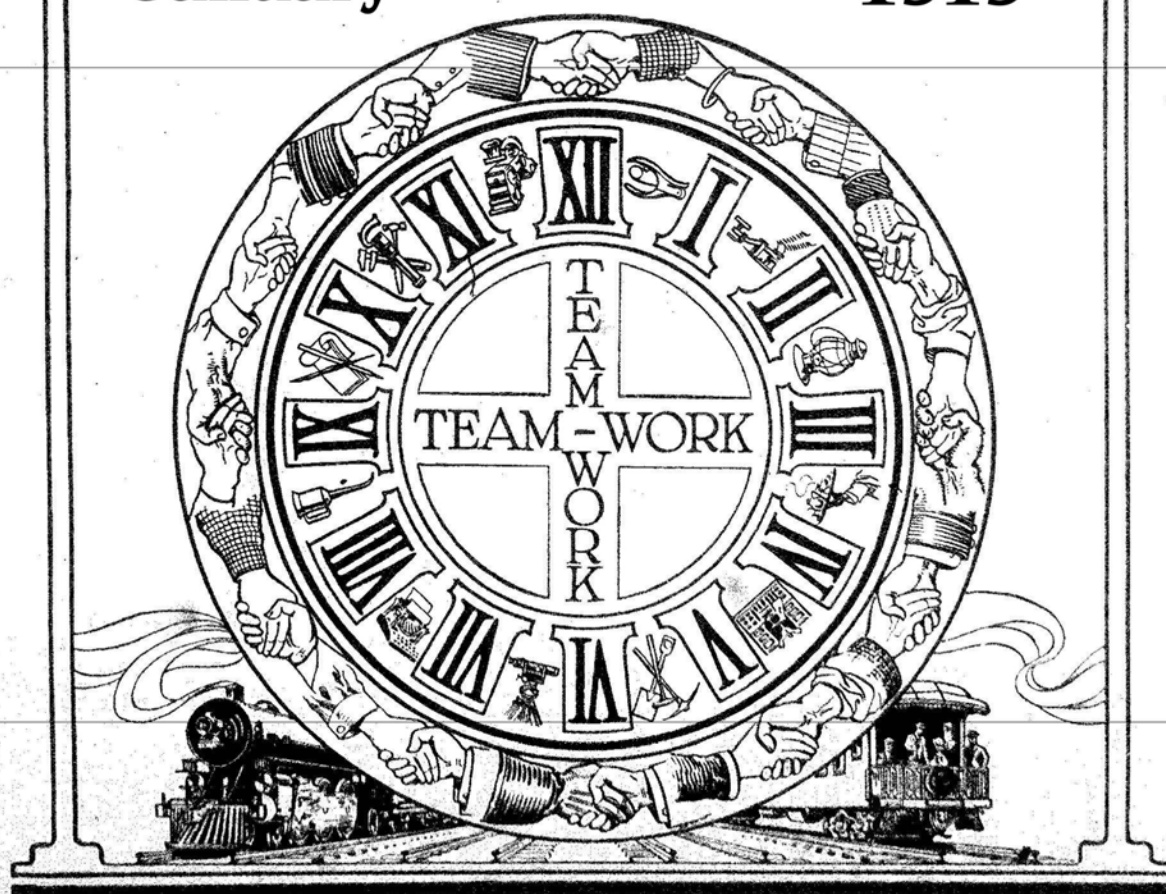


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

January

1919



VOLUME 6

No. 10

Don't Send A Penny



Choose either of these shoes and we will send a pair simply on your request. Don't send a penny—no need even for a letter. A post card will do. They are such tremendous bargains that we know you will want to keep them. But you decide after you get them. They go at our risk on approval. This special offer is made because you can't judge the splendid style, quality and value of these shoes from pictures. You must actually see them. If you don't consider them startling values, ship them back and we will refund your money.

Great Work Shoe

This shoe is built to meet the demand of an outdoor city workers' shoe as well as for the modern farmer. Send and see for yourself what they are. Built on stylish lace Blucher last. The special tanning process makes the leather proof against the acids in milk, manure, soil, gasoline, etc. They outwear three ordinary pairs of shoes. Your choice of wide, medium or narrow. Very flexible, soft and easy on the feet. Made by a special process which leaves all of the "life" in the leather and gives it wonderful wear-resisting quality. Has double leather soles and heels. Dirt and waterproof tongue. Has heavy chrome leather tops.

Pay **\$3.85** for shoes on arrival. If, after careful examination, you don't find them all you expect send them back and we will return your money. No obligation on you at all. This is our risk, not yours. Order by No. X15012

**Order This Shoe
by No. X15012**

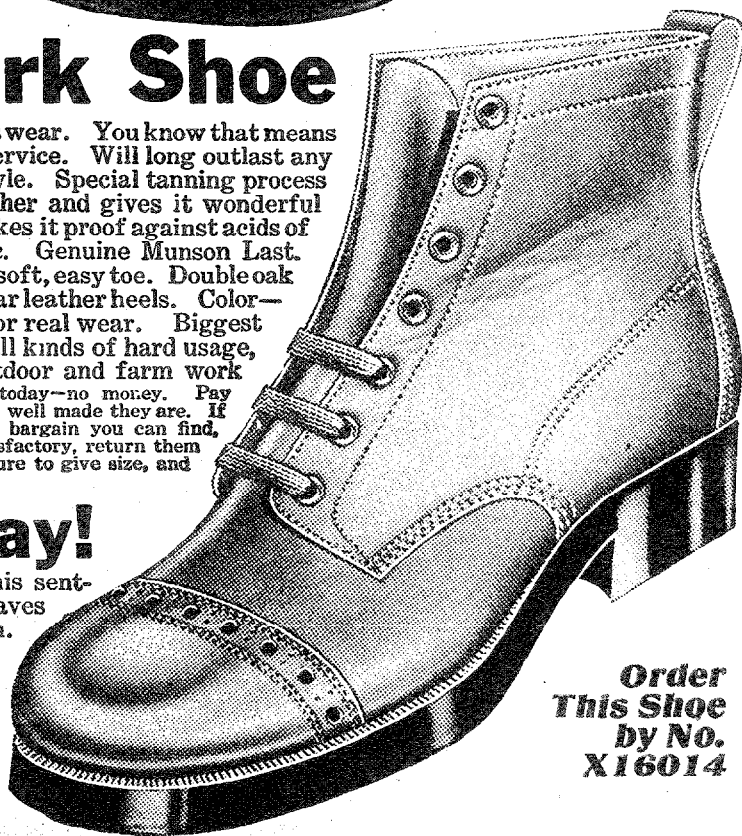
Remarkable Bargain Work Shoe

Same kind of shoes the soldiers wear. You know that means strong, durable, built for hard service. Will long outlast any ordinary shoes. Lace Blucher style. Special tanning process leaves all the "life" in the leather and gives it wonderful wear-resisting qualities; also makes it proof against acids of milk, manure, soil, gasoline, etc. Genuine Munson Last. Wide and comfortable. Smooth, soft, easy toe. Double oak solid leather soles and double wear leather heels. Color—Tan. The very shoe you want for real wear. Biggest value for your money. Stands all kinds of hard usage, wetting, etc. A wonderful outdoor and farm work shoe bargain. Size 6 to 13. Send today—no money. Pay **\$4.10** for shoes on arrival. See how well made they are. If you don't say this is the biggest shoe bargain you can find, or if for any reason shoes are not satisfactory, return them and we will refund your money. Be sure to give size, and order by No. X16014.

Send Today!

Don't hesitate a moment. This sent-on-approval money-back offer saves you from any risk or obligation. Keep the shoes only if satisfied that they are unparalleled bargains. And send while these wonderful bargains are offered. Write today.

LEONARD - MORTON & CO.
Dept. X1058 Chicago



**Order
This Shoe
by No.
X16014**

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Inlay Emblems *Engraved Monograms* *Art Designs*

Santa Fe

SAVE YOU MONEY

My Special 1919 Offer

My sole aim, during the year 1919, is to place as many standard, dependable watches, as I can, in the hands of men throughout the land, REGARDLESS OF PRICE OR PROFITS. To do this I have cut the prices to ABSOLUTE ROCK BOTTOM. I know that if I can distribute 5,000 "Santa Fe Specials" and "Bunn Specials" this year on this No Profit Plan that every watch will sell another. I am making this startling offer to those who will tell friends of this remarkable watch value, if they find the watches all and more than I claim for them.

ALONZO S. THOMAS, President Santa Fe Watch Co.

The ILLINOIS' Famous \$
Santa Fe Special
And BUNN Special
Adjusted to Six Positions
21 JEWEL RAILROAD WATCHES

250
A MONTH

See These Watches First!

The Standard Railroad Watches that are Guaranteed to Give Satisfactory Service for an Entire Lifetime

This guarantee is backed by the greatest watch company with vast capital and the reputation of fair dealings built up by twenty-five years of honest, upright business. The GREAT ILLINOIS WATCH FACTORY places a binding guarantee upon these marvelous movements. When you order a "Santa Fe Special" or a "Bunn Special" you solve the watch problem for your entire life. If ever a "Santa Fe Special" or a "Bunn Special" proves defective in workmanship or material, YOU GET A NEW WATCH OR YOUR MONEY BACK.

Important! By special arrangements with the great ILLINOIS WATCH FACTORY we offer you the opportunity to select either the famous "Santa Fe Special" or the "Bunn Special" that remarkable railroad watch that is ADJUSTED TO SIX POSITIONS and is GUARANTEED TO PASS INSPECTION on ANY railroad in the world, and like the "Santa Fe Special," is GUARANTEED TO GIVE A LIFE-TIME OF SATISFACTORY SERVICE.

ACT QUICKLY

If you want to get in on this Great Low Price offer. There is a tremendous demand for Santa Fe Special and Bunn Special Watches under this No Profit distribution plan. You must write at once, to be sure of getting your watch. We are sending these splendid watches out as fast as they come from the factory timing room.

Save One-Third to One-Half Your Money

Our "Direct to You" prices and EASY PAYMENT terms means a clean saving of money to every purchaser. We are still selling Watches at Before War Prices—WHY PAY MORE when you can secure the "Santa Fe Special" or a "Bunn Special" at the same low price the wholesale jeweler must pay us?

Don't wait—take advantage of this offer before it is withdrawn or prices advance.

SANTA FE WATCH CO., Dept. 220, Topeka, Kansas

This Coupon Brings the New Watch Book

Santa Fe Watch Co.
 Dept. 220, Topeka, Kas.

Please mail to my address, given below, your FREE watch catalog, telling all about the one Railroad Watch that is guaranteed for life; also explaining your easy payment plan. This request does not obligate me in any way.

Name _____

Address _____

Save

TIRES LIKE THESE



**I Earned
\$2200
IN
Four Months**

This is Richard A. Oldham

Mr. Oldham was telegraph operator for the Illinois Central Railroad for twenty years. He is fifty-eight years old. One day he read one of my advertisements and the possibilities of making money in the Auto Tire repair Business. In a few weeks he had purchased and installed a Haywood outfit, and was doing business for himself. A short time ago he wrote us that his income in four months was as much as it had been in Two and One-Half years as Telegraph Operator.

You write me as Mr. Oldham did. If the locality in which you live is not one you would like to make a permanent home—or if one of the 4,000 Haywood Plants are there—I will tell you of other desirable locations.

Address,

M. HAYWOOD, President,
835 Capitol Ave., Indianapolis, Ind.

WRITE TODAY

M. Haywood, Pres.

Haywood Tire & Equipment Co.
648 Capitol Ave., Indianapolis, Ind.

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

Name _____

Address _____

**I have
a Big Interest-
ing Book to send you**

—a book about tires—it tells all about them—how they are repaired by the New Scientific Haywood Method—explains this business—gives inside figures and profits.

Automobile tires like these shown here can be saved and give the owner 4000 to 5000 extra mileage. There are 5,000,000 automobiles now in use.

20,000,000 Auto Tires Wearing Out

These automobile tires are aiding in solving the transportation problem, and are helping to keep business going.

Tire prices advancing, Crude rubber becoming scarcer. Tire manufacturers are urging that tires be repaired. This they have never done before. But now with the importation of rubber reduced more than one-half there is no alternative. Tires must be repaired.

See the opportunity for opening Haywood Repair Stations. You can start for as little as \$90.00. Those now at work

Earn \$2500 to \$4000 Per Year

You should investigate. We teach you how to do the work. See Oldham's statement. He filled in a coupon just like the one in this advertisement. You fill in the coupon and get the facts as Oldham got them—and as many others have.

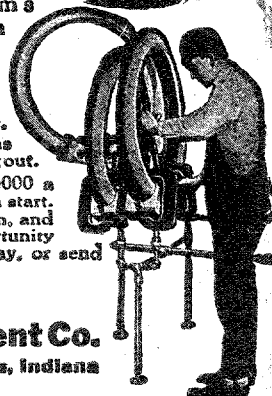
There are 10,000 new repair stations needed now—right now to save the tires that are wearing out.

What these men have done you can do. \$2500 to \$4000 a year is conservative. One machine will give you a start. All you do is open a shop—put out a Haywood sign, and auto owners will come to you. There is a big opportunity awaiting you. Sign the coupon and mail it today, or send a post card or letter.

M. HAYWOOD, Pres.

Haywood Tire & Equipment Co.
648 Capitol Avenue Indianapolis, Indiana

WITH THIS
HAYWOOD OUTFIT



UNITED STATES RAILROAD ADMINISTRATION
W. D. HINES, DIRECTOR GENERAL OF RAILROADS

The Milwaukee Railway System Employees' Magazine

Railway Exchange Bldg., Chicago

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

CARPENTER KENDALL
Editor, Libertyville, Illinois

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VOLUME VI

FEBRUARY, 1919

NUMBER 11

Water Power and the Power Plants

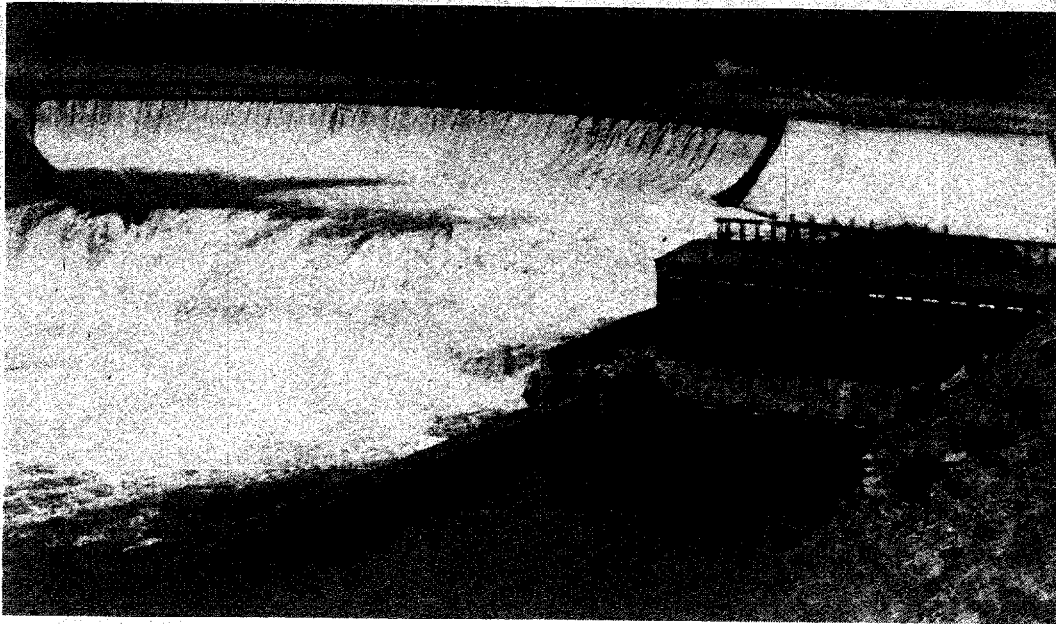
What keeps our big electric motors going? Electricity of course, and water power; water power generating "juice," water power from the great river of the west slipping swiftly over its precipices and cascades and racing down from its mountain home, tumbling along on its way to the sea. But big and full of power as the Missouri is, it has seasons of comparative impotence and there are times when it idles and eddies quietly among its rocks and through its canyons, as if half asleep on a lazy summer afternoon—a fruitful cause of uneasiness in the power districts without the chain of reservoirs and impounding dams that have been constructed in defense of drought and low stages of water.

What then, supposing the big turbines fail to turn fast enough, what if the monster dynamos at Volta were still and the trains on the distant mountain slopes stood helpless! It is the little drops of water raining and snowing on those same mountains which turn the wheels of the giant motors, not neglecting at the same time, a lot of other jobs not associated with the business of the railroad; but if the rain and the snow fail to come in sufficient quantities,

there have to be stored supplies of water with which to tide over the drought, in the system of reservoirs at strategical points along the river and its tributaries providing amply for all emergencies and every idiosyncrasy of the god of mountain weather.

At the time electrification of our mountain lines was projected, the company contracting to supply the power, augmented its already large facilities by building the huge power dam and house at the head of the great fall of the Missouri River, ten miles down stream from the city of Great Falls, constituting the largest development ever undertaken by the Power Company. This is known as the Volta Plant and it utilizes the power of the natural cataract, 78 feet high, which, aided by the big dam at the crest of the fall produces a total head of 150 feet. The Volta power house is built at the immediate foot of the falls on the left bank and has a capacity of 60,000 kilowatts, from which the railroad receives most of the "juice" that carries our trains over the mountain grades from Harlowton to Avery.

The Missouri water that whirls the great turbines at Volta has already per-



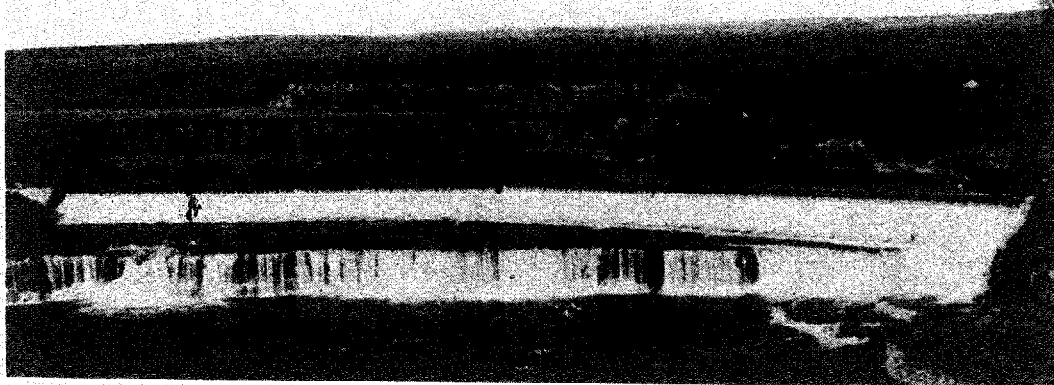
The Great Falls of the Missouri, Power Dam and House.

formed similar services for four different plants up the river located respectively at Canyon Ferry, Hauser Lake, Holter, Black Eagle and Rainbow. Canyon Ferry is about seventeen miles east of Helena, where there is a head of forty feet developed by a crib dam, with a storage reservoir formed of 40,000 acre feet. The cities of Helena and Butte are now taking most of the power from this plant. Sixteen miles down river from Canyon Ferry is the Hauser Lake, operated at a 65-foot head, developed by a solid concrete gravity dam. This dam backs up the tail water of the Canyon Ferry plant, forming a storage reservoir of 46,000 acre feet. Power

from this plant is also transmitted to Butte for the mines, etc.

Next is the Holter plant, twenty-five miles down stream from Hauser Lake. This development is second in size to the Volta plant. There is a solid concrete dam developing 100 feet, with a storage of 60,000 acre feet. The power plant is built on the toe of the dam and is equipped with four generating units of 10,000 kilowatts each. Hauser Lake is connected to the 100,000 volt transmission system of the Power Company, from which our electrification system is fed.

