force.

Wallace Darling has enlisted with the aviation corps and is now located at Camp McArthur, Waco, Texas.

For the conservation of fuel the following trains were taken off on December 13, 1917:

Trains Nos. 21 and 22 between Des Moines and Jefferson.

Trains Nos. 141 and 144 between Des Moines and Madrid.

Trains Nos. 35 and 36 between Rockwell City and Spirit Lake.

J. J. Williams (Johnny) has been assisting in the dispatchers' office the past few days, and looks very much at home.

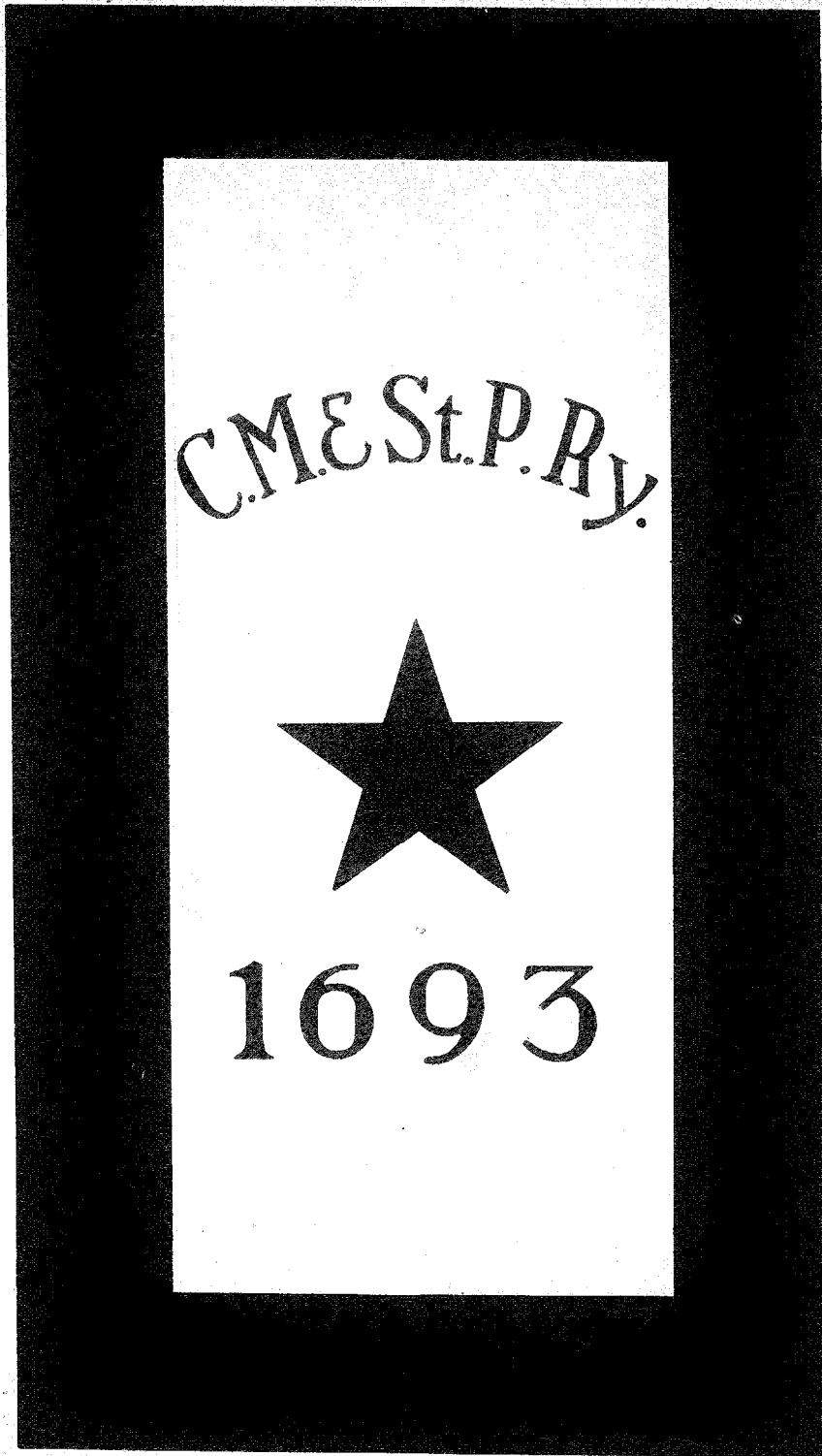
H. C. Beckman, formerly operator on the Des Moines Division is now located at Camp Funston, Ft. Riley, Kansas. He enlisted last fall.

Engineer Geo. Finnicum and wife left last week for California.

Harry Shaw, formerly employed as agent at Webb, has given up farm life to return to our division. We were very glad to see him back again.

Clyde Ibson has enlisted in the national army and is located at Camp Grant, Rockford, Ill.





The Milwaukee's Service Flag to Date.



Left to Right—Lower Row: John F. Kittinger, 1st Lieut.; A. C. Peterson, Major; F. Buchanan, Captain; Wm. Opperud, 1st Lieut.; A. S. Merz, 1st Lieut.  
Top Row: Lieutenants H. L. Hoskins, L. E. Curran, M. H. Kluth, Geo. M. Hayden, Jesse L. Brown, W. G. Long, F. E. Brunner, C. E. Shaft.

## News From "Over There"

Following is a letter from Major Whiting, which has a peculiarly personal interest for us all. The boys of Company D, 13th Engineers Ry. are especially "our boys," but our allegiance to their brave comrades of other companies in that regiment is only second and the brave lad of B Company, of the Rock Island, goes to his reward honored and beloved by Milwaukee employes, and we join the friends and relatives in thanking Major Whiting and Lieutenant Horton for their attention to and care of the boys whose passing in a foreign land is one of the inevitable sorrows of this war. "Taps" for Private Main of Company D and Private Van Risseghan of Company B, 13th Engineers (Ry.). All honor to their memory and sincere sympathy to their surviving relatives and friends.

It will be seen that the Christmas boxes arrived, three days late, to be sure,—but all there, and to Mrs. Howard, wife of the Lieutenant Colonel, and the efficient committee, wives of commissioned officers of the regiment, every man offers his profoundest thanks. To their energy, devotion and untiring efforts, every man got a Christmas box from the funds that were subscribed.

Lastly, the Magazine receives the good word of Lieutenant Horton with especial pride. Horton, as "One T. P." is remembered by all of our readers, he having been on the correspondence staff for a number of years. His "notes" were the kind that contributed their bit to the gaiety of nations and he was as faithful and earnest in that unre-

quited service as he is in every other duty. The Magazine's brightest service star shines for T. P.

France, December 29, 1917.

My Dear Mrs. Kendall:

Christmas somewhere in France has come and gone, and I want to thank you most kindly for the present which I received from you, it being one of the few presents that were received before Christmas.

This morning we received one carload of presents for the Regiment, two days late, this being the boxes that were sent by Mrs. Howard and Mrs. Langfitt. As Company "D" had received a large box before Christmas they were able to have a present for every man in the Company. I understand these presents came from the wives of the men and officers around Milwaukee, and they certainly had a very pleasant time grabbing for them, as every man got one by puffing his hand in the box and taking what he got hold of.

Lieutenant Horton saw that every man in the Regiment was well taken care of. He is Regimental Adjutant, and has a great influence over the men, and I do not think there is an officer in the Regiment that is thought any more of than he. Captain Young has been detached from the Regiment, and was sent to some point where he is in charge of the Motive Power Department.

I presume you know by this time the first man to die in this Regiment was Private Main of Company "D," he having passed away in one of our base hospitals where he had been sick with pneumonia for fifteen days. Lieutenant Horton took care of the affair as well as if it had been in Chicago. Two services were held, one at the hospital where the boy died, which Horton and a number of the men attended, the second at our barracks was conducted by our chaplain.

Yesterday we lost our second man, he being rear brakeman on a passenger train caused by the engineer making an emergency application of the air to avoid a collision, and the brakeman was knocked out of the cupola and died in thirty min-

utes. He was a Belgian boy by the name of Van Blisseghan, and came to this regiment from the Rock Island, his people residing somewhere in Wisconsin. He was a good soldier and a railroad man. Today he was buried with full military honors. The French General commanding the (.....) Army sent a representative to attend the funeral, which was conducted in our "Y" by a French priest from the hospital and our regimental chaplain. I do not think I will ever forget this funeral. After the services the body was carried to a French cemetery in the rear of our barracks where in a snowstorm another short service was held, and he was lowered into the grave with about 300 of our men and 100 Frenchmen present. The officer of the General French staff made a short address, which was appreciated by all. He stated that this was the first American who had been killed in action in the zones of the (.....) Army, and they could not do too much for us.

I want to thank you and other Milwaukee friends for what they have done for this Regiment, especially Company "D." They are all well and happy, and I know they feel their friends at home are doing everything they can for them.

Two newspaper correspondents arrived at camp yesterday, unexpectedly, and we were glad to see them, as they had been here once or twice before. One was Julius Wood of the Chicago Daily News, the other from Philadelphia, and I would suggest that you keep in touch with this paper, as he is always writing very interesting stories which pertain to this Regiment in particular. I took them over the railroad last night on one of our supply trains, and rode the engine the whole way. We had engines Nos. 13 and 5, both United States engines, and forty cars of supplies. I have an idea that they will make a very good story of it one of these days, as well as give an account of the funeral which they attended today.

I am satisfied the Regiment will get back to the States one of these days, probably with fewer numbers than they came with, but at the same time, with a record that none of the railroads that worked so hard to form it will be ashamed of, but now we can truly say that we are handling this railroad successfully, and in a little time it will make a record that will warrant all the praise and good things that the French Army have given us in the past six weeks.

I will close, again thanking you for the present, and asking to be remembered to all of the good friends I have on the Milwaukee, who have done so much to make it happy for all of Company "D."

Sincerely,

C. L. WHITING.

Maj. Engrs. U. S. A. (Ry.).

P. S.—300 bags for us in A. M. The money that was collected is being held and will be used by Horton where and when needed. C. W.



Private Harold J. Calligan, Co. E, 21st Engineers (Ry.)

Major Geo. M. Rice of the 18th Engineers (Ry.), a former Milwaukee employe and well known on the Puget Sound Line, writes to the Magazine apologizing for not fulfilling a promise to send us some pictures of the Milwaukee boys in his command. He says in part:

Before leaving the States, I promised to send



C. E. Soderholm, U. S. F. A.

you some pictures after arriving in France, but the hard-hearted censor has set down on this proposition so hard that it will be utterly impossible for me to fulfill my promise. The censorship rules are extremely strict and the failure to comply might bring the offender before the blank wall and the firing squad and we are not enthusiastic about making such a spectacular departure from France; hence we tread very softly when approaching the danger line. However, I can say, I think, without transgressing the rules that the 18th Engineers have been assigned to a large improvement, and that the work is making splendid progress under the existing conditions. The enlisted men of the 18th Regiment are certainly showing the finest kind of spirit under rather hard conditions. The officers are extremely proud of them.

We are working long hours, including Sundays, and letter writing is falling behind badly. I will, however, endeavor in the course of the next few months, to get the time to write you something that might be of interest for the Magazine. This letter is simply intended for an apology for not complying with my promise to you regarding pictures of "Milwaukee" men, of which we find a large number, some of them having had their service with the "Milwaukee" some years before the organization of the Regiment, but to my mind they are all eligible to be mentioned and included in the pictures as soon as the same can be taken.

Very sincerely yours,

(Signed) MAJOR GEO. M. RICE.

The following from Private Hibbard of Company D, 18th Engineers (Ry.), has been kindly furnished to the Magazine by his father, Mr. Geo. W. Hibbard, formerly General Passenger Agent at Seattle.

The Eighteenth Engineers' Railway.

Somewhere in France.

Dear Dad:

"\* \* \* Perhaps a description of the huts we live in might interest you. They are about a hundred feet long and thirty feet wide. Dirt floor. Sloping sides to hut, roof covered with tar paper to protect us against wind and rain. Our bunks lined up along each side, feet pointing toward middle of hut. Bunks are of individual, original design, built up off the ground with pieces of lumber picked up here and there. Between every second bunk is a large window. Above the bunks are shelves with everything hanging from them—from mess kits to shoes. From the rafters hang overcoats, pants, ponchos, well, everything in fact that you can think of. At the further end you see a stove, which at night is red hot and surrounded by the boys, who every night take anywhere from twenty to one hundred thousand prisoners and regain forty or fifty miles of territory. Yes, we sink and then raise the

whole Atlantic fleet all in one night around the stove. We kill the Kaiser a million times and get that one million dollars reward each time.

No one knows better than we do just when the war will end; the exact date we will be back in the U. S. A. again; how many ships will be sunk next week.

In reality we hold the destiny of the world right around that little red hot stove. To ourselves we are known as the "Terrible Eighteenth" or "the Terror of the Kaiser," or the "Nightmare of Kaiser Bill." Yes, sir, we are the "arm" in the army. If we're ever turned loose from the little stove the whole world had better beware.

So I have pictured to you as best I can our lives. Yes, it's something I wouldn't miss for anything, something we'll always remember and look fondly back on—those rainy nights spent in our hut. A poker game going on here; an I. W. W. argument over there; a big battle being fought some place else down the hut, but the greatest tales originate around the "hot stove."

It's a great life, Dad, but we're all longing for the U. S. A. and Seattle once again."

A short letter from Lieutenant Geo. M. Hayden of the Russian Railway Service Corps, together with the picture of the Milwaukee boys with that detachment, is interesting as giving news of many old Milwaukee friends. It is dated:

At Sea, December 11, 1917.

Dear Mrs. Kendall:

Enclosed please find photo of the Milwaukee contingent in Russian Railway Service Corps. Will write you covering details of our trip soon as we land in Russia and get fixed out. We have had a lovely trip, only a little rough at sea; plenty of the best eats and good first class quarters and the finest Colonel and Lieutenant Colonel in the land. Colonel G. H. Emerson, Lieutenant Colonels E. Lantry, G. S. Stewart and C. Hawkins. They have done everything to make life pleasant for the bunch. Our major is simply immense, and everyone knows the Captain is O. K. The master mechanics took the rank of Captain—the trainmasters and chief dispatchers rank as lieutenants. Will give you the whole dope later.

Everybody happy and send regards and greetings to all. You may depend on it we will do our bit.

(Signed) GEO. M. HAYDEN,  
Care Colonel G. H. Emerson,  
Russian Ry. Service Corps,  
Vladivostok, Russia, Asia.



Hector Murdock Currie, U. S. N.

The above is a picture of Hector Murdock Currie, son of J. H. Currie, of the vice-president's office, who is chief radio electrician United States Navy temporarily stationed at Keyport Radio

Station, Puget Sound, preparing to take an active part in "the big scrap." Mr. Currie, Jr., is a Scotchman by birth, having been born in Edinburg, but is an American by choice and started his railroad career in the vice-president's office of Seattle in 1909, working in various capacities until January, 1914, when he joined the Merchant-Marine serving nearly four years as radio wireless operator, holding office on thirteen different Pacific liners which they tell me is a record breaker. Some of his experiences on board an American "windjammer" and in the south seas have all the thrills of our old friend "Capt. Kidd" and we prophesy Mr. Currie will give a very enviable account of himself before this war is over. We know Mr. Currie, Sr., must be very proud of his small son, who, by the way, is only 6 feet 1½ inches tall.



John E. Sullivan, 1st Lieut, Camp Custer.



Edward Spiegelberg, Co. M, 361st U. S. A.

### Verses by "One of the Boys of Company D."

Up to (name of town) France there came a bunch of men one day,

Just a small detachment, and we settled down to stay.

We were tired of war before we started in to work,

But when a man's a soldier there's no detail he can shirk.

### Chorus.

It's a long way to old Chicago,

It's a long way back home.

It takes a long time to cross the ocean,

To the girl who waits alone.

Six months to trim the kaiser,

Two months on the way,

Then we'll don the old civilian clothing,

For we'll be back to stay.

When the Germans drop their bombs upon  
this little town,  
Then we boys all run into our trenches under  
ground.  
No one dares to speak a word or even strike  
a light,  
When the Germans are a-dying on a silvery  
moonlight night.  
(Tune—Tipperary.)

The Magazine is indebted to Lieutenant Sawtelle, Company D, for copy of the following Announcements and program of the Christmas Entertainment given by the 13th Engineers at their Y. M. C. A. barrack:

#### Christmas Announcements.

- Y. M. C. A. Branch, 13th Engineers.
1. Sunday evening, December 23d, at 7:30 p. m.—Christmas service, conducted by Dr. Cook. Special music.
  2. Monday evening (Christmas Eve), December 24th, at 7:30 p. m.—Christmas entertainment, conducted by Chaplain Cutler. Band music. Orduna Quartette. Big time.
  3. Christmas night, December 25th, at 7:30 p. m.—Minstrel Show (?), directed by E. A. Creech.
  4. Wednesday afternoon, December 26th, at 1:30 p. m.—Minstrel Show. (Repeated for overflow and for benefit of men who work Christmas night).

All Admission Free.

#### Christmas Entertainments.

- Y. M. C. A. Barracks, 13th Engineers.
1. Christmas Scriptures and Prayer.
  2. Christmas Talk . . . . . Chaplain Cutler
  3. Remarks . . . . . John M. Jensen
  4. Mandolin Music . . . . . Dr. Cook
  5. A Song in French (in respect to French guests) . . . . . Turner and Archbold
  6. Tenor Solo . . . . . A. J. Van Thielen
  7. Orchestra . . . . . J. L. Delahunty
  8. Cornet Solo . . . . . I. C. Benedict
  9. Zigzag Trench Quartette.
  10. Announcements.
  11. Orduna Quartette.
  12. Popular Songs by Audience.
  13. Orduna Quartette.
  14. Colonel Kutz.
  15. Orchestra.

#### Thirteenth Engineers (Ry.) U. S. Army.

Present  
"THE GEORGIA MINSTRELS."  
Direction of Pvt. E. A. Creech, Windy City,  
France, December 25-26, 1917.

#### CAST.

Interlocuter . . . . . Lieut. W. H. Cutler  
Shoney . . . . . Pvt. F. J. O'Keefe  
Slim . . . . . Pvt. J. Jacobson  
Joe . . . . . Pvt. F. A. Jones  
Max . . . . . Pvt. T. V. McMannamon  
Rastus . . . . . Pvt. C. E. Mahen  
Alexander . . . . . Pvt. C. W. Reynolds  
George Washington . . . . . Pvt. J. E. Rogers  
Algham . . . . . Pvt. R. Doty  
(Tambo) End men . . . . . (Pvt. D. A. Butler  
Bones) . . . . . (Pvt. J. W. Edwards)

#### ORCHESTRA

Piano . . . . . Pvt. E. A. Creech, Director  
Cornet . . . . . Pvt. I. C. Benedict  
Cornet . . . . . Pvt. J. S. Domeier  
Clarinet . . . . . Pvt. O. Wester  
Clarinet . . . . . Corp. M. B. Barton  
Trombone . . . . . Pvt. M. Sweeney  
Trombone . . . . . Pvt. L. E. Drexler  
Baritone . . . . . Pvt. F. Gahan  
Snare Drum . . . . . Pvt. R. Jennings  
Bass Drum . . . . . Pvt. R. F. Waters

#### QUARTETTE.

First Tenor . . . . . Pvt. F. A. Jones  
Second Tenor . . . . . Pvt. C. E. Mahen  
Baritone . . . . . Pvt. J. Jacobson  
Basso . . . . . Pvt. T. V. McMannamon

#### PROGRAM.

La Marseillaise (Prologue).  
Overture . . . . . Orchestra  
Opening Chorus . . . . . Entire Company  
"I Love You Best of All" . . . . . Pvt. F. Jonas  
(Quartette)  
Joan of Arc . . . . . Pvt. C. W. Reynolds  
History of Our 13th (recitation), Pvt. C. E. Mahen  
"Good-Bye Broadway, Hello France" . . . . .  
Pvt. J. Jacobson (Quartette)  
Well, I Swan! . . . . . Pvt. J. E. Rogers  
"When You Buy It from a Small Town Girl" . . . . .  
Pvt. F. J. O'Keefe  
"Story-Book Ball" . . . . . Pvt. R. Doty  
"Sailing Away on the Henry Clay" . . . . .  
Pvt. C. E. Mahen (Quartette)  
"My Old Kentucky Home" (Finale) . . . . . Lieut. Cutler  
(Entire Company)  
Star-Spangled Banner.  
"From Here to Shanghai" . . . . . Exit March

A letter dated January 1st, from a member of Company D, says Captain Young and Lieut Lee have been detached from the regiment and have gone to a Mechanical Regiment, where Captain Young is in charge of the motive power. It also tells of the arrival of the Christmas packages and of 246 sacks of mail on New Year's Day. In regard to the Christmas boxes, it says: "A car of Christmas presents came in, which Lieut. Horton had distributed, so that every 'D' man was provided for. All miscellaneous unmarked mail and mail marked 'Soldier Boy' was given to the 'orphans' in the regiment. Also a large French hospital nearby, whose Christmas presents had all miscarried was remembered, and we were able to gather enough from the regiment to provide for all of the inmates of the hospital"

In writing of the death of Private Main, this correspondent says: "He was buried in the French cemetery and we are putting up a granite marker for his grave."

#### The World-Winner.

Knew the way to win the world, allus seemin' glad;  
When he didn't have a dime, whistled like he had!  
When the sky was hopeless, an' shadows dimmed the day,  
Told the world "Good morning" in a hearty sort o' way.

An' the world said: "Ho!  
Here's a feller good to know!  
Even the thorn-ways lead him  
Where the sweetest roses grow."

This was his contendin': When with shadows you abide  
The watchin' world'll shun you an' take the other side:  
But whistle off the trouble, and you'll get a good hooray—  
Jes' tell the world "Good morning" in a hearty sort o' way!

Then the world says: "Ho!  
Here's a feller hoes his row;  
He's sunshine after shadow,  
An' he's mighty good to know!"

—Selected.

### Get-Together Meeting at Tacoma, Wash., December 15, 1917.

Mr. Alleman, Agent, called a meeting of the clerks of the Local Freight Yard, Dock 1 and Dock 2 Offices, addressing those present as follows:

"I have called this meeting for the purpose of getting all employes acquainted with each other as we are all working for the same company and for the same cause, and, although located in different locations, better results can be obtained by knowing one another.

"The success of the entire organization depends upon the co-operation of all clerks and, therefore, I wish to organize what you might call an Efficiency and Co-operative Club for all the employes, meetings to be held at least once a month, such meetings to be in charge of the various clerks. Each clerk should keep memorandums during the interim so as to have subjects to discuss at each meeting. I will be glad to do anything that is within my power to help at these meetings, feeling that by close co-operation better results can be obtained which will reflect credit on the entire organization."

Mr. Alleman, then asked for opinions and suggestions from the various employes present.

#### Meeting.

The purpose and organization of the meetings was discussed in detail.

Mr. Cheney, Chief Clerk at Dock 1, was in favor of such meetings and suggested that it would be a good thing to leave out the chief clerks, in regard to acting as chairmen of the meetings, and let it be an organization of the clerks, who would, each in his turn, take charge of the meeting.

Mr. Johnson, chief clerk at Yard Office, made the suggestion that one clerk from each office or class of work, attend one meeting. It was decided that a representative from each office would attend one meeting. The various clerks to be present in rotation.

Mr. Miller thought, that in order to have all present at one meeting to organize properly and elect officers, that one meeting be held some evening. Few seemed to be in favor of such a meeting and Mr. Collins thought there would be few to attend, this bad weather, especially when a big leather chair was waiting for you after a good dinner. It was decided that no meeting would be held in the evening.

Mr. Collins suggested taking into the organization a representative of the warehouse. Such suggestion was approved of.

#### Improvement of Work.

Mr. Richards was in favor of meetings of this character and the idea of suggestions, to establish an efficient and co-operative force, to be made by the various clerks if everyone would take these suggestions in the best spirit and not as a criticism.

Mr. Johnson suggested that each clerk keep notations, during the interval between meetings, relative to where one desk or one office can help out another desk or office in giving information, etc.

Mr. Mason suggested that all notations be written and discussed at each meeting. One person to be appointed to take charge of same until the meeting is called.

Mr. Tamm thought a good plan would be to have the question read from the paper, which would be signed by the clerk submitting same, let the subject be discussed freely by those present, thereby no prejudice or partiality would be shown as knowledge of name would be lacking.

It was decided that each individual hand in at least one, or as many as he had, written suggestions, same to be read at the next meeting.

Mr. Hooten called attention to the fact that in switching cars a great many were moved without orders and he thought better service and clearer records could be had if each industry was supplied with a switching form. The matter was discussed to some extent.

Mr. Alleman said that three years ago when he came here he ordered a large supply of form 594, which is a prepaid switching order of three parts, one part sent to Freight Auditor, one to Yard Master and one to Freight Office, the last part, which is a card, to be tacked on the car and no car to be moved without this card attached. He directed Mr. McKay to supply all industries with these switching forms if he found any that had none.

Mr. Alleman appointed Messrs. Hooten, McKay and Johnson a committee to get together as soon as possible and devise some means whereby we can have a proper and permanent record of switching movement.

Mr. Burroughs said he could make a number of suggestions but they would relate entirely to his department, but thought that friendly criticism would help a great deal to bring the work up to a more efficient basis.

#### Name of Club.

Mr. Cheney stated that the organization at the Wharf had a very appropriate name, "The End of the Steel Trail," and moved that each clerk hand in what he thought would be an appropriate name for this organization.

Motion made and seconded. Carried.

Each person to hand in a name, written and signed by him or her submitting same.

#### Officers.

The subject of appointing officers for the next meeting was taken up under the suggestion that a secretary and chairman be appointed to take charge of the following meeting.

Mr. Cheney was nominated for chairman, but declined his nomination.

Mr. Hooten moved that Mr. Collins be nominated for chairman. Seconded.

Messrs. Collins, Gould and Mason were nominees for chairman.

Mr. Collins was elected as temporary chairman.

Messrs. Mason and Burroughs were nominees for secretary.

Mr. Mason was elected temporary secretary.

The meeting adjourned subject to the call of the chair.

### The New Electric Equipment.

*E. Sears, D. M. M.*

During the month of October the C., M. & St. P. Ry. Co. placed orders for seventeen locomotives to be used on either the first or second electrifications. To hasten delivery dates on account of the high cost of fuel oil, the orders were divided between the Westinghouse and General Electric Companies, as follows: To the Westinghouse Electric and Manufacturing Company, ten locomotives and three sub-stations. To the General Electric Company, seven locomotives and five sub-stations.

The passenger locomotives were guaranteed by the manufacturers to provide a capacity sufficient to haul 12 all-steel cars at 25 m. p. h. on a two per cent grade.

Of the seven locomotives ordered from the General Electric Company, two are switching locomotives of the steeple-cab type. These are duplicates of two already in use. Each weighs 75 tons, and has a tractive effort of 22,000 pounds and a rating of 200 amp. at 3000 volts, corresponding to about 550 h. p. The heavily braced and reinforced under-frame is mounted on swivel trucks, each carrying two G. E. 225 motors, nose suspended. The endeavor has been to use parts of the switching locomotive equipment, which would be interchangeable with the corresponding

parts on the road locomotives. Thus, for example, a compressor much larger than necessary is installed in order to obviate the necessity for carrying extra parts.