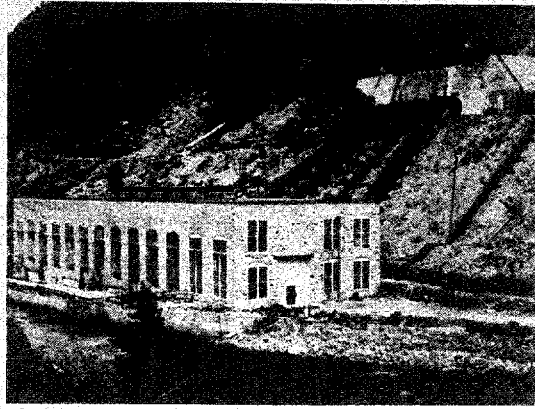
Farther down the river, and close to the city of Great Falls, come the series



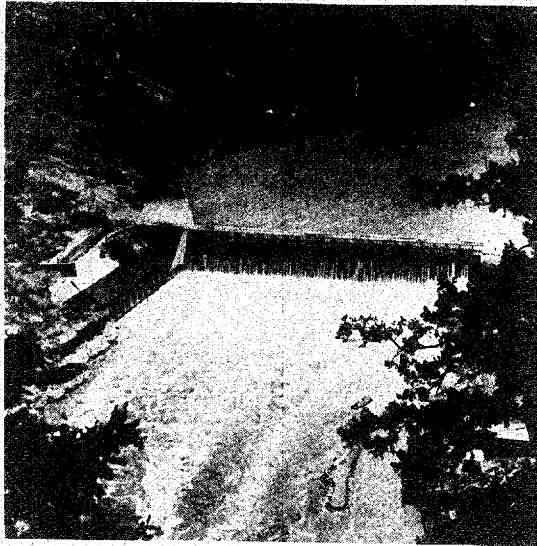
Rainbow Falls and Power Dam.

of cascades and cataracts that form the Falls of the Missouri River. At each one of these stands a power house. The top fall is Black Eagle. The natural fall here, together with a low dam develops a total head of 44 feet; and a plant of 3,000 kilowatts is operated on the east side of the river, while 8,000 horsepower in water power is supplied to the Black Eagle Smelter on the opposite side of the river.

Three miles farther down are the beautiful Rainbow Falls, with one of the Power Company's larger plants.



Madison No. 2 Power House and Pressure Chamber.



Hauser Lake and Power House.

Here, there is a crib dam 36 feet high and a double steel pipe line 2400 feet long, the pipes being 15 feet, 6 inches in diameter, each. The total head developed is 112 feet and the capacity of the plant is 35,000 kilowatts.

From Rainbow Falls, the water, released, rushes downward, gathering its strength for the mighty leap at Great Falls. Four and one-half miles below Rainbow, it slides over the graceful curve of the big dam and plunges, with a dash and a roar over the precipice of the fall; while beside it, within the power house, the thunder of the turbines and the hum of the dynamos add their voices to the uproar, while the building quivers with the terrific impact. And then out of the fury of noises—above and away from them all, on copper filaments that reach their long tenuous fingers over mountain and

valley and plain, steals the mysterious force born of the turbulent waters, born of the silent waters, of the mountain tempests and the mountain snows.

The power from the Great Falls plants is utilized by the city of Great Falls and by the Reduction Works there, and is transmitted to Butte and Anaconda to the mines and smelters, as well as by the electrified district of the Milwaukee.

Other power plants contributing to the continuous flow of the current to the railroad, and forming links in the safety chain, are the developments on the Madison River, at Norris, Montana. The developments here consist of a crib dam 44 feet high, which forms a storage reservoir with a capacity of 36,000 acre feet. From this dam a ten foot wood stave pipe supplies water to the No. 1 plant, which generates 2,000 kilowatts with a head of 50 feet. Water for No. 2 plant is carried by two wood stave pipes ten and twelve feet in di-



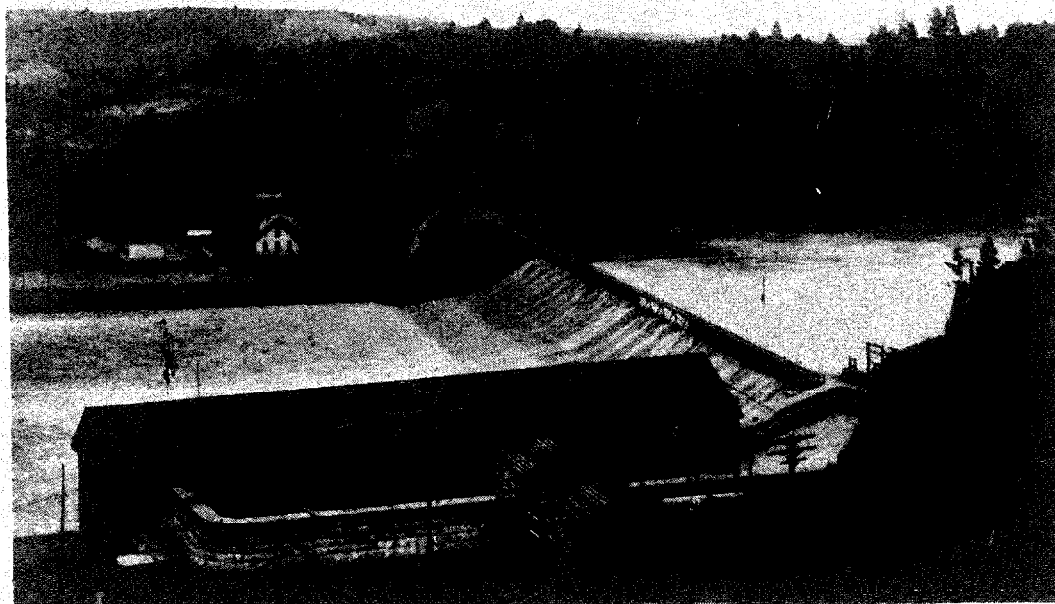
Madison River Dam and Pipe Lines.

ameter, respectively, a distance of 7,500 feet to the plant where 10,000 kilowatts is developed at a head of 110 feet.

As a further aid in regulating the flow of water, the Power Company has constructed an immense storage reservoir on the upper Madison River, known as the Hebgen Reservoir, having a capacity of 325,000 acre feet.

This is the seventh largest artificial storage reservoir in the world, and is sufficient to store the entire flood of the Madison River. This flood water may be released during low water stages, and is utilized by the eight plants located below it on the Madison and Missouri Rivers. The Hebgen Reservoir Dam is 87.5 feet high and 718 feet long and is built across the Madison canyon. The dam is an earth fill with a concrete core, similar in plan to the famous Gatun Dam of the Panama Canal. A concrete gate tower serves to regulate the discharge from the reservoir at all levels from the top to the bottom of the dam. The storage effected by this means together with the smaller reservoirs at the several plants below, is sufficient to more than double the minimum flow of the Madison and Missouri Rivers, thereby doubling the continuous power which can be developed over and above the amount that would be available without the storage system.

The above constitutes the development of the water power of the Missouri River and its tributaries with which the electrification districts of the Milwaukee are directly concerned. Over on the western border of Montana is Clarks Fork of the Columbia, with an interesting power development at Thompson Falls, which supplies power to the western end of the Missoula Division. It is similar in construction to the Volta plant and has a capacity of 30,000 kilowatts, developed at a head of 50 feet. A natural fall of 15 feet in the river is increased to the required 50 feet for the development by means of a concrete dam, 1,000 feet long and 35 feet high. The water is conveyed a distance of 600 feet through an open canal to the plant. Thompson Falls transmits power at 100,000 volts over duplicate lines, to the railroad. The water power of the Columbia and its tributaries is to be further utilized in the new electrification district extending from Othello to the Puget Sound Terminals, with equally careful preparations for the continuous flow of a sufficient volume for all requirements. Water power and electrification laugh at the coal problem, make light of winter's terrors on a railroad and solve the equation of tonnage to motive power by the easiest possible demonstration.



Canyon Ferry Dam and Power House.

A Little Sermon.*Sted.*

This is New Year's day. The first day of the year 1919, and as I sit in the comfortable den my mind seems to ask: What will this new year bring?

The past two years have been sad anniversaries, and when I read or hear related the outrages that were perpetrated by the Germans in this world's war, now closing, I think of the last part of that ancient proverb penned by some Hindu writer in the long, long ago: "Neither you nor I knew there was so much evil in the world."

Right now it appears as though a new age was forming and history will record an awakening of all Nations. All the world over is a spirit of unrest and a feeling of the need of the strength of the united forces of the Nations backed by man power, courage and self thinking. Germany and Russia are mixing intrigue with future possibilities and it is hard to think where they will land in this general reorganization of Nations.

The future appears bright to the Anglo Saxon races, but there is a new spirit forming, bearing upon the rights of man and freedom, and I recall these sturdy words of Rudyard Kipling:

"Judge of the Nations, spare us yet,
Lest we forget, lest we forget!"

Ben Franklin's**THRIFTGRAMS.**

Save and have.

Every little makes a nickle.

Little strokes fell great oaks.

A rolling stone gathers no moss.

God helps those that help themselves.

Spend one penny less than thy clear gains.

Look before or you'll find yourself behind.

The way to wealth is as short as the way to market.

He that waits upon fortune is never sure of a dinner.

Money can beget money, and its offspring can beget more.

It is foolish to lay out money in a purchase of repentance.

Learning is to the studious and riches to the careful.

Waste neither time nor money, but make the best use of both.

Remember that money is of the prolific, generating nature.

All things are cheap to the saving, dear to the wasteful.

If you would be wealthy, think of saving as well as getting.

Beware of small expenses; a small leak will sink a great ship.

The Coming Merchant Marine.*E. A. Lalk.*

With the close of the great war, we as a nation, find ourselves with a resurrected merchant marine. The fond hope of every shipping man on the Pacific coast is of America's supremacy of the merchant marine on the Pacific ocean. The people on the Pacific coast are alive to the situation and are bending every effort to prepare the ports of the Pacific for the advent of the new era. Great docks are being built, water ways are being deepened, trackage facilities are being increased, handling power by machinery is being augmented, dry docks and repair plants in prospect of installation, and in fact, we of the Pacific coast, are making every preparation so our fellow citizens within bounds of our inland country may have ready access to the Orient of the products of our farms and industries.

We, of the Pacific coast, are asking you of the central section what are you doing to share in the prosperity and opportunity which now presents itself? The great merchants should arrange their banking connections with proper credit extensions, and their export agencies within the Oriental countries, and they should arrange their manufacture with the view of catering to the Oriental business. Railroad companies are, and will prepare to handle the increased business in proportion to the tonnage as it increases on the Pacific coast. Yet one of the most vital items is being overlooked, to the interest of the receiver of freight in the Orient; that packages come to him in good order. You may undersell your competitor, you may have the advantage in time of delivery, but if the package containing his freight does not arrive in a marketable condition, and this condition exists continually in your business, your customer will soon seek other markets in which to place his business.

A trip through the docks in the city of Tacoma, or any other great Pacific coast port, would be a revelation to the average jobber and exporter of freight. A trip through a great import house where import cargoes are discharged, would show him packages in beautiful shape, packed with care and intelligence, the markings plain and distinct, packages so constructed that they are condensed and occupy very small ship tonnage in proportion to the weight of the article. A trip to the export house where freight is awaiting export would show a marked contrast in the system of packages; valuable products in light boxes, light and bulky articles not wrapped or crated, articles weighing a ton or more crated with one-half inch boards with no bindings, a great many of the packing cases with flaring advertisements all over them of the manufacturer or jobber, and in a space of two or three inches, the address would be placed on the box for the purpose of carrying it to the Settlement Islands or other South Sea Island ports where two or three ship transfers are necessary.

The lesson we gain from a trip through these houses shows us that in the import house where we would expect to see the lack

of intelligence in marking and packing, we see high intelligence and business management coming from, what we purport to consider a nation of lower intelligence, to a nation of high intelligence in the business world; and in the export house we discover carelessness in packing, carelessness in marking and in cases, absolute criminal negligence and waste, export from an intelligent nation to one which we are prone to call unenlightened. When a shipment is made to any port of entry to China or Japan, Siberia or colonies on the China Sea, the shipper of freight is not in a position to know whether delivery will be taken at the point of entry, and even if he did, proper packing should obtain. But if the package is re-shipped inland, all the more reason why it should be intelligently lettered and strongly packed, because of transportation features in those countries which in a great many cases are foreign to anything in America.

A good deal of missionary work can be done by all representatives of our road who come in contact with exporters of freight, and it should be borne in mind that we are not alone interested in saving claims to the steamship companies and to the railroad companies, but we are more vitally interested in gaining and holding the control of the commerce of the Pacific, and proper packing and proper marking is one of the vital points of export trade.

Ain't It a Grand and Glorious Feelin'.

Sted.

I'm back once more on the same old job that I held when I was called, I'm doing the same old railroad stunt that I did when I was stalled; and I've seen and done, ah, God knows what, since I left this dear old line. But I'm glad I'm back with the old time bunch when I sit me down to dine and I hear those old-time words in slang in that old good-natured way, and I think once more of those days afield in France, once blithe and gay, of those awful days when blood ran floods and the human life seemed naught, when 'twas push and kill in No Man's Land with the signet just one thought—the thought of Freedom, man to man. Thank God, I'm home once more! On my old-time job, on the dear old line, it helps soothe that war-time sore.



The Minneapolis Shops "Big Three."

Fuel Saving in Pump Stations.

Adolph Crome, Pumpman, North Milwaukee.

Adolph Crome, Pumpman, North Milwaukee.

As I have, for seven and one-half years, been running a pumping station for the Milwaukee Road, and as conditions demand, both now, and for the future, that we should give the highest and best service with the least possible expenditure of money and material, I take the liberty to point out a few sources of waste occurring in running these pumping stations; and which I think might be reduced to a considerable extent.

The great aim, today is and must be to SAVE COAL wherever possible, and there are three ways open to a reduction of the amount of coal used in these stations. They are: first—using grate bars with proper air spacing; second—using the right boiler compound to eliminate the scale; and third, but by no means least, making use of the exhaust steam from the pump to heat the boiler feed water. Careful attention to these three sources of saving ought to and will, I am sure, give good results. By eliminating all grate bars having $\frac{3}{4}$ -inch air space, and substituting $\frac{1}{2}$ -inch air space, which is plenty for all conditions, much of the coal which now falls through before it is burnt, will be conserved.

Our greatest enemy to overcome, is the scale formation. In order to overcome this trouble we must realize the fact that the nature of the scale forming solids held in suspension in the water, differs widely in different waters, and that their action will also differ when heat is applied. It is therefore, practically impossible to get satisfactory results with any single remedy. The only practical way is to analyze the feed water for each respective boiler, finding in this way the nature of the scale forming properties held in that particular water; also their average amount. By this means the proper ingredients may be found to counteract and destroy the adhesive quality of the scale forming properties.

As it is the universal practice in all properly managed power plants to make use of all the available exhaust steam for some purpose, it seems to me that a lot of heat still contained in the exhaust from the pump is wasted which might be used profitably by helping to heat up the feed water for the boiler. The question as far as pumping stations is concerned is: would it pay to install a small heater which could be made at the company shops and standardized so as to fit all stations. Well, let us see if it would or would not. At a test which I made, I found that my boiler used exactly 25 gallons of water per hour, with blow-off valve tight pressure kept constant at 90 lbs.; gage and safety valve not allowed to blow-off. Allowing for various losses, one gallon per hour would make it 26 gallons of water per hour. As one U. S. gallon weighs 8.355 lbs. nearly, we have 26×8.355 equals 217.23 lbs. Allowing the factor of evaporation, which for a temperature of fifty degrees of the feed water and 90 lb. gage, we find that 217.23×1.195 equals 259.78985, or, say 259.78; and 259.78 minus 217.23 equals 42.56 lb. gain per hour,

or 225.6 lb. per ten hour run. That is: if we could raise the temperature of the feed water from fifty degrees to 21 Far. degrees, the same amount of coal used for 217.23 lb. per hour would evaporate 259.78 lb. of water. During the winter months the difference is still greater, as then, the temperature of the feed water is about thirty-two degrees, and 217.23×1.224 equals 265.88952, or say, 265.89, and 265.89 minus 217.23 leaves 48.66 lb. gain per hour, or 486.6 per ten hours' run. Averaging the temperatures, the gain per month of 30 days equals 16,683 lbs. or 164,196 lbs. per year. Even if we may not obtain these exact results, I still believe that sufficient saving may be obtained by heating the feed water through making a vessel which will hold, say, from ten to twenty gallons, to fit on top of the boiler, placing within it three coils of brass or copper piping. Brass or copper gives off heat better than iron piping and would, therefore, make for greater saving. By running the exhaust of the pump through these coils, the desired results are obtained. As I have it in mind, this heater would be very simple in construction and do the work quite as well as a more high-priced heater and for pump station use would do all right. This heater combined with proper furnace grates and scale remedies appropriate to individual localities would give a combination in pump-station economies which would be hard to beat.

For The Good of The Service.

B. H. Perlick.

Prior to Government operation of the railroads the officials of the company have repeatedly called the attention of all employees to the matter of waste. Most employees responded with a will and large savings resulted. The Director General of Railroads has also called attention to the subject which indicates that the efforts of those who have given the question their attention and have practiced economy are still needed.

There are 70,000 employees on this railroad. If each employee would save only one per cent per day, the result would be surprising—a saving of \$255,500.00. Many employees could save more than one per cent per day and a great number do. But there are still some who are wholly indifferent. "I don't care; it is not my property," seems to be the feeling of these employees. Were the conditions reversed and one of their employees wasted paper, pens, pencils, envelopes, bolts, screws, lumber, brasses, babbitt, etc., there soon would be an uproar and probably a new face the following morning. We do not mean to save by doing without, but by making things go further.

The waste on railroads is greater than in any other industry. This is, no doubt, due to the fact that the employees are separated over wide territory and the individual cannot see the result of his own slight dribs multiplied by that of thousands of others. Office employees throw away pieces of carbon paper good for more service, or destroy wrapping paper, twine and rubber bands on incoming packages instead of saving them for use in

sending matter out; an Agent allows station lights to burn when not needed or permits a car to remain idle a day longer than if he had given the matter a little closer supervision by using the telephone or personally calling on the consignees; a yardmaster causes engine and crew to stand idle or consume unnecessary time in running up and down yard because he failed to plan movements in advance; an engineer runs oil cup over; a fireman overloads tender with coal, which results in coal dropping on ground when engine is in motion; a brakeman lights lamps in coaches before sunset; a switchman does not care whether he uses the same lantern the next night or not. All these things and a thousand others just as important is all that is asked, and a little thought on the part of each employe would show the results which we should attain.

If clerks, operators, agents, trainmen, etc., will think seriously on this subject they will be surprised to find the number and variety of ways they can save, and with very little effort on their part. An instance has come to our attention where an agent ordered one hundred copies of a monthly report form, of which he could use, at most only two copies a month; another agent had on hand five time books which cost \$2.90 each, and he was the only employe at his station. This does not apply to agents only; but to all employees.

Some who have charge of ordering supplies and material have the bad habit of copying the previous requisition and sending it in without checking their supply. Would these people think of ordering their household supplies in this manner? Certainly not. Then why should such a thing be done under the present circumstances? No feasible reply can be made to the question. Carelessness and lack of interest is the only explanation.

Always remember that supplies cost money and more money now than ever before. In the use of supplies or material, instead of thinking how little is the cost of a sheet of carbon paper, a pencil, a broom, a bolt, a shovel, an air hose, a brake shoe, a nail, a lantern, a screw, a nut, or an oil can, just keep your mind on that \$255,500.00 and consider what that means to your employers or to yourself under the present high-cost conditions.

By practicing strict economy you will make a better railroad and you will also be doing what the best government in the world expects you to do.

The Director General feels that, in view of the substantial increases in pay which have been granted in the past year, each employee will give the matter of economy earnest and careful consideration and save as much as he possibly can every minute of the day and every day of the year.

We must all do our best to make the change from War Work to Peace Work as easy as possible. Co-operation is the Big Thing needed NOW.

U. S. DEPT OF LABOR.

Wm. B. Wilson, Secy.

United States Railroad Administration News from Washington

Walker D. Hines Appointed Director General.

W. G. McAdoo announced on his arrival at Los Angeles, Cal., January 11th, that he had been authorized by President Wilson by cablegram from Paris, to make public the fact that Walker D. Hines had been appointed director general of railroads.

The appointment was to take effect immediately and was accepted by Mr. Hines. Mr. McAdoo having previously submitted his resignation to take effect on the appointment of his successor, Mr. Hines went into the new office at once. He has been with the Railroad Administration since its beginning, first as assistant to the director general, and then as assistant director general.

Mr. McAdoo made public the appointment in the following statement:

"The President has authorized me to announce the appointment of Walker D. Hines as director general of railroads. He will enter upon his duties of office immediately. Mr. Hines has been my assistant at Washington since the beginning of government control, and has a thorough knowledge of organization and administration of the railroads under Federal control as well as of the fundamental problem involved in the railroad situation. His ability and experience admirably fit him for the great trust and responsibility with which the President has honored him. Aside from his obvious qualifications Mr. Hines is in full sympathy with the policies which have guided the railroad administration and with the views of the President on the railroad question. I am sure that Mr. Hines will have the hearty support of the fine army of railroad officers and employees and I can ask nothing better for him than that they shall give him and the country the same loyal and effective service they rendered during my term as director general."

The first official act of Director General Hines was to send the following telegram to the various regional directors:

Please have the following placed on all bulletin boards:

"To railroad officers and employees:

"The President has appointed me director general of railroads effective at once. I wish my first official act as director general of railroads to be this statement to officers and employees. Having been part of Mr. McAdoo's organization from its first day, his policies are my policies and I intend to carry them out and to do so through the existing railroad organizations of the Railroad Administration.

"The responsibilities of the work cannot be exaggerated and there can be no success in it without your confidence and support.

"I shall gain and justify your confidence by prompt and fair treatment but until you get a chance to know me and judge me by my works I want you to take me on faith and from the very first day help me to give the Government the best possible service and the people the best possible transportation.

"You and I have been fellow workers in the hard war work of the past year and I ask you to join me in giving the public even in time of peace the valiant and faithful service that you gave so heartily in time of war.

"For your information I am issuing the following statement to the public:

"From the first day of Government control of the railroads I have been a part of Mr. McAdoo's administration, and it will be my purpose, as director general, to carry forward the policies he has so ably put into effect—fidelity to the public interest, a square deal for labor with not only an ungrudging but a sincere and cordial recognition of its partnership in the railroad enterprise, and fair treatment for the owners of railroad property and for those with whom the railroads have business dealings.

"Until the signing of the armistice the Government's first railroad duty was to run the railroads to win the war, but now that the war is won, the Government's railroad job is to render an adequate and convenient transportation service at reasonable cost. There can be no greater civic triumph in time of peace than the performance of a successful transportation service for the one hundred million consumers, producers and travelers in this country. To participate in the achievement of this great object I invite all the railroad officers and employees with whom I have had the great privilege of co-operating in their splendid war work.

"I am a profound believer in the virtue of mutual understanding. Most disputes come from the failure to understand the other fellow's legitimate needs and his legitimate difficulties. I shall do my best to understand the points of view of all the interests affected by the conduct of the railroads or charged with duties on the subject and I shall also try, frankly and as clearly as I can, to get all these interests to understand the Government's needs and the Government's difficulties in conducting the railroad transportation service. I ask of all that they will meet me half way in this great work of trying to understand."

Appointment of Mr. Powell.

On January 16, Director General Hines announced the appointment of T. C. Powell as director of the division of Capital Expenditures, succeeding Judge Robert S. Lovett, who resigned recently to become president of the Union Pacific. Mr. Powell assumed his post immediately.

Mr. Powell is a man of wide railroad experience and in addition to his service on railroads, has performed important work for the Government since the entrance of the United States into the European war. He formerly assisted on the Government Priorities Committee of which Judge Lovett was chairman.

Mr. Tyler Appointed Director Division of Operations.

On January 13, Director General Hines announced the appointment of W. T. Tyler as director of the Division of Operations, effective January 15. The resignation of Carl R. Gray, previously announced, took effect on that date. Mr. Tyler was called to Washington as assistant to Mr. Gray, January 22, 1918; was made senior assistant director general July 1, 1918.

Work of Railroad Employees in 1918.

The achievements of the transportation facilities during 1918, were such as to make every official and employee of the railroad administration have just cause to feel proud for the part played by each in establishing such a record of accomplishment.

When President Wilson took over the railroads of the country the United States was already deep in the world war, and it was apparent from every side that the chief functions of the carriers were to be directed to the movement of troops from the mobilization camps to the seaboard and the transportation of foodstuffs from all quarters of the country in order to feed the allied forces battling for the overthrow of the Kaiser.

How well both plans were carried out is best related in the official reports which have been made to the Director General. In this stupendous undertaking so successfully brought to full realization, every railroad employee, no matter how humble his or her position might be, has played a part.

Here is the way in which the two most perplexing problems facing the railroad administration during the first year of government control over the roads were solved.

Movement of Troops.

So far as the movement of troops is concerned, the official reports made to the Director General show that from Jan. 1st, 1918, to Nov. 10th, 1918, a total of 6,496,150 troops were moved over the American railways, 4,038,918 having been transported on special trains. Such movements required a total of 193,002 cars of all types, including 167,232 coaches for draft and regular train movements. The troops were transported in comparative freedom from accident, due largely to the steadfast maintenance of a reasonable rate of speed.

In carrying out this plan it is hardly necessary to call attention to the fact that such a splendid showing could not have been made without thorough preparation and organization on the part of those who shouldered the responsibility for the accomplishment of the task placed before them. To insure the proper care and orderly movement of this immense body of men comprising the American army and navy, a special organization had been built up, including a railroad representative stationed at the office of each state adjutant general to co-operate in the transportation of drafted men, a man in charge of troop movements on each principal railroad and a central organization under the railroad administration at Washington.

And it must be remembered, too, that the successful movement of such a huge body of troops from the camps to the seaboard was accomplished in spite of the fact that the railroad administration, when it entered upon its task, faced a season of terrific blizzards and an alarming coal shortage, a ten weeks of winter, the worst ever known in the history of transportation. But all the difficulties were surmounted without any serious interruption to traffic or interference with the efficient movement of our soldiers and sailors to the Atlantic coast ports for transport to Europe.

Then came the signing of the armistice, closely followed by orders for the demobilization of troops. With this action, the railroad administration was confronted with another burden. It was estimated that to demobilize troops under arms would involve the transportation of not less than 7,250,000 men; for the creation of the army and the sending of approximately 2,000,000 men to the points of embarkation involved the movement of 7,800,000 men. This undertaking is now being carried out without the least interruption.

It may be recalled in this connection that in carrying on the activities incident to the prosecution of the war it was necessary to provide for the daily movement to and from industrial plants and camps of 205,587 persons in each direction. To perform this work, 2,319 passenger equipment cars were in use daily.

Food For the Allies.

Then came the demands of the allied nations for food supplies of all kinds. If the war was to be won, the United States would have to supply the foodstuffs for the troops fighting against the armies of the Kaiser. Again, the railroad administration was put to the test, and again the hundreds of thousands of employees demonstrated their patriotism by putting their shoulders to the wheel, sticking to their posts of duty and devoting all their energies to supplying the necessary foodstuffs, which, had they not been forthcoming, would no doubt have resulted in defeat for the allied armies.

So serious had the situation become that in February last, representations were made by Great Britain, France and Italy that unless the program of food deliveries promised by the Food Administration was carried out, Germany and her associates, inevitably, would win the war. These facts could not be told at the time, but they were well known to those officials of the government who were on duty at Washington and upon whose shoulders fell the responsibility for meeting all the demands made upon them. It was realized in all quarters that the outcome of the war depended upon the ability of the railroads to cope with the situation and to move sufficient foodstuffs to the seaboard for transportation to Europe. There was no time for half way measures, no time for bickerings or delays,

no time for endless discussions as to the steps to be followed.

With a spirit of dash and co-operation that redounded to the credit of officials and employees of the railroad administration, empty box cars were rushed from all portions of the east and south to the southwestern grain states. Conflicting traffic of all kinds was held up. Every facility of the railroads under government control was thrown into the balance. All hands worked day and night. With such a display of patriotism evidenced on every hand success was bound to follow. The results speak for themselves.

By March 15th, the vessel capacity of the Allies had been satisfied and there was available at North Atlantic ports an excess on wheels of 6,318 carloads of foodstuffs, exclusive of grain on cars and in elevators. Since that time there has never been any danger of the American railways failing to transport the necessary amount of food supplies to Europe. As an illustration of the manner in which the movement of foodstuffs was handled and how the emergency was met it is but necessary to call attention to the fact that in the period from July to November, 1918, 135,000 more cars of grain were handled than in the same months of 1917, thus demonstrating the enormous extra strain placed upon the railroads by this one item alone.

Civilian Inconveniences.

It must not be supposed that while this work was being carried on by the railroad administration some interference with the transportation of ordinary freight in the United States could be avoided. The necessities of the war had to come first and then the wants of the civilian population of the country were taken care of afterwards. With a limited supply of passenger and freight equipment available, and with a large proportion of this equipment needed for the movement of troops and food supplies, there were not sufficient cars and locomotives remaining to fully meet civilian needs, nor was there time, materials nor labor to build them. If the people generally suffered any inconveniences, these were not due to the fact that the railroads were under government control.

Some of the most important reforms put into effect during the first year of government control over the railroads include the maintenance of heavy loads for cars; the pooling of repair shops; the elimination of circuitous routes; the unification of terminals; the consolidation of ticket offices; the utilization of universal mileage tickets; the standardization of equipment; the maintenance of common time tables between important points; the utilization of water routes for the relief of crowded rail lines; the adoption of the "Sailing day" plan, and the furthering of a standard freight classification.

Salary Readjustment for Telegraphers, Agents, Etc.

On December 28th, the Director General issued a supplement to General Order No. 27, effective Oct. 1st, 1918, affecting salaries of telegraphers, telephone operators, agents, agent telegraphers, agent telephoners, towermen, levermen, tower and train directors, block operators and staffmen. The order provided that for such positions to the rates in effect on Jan. 1st, 1918, prior to the application of General Order No. 27, there should be added 13 cents per hour and 2 cents per hour additional in lieu of vacations, applicable to all roads irrespective of present practice. Where this increase failed to establish a rate of 48 cents per hour, a minimum rate of 48 cents per hour was fixed. The provisions of this order did not apply to cases where salaries less than thirty dollars a month are paid to individuals for special service which only takes a portion of their time from outside employment or business, to agents whose compensation as of January 1st, 1918, was upon a commission basis and to agents whose duties are supervisory and who do not perform routine office work, nor the small non-telegraph stations, except those now included in agreements, which, on account of the varying character and extent of their work cannot be treated as a class. All employees are to be paid on an hourly basis.

Freight Movement For October, 1918.

The greatest movement of freight over the railroad systems since the government assumed control over them took place during the month of October, 1918. According to the figures compiled by the Division of Operations there were 39,549,000,000 ton miles of freight moved for the month of 1917. This shows an increase of 3.5 per cent in the movement of freight for the month of October, 1918, over October, 1917, or 1,325,000,000 ton miles. With this striking increase in freight movement, it required the use of but 54,843,000 freight train miles to care for the additional tonnage for October, 1918, while for October, 1917, 56,075,000 freight train miles were necessary to handle the traffic, a decrease of 1,232,000 freight train miles or 2.2 per cent for October, 1918, over October, 1917.

Resignation of Director, Division of Operations.

On Dec. 20th, 1918, Carl R. Gray, Director of the Division of Operations of the U. S. Railroad Administration, sent his resignation to Director General McAdoo, to take effect Jan. 15th, 1919. Mr. Gray said he was in need of a complete rest in order that his health might not be impaired. In accepting the resignation, the Director General paid a high tribute to the services of Mr. Gray.

"You have served with such marked ability, loyalty and patriotism," he declared, "and have rendered service of such value in the responsible post you have occupied, that your resignation is a great loss to the Railroad Administration and to the country. You have not only lightened my burdens by your effective co-operation, but you have rendered service of the highest character to your country."

Authority of Director General to Fix Intra-state Rates.

On January 5th, Director General McAdoo issued a statement explaining the attitude of the Railroad Administration in fixing intra-state rates. His attention had been called to the fact that several states had begun litigation drawing in question the validity of rates initiated by him under the Federal Control Act so far as they apply to intra-state traffic.

He declared that he was acting under the law of Congress as the President's representative and could not subject himself to the jurisdiction of court's or commissions beyond the provisions of the law. Any other construction of the law, he stated, might have been fatal to the prosecution of the war and would now result in creating an indefensible discrimination between inter-state transportation charges and state charges and serious curtailment of the revenue which the Railroad Administration must have in order to perform the duties placed upon it by Congress. He expressed the hope that the states which have brought suits based upon the opposing contention may for the present at least, hold them in abeyance. If such suits are pressed, he said, the government although it desires to give the most respectful consideration to the views of the state authorities, has no alternative except to proceed upon the theory that the action of the President's representative in establishing rates is not within the jurisdiction of either state commissions or courts.

Traffic Conditions For Week Ending December 30th, in Northwestern, Central, Western and Southwestern Regions.**NORTHWESTERN REGION:**

Loaded freight movement shows decrease from previous week, but quite a heavy increase as compared with last year; with particularly heavy increases in grain loadings and live stock.

Grain arrivals at primary markets at Chicago, Minneapolis, Milwaukee and Duluth, 15,500,000 bushels this year for the week, as compared with 7,250,000 bushels for the same week last year.

Still necessary to control hog shipments.

Washington apple crop practically all moved, and it is estimated that the crop produced about \$10,000,000, stimulating better business in that territory.

Automobile manufacturers rapidly returning to the manufacture of pleasure cars.

Passenger traffic shows usual holiday increase.

CENTRAL WESTERN REGION:

General loaded car movement shows decrease, due largely to decreases in coal and live stock, while grain loading increased.

Heavy snow storms in Texas, New Mexico and Kansas, slightly interfered with operation, but conditions now improved.

Passenger travel increased over previous week, but less than corresponding period last year.

Sleeping car travel considerably improved.

SOUTHWESTERN REGION:

Loaded car movement somewhat lighter, due to holidays.

Grain movement from Missouri River to Gulf Ports somewhat lessened.

Considerable decrease in volume of freight traffic, although tidewater coal shows increase.

Dispositions of industries to await effect of removal of restrictions on prices after January 1st.

Renewed activity in industrial plan is indicated by completion of the large soap factory and "frog and switch" plant at Cincinnati.

GENERAL:

Since the signing of the armistice grain movement through the seaports has been 52,400,000 bushels as compared with 40,400,000 for seven weeks prior to the armistice.

Receipts of live stock at Chicago show large increase in cattle; an increase of 60 per cent in hogs; but a slight decrease in sheep receipts for the week.

American Iron and Steel Institute report general transportation conditions affecting iron and steel interests satisfactory, with full supply of cars.

Tariffs have been completed and will be effective January 1st for standardized charges, rules and regulations for the movement of special private or chartered passenger cars, special baggage cars, special trains, and switching and parking charges. These charges have varied considerably in different sections of the country heretofore.

Handling of immense holiday passenger traffic for the period of December 10th to 24th, is worthy of note, as the pressure exceeded greatly that of the previous year, and was augmented by soldier and sailor travel.

Circular No. 6.

Announcement is made of the establishment of the Stores Section of this Committee, in charge of E. J. Roth, Manager, 601 G. Street, N. W., Washington, D. C.

H. B. SPENCER,
Chairman, Central Advisory
Purchasing Committee.

Approved:

JOHN SKELTON WILLIAMS,
Director, Division of
Finance and Purchases.

United States Railroad Administration,
Washington.

CIRCULAR NO. 69.

Dec. 30th, 1918.

Effective Jan. 1st, 1919, the Secret Service branch of the Claims and Property Protection Section of the Division of Law is terminated, and instead thereof the Secret Service and Police Section of the Division of Operation is created.

Mr. W. J. Flynn is appointed Chief of the Secret Service and Police Section with office in Southern Railway Building, Washington, reporting to the Director, Division of Operation, effective Jan. 1st, 1919.

The Chief of the Secret Service and Police Section will deal through the Regional Directors as to matters affecting the Police Service of the various railroads under the jurisdiction of the several Regional Directors.

W. G. MC ADOO,
Director General of Railroads.

The road to good times and prosperity is by everyone now being patient and helping in the change from War Work to Peace Work.

U. S. DEPT OF LABOR.
Wm. B. Wilson, Secy.

Farwell Banquet to Mr. Tyler.

On November 25th, at 7:30 p. m., all employees who were able to, met at the Beaumont Hotel, at Green Bay, Wis., to attend a banquet given in honor of W. E. Tyler, Superintendent of the Superior Division, who has left to assume new duties as Chief of Pass Bureau, at Chicago, Ill. All railroad employees contributed towards a fund for purpose of a banquet and gift to be presented on this evening. This was given as a surprise and certainly no one was disappointed, as Mr. Tyler was a most surprised man, had evidently never suspected such an affair.

About one hundred guests attended and regrets were read from F. R. Bolles, Gen'l Mgr., C. R., Houghton, Mich.; C. W. Kates, Gen'l Supt., E. & L. S., Escanaba, Mich.; R. W. Anderson, Asst. Supt. Motor Power, Milwaukee, Wis.; A. N. LaComb, Supt., C. & N. W., Green Bay, Wis.; F. J. Byington, Supt., N. W. Peninsula Div., and H. E. Stewart, D. F. & P. A., Green Bay, Wis., friends of Mr. Tyler, having had important business call them.

Mr. S. H. Vaughan introduced Judge H. Graass, speaker of the evening, who paid a fine tribute to the Americanism of the railroad boys and to Mr. Tyler.

Perhaps some of the fine things said about the railroad boys and Mr. Tyler would be interesting to those who were unable to be present, and we will endeavor to tell a few of them.

Judge Graass said: "I have come to admire the Americanism of the American Railroad men. To you your flag and country have become a living reality, by undergoing hardships and making sacrifices. I have worked in many drives and of all people I have had to work through and with, I have found none more ready to respond to their country's call than the railroad boys, or ready to serve their country. Railroad boys have played a great part in carrying the Stars and Stripes to victory. I wonder if the railroad men of this country realize the great part they have played in this great undertaking, the great war to make this country safe for democracy. Every man working for the railroads, with his brains or muscles, is responsible for helping us to make a safe and lasting peace for democracy. For months the life of our allies depended on whether our railroad boys would get freight to the coast, all our allies depended on this. Today we find it is about over, 'over there,' boys, and so far as it is possible or in my power, I want them to know the great service which you railroad men gave while they were all 'over there.' Now it is your duty to bring them home safely again, and with the least possible loss of life. When peace comes once more, then I hope you boys will be recognized for the service you performed and a living wage will be given; one that will allow more of the comforts and luxuries of life.

"And now I want to talk about a railroad man in particular, and he is a man. I have known him only a short time, but whenever I have come in contact with him, I have felt

I was in the presence of a man and God knows we are in need of men today, good, big men, splendid men; yes, 'God give us men, the time demands great minds, strong hearts, true faith and willing hands. Men whom the lust of office cannot spoil, men whom the spoils of office cannot buy, men who possess opinions and a will, men who have honor and will not lie. Tall men, Sun Crowned, who live above the fog in public duty and in private thinking,' and such a man is our honored guest this evening, W. E. Tyler."

Judge Graass then presented a diamond scarf pin, a gift from all the employees of the Superior Division, and Mr. Tyler responded as follows:

"Gentlemen, I have been with the Superior Division quite a number of years and have seen it grow from a small railroad to a large division, a large railroad with about 600 miles of track, and whatever success I may have been, has been due to the loyalty of you boys, you are entitled to all the credit, for if I had not your loyalty, I could not have been successful. You are a loyal bunch. You demonstrated that when we had the loyalty parade.

"I will ever cherish this, I will keep it in the utmost recesses of my heart so long as I do live.

"One thing more, my successor is a young man, he is at the beginning of his career, and I want to ask you all to give him the same good loyalty you have given to me."

After Judge Graass and Mr. Tyler had spoken, Mr. Smith, Chairman of the Engineers, paid a fine tribute to Mr. Tyler in a speech he made; as did Mr. Bowen, Chairman of Conductors, M. Dwyer, engineer for many years, and Mr. Goodell, an operator for 25 years, and a number of the other railroad boys.

Al Jeffers, conductor on Superior Division, wrote and gave the following poetical toast—to W. E. T.:

Here's to a man
Who does all he can
Wherever he happens to be.
To make friends of all,
The big and the small,
It's our superintendent, W. E. T.

When he goes fer the line,
In his fifty-eight-o-nine;
The freights stand to clear and they all,
Each Tom, Dick and Jack,
Each Con and each shack,
He greets with a smile and a high-ball.

Then here's to the future
Of our old Super,
May fate with her blessings be kind.
May he always remember
The 25th of November,
And the friends he is leaving behind.

Everyone concerned in this surprise party is to be congratulated on its success.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

Chicago, I., Jan. 15, 1919.

The General Committee on Claim Prevention submits the following Freight Loss and Damage statistics for November:

	1917	1918
Freight Revenue...	\$7,425,488.00	\$8,879,476.00
Loss and Damage..	140,031.00	218,568.00
Ratio of L. & D. to Revenue	.0188	.0246

During December there were 12,800 loss and damage claims received in this office, amounting to \$506,204.00, which is a decrease in the number of claims filed as compared with November of 1,472 claims, and their face value was \$60,754.00 more than the value of the November claims.

The subject of claim prevention is being given more and closer attention by all lines under Federal control than ever before, and in order that there may be greater uniformity of action, a regional claim prevention supervisor has been appointed by each of the seven regional directors. For the northwest region J. A. Lucy, with headquarters at Chicago, is appointed. It is the intention of our General Committee on Claim Prevention to allow no other line in this region to surpass our efforts nor show better results; to fulfill this obligation will necessitate our receiving the earnest support of every officer and man in the organization, and the question of claim prevention must not be allowed to become one of secondary importance. Any leak of revenue that runs into as much money as is indicated by the first paragraph of this bulletin is important enough to warrant our giving the subject preferred attention.