The passenger locomotives will be the first St. Paul machines designed, especially for passenger service. It may also be stated that the drive on the G. E. locomotives will resemble in many respects the bi-polar gearless design of the New York Central locomotives. The St. Paul locomotives, however, will have twelve motors instead of eight.

The G. E. Passenger locomotives will go directly into service on the new Cascade electrification, but the ten Westinghouse locomotives will probably replace ten out of the twelve General Electric locomotives on the present electrification. The latter locomotives will enter freight service, as they can be made similar to the regular freight engines, merely by changing the gear ratio. They were really designed for freight service, but were geared for passenger service as it was not certain as to the use to which locomotives would be put. This brings to mind the fact that the only important differences between the locomotives for the two services heretofore were the gear ratio and the provision of a heater for passenger trains. In the future, however, freight and passenger machines will be widely different. The passenger locomotives must not only provide for heating equipment, but must also be capable of operating at the highest speeds without regard to water, snow and other weather conditions. For local passenger service the company will continue to operate the split halves of two existing locomotives.

#### Iowa Division (East).

*J. L. Raymond.*

Conductor C. R. Cornelius and family have the deepest sympathy of all the employees in the great loss they have met with through the death of their daughter, Miss Anna Ruth, who passed away December 10th, after a very brief illness. She was sixteen years of age. The funeral was held in Council Bluffs, where the family have resided for a number of years.

Wm. Zimmerman of Delmar Junction and W. M. Stewart of Paralta went to Chicago December 15th to act as foreman in clearing the snow out of the yards at Western avenue.

Section Foreman Wm. Johnson and family, of Lost Nation, spent the holidays with relatives in Indiana.

Conductor F. E. Pike visited briefly in Marion. He is still somewhat feeble from injuries received by the auto striking him several weeks ago.

The people of Marion were greatly shocked by the sudden death of Mrs. John Higgins, Tuesday afternoon, January 8th, while attending a meeting of St. Joseph's Guild at the John Hines home. Mrs. Higgins had apparently been enjoying good health when she arrived at the meeting. She was stricken with apoplexy, death following almost instantly. The sudden death of Mrs. Higgins cast a gloom over the entire community, as she was well known to a large circle of friends and was prominent in church work. She is survived by her husband, John Higgins, a veteran passenger conductor, and an only son, Frank, an employe at the Marion round house. She is also survived by her mother, a sister and a brother living at Davenport. The body was taken to Davenport where funeral services were held Thursday morning. The employes of this Division deeply sympathize with Conductor Higgins and family in the great loss they have sustained.

Assistant General Manager Macy Nicholson, General Superintendent W. S. Cooper, Superintendent of Transportation G. L. Whipple and Inspector of Transportation W. M. Weidenhamer, were at Marion December 28th and 29th conferring with Superintendent Marshall and other officials.

Arthur DeGarmo has been appointed trainmaster of the R. & S. Division. Mr. DeGarmo was formerly traveling inspector and has resided in Marion for a number of years. While his many friends regret that the family are to take up their residence elsewhere they rejoice over Mr. DeGarmo's merited promotion.

Engineer Geo. F. Shaffer died very suddenly at 11 o'clock Wednesday morning, January 2d, while he was in the supply room of the company's round house at Savanna. He had not been in the best of health for some time past and had decided to take a light job for the winter. Mr. Shaffer was born in Utica, Ohio, June 14, 1855, and began his railway career at the age of 19 years and has been in active service ever since. He was the oldest engineer on the division in point of service and has always given faithful and efficient service. He was courteous and genial at all times and was held in affectionate regard by all of his brother employes who deeply regret his passing away. Mr. Shaffer is survived by his widow, one son, Charles, who is an engineer with the company, residing at Davenport, his mother, three brothers and two sisters, to whom deepest sympathy is extended by employes on this division.

A. J. Campbell, operator at Marion yard, and family spent Christmas in Savanna with their daughter.

Miss Thelma Joss and Myrtle Campbell spent holidays in Chicago. There does not seem much attraction in Marion since the war started.

Fireman Fred Schwartz and wife are visiting relatives in Marietta, Ohio.

Work has begun on the water tank at Delmar Junction.

Construction of new depot at Maquoketa is under way. It will be a fine modern building. Tiled walls and pebble dashed.

The boys in the B. & B. department began the 16th of January to wear that same smile the operators have been wearing for several weeks, consequently there are miles of smiles.

A new time card effective January 13th numbers 37 and 4 run only between Savanna and Maquoketa. The night passenger train between Monticello and Calmar has been discontinued.

Owing to serious shortage of coal beginning January 14th numbers 37 and 4, 31 and 32, were temporarily abandoned. Nos. 3 and 12 running by the Elk River Line.

Veteran Engineer W. J. Emerson is still enjoying a lengthy vacation at Muskegon, Mich. He is in good health and sends his best regards to all the boys.

Switchman Rinard was off with an injured foot. Have not been able to learn how serious the extent of his injury was.

As these notes are sent in (January 19th), Assistant Superintendent Motive Power J. J. Connors, is reported ill with pneumonia at Dubuque. Mr. Connors has a host of friends on this division and at Marion who are hoping for his speedy recovery.

E. R. Webster and C. E. Davison attended the convention of the American Association of Engineers Friday, January 18th, in Chicago. Mr. Webster was a member of the committee on arrangements and reception.

Mrs. DeLong and Miss Bessie Carver have entered the service of the company at Marion, doing clerical work in Superintendent Marshall's office.

Harold Pelton has resigned and gone to Minneapolis to visit with his parents until he is called into army service, which probably will be in February. Harold with his genial personality is greatly missed around Marion.

Engineer Davey Gordon and Fireman Nick Harry left Marion New Year's Day for a sixty-day trip through the South, visiting principally in San Antonio and New Orleans.

Agent A. J. Gibson of Dixon has been laying off. W. J. Carpenter relieving.

Operator Fred Lindemier of Grier Island visited several days in Chicago with his mother, who has been taking treatments in a hospital there.

# Safety First

*A. W. Smallen, General Chairman*

## FROM THE BUREAU OF SAFETY.

### The Man Behind the Machine

Physically Fit  
Clear of Brain  
Steady of Hand

When the call comes he will be ready to take his place on the firing line. Until that time, industrial soldier and true American that he is, he will cheerfully co-operate in filling the industrial needs of his country.

Safety in the Shops  
Safety in the Home  
Safety in the Streets

He who truly loves his country, his family, and his neighbor, will avoid unnecessary risk to his health, to his welfare, to his life. Your country may call for the greatest sacrifice. Be prepared when the call comes. By practicing safety you will keep yourself physically fit in the "Industrial Line of Defense."

National Safety Council.

### The Industrial Soldier.

You are forty-five and can't "go to the front." What can you do for America?

You can uphold the country's honor by work and act.

You can serve your son, your brother, your comrade at the front by doing your work cheerfully and carefully.

Preserve your health and your skill by adopting Safe Practices and avoiding accidents. An industrial soldier in the hospital cannot fight his country's battles.

Set a good example in the plant and at your home. Be considerate and thoughtful of others.

Remember, **SAFETY FIRST** in the shop means efficiency at the front.

National Safety Council.

On December 3rd, the Chicago and Milwaukee Division Safety Committee met in the office of Superintendent E. G. Atkins, with the following present:

A. W. Smallen,	L. Gerhart,
E. G. Atkins,	W. F. Ingraham,
A. J. Hasenbalg,	H. Eggert,
R. E. Sizer,	N. E. Thompson,
B. C. Dougherty,	J. Browder,
D. Mau,	J. O'Neil,

A. Wepfer.

Minutes of the previous meeting were read and approved.

Roadmaster Dougherty suggested that Trainmaster notify Section Foreman immediately, the location of car doors, draw bars, etc., when left on the right of way. Instructions will be issued by the Train Dispatcher to do so.

Roadmaster Mau suggested that he has found recently, a number of main line switches left unlocked. Bulletins will be issued to all train and enginemen to cover same.

O. F. Browder makes a good suggestion in which he reports that he put a fire out in some straw left in a car at Morton Grove. He states that fire was set by sparks from a passing engine, and suggests that more attention be given by trainmen and agents, in seeing that car doors are

kept closed. Instructions will be re-issued to trainmen and agents.

Committeeman representing the agents, reported that engineers are again permitting their injectors to overflow while passing stations. Causing a dangerous condition on the station platform from ice. The attention of the C. & M. Division engineers will be called to this, and I also believe the attention of all engineers should again be called to the danger of it.

It was reported that agents are not complying with instructions, with reference to putting their baggage trucks inside the station building, when possible, before closing their station at night. All agents' attention will be called to the importance of this again.

Several other very good suggestions were made before the meeting adjourned at 4:20 p. m.

The River and I. & M. Division Safety Committee met at Minneapolis Friday, December 7th.

The following committeemen were present:

A. W. Smallen,	S. Johnson,
W. J. Thiele,	A. Hoard,
E. A. Meyer,	C. D. Taylor,
O. N. Harstad,	A. Murphy,
J. Ostrum,	H. J. Brogan,
A. Kurzeka,	T. G. Regner,
J. Wagner,	F. Baier,
A. C. Kassabaum,	L. W. Smock,
Chas. Carlson,	J. W. Kizershot,
M. McShane,	A. Palmer,
G. Moser,	J. Schmidt,
J. C. Hagle,	O. J. Voiker,

A. M. Lawrence.

The minutes of the previous meeting were read and approved. Some of the following suggestions were offered by the committeemen:

Suggestion was made that persons, whose work necessitated the using of hand cars, motor cars, velocipedes, etc., to secure a lineup of trains, before starting out. The chairman advised that the train dispatchers were instructed to give the best possible information, to such employes.

It was also suggested that recommendation be made for a law in Minnesota, prohibiting automobile drivers crossing railroad tracks, without first reducing the speed to five miles per hour.

It was reported again that engine tanks are not being kept clear of coal. Matter will be taken up with Motive Car Department, and instructions issued.

It was again reported that agents are not giving platform trucks the attention that they should have, when not in use. Many cases were cited where trucks were not blocked and handles were not hooked up.

Meeting adjourned at 4:15 p. m.

A Safety First Meeting was held on the Rochelle and Southern Division at Ladd, on December 10, 1917.

The following committeemen were present:

E. W. Morrison,	W. A. Baxter,
W. J. Splon,	C. J. Kuckuck,
A. B. Crowl,	Thos. Ingram,
M. C. Jacob,	W. A. Wright,
W. T. Edwards,	W. Repping,
A. Hill,	A. C. Extrom,
R. Wolfe,	W. H. Boucher,

R. Chioni.

Employes present were:

R. A. Noling,	H. Volkel,
P. McDonald,	L. J. Berry,
H. Hill,	B. H. Jones,
E. J. Purdie,	C. Wolfe,
M. Truchette,	R. Carruthers,
A. Morgan,	H. Mills,

J. B. Hill.

Minutes of the last Safety Meeting were read and a talk given by the superintendent on Safety First.

It was suggested that stock pen gates at Scarborough were being left open. Instructions will be



issued that they must be kept closed.

Many suggestions were offered and report will be made at the next meeting, as to what action has been taken.

January 8th, the Trans Missouri Division Safety Committee met in the office of Superintendent A. E. Campbell. The following committeemen were present:

A. E. Campbell,	F. J. McDonald,
J. L. Downs,	A. O. Vietch,
B. M. Graybill,	J. P. Rothman,
G. Deal,	M. L. Hynes,
L. A. Poppleton,	E. E. Clotheir,
	A. A. Fischer,

Committeeman Downs suggested that telephone booth west end of Moberg Yard, be moved further from the track. It has been arranged for.

He also suggested that a light be placed on the platform at each end of depot at branch line stations, so that passengers can see getting on and off trains. This will be investigated by the superintendent.

Committeemen reported that carmen are repairing cars in the Moberg Yard, without the protection of flags. This matter has been called to the attention of the foreman for correction.

The meeting was of unusual interest, it being the first one that Superintendent Campbell had presided over on the Trans-Missouri Division, and after a talk by the superintendent, the meeting adjourned to be called again in March.

#### Minutes of Safety First and Loss and Damage Meeting—Illinois Division.

A Safety First and Loss and Damage meeting was held in Savanna, Illinois, at Hotel Gydeson, at 8 p. m., December 8th, Superintendent G. R. Morrison, chairman of the General Safety Committee of the Illinois and Racine and Southwestern Divisions presiding. The meeting was attended by employes of the various departments, including trackmen, station agents, station employes, yard men, trainmen, engine-men.

Committee members were present as follows:

G. R. Morrison, Superintendent, chairman.
D. E. Rossiter, trainmaster.
E. F. Reye, chief dispatcher, R. & S. W. Div.
H. W. Brown, chief dispatcher, Ill. Div.
E. W. Cush, roadmaster, Savanna.
C. Gradt, chief carpenter, Savanna.
E. O. Buffmire, roadmaster, Elgin.
F. A. Staples, car foreman, Savanna.
W. G. Chipman, general yardmaster, Savanna.
H. Collins, round house foreman, Savanna.
F. Hutcheson, engineer, Illinois Div.
T. Kinney, conductor, R. & S. W. Div.
J. J. Flannigan, general yardmaster, Davenport.
P. S. Sawtelle, agent, Elgin.
Geo. Layton, company officer, Savanna.
Roy Newell, machinist, Savanna roundhouse.

The meeting was called to order by the chairman, who outlined the object of the meeting and the advantages to be derived from the Safety First movement, and enumerated a number of matters that had been taken up and accomplished which had been brought up and suggested at the previous meeting. The minutes of the last meeting held at Freeport, October 9th, were read for the information of those present.

At the previous meeting arrangements had been made for employes to report daily or as occurred to them, through the committee member of their department, any suggestions in the nature of Safety First or improvement in the service and a number of cases reported and action taken in each instance as follows:

At Wooddale: Crossing extended 14 feet, which was narrow and caused several auto accidents.

Fairdale: Move coal shed to improve view. Suggestion made but not carried out as yet account large amount of lumber which would have to be moved by Stambury and Woodward to whom the property is leased.

Savanna: Repairs to steam pipes, Savanna Repair Yard, new gaskets put in.

Draw bars and doors lying between tracks 2 and 4 west of viaduct, picked up.

Yard switch No. 6 and 7 track not clearing footboard when engine is on No. 8 and switch is lined for No. 7. Low Buda stand without target installed.

Switch lights not burning in yard. Matter taken up for correction.

Complaint about not removing refuse ice from car roofs after icing cars. Matter taken up for correction.

Nahant: Short connecting rods in Nahant yard. Long connecting rods ordered.

Bensenville: Dynamite found in depot. Agent cautioned.

Rockton: Injury to coal puller, engine 8030 taking coal at Rockton, October 23rd. Engine being handled by student engineer.

Sheridan Road: Two switch lights misleading, approaching Plum River crossing eastbound. If distant and home signals are not burning and two switch lights show white, the latter might be taken as clear indication at tower. Matter being investigated by roadmaster.

Bulletin issued as to engineers working in-jectors passing station platforms.

Kirkland: Injury to Fireman Sieber. Belts became loose in counter balance weight to the arm of chute at coal shed and fell out, letting weight fall off. When foreman pulled apron down, upper end being the heaviest, swung down with unusual force, striking fireman. Repairs to chute made by chief carpenter.

Bulletin posted on bulletin boards cautioning passenger trainmen in regard to stepping boxes for coaches.

Savanna: Suggestion made that freight house employes at Savanna give attention to clearing of bridges. Agent advises that steps have been taken to insure this.

Bulletin issued as to fastening car doors on empty cars in trains.

Davenport: Western Union Co. had put some new poles in along the D. R. I. & N. W. eastbound main between Main and Ripley streets. These poles were set close to tracks and would not clear a man on side of cars. This matter was taken up with Western Union by Yardmaster Flanigan and the poles were moved to allow proper clearance.

Davenport: Suggestion for better lighting of Davenport depot to avoid injury to passengers. Matter taken up with manager of the D. R. I. & N. W.

Bardwell: Suggestion to put two 10-inch wide boards over ties in center of Bridge E-16 one-half mile west of Bardwell. Section men walk across this bridge to get to Bardwell to take care of interlocking plant during sleet and snowstorms; also used by passengers account no road or other way of getting to Bardwell.

A number of employes were called on for remarks, and responses were received as follows:

F. Williams—Engineer Iowa Division, spoke on the subject of lighting facilities in Marion Yard, stating that more lights should be placed in the coach yard, where the men have to cross the tracks to get to the roundhouse.

Wallace Wolfe, Engineer, Illinois Division, called attention to leak in standpipe at Savanna roundhouse. This had been repaired a short time ago, but the water had started to run again and created a spread of ice around the tracks.

This matter was discussed with the chief carpenter, who was present at the meeting, also the matter of installing a light at that place for the safety of employes at night was taken up with the roundhouse foreman.

Ed Fox, Brakeman Iowa Division, spoke of the difficulty experienced by trainmen in Savanna in getting from Yard "C" office to the main yard office account of the yard generally blocked with several strings of cars. Chairman stated that this matter has been up with the yardmaster, who has agreed to keep this crossing cut whenever possible. It was further suggested that Iowa Division trainmen be permitted to register at Yard "C" office, which matter the chairman advised would be considered, although this would not eliminate the necessity of crossing the tracks to get to town.

J. J. Connors, Assistant Superintendent Motive Power, spoke in regard to conditions at Savanna round house, suggesting that economy be exercised in the use of electric lights and avoid burning them unnecessarily in the daytime. Engineers were requested to make proper use of bells in moving up and down engine house tracks, especially at night, so as to minimize the personal injury hazard. Commendation was given to Savanna round house employes for their spirit of co-operation when called on to remedy conditions in the interest of safety.

W. Beardsworth, Section Foreman at Albany, advised that some engineers were not observing the slow orders placed on track while unsafe for high. Mr. Beardsworth was directed by the chairman that he, as well as all foremen and roadmasters should make a report of any cases of the kind so that the matter could be taken up with the enginemem for correction.

J. J. Flannigan, General Yardmaster Davenport, advised that in the construction of the new yards at Davenport considerable of the contractors' building material was piled too close to track which, however, was removed to proper clearance by contractors when the matter was explained to them and the materials have since been kept clear of track.

F. Hutcheson, Engineer, Illinois Division, complained of the unresponsiveness of the flagman at Lake street, Chicago, a Pennsylvania Railway employe, stating that he will not leave his shanty to give a signal, when it is necessary that he walk up the track about twenty feet and out a ways in order to be seen on account of curve in the track at that place.

Main line switch at Rail Mill, also the one on freight house lead track were reported by Engineer Hutcheson as being found unlocked, which matter the chairman advised would be remedied. The matter of flagman at Lake street was being investigated, having been referred to the Pennsylvania Railway through the general superintendent.

C. Gradt, Chief Carpenter, Savanna, advised that at the cinder pit at Savanna where engines drop hot cinders, the girders have at times been at white heat and have run over when in this condition by large engines, which had crowded the girders out about three inches.

This matter was referred to Mr. Collins, round house foreman, for investigation.

After the close of the Safety First meeting the matter of Loss and Damage was taken up and discussed by various employes.

Matters that had been taken up since the last meeting were reviewed by the chairman.

Instructions had been issued to all agents not to accept freight that is not securely and properly packed to stand transportation under the present heavy loading conditions.

Instructions were issued to conductors to report to superintendent's office any freight that is loaded or unloaded at stations that is not securely and properly packed.

Complaints had been made of improper loading of merchandise in Chicago, particular mention being made of loading of Chicago merchandise cars in which two furnaces for Lanark and one for Mt. Carroll were loaded in the door, making it hard to get freight out; also forty sacks flour for Fairdale in east end of car. Car had been handled roughly and freight shifted to end of car, wedging flour in between piano and other freight and had to be pried out with bar.

A letter had been received from the Large-marine Grupe Wholesale Fruit Co. of Davenport, expressing their interest and action in the matter of prompt unloading of cars set at their plant. Of a total of nine cars received by them during the week, eight were released the same day, and the average detention or time of these cars standing at their plant being but three hours. The ninth car was unavoidably delayed account being in bad order and necessary to take up with shipper and report the car to place it in salable condition.

O. H. Berg, inspector, addressed the meeting representing the Freight Claim Department. He advised there has been considerable trouble with the way freights, and that we are due to have a lot more of it, but that a lot of it could be done away with. Loading stations should use judgment in loading and avoid loading heavy freight on top of light. Trainmen in reporting these cases should be particular to mention number of the car and from what station. Stationmen should also be particular to load freight in station order to as great an extent as possible, and trainmen should report all cases of bad loading as they are all taken up and the larger the percentage of these cases reported, the more good is accomplished in correcting the causes.

Mention was also made of the large number of claims presented on account of damaged cement sacks, which would indicate that care is not taken to avoid getting them wet.

Advice was also given in regard to the care of freight car heaters by trainmen and stationmen, careful attention being necessary and required to insure proper protection of perishable freight from the weather.

Several specific cases of bad loading were recited by Berg, which had come to his attention and which he advised were representative of conditions found by him in the course of his work and which everybody is trying to correct.

F. A. Staples, car foreman, Savanna, suggested to conductors that when reporting draw bars pulled out of cars out on the line in some instances it is the draft timbers and draw sills which are pulled out and that such reports should be specific so that repair men, when sent out, could take repair material accordingly.

The meeting was adjourned at 10 o'clock.

### The Big Blizzards of the Middle West.

The realm of the Snow King on the railroad, it would appear, is being extended,—for since January 5th he has been the Autocrat of railroad destinies throughout the "Chicago sector." On that date a terrific snow storm struck the lake region, accompanied by high winds and severe cold. Every railway employe who could shoulder a shovel turned out to fight the elements, while most passenger trains were late leaving the city, only a comparatively small number being discontinued. It being Sunday, of course the regular week-day service was not in operation. Scarcely had the tracks been cleared and normal operations about to be resumed, when another and heavier blizzard hit us. On January 12th the fiercest storm in the history of the weather bureau for this region descended on the city and a radius of 250 miles, effectually tying up all traffic. On the day of the storm hardly a wheel moved in the Chicago and Milwaukee terminals. All passenger trains except the Pioneer and the Mail Train were annulled and energies turned toward digging out. On account of the severe cold and the strong wind, men could work outside but a little while at a time and they had to negotiate drifts from five to fifteen feet high. For the first time on record a rotary plow was put into commission on the Illinois, R. & S. W. and Janesville line. To further add to the seriousness of the situation, thousands of cars of coal in transit were stalled, while many more thousands of empties en route back to the mines were unable to reach them. Chicago and the outlying district faced a fuel famine of portentous proportions. As the blizzard swept eastward, the eastern roads were also snowed under and the coal famine, which has been acute in eastern states, grew rapidly worse; while ships loaded and waiting to put to sea, were unable to sail because they had no coal.

The five-day holiday decreed by the fuel administration had eased up the urgency of the situation. It gave the railroads opportunity to clear up their tracks and get food and fuel moving, so that there is now a lessening chance of the middle west suffering from lack of either.

## MUSINGS

By Sted.

(The Editor will not be responsible for lack of locals from the Idaho Division. We requested Sted to send us some personal items from that division for this issue. Here is what Sted thinks is personal items. Guess he has not fully awakened yet.—The Editor.)

Nora: I took a stroll the other night and walked into a place where sparkling liquids spoke with vice to every eager face. I took one glass, 'twas large and deep, the nectar harbored spite—the judge he nodded to the cop: "First aisle to the right."

My Sadie dear, say, did you hear the news that's goin' round? The slacker is forbid to dwell on freedom's holy ground. "Then you get busy, kid, said she, your arms are long enough, my waist is just the proper size, but please, kid, don't get rough."

I'm sitting by the desk, Noreen, where we worked side by side, the days were full of sunshine then—I dreamt you'd be my bride. Don't you remember how, Noreen, when work was slowing down, you'd slip your little hand to me? I dreamt you wore a crown. Those days were bonny days, Noreen, when everything looked bright, when you would cuddle up to me, I dreamt I held you tight; and then McDooley came along—he toyed with love and bills—he stole your love away from me, I dreamt I had the chills; and you so cruelly turned me down, I dreamt that I would die, but Noreen, girl, 'twas only dreams, my life is sweet as pie.

Woodman, slay that tree, leave not a single bough, I need its every inch, I need it here and now—I need it on the seas to smite the wily sub, so, woodman, cut that tree, 'twill whip the German dub.

Pray, tell me true, my soldier boy, wherever you have fought, afar in foreign lands in strife, whose sorrows were not sought, in all your travels to and fro, did any girl compare with the staunch and true American lass? Now, soldier boy, play square.

Some folks are buying things nowadays for which they do not care except to rank as ornaments with other showy ware; some folks are eating grub these days that they could do without and give our boys a fighting chance full minus the doubt. The money that is spent for trash would aid the Red Cross fund or buy a bunch of saving stamps on which you get refund; the sweet stuff that you push aside will help the Hoover end and when the wheat arrives in France the German line will bend; and when the meat has furnished strength to those who fight for you—just come across and pony up your patriotic due.

"There's love light in your eyes, Louise, the bloom is on your lip, your smile is blithesome as the morn, please give your kid the tip." "Say, kid, you're slow, wake up a bit, my sunshine is your sorrow, please don't forget, for I have not, your pay check comes tomorrow."

I wonder if any of our readers have ever heard that poetical tidbit: "A rose between two thorns." It is my idea of an ideal expression of something, but is not to be compared with the classical excerpt: "A bum between two bees." Never heard or saw it, eh? Well, I'm it. On my right side is Nora B., and on my left side is I. A. B. The last does not sound as grammatical as some would like to have it but once you have bumped up against I. A. B., you forget grammar and everything else. And she says her middle name is Alice and I promised her a bracelet. One of the grandest of sports in this elusive age is hoping. The anticipation is so much more enjoyable than the actual possession that we have not the desire or money to jolt those pleasant anticipations. A ring is much smaller, more dainty and attractive and costs less in some cases. Then there are others. Divorce courts, lawyer's fees, alimony and a whole lot of other pass the time aways. Maybe it will be a bracelet after all, Nora B. Well, she is just a great big capital B., always buzzing around, her wingy locals humming a merry song to those in her bee hive. It is certainly pleasant to be a bum between two B's.

Looks like Lillie Ann was some goer even if she will not reveal her youth. She's made a good start and we look for a strong finish. Get the habit, Lillie.

The Galena fair and Chip are booked for the

coming season. We will be there.

Every little bit added to what you knit helps a little bit more, hit up your knitting kit, knit just a little bit—say, Scraps, you finish this, will you, I have got to go out and find De Leo, he is looking for the White Building.

Every once in a while some worthy person slips on something and slides into a more profitable position. A. A. DeLeo, late material clerk in the Spokane office is now earning his money in the head office at Seattle. We heartily congratulate Dell on his advancement. When you learn the directions of the wind over there Dell we are coming over and visit with you. Unless Scraps is there.

Did we thank the Editor, and various correspondents who welcomed our come back so cordially? If not, we do so now and here.

There are so many new faces in the Spokane office now we do not feel strong enough to recount all their pleasant qualities. There is Merle Geerling, Alice Mudgett, Messrs. Taylor and Gates, and another fellow whose name we can't remember, two operators whose names also got by us, but they are working here and we have recorded it. Now that is good news writing.

We are not going to offer any reward, but if somebody will put us in communication with Bullwinkle we will guarantee some good, live locals in the next issue. He perfects reading matter out of mere nothing, and we want to get some of it.

The almanac says there will be several eclipses this year. Looks like a few of them had hit the Milwaukee. Some of them were total.

The Spokane office is the proud possessor of a new wide carriage typewriter and a new adding machine. We know this makes good interesting news and are pleased that you have read and enjoyed it.

We do not wish our readers to get mixed up on the genealogy of Ann. In order to set the matter before your discriminating minds in the proper manner we take the pleasant liberty of informing you that Miss Spok Ann is no relation to Lillie Ann. Scraps and Nora B. told us this on the side, but we are only human and shoot it out all over the Magazine.

We understand all the correspondents east of the Missouri are working on a poetical crime entitled: "The Beautiful Snow." They say the Chicago end of the push are loaded to the guards on the subject.

In recounting the shooting contest at Los Angeles in which G. A. Rossbach took part and powderized 98 blue rocks out of 100 we forgot to mention that he was there as a guest of the club. They thought so highly of his marksmanship that they gave a nice supper in his honor. Gus has now joined the Spokane Gun Club and at the regular shoot at Manito made a 100 per cent score.

Material Clerk Herbert E. Moody of the Spokane office is the happy possessor of a new cold. It is of the throat variety, latest model, and far ahead of the kind we have seen in these parts lately. It is good enough to have been imported. We asked Herb about it and he said one did not have to go out of the office building these days to import a cold. There may be a deep meaning in this assertion, but we don't know.

## The Tobacco Fund for Company D.

The Editor has pleasure in announcing to contributors to the Tobacco Fund for our boys "over there," that early in January one hundred pounds of tobacco, including cigarettes, "the makin's," pipe and chewing tobacco, ten pounds of chocolate bars and a box of chewing gum was forwarded by parcel post, in boxes weighing seven pounds each. This is the limit placed on parcels by post to France, and so the entire consignment was carefully packed in corrugated carton containers, inspected by the postmaster at Libertyville, and wrapped and tied securely. It is hoped that the largest part of it may safely reach destination. We have sufficient money in the hands of Treasurer M. J. Larson to supply the boys with similar donations each month. At the request of the Food Administration not to send food to the boys, because of conservation necessity,—but with the tobacco, candy, etc., they will not be allowed to forget that the home folks are thinking of them and their comfort all the time. The ten-cent contribution fund was forwarded by Treasurer Larson and word has been received that it has reached Lieutenant Horton who is in command of Company D.

## At Home

There are approximately 1,266,061 women in the United States engaged in industrial work which is either directly or indirectly necessary to carry on the war. These million and more women are in the front rank of the industrial army of defense. They are the important women of the nation. Bands do not play in their honor; they do not wear picturesque uniforms; yet in the business of winning the war it is as necessary to protect their working efficiency as to safeguard the fighting efficiency of the men on the firing line.

The thing most impressed upon us is that woman cannot escape her world-old job, that of feeding and clothing. She finds this to be her task outside as well as in the home, if she is to be an important factor in winning the war. She longs to do her bit in picturesque fashion, but she is needed for the work which she considers more or less drudgery, because it has been her work through the ages. The women employed in the industries necessary to the winning of the war are weaving, sewing and preserving food; they are running machine tools in shops, doing car cleaning, brass polishing and countless other kinds of work adapted to their strength in the railroad shops,—and wherever they have taken such tasks in hand, their employers express themselves as satisfied with the work they are doing, while their fellow workmen have accepted them without a dissenting voice. And so, imperceptibly and without disturbance of industrial energies, the women have stepped into the industrial ranks and are doing their bit,—a big bit, indeed, to win the conflict and grant our boys "over there" a quick return.

### The Red Cross Wants Old Linen.

American manufacturers, architects and all draftsmen have been called upon to save the discarded pieces of linen and cotton cloth used in their business and turn this material over to the Red Cross for use in making surgical dressings. The demand for these and the difficulty in getting enough white goods has made this necessary, if we would have a sufficient quantity of dressings for the hospitals in which our sick and wounded are cared for. In stating their needs, the Red Cross circular says, "Two kinds of cloth are available,—draftsmen's tracing cloth and old linen and cotton articles to be donated from private households, and often in large quantities, from hotels. These can be easily collected and handled by modern laundries, which have not been called upon to perform this work for the Red Cross. And they have responded unanimously to the call.

With reference to drafting cloth, they say: "Some of the tracing cloth is thin linen fabric and some is thin cotton, but whether it is linen or cotton makes no difference in the washing process. The cloth has been treated with a

gelatinous dressing, to make the material take ink, and at the same time be transparent. The dressing seems to resemble starch that has been ironed in the goods, in that it is softened by water, but does not completely dissolve and come out and leave no trace of stiffness in the goods. As the goods are to be used as surgical dressings, it is desirable that no starch remain and that the goods be as soft as possible. This end is best attained by the use of malt extract, or diastase, which is an inexpensive starch solvent. A short breakdown of malt extract, which is familiar under manufacturers' trade names, at a low temperature, will remove most of the drawing ink and at the same time take out all of the dressing that is in the tracing cloth. Those who have not the malt extract at hand will be able to do this work by use of a cold rinse, followed by a hot suds, but the goods will not be as soft as when the malt extract is used. The goods should be given a fairly strong bleach, followed by a sour, to remove the trace of bleach that may remain. Then there should be a good rinse, to remove every trace of the sour. The bleach will completely sterilize the goods; hence a boil is not necessary.

"The greatness of the demand for old linen and cotton cloth is being measured up to by the willingness of the laundries to take over this work. Be sure then to notify them if you have any of this much needed material. Your promptness to respond to this call may, in sober earnest, become a matter of life or death to some of our wounded men across the sea."

### A Suggestion for Some of Our Girl Employes.

The Southern Pacific Bulletin tells of the work of a company of railroad girls (I like that term, "railroad girls") in "the highest tea-room in San Francisco." They have formed a Red Cross Auxiliary and one evening a week, after office hours, the tea-room on the eleventh floor of the S. P. Building is filled with girls in Red Cross uniform. They make surgical dressings for an hour under the direction of skilled instructors. They have every facility there for cleanliness and guarding against infection. The class is growing fast. They have a knitting corps of ninety-seven, and they plan to supply knitted garments to a full company of American soldiers in France.

### The Need for Conservation Becomes More Imperative.

The Food Administrator has announced that the women of the United States must bend still greater energies toward the conservation of those foodstuffs which are necessary for export to our armies and allies.

#### Less Meat, Less Wheat, Less Sugar.

When the Fuel Administrator charges our housewives with being careless in the matter of conserving these essential foodstuffs, I am sure the housewives of the Milwaukee can show a clean bill, for from all directions have come the gratifying news that the campaign conducted from the first, by the Magazine, for saving and eliminating as much as possible meat, wheat and sugar from the daily diet. But we must nerve ourselves to still greater sacrifice. As the Fuel Administrator said in regard to his closing order, "This is

war," and we must not count any sacrifice too great for its successful prosecution. Europe must still have 400,000,000 bushels of wheat from us. They must have it from us because millions of their men have been taken from the fields, their fields are laid waste by the enemy and crops in other countries have been poor. This is a very large amount of wheat to save, but it must be done, and the way to do it, is to use less and never waste a crumb of what we do use. Here are a few recipes for use of potatoes to take the place of food in which a larger content of wheat is usually used; and also with a minimum quantity of meat.

### The Potato as a "Meat and Wheat Stretcher."

**Potato Pie:** To 1 quart of hot boiled potatoes add enough hot milk to moisten. Season with butter and salt. Mash in kettle in which they were boiled and beat with a fork until light. Stir in  $\frac{1}{2}$  cup of minced ham. Have ready 4 hard boiled eggs and  $\frac{1}{2}$  cup of stock or gravy. Arrange potatoes and sliced eggs in dish in alternate layers with potatoes forming top and bottom layers. Moistened with the gravy. Brush over the top with milk or egg and brown in hot oven.

This dish can be arranged in three layers with the middle layer some kind of meat hash bound together with egg or thickened gravy.

**Potato Turnovers:** Boil and put through the ricer enough potatoes to measure a pint. Add 1 well beaten egg, 1 tablespoon of flour and season with salt. Turn on floured board, roll out and cut in circles size of saucer. Place on each a large spoonful of dry hash seasoned with onions and parsley chopped fine. This hash should be dry or bound together with thickening. Double over and pinch together like a turnover. Place on greased baking sheet and brown in hot oven. Serve with a thickened sauce made from the gravy in which the meat was cooked or with a tomato sauce.

**Family Potatoes:** Use 6 cold or freshly boiled potatoes. Cut into quarters and put in saucepan with a pint of gravy or soup stock. Add 1 chopped onion, salt and a little red pepper. Simmer on back of stove half an hour before serving.

**Potato Roll:** Heat 1 pint of mashed potatoes and  $\frac{1}{2}$  cup of milk in saucepan. Add 11 tablespoon of chopped parsley, salt, and a little red pepper or paprika. Stir in 4 well-beaten eggs and mix thoroughly. Remove from fire and beat until light. Heat 1 tablespoon of fat in frying pan and spread the potato mixture evenly over the pan. Cook until golden brown. Roll like an omelet and serve smoking hot.

Red pepper, or paprika, is preferable to black pepper in these potato dishes.

## Sted's Steady Correspondent

Ellensburg, Wash., January 12, 1918.

Friend Sted:

I noted in a recent issue of the Magazine an item by Editor Miller, whose feet make imprints on the tide flats of Tacoma, in which he questioned whether you were a dyed-in-the-wool outdoor man or one of those recent inventions styled "Nature Fakirs." I, too, have often wondered whether your outdoor yarns were real goods, and am pleased Editor Miller has seen fit to bring the subject to the fore.

Once I read a fishing story of yours with deep suspicion, and looked the location up in an atlas which further verified my suspicion; later, when in the neighborhood in which the scene of the story was laid, I found out you had caught fish in the middle of a desert one hundred miles square and further, that there was no stream within fifty miles of where you caught the fish. Yea, Sted, I'll take off my hat to you; you are a gifted angler.

Another time I read a fishing yarn the scene of which was laid in the Bitter Root Mountains at the time of the big forest fires. While in London, I went to the Royal Library and looked up your biography and ascertained that while that forest fire was raging that Sted was at the race

track at Latonia making books on the races. Yea, Sted, you are more than a gifted angler—you are a weaver of good-luck, fishing-story fancies.

Again I read a story of yours in which you detailed the necessities a person should pack along on an outing. I took heed and packed them along. On my return, I read a later story by you in which you stated it was foolishness to pack along a lot of worthless stuff, and in your detailed stuff were some of the articles you had stated were a necessity in the former story. Why did you do it, Sted, what was the idea?

Yours truly,

Billie Jones.

Dear Billie:

Your sudden outburst of human nature is almost equal to a German bombardment. I am sorry you could not locate that stream in the desert. I have never been there, and the desert is so immense I thought no one else had explored it. I thought maybe there might be a stream in the interior, and if there was there should be fish in it. If there were fish in it and I had been there, I know I could have caught some. This sounds logical enough to me, and it did to the editor, too. Now, do you get the idea?

The forest fire tale is true blue. The forest was there and is now, the fire was there, but has gone out for awhile; the stream was there and is now, and the fish was there, but is not now, as I caught him in the story. This also sounds logical, and I hope you will grasp my idea. I do not exactly catch the drift of your remarks anent the Latonia racetrack. I never wrote a story or book about horse racing. I wish I could, though, as it might spell good money. Lots of people spend money on book racing. Are you positive it was I you explored the records for while in London? You know, there is another Sted, and I think maybe you got your fins on his ancient history instead of mine. The Sted I refer to writes imaginary tales about camping, hunting and fishing, and maybe this is the guy Mr. Miller referred to. Do you get the idea?

As to what you should take and should not take on an outing, those stories were sound goods, also. When I wrote the first one, the firm I was writing it for had those necessities in stock and desired to sell them. In other words, it was refined advertising. You read the story and from what you have written I can readily perceive that the firm was right: It pays to advertise. I wrote the second letter because you had come along and purchased all of some of the necessities they had in stock and filled out the second story with other merchantable necessities yet unsold. Do you get the idea, Billie?

No, Billie, I am pleased to state to you and Editor Miller that my conscience is clear. I am not a nature fakir. I am a human-nature fakir. Do you get the idea?

### Deer Lodge Shop Notes.

"Patsy"

There is a great upheaval going on in the store department, due to the fact that they are trying to find a place to put three more young lady clerks who will take care of the voluminous clerical work in that department, which work was caused by the "inventory" and various other additional work that has been recently instituted. Ed Ward, chief clerk to the storekeeper, is seriously contemplating taking up the study of crystal gazing, and of purchasing an extra large crystal (we hope the price of crystals has not gone up since the war), which he proposes to find room for on his already crowded desk, in order that he may be able to keep tab on the nine young ladies, not to mention three more men, who are under his supervision and direction.

Frank Sowerby and Joe Ashback, general foreman and boiler foreman, respectively, made a trip "across" to Anaconda by automobile several days ago to inspect some B. A. & P. engines.

Miss Helen Daniels, Mrs. E. C. Price and Miss Helen Reardon are the new clerks in the store department.

Dandelions surely must be partial to Montana, and to Deer Lodge especially, for Master Mechanic Sears was seen picking dandelions off the transfer table on New Year's day. If you don't believe me, you may ask him. He very kindly distributed several bouquets among the young ladies in the store department.

Miss Elizabeth M. Steinberger, better known as "Betty" spent the Christmas holidays at Tacoma

visiting her mother (so she reports), but it is rumored otherwise. Betty was held up by snow slides and washouts, while en route back to Deer Lodge, but after many trials and tribulations arrived here safe and sound, and great joy was registered in the store department. There was a charming young lady named Betty, who was so conscientious and steady. That her "Boss" to her said, When she awes wed, Many tears, many tears will I sheddy.

We hope this has the proper number of feet, which a perfect example of iambic anameter should have. Mark McCoy of the DMM's office spent Christmas with his parents in Creston, Ia. Mark's passes ran out before he got back to Deer Lodge and he had to wait in a Dakota snow bank until he got them renewed. Dandelions, as I heretofore mentioned, are partial to Montana.

We understand there has been a decided change in the class of language used by machinists in the roundhouse when they make a mistake and hit themselves with a hammer. This is not due to any recent revival meetings, but due to two ladies now being employed in the round house in the capacity of engine wipers on electric locomotives. As more ladies are hired in this capacity we expect to see the atmosphere cleared correspondingly in the round house.

We were visited recently by H. B. Earling and W. B. Foster who were on their way East.

The winter has been so mild in Montana that the Bitter Root Mountains started a general slide for the river with the result that the track which had never given any trouble since the road was built, in a good many places was washed out and destroyed.

Some may be skeptical of the above mild weather in January in the Bitter Roots, but if so ask Mr. Murphy, our worthy superintendent, who was kept busy for the last two weeks keeping the rails tied together between Chicago and Seattle.

We would probably have more shop notes, but the boxes which we had made to place around the shop for the use of the men, in order that they might contribute, were pilfered by Mr. Phelan of the superintendent's office.

**Kansas City Division.**  
*Billie.*

Every one helped me wonderfully with news this month, and it's a lucky thing because I have been so busy helping mail the new time cards that I didn't have time to think of notes.

John Gorman, Stationary Boiler Inspector, was a visitor at Ottumwa Junction Roundhouse this week.

Operator Lloyd H. Wilson has been appointed chief clerk to Chief Dispatcher E. J. Klahn.

Yardmaster A. C. Dimock, wife and little daughter, spent a few days in Ottumwa the latter part of December.

Engineer Wm. Davis has been off for the past three weeks on account of the illness of relatives in Nebraska.

You should see the aquarium in the Roundhouse that has been founded by Andy Love and Jake Frankling. It contains twelve small shad captured by them in the Des Moines River through a hole in the ice. Andy is raising them for his pet cat.

The following firemen have been added to the list at Ottumwa Junction: Forrest Hall, B. E. Holt, D. Mattix, Cecil Edgerton, John DuBois, Chas. Lawler.

Roadmaster A. H. Hobart turned his ankle while getting off Train 32 at Dawn January 12th, and will be laid up several days.

Operator J. V. Tuomey of Coburg has accepted position of fourth trick operator, Ottumwa Junction, and will move his family to Ottumwa soon.

The efficiency of the roundhouse fire department came in handy when the tops of two box cars were found burning recently.

Harry Vaughn has been appointed Accounting Clerk, Superintendent's Office, Ottumwa Junction.

Mrs. Kate Doran Kramer, formerly stenographer to the superintendent, helped out a few days in that office last week.

Roadmaster Wm. Shea and a number of section foremen have gone to Chicago to help clear up the congestion.

Fireman R. T. McMillan has been laying off for the past two weeks on account of illness.

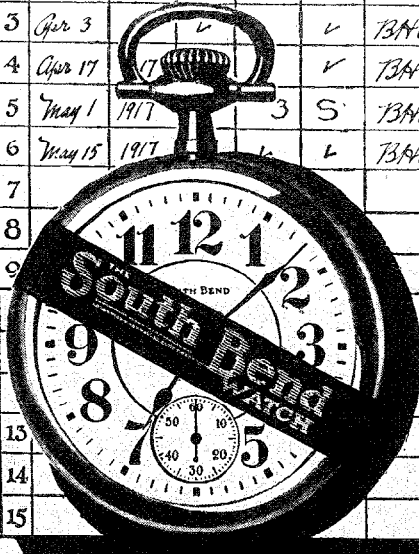
The following is how some of the roundhouse and enginemen stand in the draft and their outward feeling:

**TIME RECORD**

MARK TIME IN SECONDS

DATE	SEC. FAST	SEC. SLOW	S. SET R. REG.	INSPECTOR SIGN IN INK
1 Mar 6 1917	2	✓	✓	TBAC
2 Mar 20 1917	✓	✓	✓	TBAC
3 Apr 3	✓		✓	TBAC
4 Apr 17			✓	TBAC
5 May 1 1917		3	S	TBAC
6 May 15 1917			L	TBAC
7				
8				
9				
10				
11				
12				
13				
14				
15				

THIS COLUMN SHOWS NUMBER OF COMPARISONS



**Time Records Prove South Bend Accuracy**

**F**ROM inspection to inspection with only occasionally a few seconds fast or slow—that's the service South Bend Studebaker Watches give.

This accuracy is the result of in-built quality;—quality which enables us to guarantee this watch as no other watch is guaranteed.

**The Unequaled South Bend Guarantee**

South Bend Studebaker Watches are guaranteed to meet the requirements of the road you now work on, or any road to which you may transfer within the next five years.

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282 Studebaker St. South Bend, Ind.



## Special Commendation

Section Foreman A. Bond, Gladwin, Iowa, has received commendation for the interest displayed by him in observing brake beam down and dragging under CRNX 7075 when train 92 was passing Gladwin January 15th. Mr. Bond signaled the trainmen, caused the train to stop, so that obstruction, which might have caused a serious accident might be removed.

While inspecting train 74 January 3rd at Washington, Iowa, Brakeman Bert McGraw found broken arch bar on SDRX 2120. This shows Brakeman McGraw is paying close attention to train inspection and prevented what might have caused a bad accident.

A commendatory entry has been placed to the credit of Kansas City Division Conductor J. L. Collins for discovering broken wheel under C. B. & Q. 100233 in train 126 at Williamsburg December 12, 1917.

K. C. Division Conductor F. C. Bell is in receipt of the following letter:

"I wish to thank you for your watchfulness in detecting all wheels sliding under steel sleeper on 2-26, October 12th and pulling the air on train, stopping them and releasing the brakes: also for finding the broken rail on the city track at Benton street, Ottumwa Junction.

"It is watchfulness and care of this kind that is appreciated by this company and their officials.

"These two instances of interest displayed by you in the welfare of our company will be made a matter of record.

E. W. Lollis, Trainmaster."

Charles Webber of the Corliss depot force, discovered a broken arch bar on mail car on train No. 4 January 9th as the train was pulling into Corliss. He notified conductor and car was set out without any damage to track or equipment. His alertness undoubtedly prevented a serious derailment.

M. Ginaire, while on duty as mail carrier at Dover, discovered a broken rail on main line Christmas eve. He notified section crew at Burlington and rail was replaced without serious delay to traffic. Mr. Ginaire is the father of the agent at Dover and first trick operator at Elkhorn—a live wire family.

Passengers on train No. 10 on R. & S. W. Division January 11th were more than complimentary in their remarks regarding the efforts of Conductor Tilton in securing release of the snowbound train. While Mr. Tilton is one of the oldest conductors on this division, he still retains his physical vigor and braved a storm that few younger men would have cared to face to get into communication with the officials and get help started to his train.

The officials of the C. & M. Division have thanked Roadmaster Gaylord of the R. & S. W. Division for his prompt and efficient assistance at the derailment north of Corliss January 12th. Mr. Gaylord took charge of the work when Mr. Dougherty was injured, and his work was of the highest order.

Sivert Jacobsen, Hastings, Minn., has received a letter of commendation for watchfulness to passing trains. On December 17th he discovered a dragging brake beam on one of the cars in train 92 going by Hastings Yard. He flagged the train and the damage was repaired, this probably averting a serious derailment. Credit has been given Mr. Jacobsen in the roster.

Superior Division Conductor C. Keiffer has received special commendation and credit in the roster for prompt action upon discovery of a broken arch bar on tank car 19733. Car was set out before more serious damage occurred.

Rocky Mountain Division Brakeman C. D. Ketcham has received special commendation for careful inspection of trains. While 4-61 was standing on passing track at Deer Park, December 28, 1917, Brakeman Ketcham discovered about thirty inches of flange broken off wheel of P. R. R. car 823487. This might have resulted in a serious derailment which was averted by the timely discovery. Credit has been given Brakeman Ketcham in the roster.

Mr. Ed. Gaffney, an employe of the Rutledge Timber Company of Coeur d'Alene, Idaho, has re-

ceived a letter of thanks from Superintendent Sawyer for flagging Milwaukee passenger train when he discovered a washout under our track near Keeler. A possible accident to our passenger train was averted by Mr. Gaffney's prompt action.

I. & M. Division brakeman B. A. King has received special commendation and credit in the roster for careful attention to duty. While inspecting his train he discovered a broken truck on N. C. & St. L. car 11077, extra west January 7th, at Faribault.

Operator R. A. Simms, Reeder, N. D., has received special commendation and credit for discovery of two dragging brake beams under car in extra west, January 5th. The discovery was made by operator Simms noticing fire flying from under the car while same was passing the station.

Car inspectors Ed McGrath and Christ Westby, Mitchell, S. D., have received special commendation for vigilance in discovering two broken wheels in Mitchell Yard, the morning of December 22nd, either one of which might have caused a serious derailment.

S. M. Division Conductor T. McGreevey has received special commendation for attention to duty when on January 14th, he discovered, while pulling onto passing track, that part of a cattle guard was pulled up. Train was stopped with the air, and upon examination a brake beam was found dragging on the rail. A bad derailment was no doubt prevented.

S. M. Division Engineer Geo. Taylor has received a letter of commendation for preventing a bad derailment while on work train moving east he discovered a broken rail ahead of his engine. Train was stopped before it reached the break.

The following letter to Conductor J. A. Little and Brakeman John Ward, Corliss, Wis., is an echo of one of the severe blizzards in the Middle District: and is a well deserved commendation.

Savanna, January 18, 1918.

Mr. J. A. Larkin, Conductor,

Corliss.

Mr. John Ward, Brakeman,

Corliss.

Following from the General Manager:

"Please convey the appreciation of the passengers, as well as the officers, to Conductor Larkin and Brakeman Ward for the efficient manner in which they cared for the people who were snow-bound at Corliss on or about January 14th."

The above is self explanatory.

I am pleased to commend you for your attention to your passengers and am sending a copy of this letter to the editor of the Employees Magazine.

The following letter from the general yardmaster of the Northern Pacific Railway at Tacoma to U. S. Pendergast, yard foreman of this company at that place, is self explanatory. The Magazine takes pleasure in publishing same herewith.

Superintendent.

Tacoma, Dec. 24, 1917.

Mr. U. S. Pendergast,  
Foreman, C. M. & St. P. R. R.  
Tacoma.

Dear Sir:—

I am writing you this letter to express my appreciation for the help which you rendered me in rerolling our No. 423 at Reservation Dec. 21st.

I feel safe in saying I do not think there is another man in five hundred who would have jumped in and worked as you did. Crawling underneath the coaches and shoving out sand in order to set frogs. Being necessary to work in four or five inches of water.

What made your actions seem so commendable to me, was, account of you being an employe of another line and helping voluntarily, regardless of the fact that you were ruining your clothes, and becoming wet to the skin. The assistance which you rendered, not only made it possible to move our 423 more quickly, but also aided in moving both your own trains which were tied up by the derailment.

I am mailing a copy of this letter to your



Superintendent, Mr. J. F. Richards: also a copy to Superintendent McCullough of the P. S. Division, and one to Superintendent Albee of the Tacoma Division.

Yours truly,  
(Signed) F. E. RYAN,  
Gen'l Yardmaster N. P. Ry.

#### Enlistments from Iowa Division Since Last Report.

David J. Eriwine, army.  
Leslie De Mell, Ordnance Department.  
Frank Drew, Ordnance Department.  
John Pandy, Field Artillery.  
Estlie Godwin, Aviation Corps  
Albert Gable, Machinist, U. S. Navy.  
Orin Lutz, Machinist, U. S. Navy.  
Frank Colburn, Machinist, U. S. Navy.  
Joe Boardman, U. S. Navy.  
Jesse Townley, Army.

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

Baggage man A. E. Stransky and R. W. Skaro have gone to Fort Houston.  
Brakeman G. B. Murphy in the Aviation Corps.  
Agent O. E. Burton at Fairview in the Signal Corps.  
Agent T. M. Paulson from Ethan in the Signal Corps.  
Switchman W. H. Lynn in the Army.  
Brakeman A. Mullen in the Aviation Corps.  
Brakeman Geo. Robinson in the Aviation Corps.  
Clerk John J. Dulig in the Artillery.

Ed Olson recently employed as extra train dispatcher, enlisted in the 415 Railway Battalion and left for Chicago January 11th. Since his arrival there, he has been confined to the hospital because of the mumps. Word has been received from him, however, stating that he expects to be released within a few days.

Arthur A. Olson, first trick dispatcher, has enlisted in the 416 Railway Battalion and left for the "Windy City" Friday, January 18th. Ed and Arthur are brothers and have spent their entire lives on the Des Moines Division, being born at Clay, Iowa. Their father, John Olson, was the oldest section foreman on this division. They began their service with this company as section laborers and then took up telegraphy, since which time they have filled positions as operators, clerks and train dispatchers. We are proud of the boys and will certainly miss them. We understand a certain school "marm" will miss Ed very much while we do not know how our baseball fans will have a chance of making any money since "Ollie" is gone.

#### 100 Per Cent. Red Cross Drive.

Milwaukee, January 14, 1918.

We feel it our duty as officers of the Milwaukee Transportation End of the Red Cross workers on their drive for members, to say a few words relative to the magnificent showing made by Sub-Chairman W. G. Miller and his several co-workers. With a pay roll of about 500 employes every department under Mr. Miller's jurisdiction reported 100 per cent. When we stop to consider that included in this we find the office force, yard clerks and every man employed in the warehouses from the foreman to the trucker who represents nearly every nationality all came forward with their dollar or more for this great cause.

When the 100 per cent banners were hoisted in the several departments every heart went out with pride at being able to assist in doing their bit for Uncle Sam and his boys. We wish to express our appreciation to Mr. Miller and his aids for this wonderful accomplishment.