Second only to preventing a claim is the prompt and satisfactory adjustment of it. The Freight Claim Department is seriously handicapped in making these adjustments by reason of its inability to secure prompt replies from our station agents to letters written in connection with claims. Every agent has been supplied with a copy of General Order 41, explaining what is necessary in the line of supporting documents, and if these instructions are complied with and all claims sent to the Freight Claim Department are prepared in accordance therewith, it would not only enable that department to settle the bulk of its claims immediately, but would also relieve all offices of a great deal of unnecessary claim correspondence.

From the several hundred suggestion cards received during the past month a great many of them mention the failure of agents at transfer points to cross out the car number and insert the car number into which freight is transferred. This seems to be a complaint that is general and should be given closer attention at transfer platforms.

Failure to plug drain pipes on refrigerator

cars that are moving under heater protection has resulted in numerous claims for frost damage during the past month, and inspection for this defect should be made at every loading station where heater cars are originating.

Agents have been accepting less carload perishable freight, such as cheese, eggs, canned goods, groceries packed in glass, etc., for shipment on other than regular arrangement heater car days. If shippers insist on forwarding perishable freight on other than advertised days the bill of lading should be plainly endorsed by them (box car service accepted; carrier released from all frost damage), and this endorsement must be signed by the shipper.

Many complaints are received on account of new supply of car seals not being received before old supply is exhausted. This is generally found to be due to the order not being placed in time. Order your new supply of seals at least thirty days before the old supply runs out and there will be no difficulty on this score.

The Claim Prevention Bureau would like to hear from every way freight conductor and station agent on the system at least once a month, in order to keep in touch with actual conditions and be in position to remedy any condition that is breeding claims. We have an organization to follow up these complaints and suggestions, and if you are a way freight conductor and handling daily a car that is improperly loaded, unless you report the matter to the Bureau and give us an opportunity to remedy the situation, you will very likely continue to receive the car badly loaded. If you are a station agent and are continually receiving freight from certain points in bad order or partly short or without billing and fail to notify this Bureau, it is your own fault and the condition will more than likely continue. We cannot guarantee to cure every ill, but if the difficulty is reported we will at least make a reasonable effort to take care of it.

United States Railroad Administration.

Washington, November 26, 1918.

GENERAL ORDER NO. 57.

Rules governing the Inspection, Selection and Coopering or Rejection of Cars for Bulk Grain Loading. The Recording of Loss of Grain from Car by Leakage (if any), during transit, and the disposition of claim for Loss and Damage of Grain.

Claims on grain shipped in bulk constitute a large proportion of loss and damage claims. Some of the widely varying practices of both shippers and carriers with respect thereto are of doubtful propriety, and in many cases result in undue preferences and unjust discrimination.

This condition may be attributed largely to the great number of intricate factors entering into the grain business; the condition of scales and weighing practices, which in many instances result in

weights of doubtful accuracy. Grain in bulk is sometimes loaded at large terminal elevators where so-called official weights are obtained; in other instances, at country elevators where weights are obtained on small scales in many drafts; and in other instances where scale weights are not used but loading weights obtained on measurement basis; and at some points where no elevators are located, grain is weighed over wagon scales, loaded into cars and the sum of the wagon scale weights used to represent the amount shipped.

Destination weights are arrived at in as many different ways as the loading weights, but, as a general rule, the bulk of the grain shipped is destined to terminal markets where official weights are secured, and the difference between these loading weights and destination weights constitutes the basis of claims, although losses resulting from the taking of samples for inspection purposes and the failure of the consignee to unload all the grain and other wastage, over which the railroad has no control, are not taken into consideration or accounted for.

In view of the foregoing, there is no good reason why carriers should assume responsibility for claims, the basis of which is solely the difference between these loading and out-turn weight.

Therefore, claims for loss of bulk grain will be recognized only where there is evidence of negligence on the part of the carriers. Leaks due to improper cooping of cars or placing of grain door boards are not to be considered as evidence of negligence on the part of the carrier, and the following rules shall apply until superseded by others that may be adopted as a result of investigation and study of the subject now being carried on by carriers and shippers in connection with the Interstate Commerce Commission.

At the present time there is a lack of uniformity in the disposition of grain claims. One purpose of these rules is to clear up this present situation and dispose of promptly such claims as come within these regulations.

Rule 1—Selection of Cars for Loading.

Suitable cars will be furnished for bulk grain loading. (See definition).

Definition. A suitable car for bulk grain loading is one that is grain tight and fit or can be made so by the shipper at time and place of loading by ordinary and proper care in use of coopeage material and by a reasonable amount of cleaning.

Rule 2—Rejection by Shipper.

While carriers are expected to furnish suitable equipment, it is the duty of the shipper to reject a car which is unfit for the loading intended.

Shippers should not load bulk grain in a car with door post shattered or broken, or with other defects of such character as to render car obviously unfit, or with inside showing the presence of oil, creosote, fertilizer, manure, coal or other damaging substances of like or kindred character.

Rule 3—Coopeage.

Grain doors, or grain door lumber, of proper quality and dimensions, will be furnished by the carrier and installed by the shipper to cooper side and end doors and other openings of cars used for bulk grain loading.

Note 1. Carrier's agent at loading station will ascertain the number of temporary sectional grain doors, or the number of feet (Board measure) of grain door lumber used to cooper the car and the approximate weight thereof, and note same on waybill.

Note 2. Should the carrier's supply of grain door material run short, local agent will promptly notify his superintendent, who will immediately send the required material or authorize local agent to purchase a supply to take care of the emergency.

Note 3. Shippers or consignees must not appropriate carrier's grain doors or grain door material, neither shall they use the same without specific authority from the carrier.

Accessories such as nails, paper, cheesecloth, burlap or similar material for calking or lining cars, required to prevent loss of grain by leakage, shall be supplied by the carrier and applied by the shipper or at his expense.

Rule 4—Consignor, Consignee or Owner Required to Load and Unload Carload Freight.

Except as otherwise provided by tariff, owners

are required to load on to cars grain carried at car load ratings, and consignee or owner is required to unload the car, which includes the removal of entire contents, including sweeping the car. Loading includes adequate securing of the load in or on car, also proper distribution of the weight in the car by trimming or leveling.

Rule 5—Shipping Weights.

Where the shipper weighs the grain for shipment, he shall furnish the carrier with a statement for the car initials and number, the total scale weight, the type and the house number of the scales used, the number of draft and the weight of each draft weighed, the date and time of weighing, and state whether official Board of Trade, Grain Exchange, State or other properly supervised shipping weights; also state number and approximate weight of grain doors used. This information shall be furnished as soon as practicable, forwarding of car not to be delayed for this record.

Rule 6—Destination Weights.

Consignee shall furnish the carrier with a statement of the car initials and number, the total scale weight, the type and house number of the scales used, the number of drafts and the weight of each draft weighed, and date and time of weighing, and state whether official Board of Trade, Grain Exchange, State or other properly supervised unloading weight.

Rule 7—Leakage or Damage Record.

If damage to or leakage of grain is detected while in carrier's possession, the necessary repairs must be made to prevent further loss or damage and a complete record made thereof. In case of a disputed claim, the records of both carrier and claimant on said car shall be made available to both parties.

If shipper, consignee, owner or his or their representative should discover leakage of grain from car, he must immediately report the facts to carrier and afford reasonable opportunity for verification.

The result of hammer testing will not be accepted as proof of loss.

Rule 8—Claims and Defective Record Cars.

(a) **Clear Record Cars:** If after thorough investigation by the carrier, no defect in equipment or seal record is discovered, such record shall be considered to show that the carrier has delivered all of the grain that was loaded into the car. If evidence is produced by the claimant indicating a defective record, such evidence shall be investigated and given due consideration.

(b) **Defective Car Records:** Where investigation discloses defect in equipment, seal or seal record, or a transfer in transit by the carrier of a car of grain upon which there is a difference between the loading and unloading weights, and the shipper furnished only attested certificate showing correctness of weights, and the carrier can find no defect in scale or other facilities and no errors at point of origin or destination, then, the resulting claims will be adjusted subject to a deduction of one-eighth of one per cent of the established loading weight as representing invisible loss and wastage.

Note—Transfer in transit, as referred to in Section "b" of this rule, is a transfer for which the railroad is responsible, and not a transfer because of a trade rule, Governmental requirement, or because of orders of consignor, consignee, owner or their representative.

(c) **Leaks over or through grain doors and other leaks due to improper loading by shipper** shall not be considered defects for which the carrier is responsible.

W. G. MC ADOO,
Director General of Railroads.

Maximum Car Loading Must Continue.

It seems to be the general opinion of shippers and railroad employees that United States Food Administration Rule No. 9 (which prescribed the minimum carload weights for various commodities) was cancelled because there is a surplus of freight cars. This is not the case however, and the United States Railroad Administration has issued through the Car Service Section the following bulletin in

regard to the continuance of maximum car loading:

UNITED STATES RAILROAD ADMINISTRATION
W. G. McAdoo, Director General of Railroads.
DIVISION OF OPERATION, CAR SERVICE SECTION.
Washington, December 23, 1918.
Bulletin No. CS-86.

To Railroads:

Bulletin No. 41, dated August 8, 1918, embodying Rule 9 of the United States Food Administration's Rules and Regulations governing the loading of food and feed commodities, and Supplements Nos. 1 and 2 thereto, dated October 8th and 29th, are hereby cancelled.

The heavier loading of freight cars, the campaign for which has had the valued aid and support of the several departments of the government, as well as the hearty co-operation of shippers, has been a very material factor in accomplishing the following:

First. An increased car supply.

Second. Lessened congestion on the railroads, particularly at terminal points.

Third. Improved service made possible by such lessened congestion.

Taking full advantage of car carrying capacity means more than the mere conservation of equipment. It not only saves equipment for freight which could not otherwise move promptly, but also minimizes congestion and makes possible greatly improved service.

If it be thought that the improved car supply which exists at the present time makes it less necessary to load cars to full capacity, it should be borne in mind that a return to the old practice of light loading would speedily bring about another car shortage and congestion, by reason of the increased number of cars used to carry a given tonnage. Numerous shippers have volunteered the information that it is their purpose to continue to make the fullest use of equipment, maintaining records established during the war, regardless of tariff minima. They apparently realize the advantages gained, which will prevent useless waste and a return to transportation conditions which formerly prevailed.

The Railroad Administration will continue its efforts to closely supervise the loading of all commodities, in order that demands for service may be promptly met, and we ask the continued co-operation of all shippers to this end.

All practicable publicity to this announced policy is earnestly solicited.

Reports of all instances of light loading of equipment will be made to the Car Service Section, as heretofore.

W. C. KENDALL,
Manager, Car Service Section.

Minutes of Joint C., M. & St. P.—C. & N. W. Claim Prevention Meeting, Held at Green Bay, Wis.,
Dec. 18th, 1918.

The meeting was called to order by the Chairman, S. H. Vaughan, Agent, C., M. & St. P. R. R.,

Green Bay, Wis., at 1:30 p.m., in the Council Chamber, City Hall.

There were sixty-eight in attendance, consisting of station agents, way freight crews, yardmasters and local officers.

After the chairman had explained the purpose of the meeting, H. C. Howe, Freight Claim Agent, of the C. & N. W. R. R., explained briefly the principal reasons for the heavy increase in Loss and Damage to freight, during the past year, and gave a short analysis by cause and commodity of the loss and damage account of the C. & N. W. R. R.

C. H. Dietrich, Freight Claim Agent of the C., M. & St. P. R. R., then spoke briefly on the subject of Claim Prevention, after which Division Superintendents Pendell, Byington, La Comb and Buford, made short talks on their views on the subject of Claim Prevention.

A. E. Halderman, Superintendent of the Western Weighing and Inspection Bureau, explained to the meeting the willingness of their organization to co-operate and assist the claim prevention organizations in their work and dwelt especially on the question of better protection for cheese in cylindrical boxes, this being one of the commodities shipped in great quantities from the territory represented.

In the discussion that followed Mr. Halderman's address, it developed that there was forwarded from one station (Plymouth, Wis.), in this territory during the current year, 53,000,000 pounds of cheese, the average weight per car having been slightly over 44,000 pounds.

The meeting was then thrown open for suggestions and discussion and a very interesting and instructive hour followed, during which all of the agents, conductors and yardmasters present, were given an opportunity to make helpful suggestions based on their experience along these lines, during the past season.

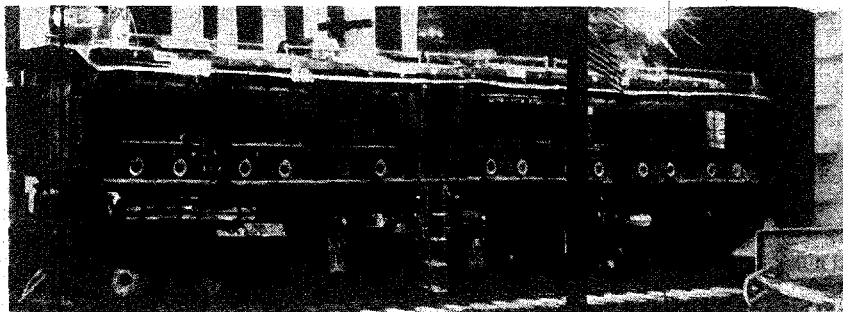
At the end of this hour, the following resolution was adopted unanimously:

RESOLVED, That it is the consensus of opinion of this meeting that the heavy increase in loss and damage to merchandise in LCL lots loaded in peddler cars is due, to a great extent, to the intensive loading campaign, and it is respectfully recommended that the average tonnage of peddler cars be left to the judgment of the loading agent, who will be governed by the class of freight he is loading.

Agents must inspect cars and immediate report of any case of underloading should be sent to the Committee on Maximum Car Loading, at Chicago.

COMMITTEE ON MAXIMUM
CAR LOADING,

C. H. Dietrich, Chairman.



A New Type of Electric Motor.

The above is a picture of a new type of electric motor, built after the model of our C., M. & St. P. motors, of the electrification district. The bodies of these motors consist of gas ovens, and the general construction is made of hardware articles as follows: carpenter's levels, towel bars, empty tool boxes, rat-tail files, emery stones, flat-iron supporters, cement tools, thermos bottles, skate straps, animal traps, oil cans, paper clips, stove pipe, tin pans, stove boards, etc. The motors

are electric lighted, regular trolley, high power line, eight pound T. rails, pick handles for ties, gravel ballast, and an engineer and fireman to operate motors. Length of motors, 16 feet; height, 3 feet, 8 inches; width, 26 inches. The photograph was taken while motors were "into clear," in the show window of the Montana Hardware Company in Butte, and the magazine is indebted to Commercial Agent D. M. McGeen, for the picture and the description of the locomotive.

Safety First

A. W. Smallen, General Chairman

What the United States Railroad Administration Expects of the Different Safety Organizations In the Promotion of Safety Work.

An Address at St. Louis, in September

*By Hiram W. Belnap, (since deceased)
Manager, Safety Section, United States Railroad Administration.*

It is both an honor and a privilege to have the opportunity to address this body of representative men, active in accident-prevention work on all of the great railroad lines in this country, which have recently been transformed into one great unified transportation system. The work that the National Safety Council has been doing to further the cause of safety is well recognized, and when your committee requested me to prepare a paper on "What the United States Railroad Administration Expects of the Different Safety Organizations in the Promotion of Safety Work," it was an imperative call to duty that could not under any circumstances be laid aside.

This occasion also gives opportunity to state briefly what is hoped and desired to be accomplished in accident-prevention work, carrying out the plans of the Safety Section in establishing well organized and efficiently conducted safety committees on each railroad under Federal control.

The subject of railroad accidents, taken from whatever angle, is both an important and a serious one; their causes and means to prevent them have caused general discussion for many years.

No railroad employee or officer willfully does his work with an intent to cause accidents, for well they know that such an accident might result in man-slaughter or suicide; on the contrary, they are vitally interested in any plan or method that will result in reducing the hazard to themselves, and the ever-continuing number of casualties among their own ranks, as well as to the traveling public.

It is not my purpose to burden this discussion with statistics with which all are probably more or less familiar, but I do want to call attention briefly to the record of the last five years, which clearly shows the tremendous importance of our problem and the necessity for real constructive accident-prevention work.

When we read this accident record, it seems almost incredible that in the peaceful operation of our railroads, there is such an enormous loss of life and limb. In the five-year period, ending Dec. 31st, 1917, there was a total casualty list on our American railroads of 980,565. Of this number 48,801 were deaths and 931,764 were injuries. During this period, 1,391 passengers and persons carried under contract were killed, and 55,887 injured; 14,652 employees were killed and 815,897 injured; 32,879 other persons were killed and 60,080 injured.

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

Then, too, there is an immense amount of money paid out every year on account of accidents. The amount reported by the carriers which was paid on account of death to employees, passengers, trespassers, and others, as well as the expense of settlement, including the expense of claim adjusters and the like, as provided by the classifica-

tion of operating expenses, averaged during this five-year period approximately \$30,000,000 per year. While the records do not disclose accurately the amount paid on account of the deaths and injuries to employees alone, several roads have kept this item separately, and an analysis of this indicates that about 50 per cent of this total expense is paid to employees on account of deaths and injuries.

Large as these figures are they represent only the amount of money that has been paid by the railroads. For the purpose of indicating the vital interest of employees in accident prevention, statistics were secured from several of the train-service organizations that insure their members and pay for loss of life or total disability.

The Brotherhood of Railroad Trainmen in the year 1917, paid 2,055 claims, aggregating \$3,004,390. Fifty-three per cent of these payments were on account of accidental death or disability, and 47 per cent on account of natural death or disability. One death or disability claim was paid for each 73 members; one claim on account of accidental death or disability was paid for each 137 members.

The Brotherhood of Locomotive Firemen and Enginemen, in the year 1917, paid 895 claims, 45 per cent of which were on account of accidental death or disability. The total amount paid was \$1,223,225, and their records show that one death or disability claim was paid for each 115 members.

The Switchmen's Union in the year 1917, paid 171 claims for death or disability, 62 per cent of which were on account of accidental death or disability. The total amount paid during the year was \$203,250, and their records show that a claim was paid for each 59 members in their organization.

These records of the amount of money paid by these brotherhoods to their members on account of accidents, independent of, and in addition to that paid by the railroads on account of accidents, show the enormous financial loss sustained by the railroads and their employees, and indicate how imperative it is that accident prevention work should be efficiently conducted.

Service and safety are the two prime requisites of the successful transportation systems. Each essential, if we are to do our full duty to the public and to the great army of employees that are engaged in the transportation industry.

So rapid has been the growth of the railroad industry in this country that it has required the very best efforts of the builders and managers to provide sufficient tracks, cars, and engines to meet the demand for transportation which was constantly increasing in leaps and bounds. New lines were projected and new terminals sprang up overnight, and there was little or no opportunity for the consideration of anything other than moving traffic. This probably was the compelling reason that the prime consideration of Safety has been subordinated to these other important matters.

Experience has demonstrated that the two elements that have the most important bearing upon both service and safety, are the mechanical and physical, which involve safe machinery, track, and structures, and the human element, which involves the entire personnel from the highest officer to the humblest employee. The mechanical element presents much the easier problem to solve, and it has already reached a high stage of perfection, as is evidenced by the improved safety devices of almost every character that have been, and are being, constantly installed and applied upon every railroad in this country. From the great advancement that has been made during the last decade or more in the construction of tracks, bridges, locomotives and cars, and in the development and installation of improved signaling and other safety devices, one would naturally think that the number of accidents should be materially reduced, but such is not the case.

The statistics of the last few years, such as these quoted, showing the extent of the loss of life and limb upon the railroads, are causing grave concern, and one of the most serious problems that confronts us, is how to bring about a reduction in these casualty lists and save the lives and limbs of the many thousands that are annually killed and injured.

A study of these statistics clearly establishes the fact that the majority of the accidents on our railroads, particularly to employees, are of a character that the most improved of mechanical devices will not prevent, and it is evident that the control and training of the human element is the great problem of the future. It is this problem to which the student of accident prevention must, in my opinion, devote the greater part of his energies, if effective results in providing greater safety upon our railroads are to be accomplished.

It has often been stated that the accidents which swell the total, are caused by the negligence of the injured employee. A general assumption of that nature is absolutely unwarranted. Men cannot properly be charged with willful negligence in case of injury, until it is clearly established that proper instruction and supervision have, in each instance, been given to the injured employee, and I am convinced if a careful study is made of each accident it will be found in thousands of cases that this very lack of instruction and supervision has had an important, if not, controlling influence in the occurrence of the accident.