W. P. O'Connor, Chairman,  
J. A. Elmslie, Vice-Chairman,  
J. B. Heckendorn, Secretary.

#### Pebbles from the Musselshell.

Grace Hardman.

Conductor George Young is back to work after a few weeks' layoff.

Engineer McGraw is working between Melstone and Harlowton with the layover at Harlowton.

Miss Nina B. Knight and brakeman H. B. Taylor were married at Melstone December 23. Miss Knight was waitress at the Van Noy Lunch Room and Mr. Taylor is a brakeman on the west end. They will make their home at Melstone. Their many friends wish them a long and happy life together.

Mrs. W. F. Maughan, mother of the correspondent, was called to Washington on account of her granddaughter having scarlet fever.

Boilermaker H. J. Thomas and wife attended the big dance at Miles City New Years Eve. They reported a fine time.

Engineer Thos. Edwards went to Seattle and other coast cities for a few weeks. It's a fine place to go and he sure will hate to come back to this cold climate.

The children of Leslie Goomey were quite sick the fore part of January. It was thought they were poisoned from some ment.

Mrs. A. W. Palsneau, wife of stationary boiler man at Melstone, is able to sit up a while each day, a fact her many friends will be glad to hear.

News along the Musselshell is very scarce this time as no one has handed any in at all. Please let the correspondent know all that's going on so as to make this interesting for all.

#### Butte Items.

By Speeder.

R. M. Fields, formerly depot ticket agent, is now city passenger agent vice E. M. Taylor.

Earl Coy is now our depot ticket agent.

H. R. Rector, agent, at Three Forks, was a Butte visitor.

Conductor Drake of the Northern Montana Division and his family also visited Butte.

C. H. Mitchell and D. M. McGeen represented Butte at Seattle at the banquet tendered to Vice President K. M. Collins.

Jack Troup was a Three Forks visitor, "Again."

William ("Bill") Kostelak, our warehouse foreman, was a Great Falls visitor during the holiday season.

Mr. Guchord, clerk for W. A. Musson, engineers' office, tasted the first cold spell and had his ears frozen. He is thinking of returning to Southern California. It was only 3 degrees below zero. What will you do when the thermometer goes down to 40, "Guishord"?

Jim Mahony, stenographer in E. H. Barrett's office, was seen skating at the Holland Rink. "Quite a skater, Jim."

Mark Deeble, our genial baggage master, is going around with a broad smile nowadays. He received word that his brother "Jack" was selected for the Officers' Reserve at Camp Lewis. Mark is seriously thinking of joining the aviation corps and get a shot at the Kaiser.

P. A. Wicker, operator at GS Butte was recently called to Texas on account of the illness of his father. Mr. Wicker is expected to return about the 15th.

Operators D. R. Snider, E. L. Sturm and E. N. Campbell are recent additions to the telegraph office.

Charles F. Wooten was recently heard from at Camp Lewis, being quarantined with the measles. C. F. McDonough is also at Camp Lewis. Wooten and McDonough were telegraph operators at the G. S. office.

Chesty Carolus, our revising clerk, is lined up for army service, having mailed his questionnaire in several days ago. Chesty says he don't mind going to war as long as skating is good, whereupon he was informed Uncle Sam wanted fighters, not skaters, in the army.

Operator R. H. Martin of Jefferson, Iowa, was off several days last week on account of the illness of his mother.

R. A. Swanson, agent at Webb, is laying off and being relieved by A. E. Lambert.

P. H. Zenor, agent at Luther, has resumed work after an extended vacation.

## On The Steel Trail

### Items from the I. & M. Division. *Marcella McShane.*

Following is the annual report of the fire calls made in the past year and the time required in making each one at the Austin roundhouse:

1/ 4/17.....	36 seconds
3/27/17.....	38 "
6/16/17.....	75 "
5/23/17.....	45 "
6/26/17.....	50 "
8/ 6/17.....	40 "
9/10/17.....	75 "
11/ 5/17.....	50 "
12/ 3/17.....	75 "

Supt. W. J. Thiele and Train Master E. A. Meyers, from Minneapolis, were in Austin on business last week.

Personal Claim Agent J. Taylor is here from Mason City, Iowa, on business.

J. M. Plum, yardmaster, and wife returned from Milwaukee, Wis., where they spent Christmas with their son.

Trainmaster F. J. Holmes, from LaCrosse, was here today to transact business.

C. J. Kelm left for the Twin Cities on business. Steamfitters Art Utlich, Fred Koenig and Frank Foster, of Milwaukee, were here to install steam heat in the telegraph and yardmaster's offices.

Mr. Ward, personal claim agent from Minneapolis, was in Austin on business last week.

Mr. and Mrs. Walter Groom returned from a short visit in St. Paul, Minn.

R. Jim Deneen returned from a business trip to Chicago.

Conductor I. Jorgenson has resumed his work after being ill for two weeks.

William Pess was breaking on passenger for Jap Shubert, and Tom Ward was breaking on passenger in the place of O. Hanson last week.

Conductor A. Smith is taking a lay-off for a few days.

Mrs. P. Burns, wife of Engineer P. Burns, and daughter, Patricia, returned from a visit with relatives at Mason City, Iowa.

Mrs. Hirt, wife of Yard Foreman of B. & B. Dept. Hirt, spent Sunday with her husband at Austin.

Paul Mullin has been appointed division master mechanic on the Southern Minnesota Division. Headquarters at Austin. Mr. Mullin comes here with a very good record behind him and wherever he was located he had a host of friends. We wish him our hearty co-operation for his success on the S. M. Division, and will pull with him.

J. E. Opie, our general foreman on the S. M. for the past 28 years, has been appointed general inspector. Mr. Opie has been long connected with the Milwaukee R. R. and his career has been an honorable one.

Edith Grau, a nurse in St. Barnabas Hospital, returned to Minneapolis after spending a week with her parents, Operator and Mrs. Grau.

Matt Meddinger our general boilermaker foreman, went to the Twin Cities for a few days on personal business.

A. W. Lawrence was called to Madison, S. D., on company business.

Mrs. E. J. Blomily, we understand, is getting along very nicely at the present writing.

Chas. Newman went to Minneapolis today to visit his wife who underwent an operation at St. Barnabas. Mrs. Newman is getting along as well as can be expected at the present.

C. C. Taylor, a former conductor on the I. & M. Division, died at his home on Hope Street December 31, 1917. He will be missed by a large circle of friends, and the sympathy of this entire community goes out to his family in the loss of this good man.

Engineer John McCarthy, on the S. M. Division, spent New Years at his home at Lanesboro, Minn.

Steve Majusick, section foreman at Medford, went to Chicago to undergo an operation. Mrs. Majusick spent a few days with her husband and reports that he is getting along nicely.

Bum, the oil boy, lost \$10.00. He said his little brother lost it, but we are inclined to believe that he spent it going to picture shows. "Never mind, Bum, you'll get your money back."

Ray McCarthy, former clerk of chief carpenter on I. & M. Division, now a member of the hospital corps in the Navy, San Francisco, Cal., spent a few days' furlough at his home in Lanesboro and with friends in Austin.

### Chicago Terminal News.

*Catherine M. Bartel.*

Fireman Arthur Murawski, one of our patriots at Rockford, Ill., spent Christmas and New Year Day with friends and relatives.

Ed Neary, employed at the Union Stock Yards Station for the past three years, resigned to accept a position with the Stock Yards people; Geo. Reynolds, who was formerly employed as a yard clerk with the Great Western, is taking his place.

Switchman James M. Riley, who is now working for his country at Fort Riley, Kan., spent Christmas with the folks.

Train Clerk C. Schneider, wife and children, were called to Columbia City, Ind., on account of the death of Mr. Schneider's brother.

Donald M. Spake, Chicago Terminal fireman, spent a few days on the farm at Wausaukee, Wis.

Switchman Wm. Ryman, who is rapidly learning to become a real soldier at Camp Grant, spent Sunday with his family.

Machinist Thomas Hawksworth returned from Minneapolis January 7th, where he had been called on important business.

Mrs. Frank Spake, wife of roundhouse foreman, Galewood, spent a few days visiting relatives at Wausaukee, Wis.

James P. Neary, who is now with the 332d Field Artillery, Camp Grant, spent a few days with his parents recently.

Miss Mabel Williams, our popular Galewood operator, has severed her connections with the C. & St. P., and is now employed as chief operator in the Federal building. It is needless to say that we were all very sorry to see her go. So long, Mabel!

Agent Markey and wife have returned from California, and report a splendid time.

Switchman G. V. Bazarek and father will soon leave for Houston, Tex., where Mr. Bazarek will visit his two brothers, who are in military service at that point.

General Yardmaster R. G. Williams is still on the sick list, having sprained his wrist several weeks ago. Understand he will be able to report for work in a few days.

Ed. Johnston is a very busy man these days, trying to do away with some of the snow that has fallen recently. Understand it takes all the restaurants in the vicinity of Western avenue, and all the handouts he can get to keep him in trim.

Among those unable to report for work on account of being lost in the snowdrifts somewhere in Cragin, was Miss Anna Merzjak, our telephone operator at Western avenue. Western avenue employes were seriously contemplating sending a special after her, when she appeared on the scene.

Foreman J. C. Logan had the misfortune to hurt his back on January 6th, when his engine struck a snowdrift, throwing him off the footboard.

### Milwaukee Shop Items.

*H. W. Griggs.*

Wm. A. Durkee, formerly draftsman in the M. E. Dept. at the shops, is with the General Motors Company, Pontiac, Mich., according to a cute cartoon received from him. He left us out. We are slighted.

M. H. Warnock, general superintendent of motive power, called at the S. M. P. office December 21st. Joseph Haas, assistant chief clerk S. M. P., went to Chicago as chief clerk to Mr. Warnock. J. Koch takes Haas' place here.

Harold Parkinson was home from Perdue University during the holidays and helped out in the drafting room—his old place while here.

The Red Cross stereopticon slides projected on the roundhouse, evenings of December 27th and 28th, held the crowd of homeward bounders all right. Some 1,200 of them must have missed their car.

Since December 28th, at noon, we all have been under the Government employ. This hasn't apparently made much difference around here at present, except to send ten of our locomotives to the P. R. R., out of Chicago.

Joseph Ople of Austin, Minn., was a caller at the office January 11th; also Foreman A. H. Manchester.

F. S. Rodgers, assistant S. M. P. at Minneapolis, called the 14th.

W. C. Kenney is the new roundhouse foreman, vice W. Joost, promoted, one of the many new division master mechanics set up. Al Klumb takes the P. du C. and M. Pt. divisions, with headquarters at Madison.

A. Hasler, of the blacksmith shop office, a prominent worker in the recent Red Cross drive, is laid up in the hospital. We hope to see you out soon, A. H.

George Walder, assistant purchasing agent, Chicago, stuck his head and cigar in the office door the 16th—all the time he had.

Walter Alexander, superintendent M. P., gave a very interesting lecture on "Our Electric Locomotives, Old and New," at the Engineers' Society January meeting, the 16th, at the City Club rooms in the Merrill building. The subject was illustrated with lantern slides, and the hall was packed to overflowing.

Jno. Horan has been out around Mitchell and says there is hardly any snow out that way. If some of this could be spread out, we could spare a lot of it—from two to six feet deep around here.

Miss Edith Cox is another valuable assistant in Jenson's force. She has a real cute little office out in the mixing room.

During the recent cold spell, Miss Butler froze her nossey. She should wrap all up in that new sweater which one of the soldier boys sent her.

The foundry shut down two or three days during the snow spell and fuel pinch, as also did different departments of the car department alternate, while some 300 of the men were put shoveling.

Mrs. Helen Schrank, the new office forelady, makes us all toe the mark. We notice that Janitor Charlie has to also step lively.

The Red Cross drive, December 16th to 24th and 31st, resulted in a membership of 2,551 dollar members and 62 two-dollar members, making \$2,613.00 collected. The thirty-five workers taken from the ranks of the different departments, cost the company about \$100.00 a day for a week. The shops run 52 per cent of the 5,000 goal, the departments running from 100 per cent down to 10 per cent. Canvassing in the roundhouses was difficult, on account of the steam and smudge during the cold weather. Walter Alexander was chairman and H. W. Griggs sub-chairman of the drive.

The Knights of Columbus are on with a fund drive now, and are coming good.

We don't see much of Assistant S. M. P., A. N. Lucas, nowadays. Western avenue and Galewood take the most of his time.

Born in Burlington, Vt., the 23d day of January, 1838, is the record of Veteran Jno. Horan, who is still hale and hearty, and don't look more than 60. He is our oldest active employe, the only active octogenarian, and in fact only one of two left, being distanced by 17 years by that nestor of employes, the veteran Jno. C. Fox of Janesville. But mighty few ever attain that record, and here's hoping for their good continuance.

#### Items from Columbia Division.

*H. R. Gates.*

Engineer O. L. Simms is now on the St. Maries switch engine, having bumped Engineer Daubenspeck.

Engineers A. A. Lentz and Otto Butzlaff have taken six months' leave of absence and are now in the East.

Fireman E. W. Foreman is now in the east end ring, between Malden and Avery.

Dispatcher R. C. Petersen has been made chief dispatcher of the Columbia Division, vice W. J. Jordan.

Engineer C. A. Davis and wife, of Malden, were Spokane visitors during the past month.

Engineer L. J. Thorne, who is now working between Othello and Cle Elum, was a St. Maries visitor during the holidays.

Engineer Zeyen, of the Coast Division, was a Spokane visitor during the past month.

Fireman John Warner has been laying off for a few days.

Among those who enlisted during the past month were Firemen C. J. Shook and De Ville.

Mrs. N. R. Byron, wife of the roundhouse foreman at Malden, has been on the sick list during the past month.

Engineer Charles McGill, of St. Maries, has been laying off for a few days.

Engineer X. E. Harrington has now been assigned to helper service at Beverly.

Engineer Daubenspeck is now on the Spokane switch engine.

Engineer C. M. Slightam, formerly on passenger runs Nos. 27 and 28 between Plummer Junction and Marengo, has taken a passenger run between Othello and Seattle.

Engineer Peter Mickleson has been on passenger runs Nos. 27 and 28 between Plummer Junction and Marengo, during the past month.

Engineer G. W. Nelson, now on the Malden switch engine.

Car Foreman A. J. Litwin, of St. Maries, was confined to his bed for a few days during the past month on account of illness.

#### Wisconsin Valley (West) Division Notes.

*Lilly Ann.*

Tom Callahan and wife spent New Year's Day at Tomahawk visiting at the home of Mrs. Callahan's parents.

E. R. Slaughter, formerly on the dining car, has been appointed baggageman at the passenger station, succeeding Erwynn Kimball, who has accepted a position as assistant agent at Wauwatosa.

P. F. Mitchell, freight inspector, was a business caller at this office during the past week.

Margaret Bohag, little daughter of Brakeman Bohag, is ill with the measles.

Flora Emrich, clerk in the roundhouse foreman's office at Tomahawk, was a Wausau visitor. We were expecting a call at our office, Flora, and the next time you come to the city will be glad to have you drop in.

Miss Margaret McGinley has been added to the stenographic force on the first floor.

Miss Anna Larson has been appointed bill clerk in the freight department having succeeded Fred Hanson who has been transferred to Sioux City, Iowa, taking charge of the position as cashier at the stock yards of this company. Freddie's smiles and gentle voice will be greatly missed throughout the office. We all wish him success in his new field.

Mrs. Jas. O'Leary and daughter, Marcella, went to St. Paul to visit relatives. Mr. and Mrs. Joe Conrad, Mitchell, S. D., were spending the holidays with Mrs. Conrad's parents, Mr. and Mrs. Ed. Callahan.

Mrs. J. A. Ball is visiting at Plymouth, Wis.

Chas. Pond, son of Engineer F. D. Pond, returned to Milwaukee to resume his duties at college, after spending his Christmas vacation with his parents.

Floyd Sullivan returned to Madison where he is attending the "U."

A. J. Klumb visited with the Division Headquarters during the past week.

Arthur Teachout, son of train baggageman at New Lisbon, is spending a few days at Milwaukee.

Mrs. M. Olson, mother of Mrs. A. H. Johnson, Tomahawk, visited at Merrill with friends and relatives.

Thos. Crego, of St. James, Minn., has accepted a position assisting the chief clerk. The girls were all "Buzzin'" around him for a while, but there is a suspicion now that he has taken unto himself a little wife, so the "Buzzin'" has ceased, at least until the rumor can be verified. Tommy looks guilty, too.

Miles Boucler left for a few days' visit at Chicago.

Pat McGinley is making a business visit through the western states.

It was found necessary to put on two new crews between Wausau and Minocqua to handle the logging output for the winter. There will also be a run on the Guenther line and a second Gleason line crew during the heavy logging period.

Conductor Billie Hayes and wife were greeted with a New Years caller by the Stork who left a nine-pound boy to assist in making the New Year a Happy one for them.

Sam Loomis had the misfortune recently to crush several fingers while handling freight at Sayner. We trust that the injury will not cause any serious trouble.

W. C. Milne was forced to take a few days' vacation on account of illness, but has again reported for duty and we are glad to see him about again.

M. P. Finerty visited with his son at St. Louis, who is in training for Uncle Sammy.

F. D. Pond, Amos Griffith and F. Hanouseck have entered into another wood-sawing contest, having recently unloaded a carload of logs. While they are doing first rate, they have not been able to win the championship from the dispatchers so far.

Mrs. John Mick of Tomah spent New Years Day with her daughter, Mrs. M. E. Donovan.

We were wondering why Elmer always selected the last row of seats at the Bijou. Same price all over the house, isn't it?

Mrs. E. B. Stoddard visited with friends at Racine.

H. L. Crandall, chief dispatcher, was a business visitor at Milwaukee, January 11th.

We were sorry to learn of the illness of W. M. Wilcox, through the news columns of the last issue, but trust that he has fully recovered by this time.

While we do not expect to meet any other than pleasant conductors on the Milwaukee road, wish to mention the fact that Conductor S. H. Fink, of the C. & M. Division, is very pleasant and courteous to his passengers, and deserves commendation in that respect.

I, too, dislike to speak of myself, but in fairness to the rest of the family will say that I was at Joliet, but on account of good behavior was released within a few days and again ready for duty.

Thank you, Mr. Guy E. Sampson, for the introduction and the bouquet, and I will make a special effort to learn how to swim.

Wm. F. Carroll, weighmaster, visited with his parents at Madison. He was forced to return home on account of an important and special engagement, but his smiles assured us that it was a pleasant appointment he returned to.

Sted, I'll just whisper it to you, will "37" do? Alfred Crandall, son of Chief Dispatcher H. L. Crandall, who is in training at the Great Lakes Naval Training Station, visited at his home during the holidays.

The heroism of our boys was recently displayed to advantage when a report was turned in that the roof of the freight office was on fire. The alarm was immediately turned in by Gust Olsen, our janitor, who is always on the job, and no time was lost in starting a bucket brigade. The hook and ladder equipment was carried up by Chief Clerk C. H. Conklin, and in less than no time, several of the boys were up on the roof pouring buckets of water on to the flames. With persistent effort and great care the fire was soon under control. The damage to the building was slight, while Dispatcher J. Held received a surprise shower bath, which caused a trifle inconvenience.

LOST—A pair of shoes, size 11, color brown, belonging to Dispatcher Del Warner. Liberal reward for return to owner.

#### Illinois Division Locals.

##### Mabel Johnson.

Greetings are extended to the new officers at Savanna: Superintendent C. O. Bradshaw, R. & S. W. Trainmaster A. DeGarmo, Ill. Division Chief Dispatcher J. M. Losey, R. & S. W. Division Chief Dispatcher F. J. Manthey, Night Chief Dispatcher E. D. Cook, Ill. and R. & S. W. Divisions, and Ill. Division Master Mechanic E. W. Harvey.

Engineer Chas. A. Johnson visited relative in Detroit, Mich., for a few days during the holiday season.

Brakeman F. L. Deering was confined to his home for a week account rheumatism. We are pleased to note, however, that he is again on duty.

While coupling up the air hose on train January 11th, Brakeman S. F. Mahon had one of his feet badly bruised. He was able to return to his home in Chicago and we hope it will not be long before he may resume his duties.

The marriage of Switchman Richard Smith and Miss Florence Good, Savanna, occurred at Rockford, December 23th. Congratulations extended.

John Morehead, C., M. & St. P. employe, is quite ill at his home in Savanna. We hope for his speedy recovery and that he will not be confined for a long period of time.

Trainmaster W. M. Thurber, of Dubuque, was a visitor at the superintendents' office January 11th.

James Ryan, now roundhouse foreman at Racine, Wis., spent Tuesday, January 15th, at office of

Master Mechanic E. W. Harvey, to receive instructions for his new duties.

January 10th Conductor Gregg, while pulling through west passing track at Lanark, was hanging onto side of train, and was caught between train and snow bank, receiving scalp wound and bruises. He went to his home in Chicago and has not yet been able to return to duty.

Transportation Inspector F. A. Maxwell, from Chicago, has been at Savanna last few days.

Signal Supervisor A. T. Breecher and wife, Savanna, welcomed a fine baby girl to their home January 7th. The congratulations of the division are extended.

Train Baggage-man (???????) enlisted in U. S. Naval Force Aviation and reported for duty January 10th.

Switchman Owens and Brakeman C. L. Jackson had an exciting experience when they were held up by colored man December 30th at Savanna, and robbed of \$58.00.

Conductor Thos. B. Carroll spent the holidays with his parents in Madison, Wis.

Engineer Chas. Green and wife, of Savanna, expect to leave for Florida soon.

Engineer L. K. Owens, Savanna, is on the sick list. It is hoped he will be able to be about soon.

Ray Kentner, assistant yardmaster, Savanna, visited friends in Storm Lake, Iowa, for a few days.

Mrs. R. E. Aldrich, wife of Operator Aldrich, Hampshire, is visiting in Elgin.

Mrs. J. R. Slater, wife of Machinist Slater, Savanna roundhouse, spent a day in Chicago the early part of January.

Mrs. F. Smith, wife of Conductor Floyd Smith, spent January 11th in Rockford with her relatives.

Vertie Orr, record clerk, Savanna yard office, spent a day in Freeport the fore part of January.

Herman Holland, of the roundhouse supply room, Savanna, and wife were visitors in Chicago January 13th.

Howard Gentine, formerly machinist at Savanna roundhouse, will again make Savanna his residence, and has been assigned duties as gang foreman.

Emogene Radke, car record clerk, Savanna yard office, was a passenger for Dubuque January 7th.

Mrs. C. M. Harrison, wife of Switchman Harrison, Savanna, is visiting in Freeport, Ill.

Mrs. Garfield Watson, wife of Engineer Watson, spent January 10th in Chicago visiting her sister.

Operator L. J. Nicely and wife, of Kirkland, visited in Rockford for a few days.

Switchman A. A. Follett and wife, of Savanna, visited Mrs. Follett's parents in Waukesha, Wis., the early part of January.

Sympathy is extended to Dispatcher George Humphrey and wife, in their recent bereavement account of death of Mr. Humphrey's mother, which occurred at Hampshire January 7th.

Trainmaster Rossiter's jurisdiction is now confined to the Illinois Division and Rockford: A. DeGarmo appointed trainmaster of R. & S. W. Division with jurisdiction also over that part of Ill. Division from Ashdale to Nahant and from Savanna to Ebner.

Miss Mabel Johnson, trainmaster's office, spent Christmas with her brother who is assistant paymaster in the Navy at Boston, and enjoyed very much the many interesting things which historic Boston affords.

#### Prairie Breezes from the H. & D.

##### C. R. Craft.

T. W. Proctor, formerly assistant general freight agent of Minneapolis, now located at Chicago, was a visitor in Aberdeen December 21st.

W. H. Krebs, district claim adjuster of Sioux City, was recently here on business connected with his department.

O. F. Waller, division freight and passenger agent, spent Christmas week at Fond Du Lac, Wis., where he visited his mother.

Miss Lida Young is now chief clerk at Aberdeen yard office, and we are pleased to hear that she is filling the position very capably.

W. A. Mueller has been appointed roundhouse foreman at Milbank. Former Foreman F. G. Miller is now in the service of Uncle Sam.

Engineer Chas. Fox has given up the "Hay" hue and returned to his old job on the "Hill."

Our news gatherer at Milbank states that, "Lively is the car department, repairing box cars, stock cars and oil tanks." Also that, "The ma-

chinitists are trying their best to keep the 637's headed the other way." Milbank is a busy place alright.

Leonard Mashek, of the superintendent's office, spent Christmas at Sheldon, Iowa.

W. H. Berg, cashier local freight office, had Christmas dinner with his folks at New Ulm, Minn.

Joe J. Gleason, claim clerk, spent a few days of the Christmas week with relatives in the Windy City.

Chief Dispatcher Harry Gibson had the misfortune to step in the hole of a steam-trap causing the steam pipe to be broken and scalding his leg very badly, being laid up for several days. Dispatcher Fred Bauder acting as chief, and Agent C. W. Mayer of Bristol handling first trick.

The interior of the passenger station at Milbank has received a much needed fresh coat of paint, improving its appearance wonderfully.

The ice harvest at Ortonville is now on and contractors are busy filling the ice houses at Milbank and Aberdeen. Big Stone Lake furnishes us with lots of good ice in the winter and lots of good fishing in the summer. Nothing like having a nice, useful lake lying around handy, eh, Sted?

Local passengers trains Nos. 1 and 4 have been discontinued between Aberdeen and Milbank. Running now between Minneapolis and Milbank only.

Engineer Bennett has gone to Oregon where he will spend the balance of the winter. Engineer C. Fox has taken his run on the Sisseton line.

W. H. Murphy, of the general foreman's office, spent Christmas with relatives in Minneapolis.

O. Erickson, timekeeper dispatchers' office, visited with relatives in Montevideo on Christmas day.

Frank Paeth, car record clerk, has returned from a week's vacation spent with relatives at Strasburg, N. D.

"Doc." Crampton returned recently from his home at Menomonie, Wis., and is again employed in Superintendent Melin's office.

Operator Riley of Milbank is off on leave of absence. Amen Moul relieving him.

J. F. Hammel, of Minneapolis, is the new manager of the Van Noy-Interstate Lunch Room at Aberdeen. Former Manager King having resigned to enter other business.

Miss Irene Johnson, stenographer in local freight office, has been off duty for several days on account of having her tonsils removed.

Charles Wales, bill clerk local office, spent New Years with relatives at Seneca, S. D.

C. R. Craft, of the traffic department, partook of Christmas dinner with a sister at Edgerly, N. D.

W. P. McCauley, formerly operator at Aberdeen yard, now working second trick in dispatcher's office.

Miss Lida Young, chief clerk yard office, has returned from a trip to Deming, N. M., where she visited her brother now training at Camp Cody.

The new addition to Aberdeen passenger station for use of the Wells, Fargo Express Co. is rapidly nearing completion and will soon be in use. Their former quarters were too small to properly handle their increased business at this place.

#### North La Crosse News.

*H. J. Bullock.*

General Yardmaster J. T. Greenwood was called to Milwaukee January 8th by the serious condition of his brother, who died a few days later.

Switchman J. E. Wilson is spending the winter in Washington, D. C., with his son, Frank.

Yard Foreman Nick Weber acted as assistant day yardmaster during the heavy business of the holidays.

Yard Foreman John Cary filled the office of yardmaster during Mr. Greenwood's absence.

Roadmaster P. H. Madden and wife have departed for Seattle and other Coast cities. They intend to reside at Los Angeles, Cal., the balance of the winter.

Wm. Blank has assumed the duties of roadmaster during the absence of Mr. Madden.

District Carpenter W. O'Brien and B. & B. Foreman A. Fischer did some very unusual fishing here January 17th while cleaning the well which is filled with water from Black River. They removed a large quantity of fish of various sizes from the intake pipe.

District Master Mechanic M. F. Smith, of Milwaukee, and District Master Mechanic H. G. Dimmett, of Minneapolis, conferred here with

Roundhouse Foreman H. M. Hauser, January 17th and 18th, on important matters concerning the locomotive department.

#### Construction Notes.

##### *Guyline.*

Frank Brownell, formerly timekeeper for Camp 201, has left the service to join the Officers' Training Camp at the Presidio.

Jack Jones, line inspector, was called to his old home at Frazee, Minn., recently, on account of the death of his father.

T. B. Williamson, timekeeper at Kittitas Substation, has been transferred to Taunton to relieve A. P. Van Cleave, who has gone into business for himself. "Hi" Walker has been transferred to Kittitas from Tacoma Junction. H. W. Guenther, inspector, has taken over Kittitas Substation in addition to Cedar Falls, and F. E. Phillips is in charge of Doris and Taunton Substations. Business is certainly picking up on the Columbia Division.

Wanted—At Kittitas. Amateur actors and actresses to help stage Uncle Tom's Cabin. The town of Kittitas will furnish the hounds, both blood and ordinary, and the Substation Construction crew already has a proficient Eliza; one who can cross the ice, snow and the back yard fence without faltering in his step.

Chester McSpadden, of the Trolley Survey crew, has passed the examinations and is now in training for the aviation corps.

Bob Bulwinkle had the misfortune to meet with a serious and almost fatal accident recently. While trying to crank a No. 34 gas car, the engine backfired, kicking the crank back and breaking his nose. For a time Bob feared that his fatal beauty would be permanently ruined, but last reports are that he is almost as handsome as before the accident.

Mr. and Mrs. F. E. Phillips announce the birth of a son, Payton F., born December 18, 1917. Heartiest congratulations!

Understand Bill Snyder is trying to reduce in weight by loading his grip with bricks and carrying them around. How about it, Bill?

The Cle Elum Train Hounds Union, Local No. 1, is mourning the loss of one of its most active members, on account of the Substation crew moving away. Until a new member can be found to fill his place, "Dutch" Schultz and Jack McMahon will work a split shift, in order that the motto of the organization may remain clear. The motto is "We meet all Passenger Trains."

#### Council Bluffs, Iowa, Notes.

*Helga Schmidt-Hackstock.*

We were very much pleased today by a visit from our old friend, "Happy Jack" Rhodes. He is back on the diner of this end now, and I know many folks will be pleased to see him.

Earl Hopp, who was formerly night roundhouse foreman at Perry, has taken the position as roundhouse foreman, in place of Wm. A. Failor, who resigned and went back to the bench.

Machinist Arthur J. Knodell has gone to Milwaukee for a few days.

Ruby was wrong about my dressing up and coming down to Perry. I believe she will remember that Mrs. Losey had quite a little job mending. Anyhow, I had one fine time.

Machinist Helper Jim Johnson has been off on account of illness.

The correspondent spent the week-end recently visiting with her sister in Minneapolis.

A portion of the old depot was moved south into the yards and is being remodelled to make a very nice office for the general yardmaster, Mr. M. Gallagher.

We were sure glad to see that our friend "Sted" had returned to the ranks of the correspondents again.

Boilermaker Foreman Hopp, of the Dubuque shops, made a visit to his son, the roundhouse foreman.

Night Roundhouse Foreman John M. Peterson had the misfortune to freeze one of his feet recently during the severe cold snap.

Something happened during the cold snap that never happened before. Every train from the east was abandoned for twenty-four hours.

Chief Carpenter, E. Collins, was a business visitor on January 17th.

An extra gang with the American Ditcher No. 4

have been very busy at Council Bluffs, cleaning up the premises and hauling away cinders that had accumulated in the yards. They also had to set to work and assist the working forces here in overcoming the difficulties brought about by the ice and snow during the severe cold weather.

Machinists George Hansen and Wm. A. Failor have no regrets on account of the H. C. of L. They managed to save up enough nickels to take a trip, and report having had a very good time.

Machinist R. V. Carter and Car Repairer John Dombraske suffered the same sort of an injury in the same day, each man running a nail into his foot. John is working, but Carter's foot is giving him some trouble.

Ben O'Leary was here, but we did not have the customary "fire run," as the new hose we got had the wrong couplings.

Our engine handler, John Peterson, sure deserves special mention. On the very coldest day we had John stuck it out in spite of being very sick with chills and fever and a headache, while so many others were off for nothing at all only to keep out of the cold. He did not have the heart to leave the whole burden to the roundhouse foreman. John is one of our veterans and is all for the St. P.

Roundhouse Foreman Hopp and Machinist R. V. Carter say if you want to appreciate the cold, that the sand tower on a cold day is the place to have to work.

We have a new stationery engineer in the person of W. E. Scott. He took the place of Wesley Wallace.

Inspector John Barclay has been ill, and John Schonberg is relieving him at Omaha.

#### Items from the Freight Auditor's Office.

Happy New Year, everybody! Here's to a record-breaking year! Speaking of things to be proud of, look at our boys at Camp Grant.

James Carney is now Corporal Carney. Isn't that great?

Wayne L. Moore has joined the balloon corps. Some climb for Wayne. All honor to the little mother at home who has given her two sons to fight for a great cause. Wayne's brother Donald also enlisted in the navy.

We sure were glad to see Walter Scannel made car accountant. Walter deserves the best there is.

E. A. Reynolds is now assistant freight auditor in Walter's place. Our best wishes to both the boys.

Don't you miss Redheaded Harry something fierce? He is now with the Anderson & Gustafson Oil Company and doing fine. Sorry to lose such a fine fellow from our ranks.

Art never forgets his friends. Our own little Minnie certainly looks good behind those big ledgers, now don't she, boys?

The entire office force took a trip to Camp Grant December 16th to see our boys and wish them a Merry Christmas. Everyone had a grand old time and was sorry to have the train arrive to bring them home.

Mr. Eberhart is now acting chief clerk until such time as James Carney shall return from the front. It certainly shows the true spirit to have a company hold our soldiers' positions open for them.

William Flint of the Waybill Tracing Bureau was in the record room looking up claims and came in contact with a big iron door. Result, our good E. A. Murphy sent him to the St. Paul Hospital, where he was well taken care of and several stitches were taken, but he improved rapidly. We were sorry to see you hurt, Bill, and hope you will have no more accidents in the future.

Driving a Hudson comes pretty high when you have to part with dear ones in order to have the pleasure (?) of turning a corner on two wheels. Them's our sentiments, too.

A. V. Foreman, formerly in charge of the Waybill Filing Bureau, now has charge of the typing bureau. We always did know that Foreman could not resist the fair ladies. We have your number, but just the same we wish you luck.

Our old friend, Mr. Dennis, visited our office December 19th.

Glad to see our friends any day of the week.

#### Motoring on the Milwaukee.

#### Up and Down Hill on the Rocky Mountain Division.

Nora B. Sill.

Engineer Flynn says "now the correspondent of the R. M. Division is off the top of the hill maybe some of us west enders will get our names in the colyum." I can't think of anything to tell about him just now, though, all those west end folks behave themselves so well there isn't any use trying to get anything on them.

Mrs. James Toy, wife of Conductor Toy, left just after Christmas for a visit to California. Jim thinks she is coming back, but he can't say for sure. If you would break loose from some of your paycheck, James, and buy her a lot of presents maybe she wouldn't go away the next day after Christmas.

Conductor John Rogers relieved Conductor Drake on 117 and 118 Christmas week. Mrs. Rogers spent the holidays in Great Falls with friends and brought John right straight back with her, too.

Mrs. Carr of Loweth, mother of Mrs. Tom Lefever, spent Christmas week with the folks in Three Forks.

Operator Collins assigned to second Butte Yard. Operator Muer working second Lennep while Miss Frances Peacock off for sixty days. Mrs. Chambers on third Lennep. Operator Walker who worked second Three Forks for some time resigned and after working a week in White Sulphur Springs left for the N. P.

Operator Park working at Three Forks and Harlowton for some time, is now working at Clancy, Montana.

Engineer Echard and wife spent the holidays with home folks in Iowa and after returning to Three Forks, Mrs. Echard was taken down with rheumatism and sent to the hospital in Butte. At last report she was doing as well as could be expected.

Fireman Spain worked as night board foreman for about ten days while Mr. Lane was laying off. Mr. Lane now on days and Mr. Antonson on nights. George Westbrook also worked for some time days during the changes in board foremen, as did also Mr. Bates.

Understand Agent Crowder at Two Dot and Engineer Sam Haffner have both been married recently, but am unable to say who the ladies are as I did not learn their names—best wishes for a long and happy life go to them from the R. M. Division anyway.

A card received from former Substation Chief Correy from an Iowa camp but as the card has been lost am unable to say just where he was located.

Engineer Rader and Mrs. Rader were Three Forks visitors couple of days in January and took dinner with myself and me with only one plate, two cups, two dozen spoons and a frying pan. Engineer Butler relieved Mr. Rader at Lennep.

Fireman Bennett and wife left for Lennep first of the month where Mr. Bennett has the Lennep helper. Mrs. Bennett made a hurried trip into Three Forks accompanied by Mrs. Chambers January 16th.

Agent Rector, wife and three children left Arizona middle of the month for several months' visit. He was relieved by Mr. McCullough from the freight house here who in turn was relieved by Mr. Dat, former operator in the telegraph office.

Engineer Barnes now on freight, also Engineer Jorgenson and Tommy Lefever the child engineer who never got a draw bar, never made a stop from one end of the division to the other always, took them in ahead of time on a five hour run late and who has made so many trips on the flyers he knows to a spike how many ties there are between the round house at HN and the ditto at FO. Now I say this world wonder is pulling a freight train. What are we coming to? "This is war times," and almost anything is likely to happen.

Operator Edison working at Penfield and Mrs. Haskell at Donald. Mrs. Lipsfield laying off. She has been quite ill in the St. James at Butte but was much improved, however, when last heard from.

Conductor Floyd Sterling spent Christmas with the folks in Harlowton. Also made a short visit to Lewistown during the week.

Francis Peacock, second operator at Lennep, made a visit to the coast during the holidays.

Conductor Cosgrove now assigned to one of the N. M. passenger trains.

Sted, guess I will have to leave it to you and our friend Guy to take care of the north and south side of the hill, too. However, now that I am down off the mountain, perhaps you can handle the case between you. (I fear I shall have to lay off some of these times and make a call on both Mrs. Sted and Mrs. Guy). I might find them on the north and south some of these times.

Mr. Barrett and R. M. Calkins made a trip over the division west bound first of the month.

S. O. Wilson from the Coast is our new roadmaster. He has moved his family here now and will soon be settled in his new home.

G. A. Larson, acting roadmaster, was assigned to other duties but understand he is now a soldier—all dressed up in a uniform.

(The secret is out—the one with dimples reads Huck Finn and the student of Shakespeare is a slave to Treasure Island.) I'll send their pictures so you can take a look, too, at this pair of—of—of—well, a lady just can't express herself like the trahmen can. Wonder if the editor will put it in her little book.

O. D. Matheson, one of our passenger brakemen, for five years to join with Uncle Sam. Passed Coast Artillery exams with flying colors and when last heard from was located at Fort Wright. He says he likes it, too.

Operator Alexander, working Harlowton first for some months was bumped by Operator Kneutson from the N. M. and worked first at Three Forks for ten days, going to Avery. Third trick operator Deerlodge also to Avery.

Train dispatchers Haggerty from the Missoula Division now on first. Mr. Drummond on the west end. Our good natured friend Schilatz on second and an old timer, and a regular "kiddier" C. E. Morelander on third.

Operator Searles from Lewiston on second Three Forks—myself bumped.

Patsy, it is not a rumor, 'tis true." In pounding the key and every other thing around this place on first, second and third tricks, nothing like getting a lineup on all the work on a job, is there? Sted was going to send me a "jewel rich and rare," too, for Christmas, but I didn't see it yet. Mr. Delco goes over to Deer Lodge and says I'm a friend of "Sted's"; well, I am, so far. If he had come this far east I'd tell him about it. I'm green with envy. I. A. B. from the west end can knit and I can't. I'll send her a nice knitting bag if she will show me how. Also thanks for the invitation to American Lake. How would a boat do instead of your Ford car?

#### C. & M. Notes.

B. J. Simen.

Conductor Harold J. Calligan, of Milwaukee, is another name to be added to "Our Roll of Honor." He left Milwaukee the latter part of November for Camp Custer and remaining there for two weeks was then transferred to Camp Grant at Rockford. He was held here for another two weeks and then entrained with the 21st Engineers for Camp Merritt, N. J., leaving here for France on December 26th. Boys, write to him, his address is, Private H. J. Calligan, Co. E, 21st U. S. Engineers, A. E. F., France, via New York.

We have heard a great deal about the big snow-storm of '81, but now it is not necessary for us to scratch our heads, to jar loose a thought as to which has been the winter of deepest snow in our recollection. January, 1918, has distinguished itself in burying the City of Chicago and the C. & M. Division under more snow than we have had in a lifetime. For a few days no trains were run and for weeks passenger trains were abandoned. On January 12th there were 700 dead engines in the different yards in Chicago and between 50 and 75 of this number belonged to this company. With three feet of snow, the thermometer registering 17 degrees below zero, and no freight service for over a week, the fuel situation is becoming very acute and many people are on the verge of suffering. The memory of the storm of '81 can be tossed into the mental waste basket for we have another, to think about.

Yardmaster William F. Ingraham and his son, William, made a short visit in Cincinnati. They made their trip via the Big Four Railway.

Engineer Phillip Scully was handing around the cigars in Milwaukee on December 27th, the occasion responsible for this streak of generosity being the birth of a baby in Milwaukee, who, when old enough to talk, will call Phil. "grandpa."

Signal Maintainer Anton Mattes has sold his home in Libertyville and has moved with his family to Franksville, Wis., where he has charge of a section of the automatic signal system.

Conductor Arthur Slade has been off for a few weeks. He visited his son at Waterloo, Ia., also his daughter, Grace, at Peoria. He was relieved by Jack Corbett.

Conductor Al Jackson has been appointed as night yardmaster at Rondout.

E. C. Sellars has been appointed second trick operator at Soo Tower, C. E. Willey as agent and operator at Hebron Tower, Robert A. Helton as third trick operator at Rondout, and A. M. Bonet at Lincoln Avenue Tower, nights.

Section Foreman Charles Sowatzke, of Libertyville was married to Julia Gritzmacher at Waukegan on December 24th. He purchased the home formerly owned by Tony Mattes. We wish them the best of good luck.

Conductor Jim Yahnke, with his wife and son, spent the holidays at his old home at Winona, Minn. Conductor Antes took his place on the Libertyville switch run.

Joe Heuer, son of Baggageman Ed Heuer, spent a few days over Christmas with his father at Libertyville and also visited at LaPorte, Ind. He again returned to Champaign, where he is attending the state university.

Engineer William Selig has been quite ill at his home in Chicago. He suffered a serious attack of neuralgia and was in great pain for several days, but is reported to be getting along first rate again.

Fireman Oscar Warner is still making daily trips to the hospital in Chicago for treatment of his broken wrist; it will be some time before he will be able to resume work.

On Sunday, January 13th, while attempting to keep the main line of the C. & M. open, the Russell snow plow with two big engines met with an accident at Corliss, the snow was so deep and heavy that the plow veered to one side and took a cross country direction, Roadmaster B. C. Daugherty and Conductor Harry Jewell were riding in the plow; they were both badly shaken up and bruised; the engineer, Van der Ven, was under his engine for some time before it was possible to release him, but fortunately no one was badly hurt. It will be some time before the engineer will recover from his bruises.

Baggageman E. J. Heuer and family went to Quincy, Ill., to attend the golden wedding anniversary of his father and mother, and incidentally to celebrate his own marriage. He was married on Saturday, January 19th, to Mrs. Jessie Smith of Libertyville. We extend to the happy couple our congratulations.

#### East Prairie Du Chien Division Notes.

M. C. Murphy.

Mrs. C. Rosellen, wife of Conductor C. Rosellen, Waukesha, enjoyed a trip to St. Paul, Minn.

H. Mayville has resigned his position as round-house clerk at Madison.

Engineer M. Macedon was absent from work quite a while. Engineer J. Durish ran trains 22 and 7 during his absence.

Conductor J. Russell was killed in an accident at Milton, December 17th. "Jack" was well known and had many friends. He is survived by a wife and four children who have the sincere sympathy of all employees.

Conductor H. Durbin has returned to work after taking a vacation. Conductor T. Callahan had charge of his run and Conductor G. Dunn had charge of Conductor Callahan's run at Waukesha.

Mrs. Slechta, wife of Conductor M. Slechta and son were visitors at Milwaukee.

Engineer J. Ellis is laying off at present. Engineer J. Alleman has his run during his absence.

Miss R. McGeen, freight clerk, Waukesha, visited relatives at Beaver Dam.

Operator Spillard is back working third trick at Waukesha. Operator Rooney was transferred to Edgerton.

Brakeman L. Carney is back on the job after taking a vacation. Brakeman R. Brotherhood worked in his place during his absence.

Fireman J. Marsh, who is at camp at Battle Creek, Mich., spent his furlough at his home at Milwaukee. He was reported looking fine.

Conductor T. Evans is off duty at present. Conductor J. Chrystal has charge of his run.

Section Foreman F. Costerisan, Genesee, was confined to his home a few days account of illness.

Fireman H. Cook was a visitor at his home at Middleton.

Yardmaster J. O'Connell, Madison, laid off a few days. P. Hayes worked as yardmaster in his place.

Fireman L. Cavanaugh was confined to his home a few days on account of injuries received in an accident.

Car Inspector H. Bensing, Waukesha, took a trip to Rush Lake.

Roadmaster J. Murphy has been kept pretty busy taking his flanger and snow plows out during the heavy snowstorms we have had recently.

#### La Crosse Division Doin's.

*Guy E. Sampson.*

Another year has begun and all employees are alert to try and increase their standard of efficiency and co-operation to the end that their strict attention to duties may help solve the problems that confront our country at this time.

Business on the La Crosse Division has fallen off a trifle and two crews from pool service have been taken from both the east and west divisions. Less cars are being pulled but all cars are being loaded to full capacity, which is a step towards conserving cars.

The big snow of January 6th put freight business on the side track on our east division which meant nothing doing on the west division for a few days, although not so much snow came our way, for which we were thankful.

Conductor Jerry Lynam boasts of the only "sold O. R. C." crew in this part of the system. His crew on the way freight consists of Bert Hauer, Arthur Levins and Charley Stowers, all conductors on our division and all members of the O. R. C. The average weight of the entire crew is a little over 200 pounds, so they are right at home on the local freight.

P. H. Madden, our roadmaster, began a three months' vacation on January 1st and himself and Mrs. Madden will spend most of it in sunny California. What a treat to pick flowers while we eat snowballs and feed the furnace with wool mittens on.

P. Cull, agent at Tunnel City, was absent a few days this month while attending to business at Waukesha, his old home. Mike Layden in charge of station during Mr. Cull's absence.

Baggage man Lewis Hauer sustained an injured leg when he fell between a box car and the high platform at Mauston, while helping the way freight crew unload freight. He was laid up for several days, but came out very lucky, considering the fall he took.

We saw Fred Haker's smiling (?) face at the Tomah depot one day this month but as yet he has not taken his place on first trick.

Jim Bowen off on vacation and Tommy Johnson taking his place as baggage man at Tomah since the holidays.

We are not sure whether this man C. J. Byrne is a "Longfellow," short fellow, "Shakespeare," Pabstbeer, or some other poet, but we do know that he hit the nail on the head in his "Dan Healy" poem in the January issue of the Magazine; and if as is the report, all solicitation is to be abolished under our new government control, we are sure than Dan's past record will insure the line he works on their share of the trade "When Dan's Around."

The company coal stored at Tomah last summer sure was found a friend in time of need when the big snow buried everything east of Portage. A steam shovel, a clam shell and the bridge yard portable crane all united in filling all the empty coal cars that were hurried to Tomah from points outside of the snow bound district. All division points in our territory were supplied from there.

Wm. Blank is acting roadmaster of the west division during P. H. Madden's absence and is sure having some job account of the heavy snows on the division this month.

Yardman Orrin Cadman who was reported last month as having received an injury is fast recovering while his brother has returned to Chicago for another operation on the leg that was injured last fall.

Never in our recollection of the Milwaukee road have conditions been such as we have seen this month, on the La Crosse Division. All freight train service tied up and passenger trains consolidated and running about every third train. While our division was not in any way tied up itself, yet the conditions at Chicago and Milwaukee kept us from receiving any business from the East, or from delivering anything in that direction, hence, the tying up of all freight trains, the engines being used to double head passenger trains. While one hears a great deal of complaining about the service we wonder if our boys in France could not tell some real rail-roading that would make this look like excellent service. Nevertheless, being snowed up as we have been in the east and tied up as we have been in the west it has been almost impossible to obtain news for this month's writeup.

We all took a great pride in Sted's Starry Flag in last issue and we are sure that the following explains exactly how all Milwaukee employees feel about our boys "over there" and our boys "over here" in the service.

"Our Tuesdays are meatless,  
Our Wednesdays are wheatless,  
The other five days we'll conserve  
If we can't carry a rifle,  
We'll not waste a knife full,  
But save it for the boys that do serve.

Tho' our socks may get feetless  
Our overalls seatless,  
Yet you'll ne'er see us falter nor lag



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While our brothers are fighting,  
We also are striving  
To help them protect "Our Old Flag."

So while they are serving,  
And we are conserving,  
Each poor man, each rich man and miser,  
We'll omit every dinner,  
Each saint and each sinner,  
If it will help them to overthrow the Kaiser."

Wish I had some news from the east division this month, but as no one says anything and our old friend Swartz (who used to remember us) is snowed in at Watertown. Guess we will have to make a trip over the east division next month so as to get some of the news from there.

Arthur Domstreich is helping out as car clerk at North La Crosse where, no doubt, he will eventually be put on steady.

#### Twin City Terminals.

*Eleanor A. Boyce.*

Superintendent G. A. Van Dyke has been appointed as one of a committee of three to make an investigation of the terminal operation and conditions of terminal facilities of all Twin City lines with a view of co-ordinating the present facilities, consolidating where possible—the results of the investigation to be reported to Local Chairman Slade of the Committee on National Defense.

Special Attorney Delaney has moved his office to the third floor of the passenger station, in one of the suites of the legal department.

It is rumored that Stationmaster J. L. Cook is taking up aviation. He is very worried for fear he won't be accepted on account of being under weight. Cheer up, Mr. Cook, you're patriotic at least.

Earl Covey, chief clerk in Signal Supervisor's office, has been skating a great deal of late. Of course, we know Earl has new "speeders" but that doesn't seem to be the chief attraction.

Time—New Year's Eve—Place, Somewhere in Minneapolis—Cause, Refusal of Maxwell to start—Result—Broken arm. Who is it? Why, our genial Trainmaster Norris Harstad. For further particulars ask Mr. Bell of the Van Noy Interstate Company.

Miss Katherine Wright spent New Years with friends in Chicago. Who is he, Kitty?

Earl McQuire has accepted the position of chief clerk in Mr. Alterton's office.

Sergeant F. Skarolid of Camp Dodge was the guest of his brother John Skarolid, chief operator, the fore part of the week.

H. H. Baker, investigating agent, was called to Chicago on business Sunday.

Switchman G. B. Foote has resumed work in the Minneapolis yard, after being away for several months as a result of an accident.

H. A. McCall, stenographer in District Carpenter Rice's office is seriously ill with pneumonia. His many friends wish him a speedy recovery.

Miss Gusta Furst, stenographer in Superintendent Thiele's office was called to her home at Lake City on account of the illness of her mother. Mrs. Hills is taking her place during her absence.

Miss Elsie Bender, former stenographer in Superintendent Van Dyke's office, was married Christmas day to Lee Borquin. We wish the happy couple all the joys of married life.

Ed Ahern in Superintendent Thiele's office is minus a front tooth. He won't do any explaining, but someone said he lost it while skating.

Harry Scott, one of the popular yard clerks at South Minneapolis was recently married to Miss Grace Crimling. They have just returned from a trip to Chicago and Milwaukee. Congratulations, Harry.

Mr. Strate's office force is looking for new quarters on account of more room required for the new divisional accounting force.

Charles Rogers is employed by Superintendent Thiele in connection with the rate of pay change. One of the boys in the engineering department found him rambling around the hall. Said he couldn't find a place to work, so the friend in need found him a very comfortable place in the engineering department. He's the same Charlie.

John Haney, an old contractor for the company, recently sent twenty-three boxes of very

fine apples from his fruit grove in Washington to his friends in the depot. This is a yearly habit of John's. To say the least it is a very good habit.

Hank Polstass, working in the engineering department, is at home recovering from a serious operation.

Jim Nelson, draftsman in the engineering department just returned from the hospital, having recovered from pneumonia.

C. F. Prescott, chief clerk engineering department, says that it's not catching street cars that adds to the inconvenience of living on his farm near Hopkins, it's missing them.

The office of H. E. Brook of the claim department has the appearance of a second hand store since the recovery of a large amount of stolen goods. Everything on hand from condensed milk to rubber boots.

The offices of the legal department have been remodeled, the work was done during the severe cold weather. The carpenters don't like the idea of working inside during the winter time. Oh, don't they?

George Labbitt, bill clerk at Twin City Transfer is enjoying a very pleasant and interesting visit with his sister, who has just returned from France, where she has been doing army hospital work as a Red Cross nurse. Miss Labbitt married in France and she and her husband, who is a surgeon, will return in March to re-enter the service under the American flag.

John D. Olson, abstract clerk, Minneapolis Freight office made a business trip to Washington, D. C., January 5th. Mr. Olson says the capitol city is some busy place.

#### Kansas City Items.

*C. V. Wood.*

Well, the holidays are over and everyone back, hard at work again. We hope that all enjoyed the holidays, had a nice Christmas, received lots of nice presents, wrist watches, cedar chests, cigars, etc., and that all have a very prosperous and happy New Year.

Miss Ethel Kapy, now secretary to Vice President Sewall, spent Christmas in Kansas City, visiting her mother and many friends. We were all very glad, indeed, to see her again and hope she comes real often.

We are glad to report that our former revising clerk, Sergeant Edward W. Keefner has practically recovered from his attack of pneumonia, and has been recommended to the Officers' Training Camp, for a higher office, which we all are very confident he will receive. We are proud of "our boys" in the service of Uncle Sam, and it is a little hard to decide which one of them will get the Kaiser.

Lieutenant Joseph Lieberman, one of the old Milwaukee boys, has been recommended for promotion. It has not been learned yet whether Joe will be captain or general, but we are sure whatever the office may be, he will faithfully perform his duties, and gain and hold the respect and confidence of all of his men.

O. E. Owen, cashier at our Liberty Street freight station, was absent from work a number of days the early part of January, having undergone an operation for a tumor.

W. E. Johnson, chief clerk, Liberty Street, surrounded by work and "good-looking girls," started the New Year out with a smiling face and a clean shave.