Regardless of the fact that the men employed in the railroad industry are of an exceptionally high intellectual character, it is not proper to start them at work in this hazardous vocation, without knowing in advance that they are carefully instructed as to the hazard of employment and that they are competent, and fully understand the duties they must perform. While frequently thoughtlessness, carelessness, and even negligence is given as the cause of accidents, in many cases these are only excuses, the real underlying causes being unsafe conditions and failure to instruct and constantly educate employees to the hazards of the position occupied.

Improvements in conditions can in a measure be brought about on the part of experts, engineers, and others who determine the nature of materials and equipment to be used. Machines and working conditions should be provided so that all employees may pursue in safety their normal activities. There should be safe standards provided and maintained in an effort to eliminate many types of casualties. When drawings are being made and specifications are being written, then is the time to think safety and provide safeguards wherever needed, for such provision is a measure of real economy.

In many instances foremen and workmen realize the danger to themselves from certain unsafe conditions, but it is often difficult to get higher officials to recognize these hazards and take effective measures for their removal. Quite frequently recognition of the seriousness of a hazard is brought about only through sad experience.

Notwithstanding, the old saying: "Accidents are bound to happen," accidents are not inevitable. Most of them can be avoided by proper education, supervision and care, and through well organized, efficiently handled safety committees a great deal can and will be accomplished. How best to do this, is our problem.

To accomplish results in any line of endeavor, there must be a systematic plan or method of conducting the work. The better the system, the smoother will be its operation. Those departments that go to make up a railroad organization, such as operating, mechanical, maintenance of way, etc., have their functions well defined and are considered absolutely essential to the successful operation of the railroad. So it should be with the safety organization of each railroad.

There should be a well-defined department functioning with the other departments which should constitute an essential part of the organization for successful operation.

During the last five or six years, safety work on many lines of railroads has been carried on by employing different methods. Very few railroads handled this work alike and thus effected many different results. Some reduced accidents, while others, even though carrying a so-called "Systematic Safety Campaign," reflected an in-

crease in casualties. Others kept no record of their safety work and could not tell whether they had accomplished beneficial results.

Immediately upon the creation of the Safety Section, a questionnaire was sent out to all Class 1 railroads, calling for information regarding the different kinds of safety organizations, their relative efficiency, and the scope of their activities.

From the replies received it became apparent that to a large degree there was no uniform or well-defined method in vogue, and with the exception of a limited number of roads, safety work was supervised by no particular officer, the result being that "What was everybody's business, was nobody's business." On some railroads, after a trial, safety work was subordinated to something "more important." This created in the minds of the employees, in many instances, the thought that the effort was not sincere, and the general idea prevailed that safety work was prompted solely by selfish motives.

To overcome this apparent prejudice and to gain the confidence and good will of all officers and employees in railroad service, it is absolutely essential that a real and constructive safety campaign be energetically carried on if accident prevention work is to be a success. For the purpose of standardizing this work as far as is possible and practicable to do, under date of May 27th, Circular No. 5, was issued directing that each railroad under Federal control, organize a general or central safety committee, as well as safety committees on each division, and in the principal shops and terminals, these latter committees to be composed of both officers and employees, the superintendent of the division to be chairman of the division committee, and the ranking officer in each shop or terminal to be chairman of these committees.

This organization became effective on August 1st, 1918. The Safety Section expects and demands the loyal, hearty support of each officer and of each employee on every railroad in the United States, in its effort to bring about uniformity in the important principles of safety work, and to conserve and make more efficient, not only the new employee who enters service, but also those whose experience now makes their continuing at their tasks, all the more imperative.

Under the plan of the Safety Section, each railroad has a general or central safety committee, composed of general and division officers of the road, all the different departments of the service being represented on that committee. This committee has general supervision over the safety organization, the chairman of which shall be the chief operating officer or such other general officer as he shall designate.

In order to keep closely in touch with the safety work and supply the stimulus of active interest and frequent consideration, the general safety committee should meet at least quarterly. Its functions are to act upon items referred to it by the division, shop and terminal committees, and consider plans and methods for extending the scope and increasing the efficiency of the safety organization. Each railroad designates an officer or employee, who is responsible, for an effective and efficient safety organization.

Unless the officer in charge of safety work on a railroad is designated as chairman of the general safety committee, he should act as secretary of this committee. He should prepare the docket, send out notices of meetings, and should see to it that recommendations and orders issued at the instance of the general safety committee are carried out. All matters beyond the authority of the division committee or matters of general practice, affecting the entire system, should be referred to and receive the attention of the general safety committee.

On each division there is a division safety committee, composed of division officers, with one or more representatives of each of the different classes of service, as members of the committee. The superintendent of the division should act as chairman of the division committee. The division officers should be permanent members of this committee; the employee members should be rotated in office, changes being made at least once a year.

In each large shop and in each large terminal, safety committees with the ranking officer as

chairman, with one or more of the representatives of each of the different classes of service, should be formed; the officers being permanent members on the committee and the employees rotating in the same manner as those on the division committees.

This method of committee formation requires a change in the employee members on the committee at least once a year, and permits other employees to be educated and to be brought in touch with safety work, so that eventually each of the older employees will have had service as safety committeemen.

The chairman should explain the purpose of the committee, the duties of members, the importance of making suggestions freely, and the method of handling suggestions. He should impress on all that all suggestions will be carefully considered and discussed with a view of adopting those found to be practicable.

The secretary should supervise the preparation of the minutes of the meeting and list all suggestions fully on a form provided for that purpose, giving the name of employees offering same and numbering them in consecutive order. Action of the committee should be shown in full, and any suggestions not finally disposed of should be carried under head of "for further consideration," to each succeeding meeting, until adopted or rejected.

Notice should be given sufficiently in advance of safety committees and their immediate superior officers, as to date, time, and place of meetings, and invitations should be extended to other employees to attend. The chairman should require from a member a valid excuse for absence from meetings, such excuse to be included in the minutes of the meetings.

Minutes of all safety committees should be sent to the chairman of the general safety committee, the officer in charge of safety work, and to heads of departments concerned. When shop, terminal, or other committees are under the direct supervision of the division officers, minutes of these meetings should also be sent to the chairman of the division committees.

All suggestions made to the safety committee should be acknowledged by the chairman of the committee to whom the suggestion is made, and the person initiating the suggestion should be advised of the action taken. If recommendation is declined, he should be informed the reason, therefor. Every agency should be enlisted at these meetings to urge the employees to use the utmost care and discretion in the performance of their duties. Safety committeemen should always be alert for dangerous practices and conditions, making corrections themselves when possible and at proper time rendering report of their activities. They should at all times so conduct themselves as to teach safety to all employees with whom they come in contact, by example, as well as by precept.

The division safety committee should be provided at each meeting with a list of accidents for consideration, and discussion of causes and means of prevention. Also any data should be presented which would be of interest and tend to familiarize the members of the committee with causes of accidents and to educate them as to how they might be avoided. Accident statistics for the system, and of divisions, shops, or terminals interested, for the current month or year, should be read and compared with previous records. Whenever possible, a paper on some phase of accident prevention should be prepared and read by a member of the committee, at each meeting.

At points where employees assemble in any considerable numbers, safety bulletin boards should be erected and properly maintained. Such boards should contain safety bulletins, safety suggestion or recommendation cards, and such other reading matter as may be issued by the safety organization. These bulletin boards should be in addition to and separate from the operating and mechanical department bulletin boards. Bulletins showing the common causes of accidents in railroad operation should be issued from time to time, and posted on these bulletin boards. In some instances it may be advisable to distribute copies to all employees interested.

Proper means should be provided by which safety committeemen and employees in general, can readily make suggestions and recommenda-

tions to the various safety committees. A postal card form can be used to good advantage. A supply of these cards or other forms used, should also be distributed to safety committeemen and others attending safety committee meetings, and every effort made to encourage their frequent use.

If a thing is worth doing, it is worth doing well; and as the prime purpose of the work of the Safety Section is to bring about a substantial reduction of casualties, every possible effort must be made to bring about the desired results. As previously indicated, much depends upon the officer designated to be responsible for the safety work upon each road. He should be a person well qualified, not only in railroad experience, but in temperament. He should have an abiding faith in the necessity for the work and in the methods and plans outlined by the organization with which he is to work. His greatest aids will be diplomacy, tact, perseverance, and especially patience, for he will find need of that cardinal virtue in the slow response to his enthusiasm and his insistent efforts to change the mental viewpoint of many with whom he will come in contact. Upon him will devolve the duty of both planning and supervising the work in order that accidents may be eliminated, or at least reduced to that minimum which represents only the hazard of the occupation.

He should make a careful study of the accident record of his railroad, which will soon provide him with information as to the class of employees sustaining the greatest number of injuries, as well as the nature of the injuries. It is imperative that this careful analysis be made, because it is necessary before any real constructive accident prevention work can be done. If, after a study of these casualties, it is found that accidents are occurring in any given locality with greater frequency than at other places where the same work is performed, a special investigation and study of the conditions surrounding the method and manner of doing the work and of the employees engaged therein, should be made, in order to eliminate the causes of these accidents or provide special precautionary measures, calling the attention of the employees to the particular hazard at the particular place.

He should make a careful study of the accident records, not only of his own road, but of all railroads, as furnished by the accident bulletins of the Interstate Commerce Commission, in order to make comparisons with the records of other roads and ascertain the relative standing of his own railroad.

He will be required to furnish to the Safety Section, monthly reports of the activities of the safety organization under his jurisdiction. That report will reflect the progress made in maintaining an efficient and effective safety organization, and the work accomplished each month by the division, shop, and terminal committees.

It has been said that when an accident occurs, there is either something wrong with the machinery, the method, or the men. If this be true, and results in accident reduction are not forthcoming, the Safety Section will endeavor to find out the reason. This necessarily means that upon the supervising talent on the railroads will rest the burden of educating men in the principles of safety. When all officers and all employees finally realize that the government is in earnest about this work, and that it is just as much the duty of a supervising officer to supervise for safety as it is to get the cars out of the yard or trains over the road, I believe that we will have reached the high attainments expected in this work. To gain this, it is imperative that all shall give hearty co-operation and push with all energy.

In the suggestions I have made in this discussion of "What the United States Railroad Administration Expects of the Different Safety Committees in the Promotion of Safety Work," I found it manifestly impossible to cover the field except in a most general way.

The safety problem is a grave one, worthy of the most thoughtful consideration of those high in authority in railroad management. It is realized that local conditions on the different railroads must be taken into consideration, and that they govern, in a measure, the plans and activities of each safety organization. What is expected, is briefly summarized, as:

That all officers in executive positions shall give safety work their active co-operation; that they shall regard it as of the same importance as other branches of railroad work; and that they shall take an intensive interest in it and do everything they consistently can to make it successful.

That the fundamental principles of safety shall be wisely and energetically instilled in the minds of the men who do the actual work of operating the railroads, and they shall become imbued with the importance of safety, knowing that since it is they who get killed and injured, all employees must take an active interest in the work and understand from instruction and practice that proper observance of the requirements of safety is a work of the men, by the men, and for the men.

That the proper officers of railroads shall give attention to all reasonable and practicable suggestions and recommendations made, in order that unsafe conditions and unsafe practices may be promptly eradicated. In each instance proper acknowledgement of suggestions and recommendations shall be made, to the end that those making them may be apprised as to their disposition, and of the fact that due consideration was given to such suggestions or recommendations.

That officers and employees shall co-operate to the maximum and that proper effort shall be made to get all to realize that in safety committee meetings officers and employees meet on a common level, all being members of the committee, and each having an important duty to perform in the prevention of avoidable accidents.

It has been an inspiration to note the enthusiastic manner in which the employees in all classes of the railroad service have taken hold of this work. Practically every employees' labor organization has already indorsed the Safety Section's work. Even now in many of their lodges a certain specified amount of time is devoted to each meeting to the subject of safety and accident prevention. In some organizations it has been arranged that this be a regular part of their order of business. I sincerely believe and hope that this practice will soon be adopted by every lodge in every organization upon every railroad in this country. When this is done and when safety committees actively and efficiently perform their functions, I am satisfied that we are going to have a material and substantial reduction in accidents. If we can get men to think they are always going to be on the lookout for unsafe conditions which can and should be corrected, as well as the unsafe practices followed by themselves, and their fellow employees, and which must be discontinued. These are things above all else that are going to make the safety work successful on all railroads, and which I am firmly convinced can and will be brought about.

Minutes of Safety-First Meeting

Held at Davenport, Ia., December 21st, 1918.

The Safety-First sub-committee of Davenport, held their regular monthly meeting at the freight house, Saturday afternoon, December 21st.

Meeting was opened at 4:30 o'clock by J. C. Lang, presiding in the absence of O. H. Wilson, chairman, with an attendance of 48, the following members being present:

P. L. Hinrichs,	Geo. Adamson,
J. C. Lang,	E. A. Sherman,
F. E. Hutchens,	Ray Schultz,
C. F. Engleking,	Genevieve M. Britt,
J. A. Taylor,	Mae E. Robertson,
J. M. Flanigan,	Margaret Rasselman,
J. L. Pierce,	W. R. Parkin,
Wm. Goodell,	Harry J. Lafrenz,
J. J. Wright,	Anna M. Kahl,
Geo. H. Hull,	Wm. E. Frank,
L. Woodside,	J. Reedy,
A. M. Gramp,	Bertha K. Wulf,
Vera Claypool,	L. E. Asplund,
Clark L. Nelson,	M. E. Barnes,
J. F. Baker,	Jno. C. Petersen,
Wm. Glorfield,	W. Geschewsky,
C. Carlson,	H. Stebens,
Agnes McGovern,	J. E. Husted,
Ethel Robinson,	J. A. Buxler,
Katherine Brennan,	N. Bass,
W. F. Gray,	Fred Dillig,
H. Stoltenberg,	Peter Sonne,

Edna Langer,
L. P. Ozlar,

J. R. Lamb,

The matter of elimination of telegraph poles too near the main line at Western Flour Mills, was again taken up, and will be disposed of at the earliest possible time.

The removal of Mueller coal pile, near Phoenix Flour Mills, was again discussed, but no action can be taken until side track is provided.

No action as yet taken on changing the location of West End door in freight house, account rain blowing in and inconvenience to truckers. Will be taken up further.

The stacking of dangerous commodities in merchandise cars from Rock Island to Davenport, is still being done to some extent, and the matter will again be referred to agent and freight foreman at Rock Island.

Mr. Bass reported noticing that doors are not always sealed before switchmen pull the house. The matter has been referred to freight house foreman and switch foreman.

Mr. Taylor advises the removal of stone pile along Merchants Transfer and Storage Co., track, between Ripley and Scott streets, being too close to track.

He also advises removal of coal pile at French and Hecht.

Recommends the placing of "D" rail at C., R. I. & P transfer, to keep the Rock Island from pushing our cars onto connection.

Also suggests the taking off of all spring switches on D. R. I. & N. W. main line, account of causing too much trouble in the winter time.

Mr. Stebbins recommends that a thorough examination be made of all cars before packing, seeing that they are all well swept, all nails removed, and car in good condition before loading.

He also suggests, that all rough freight be packed in one end of car, and all smooth freight in the other end, and the packing of flour four feet away from door to preserve from unfavorable weather conditions.

Mr. Lamb stated that there were several holes in yard around freight house, to be filled up. Mr. Flanigan, General Yardmaster, reports that these holes had already been taken care of this p. m.

It was also moved that grading stakes around in the yards be removed, account of danger of no one seeing them at night. Section foreman will remove at once.

The matter of improper loading of freight by the C. B. & Q., at Chicago, was also discussed, same to be taken up later.

Mr. Lang gave a short talk on the care in handling of freight upon which "This side Up," signs are placed, urging employees to carefully watch for these signs, as in the past, they have sometimes been ignored.

There being no further business, meeting adjourned.

A. M. GRAMPP,
Secretary.

Safety Meeting, P. du C. Division.

Dec. 20th, 1918, Madison, Wis.

Those present were:

J. A. Macdonald,	E. A. Hazeltine,
J. I. Campbell,	Ed Simpkins,
R. E. Sizer,	G. W. Allen,
A. M. Rogers,	O. D. Acapli,
C. Gregory,	E. Deards,
P. H. Hayes,	J. Doyle,
A. Moore,	J. H. Valentine,
A. J. Klumb,	J. Gillette,
E. W. Zimmerman,	N. Gregory,
H. T. Bersch,	J. Simpa,
F. Schneider,	

J. A. Macdonald, chairman, called the meeting to order at 2:00 o'clock, and roll was called.

Mr. Campbell gave a report of the unfinished business from last meeting as follows:

Relative to one beam being installed in round-house at Janesville. Beam is there, and is ready to be installed.

Regarding more clearance of coal at Mineral Point Service Company. This matter to be again taken up with this concern.

Relative to lights being placed at the east of passenger station, Whitewater. Under investigation.

Relative to large rock near bridge at Mineral Point, and also to building which does not give proper clearance. Also bridge in bad condition. Mr. Hazeltine ordered to have rock removed. Nothing can be done about the building, as it is on their own property and has been there for many years. Mr. Gregory was asked to have painters put up a sign, "Not Proper Clearance." Bridge to be taken care of by the B. & B. department.

At Highland Junction glass broken out of window, causing books to become very illegible in stormy weather. Carpenters will take care of this.

Relative to bridge F296, at Highland Jct. Should have walk on both sides, and also platform should be fixed at this station; half sunken water barrel on west side of bridge also very dangerous. Mr. Gregory asked to have bridge taken care of. Roadmaster Hazeltine advised to have barrel removed.

At Darlington, the complaint regarding insufficient room at this station. Have under consideration the enlargement of this office.

Relative to hole in platform at Monroe and also loose planks. Mr. Gregory has requisition for fixing platform. Material just received and will be taken care of soon.

Regarding trees at Brodhead preventing signals from being seen. Mr. Hazeltine was asked to arrange to have the trees trimmed about twelve feet back. The same condition exists at Hanover.

P. Hayes recommended box for coal which is used for heating purposes at yardmaster's office, so that coal will not be scattered all over ground.

Box has been placed. Some one is still unloading coal there when box is full of coal, and coal is being wasted by being all over the ground.

Mr. Moore recommended four bumping posts for use in Madison yard. Bumping post ready to be installed.

Mr. Zimmerman wished to know if necessary repairs could be done at Janesville, by carpenter and also wanted to know if it would be necessary to make out a requisition for same. Mr. Gregory was told to see that repairs were made immediately upon request.

Mr. Rogers' suggestion that a lock device be placed on lever opening blow-off cock, so it would not be taken for a cylinder cock lever. This will have to be taken up with the Motive Power department.

Mr. Rogers' suggestion relative to seat box being raised in cab of engines in order to see signals better. Mr. Klumb advised that there was a standard seat box in all engines and that this should be taken up through the organization.

Relative to Mr. Rogers' recommending foot hold made to place foot against, so as to be able to handle reverse lever efficiently. Suggested that this be taken up the Mechanical Engineer.

Mr. Deards recommended that car men at Terminals be instructed to properly apply center pin. Held over until next meeting.

Mr. Sizer recommended some sort of covering be provided for water barrels which are placed near bridges, account of being dangerous. Has been taken care of by Mr. Moore. Mr. Hazeltine said he would take care of his division.

Mr. Sizer recommended chain on coal hoist at Brodhead, be shortened, so that it would not be necessary to wrap chain around coal bucket handle. Mr. Gregory said he would have it done.

This closed the unfinished business. District Safety Inspector Campbell, called the attention to the following from Director General McAddo's Bulletin No. 3, reading:

CO-OPERATION.

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

Each of the Committee men were asked for suggestions, which are as follows:

Relative to report made by J. I. Campbell about planking on Rock River bridge being in poor condition, also railing at north end of bridge in bad shape. Temporary repairs made.

Mr. Campbell made report on I. W. Lewis Cigar factory track not safe, on account of holes. Holes were reported filled up, but were noticed three or four days ago.

Report from J. I. Campbell, relative to crossing south of Academy street, Janesville, being in poor condition. A. Moore ordered to send a car to E. A. Hazeltine to repair.

Report from J. I. Campbell that baggage truck and platform at Janesville, in bad condition. One truck temporarily repaired. Three more trucks found in bad condition. Mr. Zimmerman had matter up with Mr. Wilcox, and claims material is ordered.

Mr. Rogers suggested some of the shrubbery around stock yard, at McFarland, be cut down, account of not being able to see signals on north side of house tracks. Mr. Moore was ordered to have shrubbery trimmed down, to provide standard clearance.