Mrs. J. E. Hogan, wife of our chief bill clerk, has the sympathy of the Milwaukee family in the death of her mother, which occurred the early part of January, at Chillicothe, Mo.

Miss Frances Smith is reported to have ordered a new rug for her office. Of course, it is to be imported and may take quite a while to reach her, but we are quite sure that when it arrives, it will be a beautiful thing to walk upon, and possibly if Miss Andrews will be real nice, Frances will give her the old one.

Messrs. Francisco, Hewitt and Devol, our local office boys, with the Rainbow Division, landed in France, November 12th, and are now in training under French instructors.

A number of the local office boys are reported to have had a fine party at the Garden Theater the evening of January 4th, the attraction being Mutt and Jeff Divorced, and Herman Wilson and party. They reported both shows being very good.

A. M. Lindner, telegraph operator, Liberty Street, was on the sick list the early part of January. Everything was awfully quiet around the office while he was away. He was relieved by Mr. Grover.

C. E. Skaggs, warehouse foreman, and son Ellis, are expecting to go hunting near Elmira, Mo., some time before spring.

Miss Dorothy Parkhurst, our counter cashier, spent Sunday, January 6th, visiting friends at Camp Funston.

We were all at a loss to understand the reason for Sy Young having been transferred from night chief clerk to day assistant revising clerk. It was only recently that this point was made clear to us.

One of our former co-workers, Pat Lynch, paid us a visit at Christmas time, and we were all glad to see him, too. Pat is now editor of one of the most promising newspapers of Grinnell, Kansas.

Stephen J. Standart, engineer on train No. 8, has again entered into the fraternity of the Order of Benedicts, he having again married on January 15th.

John Park, our first trick operator, Coburg, was off for a couple of days the early part of the month, visiting friends at Laredo, Mo., he having been relieved by Operator J. D. McCarthy.

Switchman Emery E. Craft has been on the sick list for the past few weeks, but we are glad to report, is able to be at work again.

Earl Thompson, formerly our night call boy, at Coburg, has been promoted to chief day call boy, relieved by Carl Baker.

Yard Clerk Earl Smith, forgetting he was no longer playing on the Orpheum Circuit, endeavored to do the loop the loop act on top of a box car of fruit last month, and as a result has, for some time, been nursing a sprained ankle, and is now able to be at work again. It is the general impression that he will not forget again soon.

Walter C. Scott, formerly our inspector, at Coburg, now traveling inspector, out of Omaha, called upon his numerous friends in the Kansas City Terminals January 14th and 15th. He reported having a most delightful trip down, having been located in a snowdrift on the Southwest Limited for a couple of days. We were all glad to see him and hope he comes in soon again.

Miss Lillian Bates, stenographer in local office, had the misfortune of freezing her ears while walking to work a cold morning a few days ago.

Lieutenant R. S. Potter, one of our local office boys, now with the colors, is in charge of Company "D," 51st Pioneer Infantry, Camp Wadsworth, Spartanburg, S. C., and asks to be remembered to all his friends with the Milwaukee.

### A Tribute to Railroad Men.

A great, strong, splendid thing she is;  
As she runs the shining track,  
With her loaded train and faithful crew  
Trailing at her back.

She screams her warning, at crossing and road  
As she thunders on her way,  
And the man at the throttle is her soul,  
Guiding her night and day.

He loves her like a living thing,  
This creature of which he is soul  
And she answers his touch as he drives her on,  
'Till they reach the distant goal.

Through summer's gale and winter's hail,  
Of snow and icy blast,  
Through shadows black, that hide the track  
She plunges, rushes past.

To the uphill grade, she slips and pants,  
And struggles to hold the train;  
Her throbbing breath beats the vibrant air,  
As she fights the awful strain.

Her faithful soul, the man in the cab,  
Is whispering words of cheer,  
As he pulls the throttle and sands the track.  
You doubt, but he knows she will hear.

With a thunderous roar, and effort supreme,  
She starts the laggard train,  
And screams her signal, and lo! with joy  
She skims the road again.

She the body, her driver the soul,  
Are serving the world today;  
With never a swerving from duty set,  
Or a faltering on the way.

These faithful men work night and day,  
And no one sings a song  
Of their courage, valor, endurance and grit  
That moves the world along.

Here's to the man who sets the brake,  
By the swinging lantern's light,  
Who runs the length of the slippery car  
In the gruesome, awful night.

And the man who shovels tons of coal,  
No chance for him to shirk.  
He fires and oils the great machine,  
And keeps her fit for her work.

And the ticket taker, with pencil and punch,  
The man who "conducts" the train,  
And answers the questioning passengers,  
Over and over again.

Their countless queries of time and place  
And "When will the train get there,"  
With a smile, and a courteous, kindly word,  
As he gathers up tickets and fare.

They girdle the earth, with their strenuous  
work;  
They carry our soldiers from sea to sea;  
They serve us all and never fail  
To do their duty, whenever it be.

So a tribute I pay to the railroad men;  
No truer ever grew;  
And here's to them all from first to last  
Be they freight or passenger crew.  
Mrs. S. P. Lathrop Hoxsie.

### A Pleasant Remembrance.

Upon the occasion of the retirement from active service of Passenger Traffic Manager F. A. Miller, who has spent thirty-five years in the service of the Milwaukee, the employees of the passenger traffic department presented him with a handsome gold watch and chain. The presentation was made by General Passenger Agent Geo. B. Haynes, who spoke with feeling of the long association of Mr. Miller and the passenger department heads, wishing him happiness and pleasant memories of those who had worked with him so many years, in the rank and file of the department over which he presided.

**Iowa Division (East).**

(Concluded from page 30.)

Operator Eddie Mullaley spent Christmas at Browns. Eddie says there is a very fine young lady down there.

Yard Clerk E. S. Eagle was off duty several days on account of his little girl being sick.

Switchman O'Grady, who has been at Rochester, Minn., for treatment has returned to Marion much improved and expects to go to work in a few days.

Switchman Carl Woodcox who had his foot mashed some time ago is able to be around again and is now working as bill clerk in yard office, Marion, until he is able to resume his place in the yard switching.

Operator E. Day has been appointed to third trick at Sabula in place of K. E. Ogg, who goes to Ferguson.

**The Kaiser's Prayer.**

Mine Gott, vill you be mine pardner,  
You don't know who I am?  
I am der German Kaiser,  
Der Emperor Vill—I am.

You know I whipped dem Belgians,  
Und mit bullets filled Russia full,  
Und I'll whip France and Italy,  
Und blow up John Bull.

Now for all dem other nations,  
I don't give a damn,  
If you will only be mine pardner,  
Und vhip dot Uncle Sam.

You know I got dem submarines,  
All Europe know dot vell,  
But Edison got a patent now,  
What blows dem all to hell.

Now, Gott, if you vill do dis,  
You I vill always love,  
Und I'll be emperor of the earth  
Und you'll be Emperor of above.

But, Gott, if you refuse me dis,  
Tomorrow night at eleven,  
I vill call my Zeppelins out  
Und declare war on Heaven.

You know why I ask you dis,  
For it can be plainly seen,  
Dot vhen Edison pushes dot button,  
I got no submarine.

(Sylvester).

**Dubuque Division Locals.****J. J. Reilhan.**

Train Baggage Sam Hess has taken a vacation, spending most of the time with relatives in New York State. Passenger Brakeman Wilder took his run during his absence.

Engineers "Dad" Cawry and J. C. Baynes have quit road service and are now running switch engines in Dubuque yard. "Andy" Graham and Frank McKinney have taken their runs.

Operators Harry Phipps and W. F. Rowan have resigned. Their places at Harpers Ferry are filled by P. M. McFadden, formerly of the I. & D. Division, and M. F. McGrath who had been on leave of absence, working in the freight office in La Crosse.

Baggage J. B. Donald has laid off for the winter. Johnie Zuber has taken his run on Nos. 3 and 4.

Agent C. W. Petters of Guttenberg was taken seriously ill and was removed to the Mayo hospital at Rochester, Minn. Operator Dwork relieved him. Operator Sturm was sent to Guttenberg to work second trick, leaving Turkey River a one man station, until some competent operators can be secured.

Brakeman John Hanley was setting up the cigars January 7th on account of the arrival of a young "Spike" at their home in Dubuque.

Operator Anson Harrington has resumed work at Gordon's Ferry, after putting in several months on a government fish boat.

Brakeman Eddie Lee, with Company D of the 13th Ry. Engineers, somewhere in France, re-

membered a good many of his friends with beautiful Christmas cards.

Agent Anderson of Volga City has taken a leave of absence. Operator W. E. Hutchinson bid in the station on temporary bulletin.

Conductor Frank Crotty was off duty for about two weeks around the holidays on account of his mother's illness.

Two trains are now operated on the West Union line, No. 238 connecting with No. 4. Runs were bulletined and Conductor Kearney and Engineer Hall got the Turkey River Sunday lay-over. Conductor Walter Graham and Engineer Karsch the West Union lay-over.

Engineer Mike Brophy laid off during the holidays, spending a few days with relatives in Lansing.

Section Foreman Kelleher of Lansing received news from his only son, Roy, stating that he had landed safe in France.

Friends of Conductor Welsh are grieved to know that he is in quite a serious condition at his home in Dubuque. He has not worked any since last May.

On January 7th, No. 8 broke a wheel on head coach between Turkey River and Guttenberg. Conductor Dufrane was riding in that car at the time and he immediately pulled the air, thus avoiding a possible serious accident.

A temporary reduction was made in passenger service both on the main and branch lines on account of the fuel shortage.

On January 14th the depot at LaCrescent was robbed while Agent Hurley was at dinner. The robber, who got about \$9 in small change, was picked up by the La Crosse and the next day taken to Caledonia for trial.

Conductor Dave Laury has been laid up sick. John O'Connor took his run between Dubuque and Rock Island.

**Dubuque Shops News Items.****S. A. Gobat.**

The latest craze at Dubuque Shops seems to be in "dancing lessons." Now, if anybody wants any more information on this, kindly call around and see our friend, Miss Mattie Kiebler, of the store department, who can give you pointers on the latest steps.

Boilermaker Martin Lange has been laid up for the past two weeks with a broken ankle. While going home from work he slipped and fell. Martin's friends are hoping to see him around again soon.

L. B. Beckwith, former general yardmaster at Dubuque Shops has returned and is now performing the duties of night yardmaster.

Carpenter Charles Auredon has been reported on the sick list for the past three weeks, but from the latest report it won't be long before Charlie will be back among us.

You soon get used to goggles, but you never get used to blindness. "Practice Safety First."

Coach Carpenter John Beekman is again back to work after being on the sick list for the past three weeks.

Our M. C. B. Bill Clerk has again disappeared from our midst. The landing place will be Perry, where he figures on initiating the young lady in the mysteries of Bill Clerk Lore. We don't hear any objections from Pete, and he seemed to enjoy his sojourn in K. C.

Day Caller Frances Jellison is off for a few days spending a vacation in Prairie du Chien.

Clifford Anderson, carpenter at Dubuque Shops has departed for Boston, Mass., to visit his folks during the holidays in his old home town.

Edward Walz, whose jovial face is always at the window of our tool room in the repair yard, is on the sick list. Hope you will soon be back with us, Eddy.

Carpenter Nick Krantz was called to Wesley, Iowa, on account of important business.

Limburger Cheese, Rye Bread and Onions is quite a combination. Our pretty little timekeeper in the repair yards, however, proves herself quite equal to doing away with her share of the daily lunch. Ask "Rummy" who we mean.

None of the old Vets are behind with their dues for 1918, as most every one of them you meet can show you a card for the coming year.

We are receiving some very interesting letters from Messrs. Edward Lee and W. S. Kinder, who

are in France with the Railroad Regiment. Still we are not hearing all the news we would like to hear, so come across with a little more, boys.

The benefit dance and entertainment given by the employes of the Milwaukee at Dubuque Shops, which was held December 6, 1917, at the Germania Hall, proved a greater success than was anticipated. This affair was given to provide comforts for the boys who enlisted and were drafted from the Dubuque Division, and the hall was not large enough to accommodate the crowd. E. Z. Hermansader, general foreman, gave a short speech along patriotic lines, touching on the subject of the good cause that our boys are trying to uphold. The vocal selections were rendered by Miss Lucile Beckler, followed by the violin duet by Miss Teresa Williams and Master Stanley Muir. Messrs. Redmond, Eastman and Redmond, rendered a few choice selections which were heartily applauded by those in attendance.

The program also included three feature acts from the vaudeville bill at the Majestic Theater. The dancing began at ten thirty and the remaining part of the evening was spent in a sociable manner, which came to a close at one o'clock in the a. m. The proceeds from the entertainment amounted to about \$800.00 and the following named committeemen are sure deserving a word or two of congratulations for their efforts in behalf of our soldier boys.

Walter Henkle,  
Frank Taylor,  
Max Bernhard,  
John Henney,  
Harry Keck,  
Oscar Ohde,  
J. J. Connors,

Joseph Theobald,  
Fred Wolf,  
Ed Abbott,  
Frank Leist,  
Thomas Gorman,  
Thomas H. Bell,  
Robert Summers.

Mr. Connors was not present, but the following was received from him, which was read to all those present.

Mr. Chairman and Fellow Workmen:—

It is with a great deal of pleasure that I will attempt to speak a few words to you on this occasion, as you know that I am no public speaker;

but you know that I am a real American and I feel it is my duty at this time to show my appreciation to the committee on arrangements who have made such a success of this entertainment.

This is the time for every one to do their bit. America is no place for a slacker, the lukewarm American or traitor.

There is no branch of American business as important in the winning of this war as the railroad business and our government will find among the additions to our army no men better qualified to render real service than those men who go from our ranks.

Recent reports from France give testimony of the value of system and organization given by men trained in railroad work. In order to win a battle in this war, the men in the trenches and handling the artillery must be kept supplied with ammunition and supplies in great quantities and it is only through the medium of extensive improvised railroads that this result can be accomplished.

American railroads have furnished the engineers both civil and locomotive, also men from all other crafts to guarantee the getting to the front of an adequate supply of that much needed factor in the war, ammunition.

This division of the Milwaukee System has given its quota of men to aid in the great work for making the world safe for democracy.

We cannot all answer our country's call by joining the colors, but, we can all do our bit now and then by making some sacrifice to the end that the boys who do join may be provided with some home comforts which they might be deprived of, if we are not mindful of our obligations to them.

Let me remind you, my good friends, that it is not their battle alone that they are fighting, neither is it yours or mine alone, but it is a battle for humanity and individualism, a conflict which has for its object the liberation of the people for the whole civilized world.

I assure you that it makes my heart glad to see you all together here tonight as I know we all

# Relief For Sensitive Feet

Mayor Honorbilt Cushion Shoes relieve tender, sensitive, tired feet. They give solid comfort and complete satisfaction. Warm in winter, cool in summer.

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Note the substantial construction. Cushion sole is tufted to leather insole, making one inseparable unit—cannot work up in ridges, crease or slip out of place. Patent applied for. Most practical and comfortable cushion shoe made and right up to date in style.



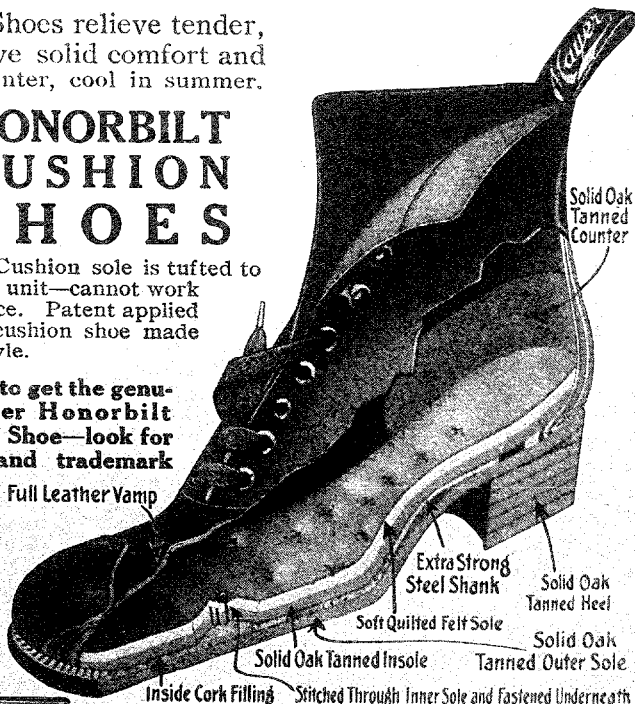
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We also make Honorbilt shoes for men, women and children; Martha Washington Comfort Shoes and Dry-Sox wet weather shoes. If your dealer does not carry them, write us and we will see that you are supplied.

**F. MAYER BOOT & SHOE CO.**  
MILWAUKEE, WISCONSIN



stand on a common platform, shoulder to shoulder, we look into each other's eyes and see the light of sincerity and patriotism reflected that we can go to our respective homes and feel that we can satisfactorily accomplish wonders in this war.

**Even the Caller Is "Doing His Bit."**

It's no joke to be an engine caller.  
You might think it is—but say,  
If you only knew the questions he must  
Answer every day.

Questions you would little dream of,  
True, it is—strange to say,  
He is met by men who greet him  
In this manner every day.

If I go down town an hour,—  
Think you'll need me 'fore I'm back?  
Who's the third man called for "93"?  
When will Dinny's run be back?

Why did Chaloupks run around me?  
Got me marked upon the slate?  
Have you ordered "Ninety-two" yet?  
Think No. 4 is late?

Isn't Fireman Crawford working?  
How much time did he take?  
When you call me be sure I answer  
As I'm awful hard to wake. (Scratchy).

Is it right that "Sonny" should bump me?  
If it is how can it be?  
I'll just take it up with "Bishop"  
I'm an older man than-he.

Do you know my new phone number?  
It's been changed to 181.  
Who's called for "North End Local"?  
Who bid in for 1 and 8?

When are you going to get a "Line-up"?  
Think you will have enough men?

What's say about that message?  
"Dead head" me on "Number Eight."

Don't you know that my rest is not up?  
Just come in on 75,  
You just call some other fellow;  
I'm not working all the time.

Thus the job is paved with questions—  
I must know all this and more  
If you prove yourself the caller,  
That's the man they are looking for.

If he answers all their questions,  
Matters little what they are,  
He is thought an excellent caller,  
And they class him as a "Star."  
*Ludwig Brada (Call Boy Dubuque Shops).*

**Coast Division.**

*H. F. Love.*

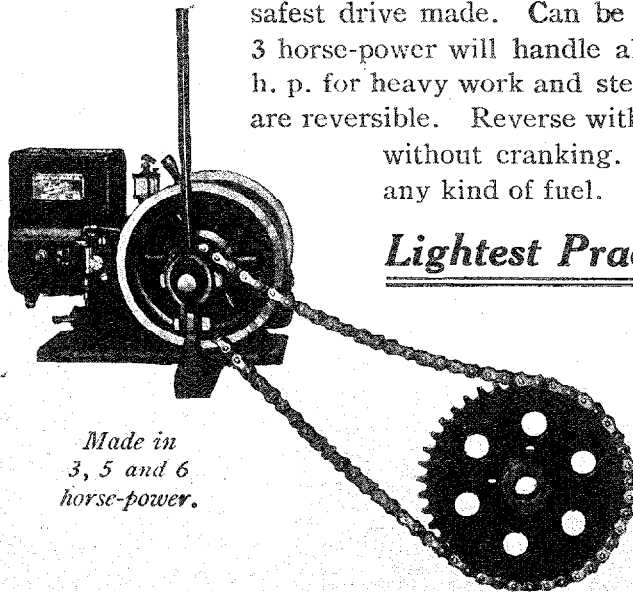
**Gone But Not Forgotten.**

We are sad and lonely (this is not an obituary), we miss her smiling face and kindly words, but she has gone (no, not married). She was one of us for nearly six years. Two short months ago we sent her picture to the Magazine and now we are sorry. Advertising will do wonders. We think Uncle Sam saw her picture, and we are the losers. Yes, gentle reader, we refer to our old pal, Miss Mabel Sandvig, who resigned her position as stenographer to Superintendent Richards, correspondent to this periodical, and is now working for the United States government in Tacoma. We will see her often, but this office isn't the same. The Milwaukee lost a jewel, but money talks. Congratulations, Mabel.

We have other reasons to feel sorry, high waters destroyed the large steel span over the Puyallup River, between Tacoma Junction and Tacoma passenger station. We do not have the pleasure of watching the Olympian and Columbian arrive and depart, but for the information of the traveling public and train crews, we are still here, so is the magnificent (?) passenger station.

## SIMPLE ENGINES With Simple Clutch and Roller Chain Drive

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Our Prices Are Lower**

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**SIMPLE GAS ENGINE CO., - MENASHA, WIS.**

We are not in a pessimistic mood, but feel we should handle the "sob stuff" first and then if we can think of anything funny we will give that to you also. On January 10th, Mrs. A. H. Clark, stenographer in this office, while alighting from a street car (of course, she had to get off the car as she was on her way to work), caught the bottom of her skirt and ripped/severed or tore about 10 inches from the hem of the aforementioned garment. Well, she arrived at the office on time and after we had looked her over, we came to the conclusion that it was not so bad, in fact, we have seen worse (don't get ahead of the story, boys), we are talking about accidents. Anyway, Jo wore an apron all day and kept on smiling.

Among the members of the clerical force of this office who have "came or went," since last publication, we mention Harry E. Hatch, J. W. Huck, Miss Derrickson, Mrs. Porter, Mrs. James, Miss Sandvig, Mrs. Wolfe, Miss Wendel, Miss Johnson, Mrs. Hiteshne, etc.

John Telford, who is still a member of our office force, visited his home folks at Portland, Oregon, over Christmas. John is a noted ball player and we opine his feet are getting itchy. We expect to bid him good bye, soon.

Oh, yes—we nearly forgot to mention John Telford's accidents, he suffered two at the same time, while playing ball at noon hour a few days ago. John made a strenuous effort to grab a hot grounder, and bit the stem off his meerschaum pipe, he also wore his overcoat at work all afternoon.

Gee, what a temper Guy Sampson must have. We are glad we don't have to live with him. We may meet some day.

Account of poor street car service and crowded busses to Puyallup, our chief clerk, W. H. Miller, started to go home on No. 18 recently, intending to get off train at North Puyallup. Well, when Bill woke up the train was at Sumner. His supper was cold when he finally arrived at his domicile.

In looking over pass requests we learn a number of our fellow workers have taken extended trips to the South and East. We are glad some of them have gone, as they will enjoy themselves, and refrain to mention any names, as we are not showing any partiality.

Among the numerous and valuable (?) Christmas presents we received from the boys whose time slips we have cut the past year, we prize the following most highly, composed by Conductor H. W. Wilson and written with pen and ink.

#### Love.

Your name is Love, unfailing Love,  
The source of our supply,  
By computing accurately,  
The well is never dry.

My time is in thy hands, oh Love,  
Its hours magnify;  
A larger lens thou shouldst secure  
That none should pass thee by.

While out upon the old St. Paul  
Far past the time of day,  
Your watchful eyes the hours will count  
And none will go astray.

As time you count on earth below  
The master counts above,  
And with the years unfolding;  
We know that source is "Love."

Wonder how Miss Bath, Seattle's Society Editor, would like to have a nice little verse written about her name. I know a person who could do it, and it's name is not Jas. V. Miller or Guy Sampson.

As we are only a substitute correspondent and this is our last chance we are going to let our light shine as much as possible, but we are in line for a medal, reason, we saved Miss Eloise Bligh from divorce proceedings; of course they are not married yet, and the co-respondent of the divorce proceedings is a brilliant army officer (name censored) anyway, it was a case of mistaken identity and we put them right. Everybody happy.

Traveling Time Inspector Arthur Lee Boyd dropped in on us during the holidays. Lee was all dressed up with felt boots, ear muffs and mittens, he said it was only 30 below at Miles City. We had a terrible time keeping him prop-



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erly clothed while here; he said it was too warm. Miss Annette Clemetson, alias Pieces of Eight or the Unclaimed Treasure, arrived a few days ago from a visit with relatives and friends in the Twin Cities, and is again pounding the keyboard of the old Underwood.

#### Notes from the Trans-Missouri Division.

E. J. McAvoy.

A Safety First meeting was held in the superintendent's office during the past month, and attended by different officials. Owing to the severe storm in the East, Chairman Smullen of Chicago, was unable to be present, which resulted in postponing business of general interest to a later date.

Fireman F. M. Lucas, who has been firing on the Cannon Ball, has returned to Moberidge.

Fireman J. B. Sharp of Moberidge has transferred to the west end on the T.-M. Division.

Assistant Superintendent of Motive Power F. S. Rodgers of Minneapolis, was a business visitor of Moberidge during the past month.

A. A. DeLeo of Seattle, spent a few days in Moberidge during the past month, checking up reports of various offices.

Conductor R. L. ("Whitey") Knott of Moberidge was in Moberidge Hospital during the past month with a badly bruised knee as a result of a fall.

Fireman A. S. Kirby, who underwent a very successful operation during the past month, is reported to be convalescing rapidly.

J. C. Webster, right of way agent for the Milwaukee Road, was a business visitor in Moberidge recently.

Brakeman Chris Neumiller of Moberidge, suffered a very painful accident during the past month at Watauga. At this writing it is reported that he is convalescing rapidly.

Earl Sabrin, who is employed at the Marmarth round house was brought to Moberidge Hospital, it is thought that he has typhoid fever.

Engineer Hugh Patton and wife of McLaughlin, spent a few days visiting with friends in Moberidge.

Ed Olsen, clerk in roadmaster's office at Moberidge, spent a few days in the Twin Cities visiting with friends and relatives.

As a matter of news, do not object to your name appearing. If you have anything new, send it to the correspondent, and it will be sent in with the bunch.

Foreman Stock and crew have completed the erection of a standard water tank at Bucyrus.

Mr. and Mrs. James Caldwell were blessed with a 1918 model infant. It weighed nine pounds on its arrival, and every indication points that it has the making of a good yardmaster. In a short time, "Jim" will become as proficient a floor walker as ever graced the inside of a department store.

Foreman Buchholz and crew arrived in Moberidge, and have started work on the rebuilding of the north ice house which was destroyed by fire.

The stork this month paid a visit to Fireman W. E. Anderson, leaving a fine baby girl.

Fireman Carl Kinneston has taken the way freight run on the Cannonball line.

The stork visited the home of Mr. and Mrs. O. L. Aulick, Pumper, at Pontis, and left an eight-pound boy.

#### Notes Around the Railway Exchange.

I. A. Walsh.

Libertyville will soon be deserted. Both Mesdames Kendall and Kapy, who are Libertyville's staunchest supporters have hibernated to Chicago. Frank Allen, however, remains. Two more snows and he, no doubt, will also forsake the burg.

Mr. McAlaster of the advertising department, has resigned to take up the duties of office manager of A. G. Spaulding & Bros. Sporting Goods Co. It goes without saying that we all wish him success.

L. D. Robir recently of Mr. Caldwell's office and the passenger department representative at Camp Grant and Fort Snelling has been promoted to the advertising department. He is now in charge of the time table folder. Owing to the many changes in same our sympathies would be with you, Lyle, did we not know your ability.

Mr. Nugent in days gone by statistician to the assistant general manager, visited the general office the other day. He is in the oil business, and says that he is doing very nicely, and also that he is feeling fine. L. D. Bush says that he looks the part as he now weighs at least 2500 pounds.