Mr. Rogers also stated that the section men at Edgerton are complaining that they cannot hear the enginemen's whistle, and as a result of not hearing, nearly struck their motor car. Bulletin to be issued to cover.

The switchmen at Madison are complaining that the kindling wood is not clearing cars when switching in the engine wood yard, at Madison. Mr. Schneider was asked to see that wood is cleared six feet.

Mr. Rogers also stated that some conductors were claiming that side curtain poles on engine cabs were too long. Recommended that poles be sawed off. Mr. Schneider was asked to see that this was taken care of.

Mr. Hayes suggested as a matter of Safety First, that no person be allowed to board train No. 14, until it is switched and put up for the main line. Trainmaster Sizer was asked to look into this matter and try to correct.

Mr. Moore stated that he noticed a casting that is installed in connection with automatic signal protection and highway crossing, which a man might stumble over, at Milton Jct. Mr. Moore was asked to make a special point of notifying the signal maintainer to remedy.

Mr. Fagg suggested that something be done to remedy the bad condition of the road on the side of the freight house. Mr. Moore was asked to take care of same.

Mr. Simpkins advised that if a car of stone could be procured, all holes in road near depot at Janesville could be repaired. Mr. Moore advised that he had a car that he could send.

Mr. Sizer suggested that the platform at White-water be extended about eight feet; that in its present condition it is liable to cause injury to men handling express or baggage, whichever the case may be. Mr. Moore said that he could have this fixed.

F. Schneider recommended that the city water be cut in on the hydrants in the round house and coach yard. Recommended that this be written up to Chicago.

Des Moines Division Safety First Meeting.

Jan. 7th, 1919, at Des Moines, Ia.

Those present were:

E. W. Lollis,	G. J. Foxhoven,
F. S. Bauder,	J. Huntley,
G. R. Dickman,	B. C. Johnson,
C. H. Myers,	L. Anderson,
E. McLucas,	J. P. Kane,
J. Gressinger,	

Visitors: L. L. McGovern, Chief Clerk, and J. Anderson, Section Foreman.

Mr. Lollis called the meeting to order and Mr. Kane read the minutes of the December meeting.

Brakeman Myers reported previously, bridge located on the main line, east of Keystone, have dirt piled up near the ends and should be leveled before winter comes. (Mr. Lollis reported that the dirt has been piled in the bridge as well as possible at the present time, but it would be taken up again in the spring after the stringers were taken out of the bridge.)

Committeeman Myers also reported a low wire at Keystone mine. The matter was taken up with the manager of the Keystone mine and he was given a copy of the state laws, regarding this. He stated the wire would be raised immediately. No report as to whether they have been raised.

Roadmaster Flanagan reported fires knocked out of engines at Madrid, when stopped to take water, causing ties to be burned out. Boiler plates to cover the ties have been shipped, but not yet received.

Committeeman Foxhoven reported that at Albert City, Varina, Lytton and Webb, there are no eye troughs above the waiting room doors, and when ice and snow melt, it causes ice right in front of the waiting room door, as well as icicles, which are dangerous for passengers to walk under. Mr. Lollis took this up with Mr. Collings and instructed him to put up troughs. No report as to whether or not this has been done.

Bill board supposed to be on our right of way near Keystone mine. This bill board shuts off a view from highway crossing and makes it dangerous for teams or vehicles passing over this crossing. The matter was taken up with the Stoner-McGray System, who own this bill board, but no reply has been received to our letter.

Committeeman McLucas suggested that a ladder be put up at the water tanks to enable men to get up and knock the ice away, as often at times the water freezes and the men have to climb over on the spout from the engines. No report has been received from Mr. Collings.

Committeeman McLucas suggested that a side walk be put in at the yards, so that the cars will be cut and men can get through without stumbling over material scattered in the yard. This was taken up with the Des Moines Union Railroad Company and they recommended that the walk be put in. It has not yet been done.

Roadmaster Johnson suggested that car doors be fastened back in a better manner, so that they will not swing back and forth. Mr. Lollis reported that the car doors are equipped with hooks and if the doors are properly hooked, there will be no trouble.

Roadmaster Anderson reported that stock yard gates are being left open, making it dangerous for a man on the side of a car. The suggestion was made that the gates be properly lettered with a safety first sign. It was also suggested that the agent be responsible to see that the stock yard gates are kept closed. Mr. Lollis reported that previous instructions have been issued, both to agents and section foreman, however, instructions were issued again.

Mr. Kautzky reported that Engineer Finnicum had reported cars having been left on the Spencer main line without flag protection. Mr. Lollis wrote to the trainmaster of the I. & D division, regarding this matter, but up-to-date, no reply has been received.

Committeeman Myers reported that engine No. 4215, running between Des Moines and Perry, has a leak in the top of the tank, or slops over, causing the back end of the engine to be continually covered with ice. This will be taken up with Mr. Kautzky.

Committeeman Myers reported that at the west end of the southeast yard at Herndon, where a great deal of switching is done, the space between the ends of the ties and the shoulder is not wide enough to permit a man to pass along beside the cars, and, should he slip, his head would be thrown between the cars. Mr. Lollis will take this matter up with Mr. Marshall.

At the November meeting it was suggested that a new truck be secured for the agent at Cooper, as the one used now, is unsafe to stand on while unloading or loading baggage. A new truck was ordered, but it seems that Mr. Carrick is declining to furnish same. Mr. Lollis will take this up again.

The truck at Gillet Grove also seems to be unsafe. Mr. Lollis reported that he has instructed Mr. Collings to rebuild the platform at Gillet Grove; the truck will then be raised, and if the truck is needed, it will be ordered in the summer, when the cream shipment gets heavy.

Committeeman Foxhoven reports that the car foreman at Perry is sending supplies to the foreman at Rockwell City. The material is placed in most anything and it is very hard to handle. This matter will be taken up with Mr. Klumph, at Marion.

Mr. Kane and Mr. Lollis gave short talks on Safety First.

Meeting adjourned until the first Tuesday in February.

Dubuque Division of "The Employees' Band."

By One of the Members.

It will be of interest to employees all over the System to learn of the organization and progress of our Shop Band, but will, doubtless, be of greater interest to those who have personal acquaintance with the members of the band and who are now located at other points on the railroad. It serves to bring old friendship and acquaintance ties, when perhaps you who are away, now, worked side by side with some of our veteran mechanics and employes of Milwaukee Shops at Dubuque.

We held our first official meeting on December 27th and elected our officers, although previously we had had a number of rehearsals under the leadership of Albert Happ. We continued in this manner, gathering enough musicians to organize a band of about twenty-four pieces, and we now think we have some of the best talent in the city. From all indications it will not be long until we will have as fine a band as there is in this section. Officers elected for the ensuing year are: Delhi Doty, band director; Joseph T. Huber, manager; Charles A. Wright, secretary and treasurer; Arthur Winter, librarian; Wm. Zwach, Herbert Spahn and Arthur Winter, trustees.

With these officers and a very able director like Mr. Doty, who understands music and band leadership, it should not be long before we can make our formal debut in concert.

After organization, one of our difficult problems, that of band uniforms, was solved by M. Parkinson, master car builder. His idea was to raise the necessary funds without causing the matter to become a burden to anyone, and his suggestion was a mammoth dance and entertainment, which was accepted and carried out. Mr. Parkinson arranged to hold the dance in the new door shop, which had just been completed. The floor space in this building is about 200x75 feet, making an ideal place for an entertainment of this kind and size. He arranged with the Patriotic Committee to sell tickets at 50 cents each, and the committee went over the top handsomely, selling over 1,700 tickets, and it was all accomplished in one week's time. The entertainment was held on January 14th and it is estimated that about 2,500 people gathered to enjoy the program and dancing. Many were unable to gain admittance. The Shop Band rendered a few selections, and short addresses were delivered by Frank H. Dorch, machinist foreman, and "Pitchfork" Henderson, national organizer. There were also vocal solos and then the dance, and when the last strain of music died away it was voted the finest and most successful entertainment ever held in Dubuque. The net proceeds were \$759.50. Thanks to Mr. Parkinson.

The members of the Chicago and Milwaukee Division of the 'Employees' Band will understand our feeling of gratitude to Mr. Parkinson and to other local officials who have assisted us and worked so zealously in our behalf. It fills us with inspiration to put forth our best efforts to fulfill our obligations as members of the band.

We have been informed through a letter from A. F. Metzger, secretary of the Employees' Band at Milwaukee Shops, that they are thoroughly organized and are gaining considerable fame as a musical organization. He stated they had already secured their uniforms, and we have followed his suggestion to order the same model as was purchased by the Milwaukee contingent, thus making a uniform appearance should we have joint band meetings, and we are planning to have a grand Get Together in Milwaukee with a full 100-piece band. As they are ordered the only difference in our uniforms and the Milwaukee Shops Band will be that our caps are to be marked "D. D.," signifying Dubuque Division, while their caps are marked "M. D.," signifying Milwaukee Division. Following is our membership:

Dellhi Doty, director; Albert Hepp, E flat cornet; Chester Huber, solo cornet; William Zwack, solo cornet; Otto Berwanger, first cornet; Charles Wright, second cornet; John Brown, second cornet; William Heitzman, third cornet; Joe Schoetgen, piccolo; Dan Ruff, E flat clarinet; Herbert Spahn, first B flat clarinet; A. J. Magy, first B flat clarinet; Harry Grassel, second B flat clarinet; Henry Lippert, third B flat clarinet; Aug. Kirkeek, first alto; William Snyder, first alto; Frank Stitz, second alto; Frank May, third alto; Frank Spahn, E flat bass; Emil Knolte, B flat bass; M. Scheidecker, BB flat bass; John Wright, baritone; Jacob Malsner, baritone; Jos. F. Huber, first trombone; Oscar Huber, second trombone; W. Hohenadel, third trombone; Benny Weber, snare drum; A. Winter, bass drum; Harry Selle, drums; William Lippe, drums.

Mr. Parkinson caused the following letter of thanks to be sent to each member of the Patriotic Committee to whose efforts the affair was so largely indebted for its great success:

To the Patriotic Committee of Car and Locomotive Departments.
Gentlemen: Wish to congratulate you gentlemen for your success in getting together the largest crowd that I ever witnessed at any entertainment or ball of the kind. This was simply due to your prompt action in caring for an entertainment of the kind without a single hitch.

Might further add that this will go down in the history as being one of the greatest occasions ever pulled off at a railroad shop, as from my observations there were close to 3,500 people inside and outside of the buildings at one time. When you take into consideration the location of this pavilion and the difficulty getting to and from same without any trouble and not a single injury nor any complaint or disturbance whatever, I think it is something that you gentlemen should be proud of, as well as the local officials and our superior officers at Chicago and Milwaukee, and I wish to again extend my sincere thanks for the good work that you have done at this time and heretofore. Surely it is something that I will never forget.

With kind regards and best wishes to everybody and sincerely hoping for our future success, I remain,

Yours truly,

M. PARKINSON,

Dist. Gen'l Car Foreman.

Get the habit of doing things right. This will mean: Greater production, less waste increased earnings. Work for good times all the time.

U. S. DEPT OF LABOR.

Wm. B. Wilson, Secy.

Why?

Sted.

"Why are my German subjects gay?" spake William down and out.

"Because we're not your subjects now," the German people said.

"What makes them leer and jeer at me?" spake William down and out.

"Because you've got it coming, Bill," the German people said.

For you're down and out dear William, don't you hear your people shout.

They've grasped the reins of Freedom and you brought this all about—

You will do a heap of thinking but your sins will find you out.

The German people said.

"What makes my people think I'm bad?" spake William down and out.

"They do not think, they know it, Bill," the German people said.

"Why am I banished from my throne?" spake William down and out.

"Because you are unhuman, Bill," the German people said.

You're a beast without a comrade, you're a brute without a heart.

You're a Nothing shunned by mankind and your body's on the mart.

And the Allies hold a record that should make your conscience smart.

The German people said.

"Why are the Allies seeking me?" spake William down and out.

"It does seem queer, it does seem queer," the German people said.

"What makes me wail and whimper so?" spake William down and out.

"The Allies and your conscience, Bill," the German people said.

Oh, those Allies, why the Allies, can't they let me rest in peace,

Why should the Allies prey on me, will this conscience never cease?

You built that conscience, Bill, old sof, don't whimper for relief.

The German people said.



Letters from "The Boys"

From Captain Horton (one T. P.) to his friend,
F. D. Wells, at Mason City:

Verdun, France, Dec. 14th, 1918.

Friend Fred: Yours of November 3rd reached me on the day I came back on "repos" after two and one-half months spent up in the mud and rocks of the Verdun and Argonne drives. Came back from hospital after operation for appendicitis shortly after St. Meihel drive. Arrived September 18th and got into the game with both feet. Had the district from Clermont en Argonne to Verdun. The line was under shell fire and had been since the first of the war. After four years of shelling we managed to handle on it the standard gauge, which means everything for the First American Army and some for the French. Maximum trains on lines of our regiment, 110, ranging from thirty hospital trains a day to trains of 122 cars each, and the bulk of them American cars, not the little French type. I fared pretty well, as I had one stretch of 96 hours with eight hours sleep. We broke the Kaiser's egg shell and the rest is "history." I only had one close call since I came back from hospital. Of course a few bullets spattered around and a few bombs, but we don't count them. Had a big shell explode right over my head at Verdun, a few days before the finish, and it sprinkled some pieces of wood on me. Have seen some sights which have shown me war at its very worst. Our service was all in the zone of advance, and now we are running trains into Conflans and turning them over to the Germans for the Army of Occupation. Also into Sedan for Luxembourg. Had a nice trip to Metz right behind the retreating Germans. Don't know what the one can always get a job as crossing watchman. Future will have for me in the States. After 47 months' foreign service one doesn't much care, for yes, I've had the Spanish "flu." Had it after I came from the hospital in September.

Yours truly,

CAPT. THOS. P. HORTON.

From Pvt. W. M. Fleming, Battery F, 60th Artillery, C. A. C., formerly a switchman in Chicago Terminals. This letter was written before the firing ceased to M. H. Lepley of Viroqua, Wis.
France, October 16th, 1918.

Dear Friend: Believe you owe me a letter, or at least a postal, but will write a few lines anyhow. Don't have a chance to write very often. Have been over here nearly six months and it may be we will not be here much longer, but that is only a guess.

As soon as we hit the front we began shoving the room, and we don't give a dam how many we shove out at the other end. Have made several clear alleys, and if he don't have to have his fire cleared we will get them all on the lard track and get the main line clear for the Berlin Flyer. Then we will go on the spot 'til the tuckhead gets around with the home route cards. Have not been on the rip track at all.

Am feeling fine, could not feel any better. Have not been in one place very long at a time. For a while it was pretty hard to keep up with the Hun and expect to move up again soon. Sometimes we have good dugouts and sometimes we have to dig a little hole in the hillside or up against a bank, anything to get below the level of the ground. The artillery and machine guns make an awful racket, but you soon get used to the noise and can't sleep when everything is quiet, but that doesn't happen very often. We came over here to raise a racket and are sure doing it. Fritz is not sending many shells over tonight, which suits me O. K.—would rather hear them go than come. The whine of a shell when it comes close sure makes the bristles on the back of your neck stand up. John is over here, but have not run across him yet. He is in the Engineers.

What is the Chicago scale now? I hear they got another raise since I left. After this fuss is over, suppose I will go back to the game again for a while at least. If everything does not go as

expected, I may come back here. There will be lots of opportunities here with a few dollars to invest.

Well, it is about time to give Fritz some more hot ones, so will close. Hope to hear from you soon. Best wishes. Yours friend,

WM. M. FLEMING.

From Sergt. R. Jackson, 2nd Co., 14th Grand Division, Transportation Corps, U. S. Army. Camp Strathcona and Mount Royal. A. P. O. 718, care D. G. T., France.

Dec. 12th, 1918.

Dear Editor:—

Since I wrote you last summer many things have happened, but one of my greatest losses during the war was the C. M. & St. P. Ry. Employees' Magazine, as Mike at Malden says: "Phare the devil is it, oi sint it to ye," well maybe so, but any way it did not arrive and I and some others missed some interesting things I imagine?

The old original 31st Engineers is known no more on the rail, we are now the 14th Grand Division Transportation Corps, U. S. Army, and located at Saumur, on the Loire River, as famous in olden days as now, as a stopping place on the journey between Nantes and Tours.

Here is situated the great calvary school of France, (old and new) which has been used the past year by the United States as a school for officers' training (artillery) and near by, about three miles up the river on the right bank, is the small town of Villebernier, near which we have our camp. Since coming here in June, we have built yards, a fine camp with paved streets and electric lights, a large machine shop and a large roundhouse, only they are not round in this country, besides running a "few trains."

Saumur is a large junction of the P. O. (Paris Orleans) and the Etat (a government owned road) everything comes through here from St. Nazaire (debarkation port on P. O.) and La Rochelle, (debarkation port on the Etat) destined to the front and supply.

On the west end we operate St. Nazaire to Saumur, also have a St. Nazaire (or Montoir, as our yard is known) Nantes turn around or two, on the west end we operate Saumur to Gievres, at Gievres the 31st turns over the business to other railroad units which carry on.

Between Saumur and Gievres are located the famous San Pre Od Corps' yards and salvage station, where all our old O. D.'s go to be repaired.

Before and during the battles of Chateau Thierry, St. Meihel, and the Argonne, and during the advance on Metz, this was some busy pike with the emphasis on busy.

The old original 31st have a large force of men in Montoir yards, one of among the largest railroad yards in the world, where the government keeps everything from needles to fourteen inch guns, also at Nantes we hold forth with several crews, switching the docks and making the P. O. Etat transfer.

Met Sergeant Dollie (of pier No. 6, Seattle, our silk dock) the other day, he is in Capt. G. T. Sheehan's office, Superintendent of Terminals, Nantes. It was sure good to see one of the west end boys.

The railroad men in France have hung up a record which can not be beaten and we hope to do more if necessary, to get the boys home, speaking of home, wonder when we will get there, of course, every one is anxious, who wouldn't be?

We have had no wrecks, of course we get off the iron once in awhile, that is expected in all yard work, considering we have link and pin, no engine foot boards or pilots, and no head lights, I think the boys are making a record. Of the many things handled we had large marine cannon, on railway trucks, meat trains, ammunition trains, artillery and all sorts of arms, food and clothing, hay and coal, medical supplies and many of the finest equipped trains in the world (the Red Cross) the general trend and direction of

traffic was St. Nazaire to Gievres, thence to Nevers, Nevers to Dijon, Dijon to Is-sur-Til.

Don't forget we did our bit, and without us the "doughboy" existed not.

Let's have those magazines.

ROY JACKSON.

Written to E. A. Murphy, Four Days Before the Fighting Ceased.

Thursday, Nov. 7th, 1918.

Dear Mr. Murphy:—

Just a few lines to let you know that I am still in the game, although I was knocked out for awhile. Reached my company just in time to catch 'em leaving for the front and was about all in from the trip, but nevertheless, joined the bunch. The trip back from the hospital was not like going up, as going up everything was first class, but coming back it was class D, according to W. T. L. Classification No. 44, but there is one consolation when we get to the front, we can take it out of the Huns.

I believe we left the lines for the last time and if it's true, was sure glad to get in on the last crash, as that was the only thing worrying me while in the hospital, as I thought it would finish before I'd get back for another crack, but sure got back for my wish.

Well, the boys are all talking of going home now, and its getting on my nerves, so that I'll have to quit for this time and will write again in a few days.

With regards to all.

Sincerely,

A. L. PATOCK,
Co. L, 132nd Inf.
American E. F.

From Frank I. De Lange, former T. M. Division employe, to Superintendent Campbell:

On Active Service With the American Expeditionary Forces.

Niort, France, Dec. 17th, 1918.

Dear Mr. Campbell: I have intended to write you several times, but as I could not think of much to write about always put it off until some time later, but today I have made up my mind to try.

I am stationed at the city of Niort, it being a place of about 30,000, with about forty other U. S. A. trainmen, handling French trains, equipment and supplies.

The French track, bridges and roadbeds are very good, as their tie plates, which are a kind U-shaped, are bolted to the tie, and the rails are held in place by a spring, and as the cars pass over they afford a little play which protects the ties and does away with them moving.

All highway crossings are protected with either a bridge over or an underground passage, and when crossings are made on the same level there is always a gate with either a man or woman attending them, and the railroad furnishes them with a house to live in so that they can be there at all times to take care of the gates and signals. I have never seen any stock of any kind up on the right of way.

Trains are handled entirely by the chef de gare or station master while at the station, and he has control of the switching, picking up and setting out of cars, and we are unable to do anything as he has the only keys to the switches. When he gets through and the block signal is cleared he blows a whistle, then the chef de train blows his horn and we depart.

The French equipment has no air and every freight train is handled from a little cupola on the end of the cars where we ride. These cupolas are just large enough for a person to ride in and are more of a windbreak for us than anything else, and at one time had windows, but now the glass is all broken out and they are either nailed up with boards, tar paper or canvas. In setting the brakes one has to be very careful not to set them too tight, as there is a great leverage and we could slide the wheels on the heaviest load.

The average French cart or wagon as they are called, are about twenty feet in length and when loaded car and contents weigh about twenty tons. These cars have no automatic couplers, but have two links with a turn buckle to take up the surplus slack, and a spring bumper to keep them from breaking the end out by hitting together.

At every terminal there is a building somewhat like the Y. M. C. A. in the American big terminals, only these are equipped with kitchens in addition to sleeping quarters for the employes. These kitchens are equipped with a range and several little oil stoves, pans and cooking utensils, and also a woman to take care of them, keeping up the cots, blankets, also washing dishes and doing general janitor work.

The wages of the French employes vary a great deal, as it depends greatly upon the service and also how long one has been in the employ, but the average wages are about: Engineer, 600 francs; conductor, 400 francs; fireman, 325 francs, and brakeman, 280 francs per month. (A franc is equal to about 19 cents in American money.) The engineers on passenger trains are paid also for the time they make up, also the coal and oil they save per hundred miles (or kilometre, as the distance is measured here).

We have a great deal of delays on some of our trips, which we are unable to account for, as the chef de gare will hold us some times as long as five and six hours at a siding, and maybe only one train will pass us. You see we never have any train orders, and everywhere it is double track, so have no delay on meeting trains.

Us fellows stationed here have a large house to live in and practically no military rule, so you see we are almost like civilians.

The French people have some great methods of travel, as they use dog teams and oxen, and in using more than one horse they are always hitched one ahead of the other, and their carts are always two-wheeled.

All the big towns I have been in are built almost the same, as the streets are all winding and the buildings are made of stone, and some of them are very old. I was in an old castle the other day that I was told was built in the ninth century.

I do not know how long I will be here in France, but the way I can figure we ought to get back in the "Good Old U. S. A." by the 1st of March, but no one seems to know.

I have gotten my Christmas package already, in reality I was one of the first to get one—some of the boys have not gotten their's yet.

I do not see many of the Trans-Missouri boys, as there are only a few who work through this town, but they all look well and I guess feel fine.

The weather conditions have been very good here, except quite a lot of rain, as this is more of a rainy season; the winters in this part of France as almost like ours are on the western coast.

I must close for this time, as I have not realized until now how much I have written and I know you will not think much of a letter of this sort, so with a Merry Christmas and a Happy New Year to you and all the boys, I remain,

Yours respectfully,

(Signed) PVT. FRANK I. DE LANGE.

Co. D, 31st Regt. Trans. Corps.

A. P. O. 718, Amer. E. F., France.

Fresne-a-Meuse, France,

Sunday Evening, Nov. 24, 1918.

Dear Friend Arts: Take a look on the map and find where I am at. It is a small place between St. Michel and Verdun where all the heavy fighting and bombardment took place. I am living in a town that is a wide open town, not a door or window or a roof over one single house in this town, only the church, where there was a machine gun nest placed near the bell, and I sleep on the altar steps. The men are billeted all over the pews in the church. All that you can see around here is long strings of barbed wire, four and five rows one after another, and trenches winding in and out, and German dugouts. Believe me, they expected to live here this winter. Just imagine, made of steel beams and cement, and electric lights ten feet under the ground.

The company I am with now did some wonderful fighting in the last drive in the Argonne forest and you ought to see that place. There is nothing but high trees and planted so near that a wagon or artillery or kitchen could not be brought up to the men. There was an underbrush as thick as the hairs on a tooth brush, and when you crawl through and push one branch away another cuts into your face. The day I went through there on a patrol I cut my pants and hands and face all to

hell. Our company went in with 250 men, but came out with about 46 men and one officer. You can imagine what kind of machine guns old Jerry had before he ran away. Can you imagine going forward under heavy artillery fire for six nights and days without sleep or meals; it sounds like bunk, but that is how the Yanks whipped the Boche.

I talked to a German officer at St. Dizier that was captured and he said at Vocqr Hill, or Dead Man's Hill, at Verdun, where the French and Germans had fought four years, that when the Yanks came over the Germans gave them everything in the world from H. E., which means high explosive, to anti-aircraft guns, that means three-inch shells, mustard gas, trench mortars, big Berthas, hand grenades, 75 and naval guns, and machine gun fire from aeroplanes, but they could not stop them. He said we lost heavy, but that we got there and took the hill in 72 hours that was battled for between them for four years.

Our boys tell some wonderful deeds that took place in the drive, but the worst they ran into was German women operating machine guns, and when they were about to be captured opened up their breast so they could be easily identified as women. Also the Boche would stand up straight with his hands over his head and when our boys would get up and close in he would work the gun with his feet and then drop, and, what do you think, he expected to be taken a prisoner, but he was out of luck—there was some smiling faces at St. Peter's employment offices. I left Al Petzold about one month ago and I don't know where he is.

I saw about 20 American prisoners just returning today and they said they were being treated well during their vacation in Germany, but they did not receive very much to eat. They regard Americans as super-men, but English, oh hell, how they hate them.

Art, wish Mr. Murphy and all the folks in your office, together with your wife, mother and sister and our little baby, Reynolds, a very Merry Christmas and a Happy New Year, and tell them to enjoy all the happiness that comes at that time of the year. As for yourself, I wish you a Merry and Prosperous Christmas and hope to see you soon.

Your old side-kick,

CAMEY.

Lieut. J. T. Camey,
Co. F, 140th Inf., 35th Division, A. E. F.,
A. P. O. 743 C.

From H. R. Collins to Mr. E. A. Murphy, formerly assistant federal auditor:

November 14th, 1918.

Dear Mr. Murphy: Just a few lines to let you know that I have survived the fight to date and hope to go through the rest of it O. K., as it looks like the worst of it is over and only the details left to be worked out.

Our division has had a merry time of it though and we all feel that we have stood the test and brought some degree of honor to ourselves and the U. S. A.

It may seem a little premature to talk about going back home, but it is the principal topic of conversation, and we figure we will be one of the first three divisions to start for the old U. S. A.

The last seven weeks have been about the worst I ever experienced, as our outfit was in the lines continually, and you can probably imagine to some extent a man's feelings who has lived under fire for such a period and the ground was a mighty welcome bed at times, but I am glad I have gone through with it all and missed nothing and that I was in the lines when the news came that the armistice had been signed and hostilities were called off, and I think the exhibition of fireworks given by the Germans from their trenches on the evening of November 11th will live with me forever.

Thousands of Verey lights and signal lights of all kinds were set off by the Huns and it sure was a wonderful sight, changing in a day a battlefield, where we were fighting like the devil, to a peaceful plain from which came not a sound except the soft pop of the signal light guns the Huns were using.

The roar of the guns which we had lived with for seven weeks gave away to a silence which was unreal and the strangeness of it all did not fit in with our idea of things, but I guess it won't take us long to grow accustomed to it.

I do not know what our next duty will be, but

presume we will be a part of the Army of Occupation of the territory evacuated by the Germans. We are all hoping for the early conclusion of peace and I hope it won't be many months before I will be back in civilian life again and a place with the Milwaukee will be paradise to life over here.

Was glad to know that there were several promotions and that you have gone up as you deserved. It will be easier to get stationery from now on and will write oftener.

With best regards,

Sincerely,

H. R. COLLINS.

13th Engineers Receives the Thanks of General Maurin.

HEADQUARTERS THIRTEENTH ENGINEERS
(R.Y.) U. S. ARMY.

Postal Sector 215, 18th November, 1918.

General Headquarters, 8th October, 1918.

General Maurin, Commanding R. G. A.

To Commanding General, Artillery, the 1st U. S. Army.

I have the honor to acknowledge receipt of your letter of October the 2d, 1918.

I am very much moved by your appreciation, and I have distributed copies of your letter to the units of the R. G. A. who served under your orders. These units will be very proud of the high appreciation which you have expressed on the subject of their valor and devotion.

As for myself, I would appreciate it very much if you will express my thanks to Colonel Howard, Commanding the 13th Engineers, and his personnel, whose united and entire devotion has been of the greatest assistance to the units of the R. G. A. which were charged with the exploitation of railroads.

I beg to you to accept my personal thanks and appreciation for the very kind way in which you have received me during the visits which I had the pleasure of making you.

MAURIN.

The above is a translation of a letter received at these headquarters, which is published for the information of the officers and men of this regiment.

The above refers to the handling of the railroad artillery during the recent offensive of the First American Army.

BY ORDER OF COLONEL HOWARD,

W. E. WHISLER,

1st Lt., Engineers, U. S. A., Actg. Adj.

River Division.

Harriet Asplin.

Now that the Christmas rush is over and we are well launched on the Year 1919, our thoughts turn again to our homely round of duties, and the first one to smite my heart is my River Division column. (The items are already overdue, but we hope the Editor will forgive us this once and tuck our little news into a corner of her magazine.)

The new year has already brought us many things, both happy and sad. One of the saddest happenings is the loss of our co-worker, Ed Ahern, who was killed in action November 9th. Ed has been with us for several years as one of the Superintendent's office force, and in his quiet, unobtrusive way he has won a place in the heart of everyone who knew him. It seemed doubly hard to receive the news of his death after celebrating the signing of the armistice and looking for his return, but "To live in the hearts we leave behind is not to die," and just to have known him has made us happier.

We have also received notice of the death of Mrs. George Loer, November 28th, wife of the section foreman at Weaver. Her death was caused by pneumonia after an illness of only two days and she leaves a husband and seven children to mourn her, as well as a great many friends among the River Division employees.

From Wabasha the balmy breezes waft these whisperings:

Leo Gorney and Warren Waterbury have been on the sick list with the "flu."

Mr. J. Ostrum and Mrs. H. C. Kassabaum attended the Safety First Meeting in Minneapolis, January 14th.

Mr. Carter, formerly with the Express Company, is now on the office roll at the freight house.

\$100 Brings This Complete 7-Piece Set

IMPORTANT

Note—This great set comes with chairs ready to put right into your room and sectional table which you set up in 5 minutes. Don't compare this with the so-called "knock-down" sets which come in 65 or 70 pieces for you to put together. No carpenter work for you to do on this Hartman set—no chance of getting shaky furniture because this set has the solid glue block construction. See if anyone else will guarantee to send you such a set as this at anywhere near our price. We will not sell the cheaper "knock-down" furniture and ask you to do a lot of work on it. Get this set that's complete—ready to use—solid, reliable.

For Living Room, Parlor or Library

Made of seasoned solid oak—in rich brown mission finish, smoothly waxed. 2 large Rockers, 1 with arms, 2 large Chairs, 1 with arms. Table, Tabourette and Book Ends. Rich cut out design. Seats upholstered in imitation Spanish brown leather, well padded and very strong. Most comfortable, lasting and beautiful. Large arm chair and rocker 38 in. high, over all, from floor, and 26½ in. wide, over all. Seats 21x18 in. Smaller rocker and chair have seats 17x16. Table 24x36 in.; tabourette 17 in. high; octagon top about 12 in. wide. Book ends easily support large books. Shipped from Chicago warehouse or factory in western N. Y. State. Shpg. wt. about 200 lbs. Order by No. 110AMA9. Price \$24.65. Only \$1.00 now. Balance \$2.50 a month.

If not satisfactory after 30 days trial return the set and we refund your \$1.00, and pay freight both ways. Send coupon and \$1.00 now.

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Enclose \$1.00. Send 7 piece set No. 110AMA9. If not satisfied after 30 days trial I will return it, you to refund my \$1.00 and pay freight both ways. If I keep it, will pay \$2.50 monthly until balance, \$23.65, is paid.

Name.....

Address.....

Special Commendation

Brakeman John Renk, Running Water Line, merits special commendation for his spirit of accommodation to his co-employees and interest in the company's welfare, manifested on various occasions, such as the following incident. On Jan. 14th, 1919, the fireman on passenger train No. 401, was taken sick at Marion Junction, and the train would have been unable to proceed, had not Brakeman Renk volunteered for the job. Such deeds on the part of employees are greatly appreciated by the management.

R. M. Division Conductor F. E. Lyons, has been specially commended for careful inspection of train and discovery of broken arch bar under Wabash car 67890, at Piedmont, August 28th. Car was set out before it had caused a serious accident. Credit has been given Conductor Lyons in the roster.

K. C. Division Brakeman B. Hart has received special commendation and credit in the roster for quick thought and prompt action in pulling the air after train had struck an automobile, thereby saving the lives of the occupants of the machine.

Columbia Division Conductor William Thoman has been specially commended for thoughtfulness, notifying the conductor of train No. 16, of what he believed to be a defective switch at Rye, Wash. The conductor of No. 16 made examination and found a portion of a brake shoe lodged therein. Conductor Thoman's watchfulness probably prevented a serious damage and his prompt reporting of same is greatly appreciated by the management.

Musselshell Division Brakeman George Baxter, has received special commendation and credit in the roster for careful inspection of train, discovering a missing knuckle pin in extra east, December 13th. Such a defect might easily have been overlooked, and if not found, could have caused a serious accident.

Columbia Division Conductor Chas. Knott, has been specially commended for watchfulness, discovering a derailed car in his train, December 19th. Conductor Knott was examining the track behind his caboose, on the lookout for just such trouble, and his timely discovery doubtless prevented a more serious damage.

Car Repairer Frank Shockley, Plummer Junction, Idaho, has been specially commended for careful inspection of train passing station, discovering a broken arch bar on one of the cars. He had the train stopped, thus in all probability, averting a more serious accident.

J. T. Nordquist, Plummer Junction, has received a letter of commendation from Superintendent Hill, for discovery of a dragging brake beam on car, in 2nd 64, December 20th. Train was stopped and the beam removed, thus averting a specially commended for discovering a crossing possible serious derailment.

R. & S. W. Brakeman J. C. Gibbons has been plunk sticking up at Granger avenue, Racine, and flagging No. 135. The pilot would have caught this plunk and either caused a derailment or delay to No. 135, as it was necessary to remove the plunk before the train could pass over the crossing.

H. & D. Division Brakeman George May has been specially commended for discovery of broken arch bar on C. R. I. & P. car 47795, at Ortle, December 21st, which would have caused a very serious accident, had it not been found in time. Brakeman May's action proves him to be an employe who is on the alert and looking out for the interests of the company and such efforts are always greatly appreciated by the management.

Illinois Division Brakeman Thos. B. Carroll has received special commendation and credit in the roster for particular attention to duties, discovering broken arch bar on truck of car, C. R. L. 1906, at Leaf River, December 6th. Car was set out and a more serious damage thus probably averted.

J. J. Reilhan, agent Harpers Ferry, Ia., has been specially commended for watchfulness, discovering a brake beam down under car, in train

No. 68, passing the station, December 25th. Train was stopped and the beam removed, thereby preventing possible further damage.

Dubuque Division Conductor J. M. Cassidy, has been specially commended for watchfulness and attention to duties, discovering bottom rod down on coach 3710, at Lansing, December 24th. Close inspection of train undoubtedly prevented further damage and a possibly serious derailment.

Agent Horton, Fairmont, Minn., Complimented.

A. A. Horton, agent at Fairmont, Minn., was the recipient of a letter from General Passenger Agent Haynes, upon the occasion of there being favorable notice in the Fairmont Sentinel of Mr. Horton's long and efficient service as agent of the company, at that place and the cordial relations existing between him and the business community there. Mr. Haynes said:

Chicago, December 12th.

My Dear Mr. Horton—:

I have read the attached newspaper clipping with a great deal of pleasure.

The people of a community very properly and naturally judge a railroad by its agent. If he is capable and courteous, we generally find the sentiment of that community toward the railroad, friendly; and that condition, I am informed, exists at Fairmont.

This letter is written to congratulate you on that fact.

(Signed) GEORGE B. HAYNES,
General Passenger Agent.

Saves Cars From Burning.

Mrs. Mattie L. Gane, agent and operator for the Southern Railroad at Fern Bank, Ala., is something of a heroine in her own right. She gave a demonstration of a woman employes' loyalty to the interests of her employers, that may well be emulated by women agents and women employes, on railroads of the north, west and everywhere else. One night last fall, after Mrs. Gane had gone home, she discovered from her house, near the station, what proved to be a fire at a lumber plant, fully two miles away. She ran all the way to the fire and found three cars—one loaded with lumber and the others empty, in imminent danger of destruction. She ran back as quickly as she had come, to flag a west bound passenger train nearly due, and from them obtain necessary assistance. When No. 15 arrived, she had the engine of the train remove the smoking cars from the vicinity of the fire to a water tank at the Fern Bank station, where they were wet down and the property salvaged. Only slight damage was sustained and the lumber went forward promptly. In those days when every car and every prompt shipment meant winning the war, the heroic bit of the little agent at Fern Bank was as eloquent of patriotism as going over the top at Chateau Thierry.

River Division (Concluded).

Ervin Federn, freight house foreman, has been suffering severely with a black eye, but he is reported on the road to recovery now.

Dick Thompson is still acting as relief agent in place of H. E. Jones.

Haven't you missed your "Eleanor of the Terminals"? Well, she's gone! She is Mrs. Tom Brown at this writing and somewhere on the North American continent spending her honeymoon. November 26th was the fatal day, and although she came back to us for a few short weeks we couldn't keep her and she flew again. The congratulations of the Division and the Terminals go with her.

A penny saved is a two-pence clear. A pin a day is a groat a year.

Gain may be temporary and uncertain, but expense is constant and certain.

Appointments.

Effective December 23rd:

J. E. Hills appointed Assistant Superintendent Chicago Terminals, vice A. J. Hasenbalg, transferred.

A. J. Hasenbalg appointed Trainmaster LaCrosse Division, with headquarters at Portage, Wis., vice C. F. Holbrook, transferred.

C. F. Holbrook appointed Trainmaster Twin City Terminals Division, with headquarters at Minneapolis, vice J. E. Hills, promoted.

Effective January 1st:

The jurisdiction of Assistant Superintendent of Transportation J. L. Brown is changed from Lines East to Lines West of Moberge, with headquarters at Seattle.

C. N. Bainbridge appointed Engineer of Design with headquarters at Chicago, vice H. C. Lothholz, resigned.

A. Yappen appointed Engineer in Charge of Bridge Maintenance, Inspection and Erection on Lines East of Moberge, vice C. N. Bainbridge, promoted.

F. B. King appointed District Carpenter in charge of Southern District, vice A. Yappen, promoted.

Effective January 15th:

J. W. Severs appointed Auditor of Material Accounts, vice W. M. Harvey, assigned to other duties.

W. H. Anderson, Assistant Federal Auditor, vice E. A. Murphy, resigned to accept a position with the American Railway Express Company.

W. R. Cregler appointed Dining Car Accountant, vice D. E. Wells, deceased.

Trans Missouri Notes.

J. M. W.

Chief Carpenter Clothier was called to Miles City, Sunday, to superintend the moving of the ice house and other buildings.

Moberge lodge of Railway Clerks met Christmas eve to elect officers for the coming year. A Christmas tree was arranged by the entertainment committee and all received presents and a grand lunch was served. Everyone went home feeling that they had been royally entertained.

Mr. and Mrs. M. G. Skacel, Traveling Account-

ant, was a business caller last Sunday on their return from Chicago, where they spent Christmas. Mr. Skacel is here establishing divisional accounting, which he expects to have in full operation in a month.

Asa Berfield has received his discharge from the Aviation division of the army and is ready to take up his duties as foreman of a bridge crew on the Trans Missouri division.

January came with a blizzard and 30 degrees below zero, which delayed trains and made a rush for the snow plows.

Mrs. C. W. Cory, wife of Pump Repairer Cory, returned from Missouri, where she spent several weeks building up her health and came back much improved.

Switchman Tennyhill was called east recently by the death of his mother, at Evansville, Ind.

Miss Burkette and Miss Butterwick, timekeepers in Mr. Sowerby's office, spent a few days in Miles City, during the holidays.

Fern Black, former clerk for Car Foreman J. L. Guest, has been transferred to the superintendent's office, as filing clerk. Miss Catherine Elwell has taken Miss Black's place.

W. C. Boyle and wife spent Christmas in Mahto.

Miss Josephine Bamberry, index clerk, in the Agents office, spent a week at Miles city and Forsythe, during the holidays.

J. L. Cladwell, General Yard Master, was unable to work December 26th, a severe attack of the gout so we understand.

A. W. Brady, from G. L. Whipple's office, spent a day in Moberge, recently.

J. J. Folley of Miles City, was in Moberge between trains, December 2nd.

Mrs. Christie Solke, car clerk, spent Christmas with her folks, at Lemmon, S. Dak.