Mr. Reese of the president's office handed one to Mr. Goetz of the same office by telling him that he was perambulating around suburbs of truth when he was describing a situation that sounded fishy. Is Reese not there?

#### Banquet Company D 11th Regiment I. N. G.

Captain Welch entertained the members of Company D at a banquet at Harmony Cafeteria, Thursday noon, January 17th. The dance evidently was not as great a success as previously reported. Bill Wright, John Buelting, of the auditor of expenditures office, Charlie Nelligan of the general freight department and other notables were present. With such good story tellers the banquet was undoubtedly a huge success.

Mr. Burtness of the president's office in telephoning to Mr. Stout of the purchasing department the other day was given Mr. Stubbs of the passenger bureau by mistake. The following conversation ensued:

T. W. B.—"Are you stout?"

J. B. S.—"Yes."

T. W. B.—"Of the purchasing department?"

J. B. S.—"— No."

D. C. Owens has resigned. His work is now divided so that Guy Miller formerly of the superintendent's office of the C. & M. Division is in charge of the mail traffic and Mr. Burtness is in charge of insurance matters.

The general passenger department and the engineering department have traded quarters. The only exception to the above is that Mr. Short who is in charge of accounting in the engineering department is now located in the quarters vacated by Mr. Holt.

Will Clemens, for the past two years a junior clerk under Mr. Skelding, has resigned to enter the employ of the American Steel & Wire Co.

Mrs. F. B. Decker presented Mr. Decker of the auditor of expenses office with a fine big baby boy. This explains the heavy smoking of good cigars by Mr. Allen's clerks the last few days.

Miles Buckley and Joe Van Schoyck of the transportation department did yeoman service during the early part of January when the big snows were making history. They worked night and day advising all concerned of the changes in the time tables and keeping themselves informed as to the location of passenger equipment.

#### Notes from Milwaukee Terminals.

"O'Malley."

Christmas and New Year have come and gone; what was your resolve? Let us all make a few good promises, work hard for our flag and our country, and help our Uncle Sam win this war in any way that we can; try and improve ourselves and families by buying thrift stamps early and often; help to reduce the personal injury claims against our employers, by exercising every care to avoid injury to our fellow employes and ourselves, reporting to the proper officer anything that may come under our notice that in any way violates the principle of Safety First; and last, but not least, let us all resolve to furnish our correspondent with a few items of news occasionally.

There has been quite a change made in the office force and personnel at Muskego yard office. We notice that all the boys keep their shoes shined and hair combed, since that detail of good looking young ladies arrived with the car record office; why don't you girls get after Mr. Bush and get him to have the carpenter make a couple of good bob-sleds, then have some of those fellows get out at lunch and get a little fresh air, and gather a little red blood and ginger for the afternoon's work; not to speak of the red roses that old Jack Frost will paint on your cheeks (don't mean to say that you girls need them), but a good fast ride on a good coaster in a strong frosty wind never did any one any harm and has done many a world of good; get those bob sleds, girls, and have a good time on the slide in Mitchell Park.

We were beginning to think that our bowling team from Mr. Miller's office were like Jess Willard, having won one fight, were satisfied to let it go at that and rest on their laurels; but we are glad that we are mistaken, and if rumors are true we expect to hear a challenge in the near future.

Mr. Miller's office has something else to be proud of besides his bowlers. He has in his office something over three hundred clerks and every one of them are members of the Red Cross, 100 per cent, this is something to be proud of. We also understand that there are quite a few of the boys from the office in the service and that they are about to place a service flag beside their Red Cross flag; good idea, the two go together.

Lodge No. 863 of the B. of R. T. is also in line with their display of patriotism as a service flag now hangs with their charter with several stars and several more to go on it; this lodge is composed entirely of men employed in this terminal, and we feel very proud to know that when our troops carry Old Glory through Berlin, Milwaukee Terminals will be represented by men from the two organizations engaged in switching service here, the B. of R. T. and the S. U. of N. A. Those boys left their homes and country to fight our fight and let us sincerely hope that they will soon return with Old Glory and victory. But just a minute—while they are away let each of us who cannot go to the front, do our bit at home. We can do this in no better way than by subscribing to the various funds that are being gathered to lighten their burdens, to cheer them up, to give them some of the home comforts, and above all to furnish some clean entertainment, that when our boys do come home not one will be ashamed to kiss his mother, sister, sweetheart or wife. Don't say "I have given all I can," for you must give early and often and then give again, then give some more, and when you have done that, you will not have done one-half of what our boys at the front have done.

Now, right along with patriotism, chivalry goes hand in hand, as was proven here recently; we do not consider the gentleman who jumped into the den of wild lions, to recover the glove dropped there by a lady, as a test, one bit more chivalrous than our friend, Yardman J. V. Carey, who braved the icy temperature of the exceedingly rotten waters in the Plankton Slip, to recover a young lady's hat that was blown there from her head as she, in company of two friends, was crossing the Sixteenth Street Viaduct. Carey did not hesitate, he saw his duty and did it; he recovered the hat and was rewarded with a smile and thank you.

We are informed that our friend Miss Josephine is no longer a Miss, she having quietly slipped one over on the force in Mr. Hinrich's office, by being quietly married to Mr. Clement Kaiser at Hancock, Michigan, on January 7. We all wish her long life and happiness and also wish to thank her for her good work before she left, Miss Healey having brought the office force up to 100 per cent membership in the Red Cross. Another good work was the collection for and shipping of a Christmas box to some of the boys in France; here's to you, Miss Josephine, we all join in wishing you the best of luck and may your joys be large and your troubles little ones.

Miss Irene Mistele has succeeded Miss Healy. Look out, Irene, that desk has on several occasions been the last place a girl has filled before taking the final leap and assuming the (real) control of the destinies of some poor and unsuspecting man for life.

The Yardmasters' Association arranged an entertainment on January 20th, for their members, families and friends. It consisted of a theater party at the Majestic Theater in the afternoon followed by a banquet at the Empire, after which the party indulged in dancing and card playing. The weather was good.

There have been quite a few appointments and promotions here lately. E. M. Joost, as division master mechanic, in charge of the C. & M. Division and Milwaukee Terminals.

E. F. Rummell, former agent at Chestnut street, to assistant to P. C. Eldredge.

Ed Ross of Mr. Miller's office, to succeed Mr. Rummell at Chestnut street.

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Accountancy and Business	10	3680	7x10	1987	50.00	<b>24.80</b>
Steam Engineering	7	3300	7x10	2500	35.00	<b>19.80</b>
Applied Electricity	7	3000	7x10	2600	35.00	<b>19.80</b>
Automobile Engineering	5	2400	5½x8¾	2000	25.00	<b>17.80</b>
Telephony and Telegraphy	4	1728	7x10	2000	20.00	<b>12.80</b>
Modern Shop Practice	6	2300	5½x8¾	2500	30.00	<b>18.80</b>
Heating, Plumbing and Sanitation	4	1600	7x10	1600	20.00	<b>14.00</b>
Mechanical and Architectural Drawing	4	1720	7x10	1037	20.00	<b>12.00</b>
Motion Picture Work	2	600	7x10	300	12.00	<b>6.00</b>
Law and Practice (with Reading Course)	13	6000	7x10	24	72.00	<b>39.80</b>

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**AMERICAN TECHNICAL SOCIETY**  
Dept. X7528 CHICAGO, U. S. A.

W. L. Hebbard from night yardmaster to days at Burnham Bridge.

W. A. French to the day yard at the Canal. To all of the gentlemen we wish every success in their new positions.

Yardmen A. J. Hammerer, Thomas Monks, J. W. Axtell and Yardmaster Geo. Cull are just back from a trip "ice fishing." They report "loads of fish." Hope it's true.

We wish to express our extreme sympathies to Yardmaster E. A. Brown in his recent bereavement in the death of his mother; also to Yardman Thomas Morgan in the loss of his wife; Mrs. Morgan passed away on December 20, 1917.

#### Northern Montana Division.

E. H. W.

B. A. Hartman, formerly with Davenport freight office, and for the past year cashier at Lewistown freight office, recently resigned to accept a position with Fergus Motor Company. He is succeeded by C. M. Brown, who has been connected with this office for the past three years.

Query? Why does Anna B. Jones watch for the departure of the Great Falls local every other morning?

H. R. Wahoske, D. F. & P. A., is spending a few days looking after the interests of the company at Lewistown.

Winter is only a name on the Northern Montana Division this year. Some contrast to last year, which started in September and lasted until May.

Former Ticket Agent F. B. Pomeroy is confined to his home with inflammatory rheumatism. We hope he is better soon.

E. P. Bennett, Traveling Auditor, has spent considerable time in Lewistown recently, checking in new ticket agent and new cashier at freight house.

The passenger station at Lewistown has been treated to a thorough cleaning with soap and water, furniture and metal polish, and shows marked improvement. Hope they do not forget the freight station.

Several rumors afloat as to combining G. N. and Milwaukee station forces at Great Falls and Lewistown. The employes on respective roads are congratulating themselves it is still a rumor.

J. W. Wernick, special agent, called on our Division recently.

R. M. Stevens and Dewey Christopher, of Lewistown warehouse force, went to Butte Saturday, and we are wondering if they went over to the hanging or to enlist in the Marine Corps.

W. B. Corbin has arrived from Spokane and is installed as ticket agent at Lewistown.

A. Bulwinkle is spending a few days on this Division, and is very proud of his son Bob, who recently enlisted in the army, and is already on his way East, and expects to leave for "somewhere in France" soon.

Employes of the Northern Montana Division are arranging for a large service flag to be hung in the passenger station at Lewistown.

Stanley Core, former extra gang foreman from this division, writes from "somewhere in France" that he "is still here, but sometimes it has been doubtful." He states that Major C. L. Whiting is fifteen miles nearer the U. S. than he is. Stanley has charge of track at the front used exclusively for artillery trains.

J. E. Allen, who has run between Lewistown and Butte ever since train was put on, recently moved to Great Falls, and has taken the run on the Choteau line. He says, mighty fine to be home every night and Sunday.

Chief Clerk J. C. Martin, at Lewistown freight station, says that if the freight from the East does not begin to come soon, he will have all correspondence up-to-date, as well as numerous other small jobs.

Mrs. Henry Peck, wife of car repairer, recently returned from a visit to her daughter in Three Forks.

Patrons of the road traveling East find the sleeper between Lewistown and Miles City a great convenience, judging from the sale of tickets.

M. J. Boyd, formerly agent at Forest Grove, has been assigned the agency at Winnett.

C. W. Wilson, who has been working relief at Forest Grove, is back on his old position as operator in Lewistown yards.

J. T. Beiser, formerly agent at Lennup, on the R. M. Division, has been assigned the agency at Forest Grove.

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## Electricity in the Railroad Man's Home

### How Mrs. Jones Reduced the Electric Light Bill

"I would like to know how Mrs. Green keeps her electric light bills so low?" remarked Mrs. Jones. "Her house is larger than ours and besides lighting it she cooks, sews and washes with electricity, too. She showed me through her house the other day. It is wonderful. The lights, all of them, are brighter than ours and she even has them at the entrance to the drive in the woodshed, arranged so that she can turn them on or off from the house.

"And her kitchen, John, it is so light and clean, with a glass topped table and a big Mazda lamp over it to put the light right where she wants it."

"How much does she have to pay?" He suddenly broke in with a sigh, much as if his wife had been relating the charms of a new hat.

"Really, John, it costs her less than we are paying." She showed me her last bill from the lighting company and it was \$1.60. The minimum charge is only \$1. And I have tried to be economical with it, too. That is the reason I would not let you have the electrician put a new lamp over the refrigerator. I am afraid I have almost thrown away as much as it would have cost, however, in the milk I have spilled, and I can never see inside that old refrigerator well enough to tell whether it is clean or not."

"Call up the electrician and get him to install a lamp, then. I can afford that, but when it comes to washing machines and cook stoves it must stop," he replied decisively.

"You just go with me over to Mrs. Green's and get her to show us over her house first," suggested Mrs. Jones. "I will get her on the 'phone now;" and before he had time to protest she was asking for "321-J."

Mr. and Mrs. Jones had just turned into the gravel driveway in front of the Greens' house when two small electric lamps at the entrance flashed on and enabled them to avoid the muddy spots in the road. As they neared the house a light appeared on the porch. It was low down, so that it illuminated every step and the door mat. Yet the lamp was of small size for the amount of light it shed.

"You see we don't waste electricity here," said Mrs. Green, as she opened the door. "We have a larger light on the porch," and by way of illustration another lamp over-

head flashed on and brilliantly lit the porch to its darkest corners.

"The economy of using electricity is in its portability. It really takes but a few cents' worth of electricity to do what you want if you put the light just where you want it," she continued.

"But you have two lights on the porch, where we have one, so I should think it would be twice as expensive," remarked Mr. Jones.

"It isn't the number of electric lights you have in the house that you pay the company for, it is the number you leave turned on. We have two lamps at the entrance of the driveway, two here on the porch, one in the woodshed, one in the garage, two in the cellar, and two in the attic. That is ten lamps in all, and most people would say that is seven more than we really need.

"I am sure, however," she continued in her enthusiasm, "that all ten of those lamps do not cost me five cents a month. One reason they are so inexpensive is because whenever we get through with a light we are in the habit of turning it off. It is not every day that we need a light in the woodshed, the attic or the coal bin, but when we do think of the convenience of just pressing a button and having plenty of light to fix the furnace or start the car. Another reason why these extra lights cost so little is because they consume such a small amount of current. All except this large one, and a few other special reading lamps in the house, are ten-watt Mazda lamps."

Mrs. Green made a complete tour of the house, stopping in the back hall to demonstrate a small light near the hatrack which enabled guests to select wraps without confusion, and explaining the purpose of a "pilot light" near the cellar door, a light which remains lit as a reminder as long as the cellar lights are on.

"I haven't a dark cupboard in the pantry or kitchen," remarked Mrs. Green. "I keep all my staple cooking materials such as sugar, cornstarch and baking powder, in large glass jars arranged in rows on shelves. Then I can easily see what supplies are getting low and order again."

It was a month later, after the electricians had departed and left Mazda lamps in every socket, a light over the refrigerator, and an electric washer, that Mr. Jones came home smilingly waving a yellow piece of paper.

"That is the electric bill, isn't it?" asked Mrs. Jones, "let me see—17 kilowatt hours at 10 cents is \$1.70."

A. M. Peterson, formerly cashier at Lewistown, and now agent at Grass Range, brings his family up to see the lights occasionally.

Car Clerk W. R. Rooth says he will be glad when the demurrage rates go into effect, as he expects to have clear records at that time and is anticipating quick loading and unloading of car-load shipments.

We are in receipt of the prospectus for "The Windy City," "somewhere in France," which certainly is very clever. We are advised the name was chosen first because the 13th hailed from that town in the U. S., and secondly on account of the hot air floating around. It certainly gives all the advantages and amusements. Lack of space prevents giving a copy of same.

The warehouse cat at Lewistown is some barometer. When she will not chase mice, but hugs the foreman's office, we are sure of a drop in the thermometer.

In a recent letter received from Major Whiting, he tells of attending a wedding of a young French couple at an American post on Thanksgiving Day, and what a fine time they had. The bride was a French Red Cross nurse with a Croix de Guerre, and the groom an automobilist in the French army. He states that Marshall and one of the boys stationed there did everything but get married. Marshall refers to Fiske Marshall, formerly dispatcher on the Missoula Division, and son of Superintendent C. H. Marshall.

R. W. Hines, timekeeper in the superintendent's office at Lewistown, appeared with crutches a day or two ago, suffering with rheumatism. We trust the crutches will not be needed long.

A. J. Bovee, C. C. in the superintendent's office, was laid up for a few days during the holidays, and when he appeared was using crutches. We have heard of many and varied excuses for not appearing the day after Christmas, but to take the children out sliding down-hill and spraining your ankle is a new one.

#### Wisconsin Valley Notes (East End).

Conductor H. E. Dernbach and family of Moberge, a former W. V. Division employe, spent the holidays with relatives at Wausau. Henry says it seems good to get back to the old "Valley" occasionally, where the venison is plentiful.

Mrs. A. I. Lathrop, Wausau, visited with friends and relatives at Viroqua for a week in December. Although she had to make a portion of her trip in a baggage car, from New Lisbon to Sparta, on account of missing connections, she enjoyed a very pleasant time.

Fred Hanson, clerk in the Wausau freight office, left for Sioux City, Iowa, December 22d, where he has a very good position.

Conductor T. Moran was off a few trips at Christmas time, relieved by Doxtader.

Miss Mary Adams, New Lisbon, is looking after the patrons at the Van Noys-Interstate lunch room, in place of Miss Keeney.

Miss Feddern, manager of the New Lisbon lunch room, visited at her home in Wabasha, Minn., Sunday, December 29th.

Train 101 was derailed at Knowlton Christmas morning by a brakebeam lying between the rails. The engine, mail and baggage cars were off the rails and delayed the train about three hours.

Engineer Tierney, off on account of sickness December 26th, was relieved by Enckhausen.

Conductor R. P. Rawson, on No. 72 December 12th, discovered N. P. car No. 41431 and N. & W. car No. 61220 off the track going up Mocas Hill about 1:00 a. m. The cars were about fifteen cars from the caboose, which made it a very important discovery and might have been a very serious derailment had it not have been for the timely discovery of Rawson. A brakebeam coming down had caused the cars to leave the track.

Yardmaster Joe Conrad and wife of Mitchell, S. D., returned to their home in the West January 3d, after a three weeks' visit with relatives at Wausau. Joe is another W. V. Division veteran and is always glad to get back and shake hands with his former associates.

Engine 522 has been added to the Valley Division passenger service.

Night Dispatcher Phil Thompson laid off January 3d on account of sickness, relieved by Engineer Wm. Johnson.

Tim Donovan has been on the Brokaw scot since the 3d of this month.

J. W. Schlatterer and wife of Alberton, Mont., arrived on the division for a few weeks' visit De-

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Incorporated 1901

Capital and Surplus \$400,000.00

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ember 23d. Jack started his railroad career on this division some few years ago, and his wife was formerly a Necedah young lady. Mr. Schlatterer is a very enthusiastic fight fan and attended the Downey vs. Eagan bout in Milwaukee the 10th inst.

The following changes in the New Lisbon round-house force this month: Day Caller Hutchins has been promoted to a La Crosse division fireman, relieved by Night Caller H. Kelk. Night Caller L. Kallies is firing on this division and is relieved by day baggageman Walter Garski. Henry Flagg is handling the mail at the station days in Garski's place.

Train Baggage A. L. Hurd and wife expected to visit at La Crosse a few days this month, but were compelled to abandon it on account of delayed train service, owing to the recent snow blockade east of Milwaukee.

Train No. 25 was tied up at New Lisbon all day Sunday, the 13th inst., on account of the snow blockade east of here.

The sad news of the sudden death of Mrs. Thomas Moran reached Mr. Moran on his arrival at New Lisbon on Train 6 the afternoon of the 17th, and was a severe shock to him. Mr. Moran had left home only the day before, and although his wife had complained of a slight cold and not feeling very well, there was no immediate cause for worry. Mrs. Moran contracted pneumonia and died very suddenly. The sympathy of the employes and officials of the entire division goes out to those who are left to mourn their loss.

Mrs. A. L. Hurd, New Lisbon, is suffering from a disabled foot, on account of spilling hot grease on it.

#### Idaho-Columbia Diversions.

*Sted.*

Billie Maher, formerly assistant timekeeper in the Spokane office, but now in business at Troy, Mont., accompanied by his sister, made the office a pleasant holiday call. He is still the same old Bill.

The office is getting lovelier every week. Our pleasant surroundings and scenery was further heightened by the presence of Merel Geerling and Alice Mudgett, timekeeper and material clerks' assistants. It takes more than the winter season to keep the flowers unseen out this way.

David T. Myler is now day operator in the Spokane relay office, succeeding Fred Beal, who has been pushed up to the position of train dispatcher.

Steel McVey is hammering out Morse, nights, now in the relay office. He graduated from the Spokane freight office force.

Cashier E. B. Mason and wife, of Tacoma, made the Stedman's a pleasant holiday season visit.

Chief Timekeeper Thomas Hughes and family spent the latter part of December visiting with relatives in Montana.

Penn Hays has been promoted to the office of chief dispatcher at Spokane, succeeding H. L. Wiltrout, who has been appointed trainmaster at St. Maries. Good-bye, Lizzie!

Father, dear Devil, come home with me now, the war clock is tolling they've won. You said you were coming straight home to your hell as soon as the Huns were undone. Our fireworks are fizzles, our castles forlorn, the queen she is bawling for tea; with poor brother Austria sick 'neath his belt, and no one will nurse him but we. Come home, come home, dear father Devil, come home, the Yankees and English, Italians and French are grilling us down to the bone; you cannot resist such a wallop as this, oh father, old Devil, come home.

Your imp son,  
Frederick Devil.

Miss Ethel Ronald, of Chief Dispatcher Hay's office, purchased six copies of the November magazine to send to friends.

Passenger Conductor William Baker, of Seattle, spent a day in Spokane recently.

Material Clerk A. A. DeLeo, of Spokane, spent Sunday afternoon at home with his family.

"Somewheres in France," Jan. 2, 1918.

Sted:

Bill McMahon, Sam Yates, and I were walking down the grounds the other day and met Ted Allen. Ted had some Savannah papers he had just received, and we just lived in Savannah again. We read where Chip attended the Chicago ball games on the opening of the world's series.

Say, Sted, did Chip go to the Galena fair this year?

Chet King.

Chet:

I don't know—it seems to be a problem.

Sted.

Herb Moody, of the Spokane office, spent last Saturday night some place.

Passenger Conductor Frank McMurray is now on the main line between Seattle and Spokane. Frank has not done away with the happy smile he cultivated during his rural sojourn in Malden. I am trying to smoke a cigar.

Cigars breed thoughts.

Good cigars breed pleasant thoughts.

There is another kind of a cigar.

This is one of them.

They are called Christmas cigars.

My wife gave me a box of them for a Christmas present.

She was kind.

I wish the cigars were as kind as she intended to be.

This is the first cigar I picked out of the box. It will be the last.

I started to smoke it two weeks ago.

It is now half consumed.

But I will smoke the rest of it.

If it kills me.

Did your wife give you a box of cigars for a Christmas present?

How many have you tried to smoke?

How many have you smoked?

Did you send the rest of them to Germany?

I am going to send mine there.

Good night!

**Superior Division.**

*Wooden Shoe Doings.*

We never did know Sarena's last name, but after Dave had told her how two could live cheaply as one and the advantages of the "love, honor and obey" code of rules, she said "yes," and now her last name is Delaughtery, with the prefix Mrs. Bless you, my children!

On Thanksgiving Day, the marriage of Engineer Ben Berman and Mrs. A. Kieler was performed. Both young people are well known to the employees of the division, and we take this means of congratulating them.

On November 30th, Alex Tennis, a veteran employe of the division, passed away. Mr. Tennis was identified with early railroading on the Superior Division when it was still a part of the Milwaukee Northern. His general disposition and great ambition to be always working were two traits of character which won for him many friends. We wish to extend to them and the relatives our sincere sympathies.

Engineer Robert Hetherington has accepted the Iron River, a passenger vacated by George Hansen. So far, no casualty list has come in caused by the rush for the job dispatching engines at Channing.

Engineer Frank Stoik is now dispatching engines at Milwaukee. Engineer John Meulendyke on east end passenger.

Heeding the call for conservation of coal, Conductor Frank DuBois has betaken himself and wife to Florida. Conductor L. L. Bon is on Nos. 9 and 10 in his place.

Empty Ore Jimmy going south; empty log flats going north. Like the birds, they go towards the region best suited for them.

The last two weeks have seen more enlisting among Superior Division employes than any time previous. Among those enlisting are the following: Will Karn, aviation; Antone Smith, same; Clifton Gavin, same; C. E. Foster, Walter Rottott, Leo Lynn, Ludwig Hansen, Clarence Waldo, engineers; also Charles Heyrman, Ole Olson, Chas. Porterfield and Jack Flynn.

Mr. and Mrs. M. E. Dwyer spent Christmas in Waco with their son Rigney.

**North McGregor News.**

*Faye S. Erickson.*

Mr. H. F. Belitz has resigned his position as roundhouse foreman and has gone back to Minneapolis.

Mr. Charles Stull, machinist at North McGregor roundhouse, spent Thursday in Dubuque.

J. M. Barr, the new fireman on the Elkader branch, declares that one does not only have to pinch in on the high cost of living, but on account of his generous proportions the cab of his engine is also a tight squeeze.

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Please send me information in regard to your Health and Accident Insurance.

Name.....Age.....

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## 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  
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## 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 collect 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

Faye S. Erickson, clerk at North McGregor roundhouse, spent four or five days of last week in Chicago.

Following is a copy of a letter received by the roundhouse foreman:

Elkader, Iowa, December, 1917.

To you, Mr. Lang:

As I understand there is sum kind of a job, or work at the roundhouse that the company has a-going an if so pleas do let me no at once and I will be down to luk at it.

Yours at all,

H— S—

Bill Spafford, our night roundhouse foreman, was found the other morning wearing a face of indigo hue as long as one's arm, the result of a lost watch fob. He immediately set the office force and all other volunteers out on a "spying" tour for the missing article. After they had worn out considerable shoe leather and their patience, he suddenly remembered leaving it in the cab of an engine, but after tearing off cushions and raising the natives with loud exclamations, the delegation gave up the search. While Bill was wending his way homeward he found it on the track, and he is now wearing "the smile that won't come off."

Transfer Foreman William Stone was laid up several days last month with a smashed thumb.

Mr. J. L. Donnelly, of Aberdeen, has taken the position as roundhouse foreman at North McGregor, in place of H. F. Belitz, who resigned.

Big Headliner on North McGregor Freight Platform—"Crate of Feroocious Plymouth Rock Roosters Escaped! Depot Force in Panic! Michael Aron Lewis Wins Admiration of Frenzied Throng by His Spectacular Capture of Several of the Savage Animals! Watch Chicago Papers for Particulars!"

Ice Foreman Mike Connell spent the past week in Van Horn, Iowa, visiting relatives.

F. A. Schrader, agent at North McGregor, enjoyed (???) a two days' layoff the fore part of last week.

Mrs. Ed. Scott, wife of machinist hepler, North McGregor roundhouse, and son Donald spent a few days of last week in Dubuque.

Charles Harris, who has spent the past year in Denver, Colorado, has returned to the I. & D., and is at present on the hill run. Welcome home, Charles!

Roadmasters clerk, Miss Leona Connell, spent last Saturday on a shopping tour in Dubuque.

Mrs. J. L. Donnelly, wife of roundhouse foreman, and two daughters arrived last night on No. 8 from Minneapolis, where she has been visiting a sister.

Word has been received that Fireman Noble E. Wells, of Camp Dodge, and from Amos Schurtzman, also fireman on the I. & D. Division from Camp Pike at Little Rock, Ark., that they have received furloughs to spend Xmas at home.

#### Notes of R. & S. W. Division.

H. J. Beamish.

Brakeman James Bane spent New Year's with relatives at Freeport.

Engineer Heidrich, on train No. 10, Christmas day, was delayed one hour at different points for connections and arrived at Corliss ten minutes late, receiving the compliments of the dispatcher's office for the good run.

Conductor John Cavey is taking an extended lay-off, starting December 24, Larkin relieving him.

Conductor Kinney, on the Racine lay-over way freight, off for Christmas, relieved by Rossmiller. Dobbert relieved Regan on 96 the last of December.

Conductor Dave Grisenger on the sick list several days the last of December, Hermes relieving him.

Conductor Gillen was a Milwaukee visitor Christmas.

Born, to Engineer and Mrs. Brunnelson, on December 21st, a boy.

There is a move on foot among prominent Delevan business men to secure the appointment of Operator Cavey as weather forecaster for Southern Wisconsin.

Our old friend, George Brinkman, formerly brakeman on the Home Guard Spur, and now head hunting for the kaiser, was the guest of friends in Racine New Year's. Brink says the first job Uncle Sam gave him was shoveling coal.

It seemed to agree with him, as he never looked better.

George Zacher, formerly of the Home Guard Spur, was a Racine visitor the first of this month. He is at present employed by the Northern Pacific under Trainmaster Ed Moran. Zack pleads guilty to reading this dope every month and enjoying it. He also brings good news regarding our old trainmaster, W. P. Moran, now first trick dispatcher at Moberge. They say W. P. M. is back in his old stride, and we all know what that means when it comes to moving trains.

The alliance formerly existing between Horton and Kinney for offense and defense has been dissolved, owing to Horton's swiping the mattress out of Kinney's caboose. Further details will appear following their next meeting.

A sight that would be a joy forever to movie fans was denied them, owing to the absence of a competent photographer to reproduce the efforts of Charlie Case and Gene Fraser as snow-shovelers at Beloit during the recent tie-up. Just imagine the damage these two bantams could do with snow shovels!

The recent storm is probably the most severe that any of the younger generation of railroad men in this section have ever experienced. Two storms less than one week apart caused a complete tie-up of passenger and freight traffic on this division for three days. No. 9 was held at Elkhorn, 36 at Beloit, 23 at Corliss, from Friday until Monday. Freight service at this writing is slowly resuming normal. No. 10 of January 11th was stuck in the snow at Johnson's Crossing between Union Grove and Corliss for six hours. For the first time in history rotary plows were called into service on this division. All available help was procured by Roadmaster Gaylord and everything possible done to open the line for traffic. Trains Nos. 35 and 36 are still abandoned and all service on Eagle line discontinued at this writing. The Racine line is in operation with a fair degree of regularity, and all yards are resuming work gradually.

Numerous changes have been made in the headquarters force of the Illinois and R. & S. W. Divisions this month. C. O. Bradshaw succeeds G. R. Morrison as superintendent; A. DeGarmo appointed trainmaster of the R. & S. W. Division; Mr. Rossiter assigned Illinois Division only; J. M. Losey chief dispatcher Illinois Division in place of H. W. Brown; F. J. Manthey succeeds Mr. Hove on the R. & S. W. Division; E. D. Cook night chief of both divisions.

The loss of Mr. Morrison is a real blow to the employes on this division, as he has been superintendent here for a great many years and has won the respect and sincere friendship of all. The spirit of co-operation and good fellowship which his universally fair treatment has developed on this division, will be an asset which his successor cannot fail to appreciate, and which will be cheerfully extended to him by all employes.

Mr. DeGarmo is a stranger to all of us, but those who have met him speak highly of his abilities.

Mr. Manthey is a veteran of this division and well known to all. He is a conscientious worker and eminently fair, and his success seems to be assured, judging from his past accomplishments. Mr. Cook is also well known on this division and his many friends are more than pleased with his promotion.

S. M. (East),  
O. J. B.

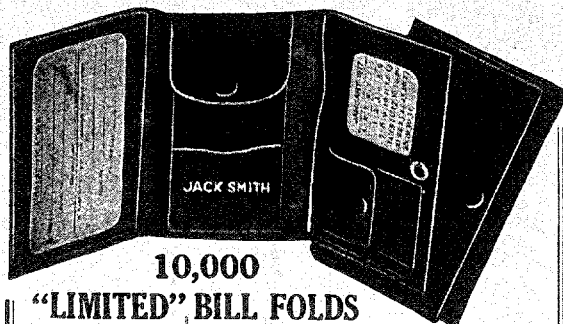
Don't know what makes the boys in the maintenance of W. & S. department look so cheerful these days, unless it is the substantial New Year's greeting sent them by the management.

The fuel problem is coming home to we-uns on the S. M., too, and trains have been taken off almost to the limit to meet the country's need.

Somehow it was and it wasn't Christmas this year. Every feast had its skeleton, even the goose we carved had one. Those who were able to get away spent the holidays with home ones and among them we record:

Mr. and Mrs. D. E. Walker of Mankato to Alden, Minn.; Chas. Canfield and wife visited Winnebago; Laurence Cornell at Mapleton, Xavier, Charles and Edward Gadwa, and Chas. Bacon, at Ottawa; Jas. Marousek came all the way from far off South

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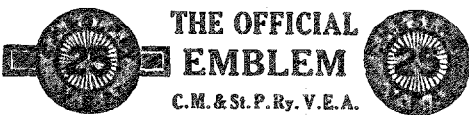
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**RAILWAY TIME SERVICE**

Dakota as well as Jacob Kriz, the famous carpenter to visit Montgomery, Minn.; Jas. Shay and Theo. Post spent the day at home.

Conductor John Wheldon also took a vacation, being relieved by Conductor Parker. While speaking of Parker we are glad to note that his efforts along the lines of car space conservation have borne fruit and credit given him therefor in last month's issue. Oh, Ed is a good man.

Ralph Hansen didn't forget us on his way to Mapleton for Christmas either.

I understand that John Boren, Mankato baggage man, has his weather eye primed and pointed for the early robin, at which time he will risk his right elbow at the head end of his Ford. When he gets going good he has promised his friends, including the agent, a trip to Duluth. Oh, Joy.

Pat Traynor, section foreman of Easton, with as fine a crew as ever worked, is busy loading cars with coal at Wells. Pretty cold job these days.

Saw Conductor Tolbertson in charge of a passenger train during the holidays.

Harry Hanson, whose dulcet tones have announced the stations on the St. Paul and Wells line, has transferred his activities to the St. Paul and Austin run.

To grub or not to grub,  
 That is the question. Must I  
 Who many years have trod  
 On hardwood floors of varnished coaches,  
 With never fading smile at drummers' yarns,  
 That have been told me hundreds of times before;  
 At questions plied me by,  
 The fair sex be they young or old,  
 Must I then leave my cushioned  
 Seat and with a switch list and,  
 With weary feet, tramp up and down  
 A yard jammed full of cars?

Aye, there's the rub—  
 When they have shucked off these  
 Many trains, and men whose years  
 In service o'ertop mine come forth  
 And bid me "Hike, I need your place,"  
 What boots it, I must heed,  
 And thinking only of my need,  
 Advice to me by others given,  
 Go forth and grub.

**Iowa Division (West).**

*Ruby Beckman.*

G. E. Edwards, chief clerk in the office of Signal Supervisor A. T. Breetcher at Savanna, was in Perry December 17th looking after business matters.

W. J. Moran, a brakeman on the Iowa Division who has been on his father's farm near Milan, Mo., for a few weeks on account of his younger brother having been drafted, had an experience the fore part of January which he does not care to have repeated. Will was leading one of his father's mules out to water, when the animal administered a very severe kick. When Will came to, he was on the outside of the barn all right, but the mule was nowhere in sight. Will says he don't mind the pain so much as he does the fact that he can't make T. F. Glynn, the Iowa Division claim agent, pay him half time for the time he was laid up.

On Monday, January 14th, Conductor John Gray of the middle division who was braking on the coal train for Conductor Lee Tolbert, was thrown from a car of coal which was derailed and suffered an injury from which he died in a couple of hours. John was one of the most popular of the younger conductors, having been in the service as a conductor since 1907. Burial was at Perry.

J. E. Banyard, one of the oldest employes in the locomotive department, has been seriously sick for some weeks. His health has been poor for a couple of years so that he did not work only a small portion of the time. He went to Utah expecting to spend the winter, but became so much worse that he was advised to return home. He is suffering from what is termed secondary anemia and there is no chance of any improvement.

On January 4th Henry B. Schloe, the youngest son of Engine Hostler Fred Schloe and brother of Conductor Adolph Schloe met instant death at Grand Junction, Iowa. Henry, who was for some time a brakeman on the Iowa Division went to business college and fitted himself for work in the banking line. He showed such marked ability that within a short time he was selected as a banking

inspector and a few months ago was appointed as one of the four Iowa state bank examiners. On account of the storms he was unable to make connections for a trip to the western part of the state and was coming from Grand Junction to Perry to see his parents. He was attempting to cross the tracks to a lunch room and the rumble of a freight train evidently prevented him from hearing the approach of a passenger. He was struck by the passenger and instantly killed. Burial was at Perry.

Engineer John Heinzleman of the Western Division has been very seriously sick for several weeks. John and his family went to Aberdeen to spend Christmas at the home of Trainmaster M. J. Flanagan and while there he was stricken with appendicitis and an immediate operation was necessary. John's condition was very serious for several days, but he is now improving nicely.

Car Inspector John Reel was operated on at Mercy Hospital in Des Moines the latter part of December. He recovered nicely from the operation.

On January 4th the B. of L. E. and the G. I. A. held a joint installation. In view of the fact that the installation for the engineers was the thirty-fifth one they have held in Perry they celebrated by having a fine banquet with a toast program. H. E. Clark who has been chief engineer of the lodge for twenty years was presented with a fine gold watch chain. Different speakers brought forth some interesting experiences of the older members of the lodge. The meeting was one which will be long remembered by those present.

January 8th Charles Cook, a news agent, while attempting to cross the track at Manilla in front of No. 12 was struck by the engine on No. 11. He received some severe bruises but was able to go to his home in Chicago after having been given medical attention.

On January 12th a change in chief dispatchers was made at the office in Perry. J. M. Losey who has held the position for four years was transferred to Savanna and J. J. Kindig, first trick dispatcher, was promoted to chief. The change is an advancement for both men and their friends are glad to learn of same.

Car Foreman John Cogshall and his wife were out from Davenport for a visit with Perry relatives the fore part of January. John says he depends on the Employees' Magazine to keep him posted on things on the Iowa Division which was his home for so many years.

Conductor C. L. Tucker has been spending a couple of weeks taking baths and treatments at Excelsior Springs.

Brakeman J. P. Oliver resumed work the middle of January after an attack of typhoid fever.

Brooks Cross has taken the position of night round house foreman's clerk at the Perry round house.

Engine Foreman Lee Kinissh of the Manilla yard force spent some time the fore part of January at Council Bluffs on account of the illness of his mother.

George Riggs who worked as joint express and baggage man on 33 and 36 before those runs were taken off has returned to Manilla and has taken a position in the express office.

Mrs. James Henshaw, wife of engine foreman at Manilla, spent a month with relatives in South Dakota.

Operator George Disburg of Manilla was called to Wisconsin the fore part of January by the death of a relative. A. W. Callahan who resigned from the service some months before was pressed into service to relieve him on account of the shortage of operators.

The last operators' bulletin places Leon Huffman on second trick Van Horne, R. E. Fitzgerald second trick Perry yard.

Curtis Marchant of Marion is working a trick in the Perry dispatcher's office.

Machinist John Biese of the Perry force was in Chicago for a month taking treatment at the Washington Boulevard Hospital.

December 31st Fireman J. E. Guler, while taking water at Keystone, slipped from the tank and broke his shoulder.

George Bacus and family of Miles City, Montana, spent the Christmas holidays in Perry visiting with relatives. George is an old Iowa Division man and is always given a warm welcome.

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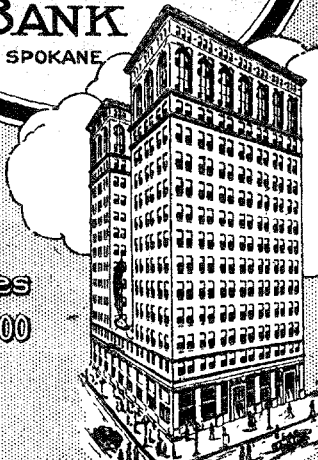
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On January 9th Miss Joyce Peterson, sister of Conductor Arthur Peterson was united in marriage to Mr. Henry Haman, a wealthy land owner and stock raiser near Manilla. The wedding was a very elaborate affair and was attended by a large number of people. The bride and groom went to California on their wedding trip.

#### Channing News.

*F. J. Hawley.*

Conductor Lyle Ross had his right leg taken off just below the knee the latter part of December, presumably making air hose connection between two cars. The accident occurred just north of Ontonagon, Mich. The snow giving away beneath his feet was the cause of the misfortune. He was taken on a special from Ontonagon to Channing, where the private coach was attached to No. 2 and taken to St. Vincent's Hospital at Green Bay.

At last it has happened. Boilermaker Stanley Majeski laid off for a couple of weeks all at one time. A girl by the name of Rosie, at Milwaukee, it is said, keeps "Whiskers" away so long. The boys at the roundhouse like cigars, Stanley.

Machinists F. Hawley and E. Johnson spent the Christmas holidays at Green Bay. Good eats drew the boys from "The Bull of the Woods."

Engineer Henry Coddington has taken the day switch engine. Hank says he likes to make drops in preference to pulling the yellow cars.

Roundhouse Clerk Dan Cloon took a trip to Iron Mountain for one day. We wonder what he did there. You are guilty on several charges, Dan.

Machinist Ed Van Duren has returned to his old haunt, Channing, after cleaning up all the work at the Green Bay Shops. Ed certainly did cut the buck while away.

The ranks of the Superior Division are steadily thinning. The boys are going here and there, to begin training. Those who have gone are pretty well in training for the big day. We hate to see them go, but our best wishes for success go with them.

If you notice the scarcity of news about conductors, brakemen and their families, do not blame me. My assistant, a certain good natured clerk, has been rather lax of late, so news is scarce as a consequence. When he sees this he will come across.

Bill Dodson, better known as "Wink," has been rejected by the examining board. He isn't discouraged, however, and is going to try to do some other duties for Uncle Sam. If for any reason he can't find any way to serve old U. S. A., he will return to the coal shed. Wink would certainly like a uniform, however.

Roundhouse Foreman J. J. Kocha took a few hours off one morning here of late and took his Krupp gun along with him into the woods. Jim being a good shot, he wasn't very long in bagging a couple of long-eared "kaisers." Keep on going, Jim, the hunting season lasts a while yet.

Howard Coulard, pump man at the Ford River tank thinks he will join the aviation corps. Howard being thin and small, thinks he would be a good flier.

Herb Modrow, machinist, is back on the job looking happy and fine.

Fireman Carl Summers returned on train No. 9 December 2th. He looks fine and enjoyed the company of several Channing comrades. Carl is a mule tamer for the government at Camp Custer, and while breaking a mule Carl was thrown and came in contact with a fence post. The result was a black eye and the camp hospital. You will have to do better than that, Carl, for a white spare-rib buckler owned by Jack Vermullen is to be sent down for you to break. Leave the fence posts and wire alone for this crow bait is going to send you across the pond when you come in contact with her.

Quite a few passengers were disappointed on train connections Sunday, December 23rd. Engine 241 lost the left main driver between Channing and Sagola, but through the quick action of Engineer Morgan the train was stopped in time to prevent a serious wreck.

Earl Redline, round house clerk and Lyle Worthing, clerk at the station, left on December 23rd for Milwaukee to offer their services to Old Glory. You have the spirit, boys. Lyle wants to get in the branch of the service where they have good eats. Earl wants to become a nurse. There's a reason.

# Sarah Bernhardt "THE DIVINE SARAH"

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Who Goes To The Front—  
That He Himself is Hale and  
Hearty In His 91st Year, He  
Attributes Largely To His  
Recent Use of Nux-  
ated Iron—**

**Dr. H. B. Vail, formerly Physician  
in the Baltimore Hospital,  
Former Health Commissioner  
Wm. R. Kerr and others give  
valuable advice and informa-  
tion on the use of Nuxated  
Iron as a tonic, strength and  
blood builder.**

What every soldier most needs is tremendous "stay there" strength, power and endurance, with nerves of steel and blood of iron. To produce this result, there is nothing in my experience which I have found so valuable as organic iron—Nuxated Iron—says Dr. H. B. Vail, formerly Physician in the Baltimore Hospital and a Medical Examiner. A large quantity of this valuable product was sent to the French soldiers by Mme. Sarah Bernhardt. I took Nuxated Iron myself to build me up after a serious case of nervous exhaustion. The effects were apparent after a few days, and within three weeks it had virtually revitalized my whole system and put me in a superb physical condition.

If General Gibson's advice were followed and every soldier who goes to the front carried a package of Nuxated Iron in his kit, I am sure that the men would not only be better, stronger fighters, but that we would have far less sickness in the Army and much less work for the Red Cross and Army Hospitals to do. Time and again I have prescribed organic iron—Nuxated Iron—and surprised patients at the rapidity with which the weakness and general debility were replaced by a renewed feeling of strength and vitality.

General Horatio Gates Gibson says Nuxated Iron has brought back to him in good measure that old buoyancy and energy that filled his veins in 1847, when he made his triumphant entry with General Scott into the City of Mexico, and that he attributes the fact that he is hale and hearty in his 91st year, after an active military life with service in both the Mexican and Civil Wars largely to his recent use of this wonderful product.

Another remarkable case is that of General David Stuart Gordon, noted Indian fighter and hero of the battle of Gettysburg. General Gordon says: "When I became badly run down this year, I found myself totally without a physical power to 'come back' as I had done in my younger days. I tried different 'so-called tonics' without feeling any better, but finally I heard of how physicians were widely recommending organic iron to renew red blood and rebuild strength in worn-out bodies. As a result, I started taking Nuxated Iron, and within a month it had roused my weakened vital forces and made me feel strong again, giving me an endurance such as I never hoped to again possess."

Former Health Commissioner of Chicago, Wm. R. Kerr



**WESTERN UNION**

ORDER OF MADAM SARAH BERNHARDT TO SEND TWO THOUSAND BOTTLES OF NUXATED IRON FOR SOLDIERS TO HOSPITAL CONNECTED WITH RACHEL ROYER ENDOWMENT HAS BEEN EXECUTED PARTLY TO AMERICAN AMBULANCE

PHARMACIE NORMALE.

said: "As Health Commissioner of the City of Chicago, I was importuned many times to recommend different medicines, mineral waters, etc. Never yet have I gone on record as favoring any particular remedy. But in the case of Nuxated Iron, I feel an exception should be made to the rule. From my own experience with it, I feel that it is such a valuable remedy that it ought to be used in every hospital and prescribed by every physician in this country, and if my endorsement shall induce anemic, nervous, run-down men and women to take Nuxated Iron, and receive the wonderful tonic benefits which I have received, I shall feel greatly gratified that I made an exception to my life-long rule in recommending it."

Dr. E. Sauer, a Boston physician, who has studied both in this country and great European Medical Institutions, said: "If people would only take Nuxated Iron when they feel weak or run-down, instead of dosing themselves with habit-forming drugs, stimulants and alcoholic beverages, I am convinced that in this way they could ward off disease, preventing it becoming organic in thousands of cases and thereby the lives of thousands might be saved who now die every year from pneumonia, grippe, kidney, liver, heart trouble and other dangerous maladies. Thousands of people suffer from iron deficiency and do not know it. If you are not strong or well, you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of Nuxated Iron three times per day after meals for two weeks. Then test your strength again and see how much you have gained."

NOTE—Nuxated Iron, which is so strongly endorsed by Mme. Sarah Bernhardt, the world's most noted actress, and which has been used with such surprising results by Generals Gibson and Gordon, and former Health Commissioner Kerr of Chicago, and which is prescribed and recommended by physicians in such a great variety of cases, is not a patent medicine, nor 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; on the contrary, it is a most potent remedy in nearly all forms of indigestion, as well as for nervous, run-down conditions. The manufacturers have such great confidence in Nuxated Iron that they offer to forfeit \$100.00 to any charitable Institution if they cannot take any man or woman under sixty who lacks iron and increase their strength 100 per cent. or over in four weeks' time, provided they have no serious organic trouble. They also offer to refund your money if it does not at least double your strength and endurance in ten days' time. It is dispensed by all good druggists.

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Steam fitters from Milwaukee visited Channing and didn't overlook the fact that a few steam pipes would heat the shop. A little credit to the carpenters would help some for a storm shed was put on the west door of the shop. We are all hoping the carpenters will make us a longer visit soon.

Joy has been brought to Machinist Helper Linderman. A few trips on the switch engine and caught a real fireman's job on December 28th.

Channing people were lost December 28th. Train 31 didn't appear until 8 o'clock p. m. A South Shore engine couldn't cut the buck on 6 and 31, pulling only three coaches.

Simon Johnson, boilermaker, has returned from Escanaba where he spent Christmas with his family. A few days' sickness put Simon in bed.

The marriage of Fireman E. Bannaman to Miss Doris Pollard occurred in December, and while not unexpected, it was done so quietly that few knew of the event. We take this means of extending heartiest congratulations.

Boys, has your wife joined the Red Cross? If not, and she does not know where to make her application for membership, Mrs. A. Worthing promises her her personal aid.

We hear that former Engineer Art Dustache and wife have been visitors in Channing. While they make no rash promises and will not commit themselves, they think Channing isn't a bad place after all.

John Stycula, son of Fireman Stycula, has accepted the position of round house clerk. A strapping chap he is and expects to do his part on the job.

Machinist Helper Raleigh Deacon is back on the job after being laid on account of an operation.

Word is received from Fireman Jack Hawley who is stationed at Fort Baker, Cal., that he expects a trip across the pond. Keep going, Jack, and see what you can do for Old Glory.

### Black Hills Division News.

*J. R. Quess,*

Brakeman Clarence L. Gaube, who has been at Camp Funston since October, has joined the 12th Engineers and expects to be in France soon.

Conductor W. H. Stewart has been to Sioux City for medical treatment. Conductor A. K. Foote relieved him.

Chief Carpenter H. R. Dunn, who was seriously injured at Chamberlin, the early part of December, is getting along as well as could be expected; but will not be able to work for some time yet.

We had our first train tieup on account of snow January 11th and 12th. Besides snowing, it was 25 degrees below zero. No train left Murdo the 11th and only 504 and No. 3 arrived the 12th. The snow plow went out both ways and opened the road.

S. G. Adair, operator at Murdo has been relieving Agent Butthson at Deafer. R. G. Young was relieving Adair.

Agent H. G. Kearney of Oacoma has been working third trick dispatcher at Mitchell since R. C. Raines entered the banking business.

Conductor D. A. Church and family spent Christmas with relatives at Scotland, S. D.

Engineers A. M. Saxen and Wm. Johnston, with J. R. Quess, were business callers at the Twin Cities January 9th.

A letter received by J. T. Raymond, Marion, from a member of Company D announces the joy of the entire company over their Christmas boxes which he says "sure were fine." Here is what they contained: two pairs of socks, 2 pounds of candy, 1 cigar, 3 cans of Velvet, 12 packages of gum, 1 pipe, 1 towel, 1 bar of soap.

### Tacoma Tide Flats.

*J. V. Miller.*

As we expected several of the girls wanted to know why they were not mentioned this month. Never mind, girls, you have not been forgotten and we will get to you in time; but for the love of Pete, have patience.

P. A. Manley, price clerk, is at Mt. Vernon, Wash., trying to regain his health. We all hope that this will soon be accomplished and that he will be back at the old post shortly.

Louie, our notorious office boy, writes me from Oakland, Cal., requesting a small loan. I referred same to Betty and she promised to do the necessary.

We have another new girl in the office this month and she wears extra large glasses. From what I can see of her I would say she is very nice looking; but will be unable to tell for sure until she removes the glasses. However, what care we as we love them all.

P. T. O'Neill says we confine our articles to the store department altogether too much. Well, all we can say in defense is that Mr. O'Neill only has to gather a little news around the shop and we will be only too glad to send it in.

Andy Van Halteren has been discharged from the navy on account of flat feet and he is now digging trenches around the shops.

A little spread was held one day last month in the tin shops in honor of Senator C. F. Eppert, who very kindly, on his way to work on this particular morning, contributed his lunch to the birds and fish along the way. Each man in the shop contributed a bite so that the Senator would not go hungry and all enjoyed a very good time.

The B. of R. C. held their big dance on December 21st. Betty was there and the next day the O. W. R. & N. Co. and the N. P. bid for her services; but we were able to hold the young lady for various reasons.

Leonard Johnson and Chas. Sandberg have left us and are now working at shipyards.

We hear whisperings that our Uncle Sam is going to make a slight donation to all within a very short time. That's the way to win the war, Uncle.

Mary Sims has transferred her belongings to the office of the general foreman, where she is attending to the office duties and administering to the sick and wounded.

John Coward, formerly chief clerk to the D. M. M., at Miles City was a visitor during the past month.

We wish to thank Miss Rooney for the box of candy she left in her desk before leaving for Seattle at Christmas time. We all had our share and some had more than that. I plead guilty.

Geo. Mason is again wearing that large smile due to the fact that we are again taking inventory. And George is not the only one that is smiling.

S. M. Wedeberg is expecting to make a short

business trip to California this month and maybe he will bring us a present.

#### The End of the Steel Trail.

Bess G. Spinning.

We are looking forward to an early arrival of our checks this month to start the new year right. Our last month's checks reached us about three days late and the office force was growing nervous for fear they wouldn't be able to do their Christmas shopping.

Another addition to our merry office force is Miss Huggans, insurance clerk, who entered the employ of the company in December.

Another promotion: Leroy Kidd has accepted the position as chief bill clerk, which was formerly occupied by Faye Clover who has been transferred to the accounting department. We wish them both success in their new positions.

Mr. Cheney, our chief clerk at Dock No. 1, and Miss Mable Sandvig of Superintendent Richard's office, will celebrate their birthdays together next week. We haven't heard them say anything about how many candles will be required, but are waiting patiently to learn that when the time arrives for the party. "Congratulations to you both."

Business seems to be increasing in the accounting department of late. Miss Dolle, of Seattle, is another new assistant in that department.

On account of there being an embargo on most of the Eastern lines the bill clerks haven't been as busy as usual. "Pretty soft."

Emmett Maloney is occupying the position of wharfage clerk, which was formerly occupied by Leroy Kidd.

It seems that business is also increasing at Dock No. 2, export dock. Miss Clark is the new stenographer there, and Mr. Prescott has been transferred from the yard office this week.

Mr. McFuttee, assistant cashier, is convalescing from the Grippe and is back on the job again this week.

J. W. Berry, Jr., is the new timekeeper at Import Dock No. 1. Mr. Berry is proving a great success and we are glad to have him with us.

Our first Get-Together meeting was held December 15th. The minutes of the meeting are published elsewhere in this issue.

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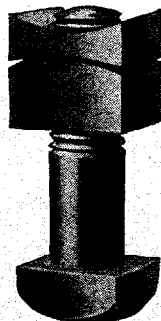
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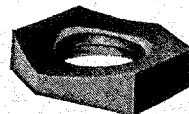
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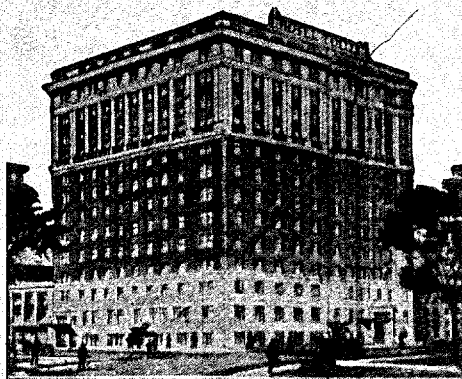
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