Mrs. Dolores Davis, material clerk, returned from a ten days' visit with relatives at Burlington, Ia.

Irene and Lucille Maricle of the superintendent's office, spent Christmas with their folks in Sioux Falls.

Roy Ogle, blacksmith at the local roundhouse, has received his discharge from the army and is back on his old job again.

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SOUTH BEND WATCHES have long been recognized by the great railroad systems as watches of dependable accuracy. They are specified as "standard" by even the most exacting roads.

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South Bend Watches

KNOWN BY THEIR PURPLE RIBBONS

Construction Notes.

"Guyline"

Our genial friend, Jack Jones, is at Camp Devon, Mass., shoveling snow to keep in trim for those famous Montana winters.

G. S. Bahler is now well on his way to Germany. The last word from him "over there," says that he is close to the German border and still headed towards Berlin.

We recently learned with deep regret of the death of three former electrification men, while in the service of Uncle Sam. Carrithers and Mottern passed away from the influenza, just before entraining for overseas service. F. E. Hollingsworth, who was with the electrification department in Montana, was shot down while returning from a bombing expedition. It was indeed a privilege to have known these lads. The memory of many pleasant moments spent with them, will linger long after other things, of seemingly greater importance, have been forgotten.

C. H. MacSpadden finished his training as an Aviator just a week after they called off the Big Scrap. However, the training makes him feel quite at home at the throttle of a No. 34 motor car.

Cards were received recently, announcing the marriage of H. Ruth Larson and T. B. Williamson. Looks as if that ranch on the Flathead will blossom into a real home soon. How about it, T. Bone?

Another similar event of importance, occurred on December 18th, when Mary E. Derrenger and H. L. Stamp, were united in marriage.

G. H. Jamison has transferred from the electrification department to the operating department, and is now located in and around Harlowton, Mont.

Mr. and Mrs. E. D. Rutherford are the proud parents of a baby girl born recently. E. D. was formerly with construction on the Roy and Grass Range Lines.

Information has reached us that "Rusty" Rutherford, another relic of the Lewiston days, is married. Don't know the time, the place or the girl, but we do know that the girl is to be congratulated.

W. L. H. is in the market for a transparent handbag. He says he would like to have something that the Seattle dry squad can see through, so he will not have to empty his handbag on the depot floor, every time he gets into town from the line.

Lots of new faces out along the line these days, and business is getting pretty brisk. Thirteen line crews, besides the substation crews, and storehouse, are making things hum. Cedar Falls yard already reminds one of Alberton, and the only thing needed now to make it seem just like home, is a few of those man sized electric locomotives sneaking quietly around.

C. C. Hinsdale has left the service and has gone to New York to accept a responsible position with the American Sugar Refining Company.

Prairie du Chien Division Notes.

H. R. Mayville.

Perhaps it was noted by a few last month that we were short of news from the Prairie du Chien, but as we must now get our notes in to our editor by the 15th I judge our contribution did not get in in time, so please do not be offended if some of the notes seem a little stale. Remember they are last month's news.

Joe Spreckner, ticket clerk at East Madison, tried to have the "flu" a short time ago, but managed to dodge same successfully and to be on the job with only a couple of days' absence.

Sam Turk, former baggageman at Madison and later at East Madison, resigned his position for work elsewhere. Joe Knutson, former baggageman who has been ill with "flu" and complications, has resumed his duties.

This month we announce the resignation of A. J. St. John, night ticket clerk at West Madison, who will again take active charge of salesmanship with the L. C. Smith Typewriter Company, for which he has only been employed part of his time during the past few months. We wish St. John success and expect to see him around once in a while. Frank O'Leary, formerly operator here, has accepted the position left vacant by Mr. St. John. Welcome to our midst, Frank.

Many of the employees at Madison general office take the opportunity of the Saturday afternoon off to go to Milwaukee and other places. Chief Clerk Otto Kloetzner; Lillian Qualman, timekeeper; Myrtle Trochell, timekeeper, and Bernice Buchler, Hazel Linstead and Esther Zimmerman, stenographers, journey in the direction of Milwaukee. C. A. Payne goes to Brookfield. C. M. Chaplin used to go to Palmyra and spend Sunday, but found it took too much time so moved his family to Madison.

From good authority we learn that Chief Clerk Otto Kloetzner is to take a few months' vacation. We did not learn who takes his place during his absence.

O. D. Aeppell, general claim agent for Janesville District, makes this office frequent visits, transacting official business.

J. I. Campbell, Safety First man for Middle District, was a Madison visitor the 14th.

Harry Cook, foreman, is again back on the East End after having been off for several months taking a well earned vacation. Needless to say Harry had a good time while away.

Freight Claim Department Notes.

Elmer Paglow has been mustered out of the Army and is back to work in the Loss and Damage Bureau.

We said last month that seven young ladies in our department were contemplating matrimony. One of the seven has changed the "Miss" to "Mrs." —Miss Alma Hartig now being Mrs. Walter V. Degan. The wedding took place at Princeton, Ill., and was very quiet owing to recent death in the family of the bride. Walter V. Degan, who was formerly in the Revising Bureau, is now General Supervisor of Claim Prevention for the Lehigh Valley Railroad, and the happy couple will make their home in Philadelphia. NEXT!

Sergeant Julius Frey, who recently came back to work in the Loss and Damage Bureau after serving in the Army, had a great surprise for his old friends, having been united in marriage to Miss Frieda Elfring a few days before he returned to his desk. Sergeant Frey has grown up in the office and we all extend our heartiest congratulations to him and Mrs. Frey.

Miss Viola Karkutt has resigned her position in the Recording Bureau and has gone back to Milwaukee to live with her parents. Her father is librarian of the C. M. & St. P. Band at West Milwaukee Shops. Miss Viola will be missed by her many friends in the office, but our loss will be some one else's gain.

Miss Meta Karkutt is wearing a beautiful diamond ring on the *third* finger of her *left* hand. In the language of love that can mean only one thing.

Mr. F. V. Wagner, head clerk of the Grain Bureau, has two sons in the Army who went through some of the most severe fighting in France and are now with the Army of Occupation. The youngest son, Lee, is well known in our office. Mr. Wagner does not know when they will be back, but there will be great rejoicing in the Wagner household when the boys come marching home.

Miss Gertrude Classen of the O. S. & D. Bureau had to stay home a few days on account of the serious illness of her mother. We are glad to say that at this time Mrs. Classen is better and the emergency nurse is back to work. Several of the boys have said that if they had a nurse like that they would never want to get well.

Sergeant George Sweeney received his honorable discharge from the Army at Camp Pike and is now back to work in the Loss and Damage Bureau.

Miss Mabel Chappell, the star operator of the Dictaphone Bureau, has returned to work. She had an almost fatal attack of influenza, and it is like old times to see her in the office once more. Two days after Miss Chappell got back she had the Dictaphone Bureau up to date.

Eddie Suhrbrer, Mr. Loderhose's lightning messenger, has ceased to be friends with us, because we stated last month that he wanted to be a great printer like Benjamin Franklin. He says he has no idea of becoming a printer. As a matter of fact we have learned that a few days ago he presented Mr. Dietrich's vivacious stenographer with a box of candy, so we imagine that he has other ambitions now.

Miss Margaret Keefe is home sick with bronchitis.

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We equip
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with
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with new platen
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with many
other features
assures brand
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Remember I Back My Underwoods
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On the Steel Trail

Des Moines Division.

Arba Webb.

Although we have been sadly neglected lately—the "Printer" being the cause of it all—we are persistent and will try once more to make ourselves known.

Conductor C. E. Elliott has been specially commended by Supt. E. W. Lollis for his watchfulness and care. He found a brake beam down on M. C. Car 49613, at Grimes, Iowa train No. 161, October 26th, which no doubt prevented what might have been a serious accident.

J. M. Nunn has been appointed division storekeeper on the Des Moines Division, temporary headquarters at Des Moines, Ia. Effective November 16th.

"To Squeak or not to squeak," that is the question?

Do shoes cost more with or without squeaks?

Answer—Ask George Dickman.

The sympathy of the employees is extended to the families of Ludwig Ewald and R. A. Swanson, both being victims of the "flu."

Demobilization of troops and officers started at Camp Dodge, November 25th, at a rate of 1,000 per day and most of the percent number now there will be stationed there until mustered out.

Several changes have been made in the superintendent's office. Miss Florence Fosdick, accountant, has accepted a position as Deputy County Treasurer, Mitchell, S. D. We all wish Florence the best of luck, and we do hope she likes Mitchell. After spending four years in this fast life of Des Moines, it will be a decided change and we think the quiet life up there will do her good.

There's nothing to it. Curly hair gets the girls every time, either blonde or brunette, but when it's grey and curly? "Oh," girls! And a chief dispatcher, too. The combination is simply irresistible.

Conductor Bellman, who has been running out of Des Moines, for a number of years, has taken the way freight between Rockwell City and Spirit Lake.

Earl Young has been added to our office force to succeed Mr. Dargan, as clerk dispatcher's office.

Word has been received from Gene Bachman, formerly employed in the City Ticket office, Des Moines, and now stationed at Indianapolis in a railway unit, that his company will be mustered out very soon, and that he will be glad to be home once again.

Miss Jean Dallas has been made road material clerk.

L. L. McGovern, chief clerk, was called away the latter part of last week to attend the funeral of his brother's wife, at Dubuque, Ia.

Mrs. Hazel Marshall, stenographer, is all enthused—he's back from "Over There," at least he's as far as Newport News, Va.

Walter Kelley, conductor, working at the army supply base, Norfolk, Va., spent the holidays in Des Moines.

One walking into the superintendent's office, had he been here before—would hardly recognize it as the same place—new linoleum 'n' everythin'. The spring cleaning fever came over him and he just had everything turned inside out—it really looks fine.

Claim Agent L. J. Gibson has been transferred, with headquarters at Kansas City, Mo.

"Wooden Shoe Doings."

"Mitch."

Engineer "Mike" Schaefer has been passing around cigars the last few days, so we looked into the "why for," and found that Mike was the happy father of a six pound baby girl. Merry Christmas, to you and Mrs. Schaefer, Mike, and hope you'll have many more.

Jack Hart, our assistant storekeeper, spent Christmas at Milwaukee. We know someone has

been spending money calling Jack over long distance lately, so we presume Jack thought he would save the young lady any further unnecessary expense. Reason—the trip to Milwaukee.

Allen Woodruff, our genial roundhouse foreman, is back on the job again, after having a slight attack of the "flu." Al says he would rather be working than sitting around the house trying to conserve fuel, by letting the furnace go out two or three times a day.

John Jacobs of Milwaukee Shops roundhouse, is our new boilermaker foreman, in place of Frank Baeman, who has taken the head layer-out man's job. The boys all seem to like John, and the only time we have seen him "peeved," so far, was when someone piled a lot of old newspapers on his desk.

Jack O'Connor, a former Green Bay boy, who served his time at the machinist trade, right here on the old "Wooden Shoe," is with us again. John comes from Perry, Ia., and is now a full fledged machinist in the back shop.

Matt Kenedy of Miles City, Montana, is our new leading boilermaker and seems to like it here, at least, Matt says he likes our city. After Matt gets acquainted with all the boys, I believe he will like more than our city.

Dave Donovan of Miles City, Mont., paid us a visit the other day. It was the first time we have seen Dave, but hope he comes again and pays us a longer visit.

Miss Gladys Graves, who does all the necessary and unnecessary clerical work in the roundhouse office for one "Al" Woodruff, tells us that she had a swell Christmas. At least two or three of Gladys' soldier friends were home, so no wonder.

Engineer "Ted" Hansen has reported for work after being off for several weeks with old man "Flu."

Engineer Frank Nemick has returned to work after being layed up with pneumonia for six weeks. Frank is now holding down the 10 o'clock chief caller's job until he is strong enough to hit the "ball" again.

Engineer Mark Innes and Engineer Jake Rasmussen have been sent to Farmington, Minn., for steam shovel work until spring.

Fireman Dave Scott is back on the job again "hitting the ball" on west end passenger after an illness of several months' duration.

Engineer J. P. Martin's smiling face is back in town once more after putting in the summer and fall at Escanaba, Mich. J. P. has been pushing ore on the dock job.

Carl Swan of Random Lake is working the third trick operator's job at Green Bay shops in place of George Stowe.

Bill Tierney, our yardmaster and a second Dan O'Leary for walking, is back on the job again, spending his Christmas vacation in the South.

Engineer James O'Connor died after a hard struggle against pneumonia, which he contracted during the "flu" epidemic. Jim's absence from the list is sorely felt by all who knew him. We wish to extend our sympathy to Mrs. O'Connor and family in their sad bereavement.

Engineer Henry McConnell died after a lingering illness. We also wish to extend our sympathy to those whom he left to mourn his death.

Machinist Clarence Seims died after having pneumonia a few days. We extend our sympathy to Mrs. Seims in the sad and untimely death of her husband.

Walter Bender, our general machine shop foreman, has returned to work after being laid up with a wrenched knee. Walter is still home, but manages to get around with a cane.

Pete Farley a former Superior Division engineer, but now working out of Miles City, paid us a visit while here to attend the funeral of his brother-in-law, Clarence Seims.

Frank O'Connor, general storekeeper, of Milwaukee, was around the other day shaking hands with old friends.

Fireman "Red" Gavin and Fred Ronder, are home from camp, after spending five months in

training. Both are honorably discharged.

Machinist Apprentice Silven Last has returned from camp, after being honorably discharged.

The boys are all reporting for work again, after their sore throats and the rest of the ills, that go with Xmas, have vanished.

Black Hill Division Notes.

J. R. Quass.

Conductor Roy Gardner and wife of Cedar Falls, Wash., spent several days at Murdo, having been called there by the serious illness of his brother, Bert Gardner, who had a severe struggle with the "flu."

Conductor C. H. Yount and family spent a few days at Christmas time visiting relatives at and near Cedar Rapids, Iowa. Brakeman Rolf Roan filled his place on 504 and 505.

Winter is here at last. The west end was tied up by a blizzard, December 25th. No trains through for a couple of days. Again on the 29th, with no trains from Rapid City for ten days.

Boilermaker Andy Sunquist was called to Mitchell by the serious illness and death of his eldest son. We all extend our heartfelt sympathy to the sorrowing family.

Johnnie Boland, who has been section foreman on our division, and a brother of Section Foreman Chas. A. Boland, died at his home, near Caputa, December 24th, following an attack of influenza. We extend our sympathies to the bereaved family.

A. J. Barbee, who has been with us for over a year as roadmaster, has been transferred to the S. C. & D. Division. We were all sorry to see Andy and his family leave our division, but we extend a hearty welcome to Roadmaster Farrell, who comes to fill the vacancy.

Conductor Frank Maynard has been laying off a couple of weeks, relieved by C. J. Wilson.

Engineer Wm. Johnston laid off a couple of weeks at Christmas time. Chas. Forrest was on Nos. 4 and 5 during that time.

Conductor W. A. Pond has been off sick for several days.

Engineer A. M. Saxer has also been on the sick list a couple of weeks. He has gone to Hot Springs for treatment.

Engineer Clifford Smith and family of Mason City spent the holidays with his parents at Rapid City. While out here Clifford made a few trips on 504 and 505 in Engineer Saxer's place.

The recent blizzards have been hard on the train and engine men, as most of them were at the wrong end of their runs and two weeks is long to be away from home.

Engineer Ed Smith laid off for the holidays, relieved by Engineer D. C. Aldwell.

Prairie Breezes Aberdeen Division.

A. F. Reuland.

R. H. Smith and J. H. Daley—switchmen at Aberdeen, went to Minneapolis, the 18th, to spend a few days visiting friends.

Hubert Wheeler, formerly employed as car record clerk, Aberdeen, has resigned, having accepted a position in Sioux City, Ia.

Miss Margaret Anderson has accepted a position as Diversion Clerk, at Aberdeen Yard, we are glad to have you with us, Marg.

Tuesday, November 26th, a dancing party given in honor of triple birthdays of Clayton Walker, Gus Reuland and Ike Erickson, all employees of the Milwaukee railroad offices were eminently successful Tuesday evening. The old K. C. hall was filled with couples, and at midnight dinner was served at the Boston Cafe. Covers were laid for Misses Clara Zinn, Lida Young, Georgia Ryan, Adeline and Margaret Brown, Alama Bolan, Esther Oechsle, Hilda Repp, Roselle and Geneva Wagner, Miss Leach, Mrs. Ray Burke and besides the honor birthday guests, the Messrs Michael Kirkgesler, Walter Amundson, George Ring, Ed Wertman, Louis Faeth, Ed Emery, Frank Faeth and Mr. Morrison of Minneapolis.

William H. Murphy, chief clerk of the District Master Mechanics Department, left for Minneapolis, November 26th, and Thanksgiving was united in marriage to Miss Irene Deming of that city, at the home of her parents there.

They returned to Aberdeen the following day and will make their home in the city. Mr. Murphy has been employed by the Milwaukee for the past five years, and during the past two years

Sixty Thousand Men for Uncle Sam

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

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



WILLIAM ROBERTSON & COMPANY Great Northern Building, Chicago

has been chief clerk in the Locomotive Department at Aberdeen. We all join in wishing him our heartiest wish for a long and happy wedded life.

Quite a number of the employees in the Superintendents and Accounting Departments officers spent Thanksgiving in Minneapolis, among those were: Misses Clara Zinn, Georgia Ryan, Emily Barber, Lillian Paton and Messrs Michael Kirkgesler, Wm. G. Morrison, S. L. Anderson and Ike Erickson.

Private L. Fuller, formerly chief clerk in the Freight offices, returned and will resume his duties as chief clerk for Agent R. C. Donehower.

Number of the clerks stationed at Aberdeen offices have been transferred to H. & D. division offices, at Montevideo, Minn., and commenced their new duties the 15th—ones leaving were: Misses Della King, Emily Barber and Messrs Frank Faulkingham, George Ring, Joe Manning and Pete Petterson, surely, we will all miss you.

S. S. Brant, Travelling Safety Inspector, has paid us several visits during past three weeks, and has given several interesting as well as educational lectures to the employees, also to students in our city schools, regard "Safety First."

Len Davis and Ray Dodds—first trick dispatchers at Aberdeen, have been confined to their homes with an attack of the Influenza.

Walter Amundson, chief operator at Aberdeen, has been acting first trick dispatcher during the absence of Dispatcher Ray Dodds.

East End Signal Department Items.

Suds.

Hurrah! we're up with the elite. Talk about your modern Cinderellas. From Milwaukee Shops to the Union Depot. We moved into the offices vacated by Mr. Hoehn, on Saturday, December 2nd. Did I say we? All but the drafting department, who are in the hall and are the "Hall Room Boys" now. With the moving of the Signal Department to the Union Depot, is the passing of the "Chamber of Horrors," known as such to some at the shops.

One thing the timekeepers upon moving into our old offices found them nice and clean, they having been newly painted, in fact they had the pleasant odor of fresh paint.

We had a letter from Bob Bently recently who is with the 13th Engineers. He says he expects to be back by February. He would like to have visited some of the popular watering resorts such as Nice, etc., but is very anxious to get back to good old U. S. A. In fact, he says, he wished he could jump from there into his old job as signal inspector, now that it is all over.

L. W. Smith, assistant signal engineer of lines west, was with us for a week conferring with J. C. Mill in regard to the installation of light signals in the new electric zone on the coast. We think his lengthy visit enforced somewhat, as he kept the wires pretty hot trying to locate his passes which he left with the sleeping car conductor.

On December 4th, Emanuel Hlavac, assistant chief clerk, passed away after a brief illness. Emil as he was known to us was morally as well as physically a fine young man and his loss is deeply felt by the department. Our heart-felt sympathy goes out to the bereaved family, who only a week before suffered the loss of an older son and brother.

Supervisor Alexander of Minneapolis, was in on December 13th. Archie says its getting cold up north now and that he will soon be throwing the "stones" down the ice.

Bert Cook, formerly of this department, paid us a visit the other day. Bert don't change any in appearances, but we wonder if he likes to shuffle them as much as he used to.

Earl Stallman, yeoman, at the Great Lakes, dropped in to see us and likewise answer about 200 questions relative to the "life of a Gob." He sure was looking fine.

We had a short letter from Frank G. Mills of L. W. Smith's office. He was kidding us for not writing to him. Well, Frank, we're just punishing you a bit for not coming in to say hello when you were in Milwaukee getting your life pardner. (Notice I didn't say better half.). We appre-

ciate the fact you were hard pressed for time but nevertheless we feel you slighted us. At this late hour we want to congratulate you and trust your journey will always be smooth except for an occasional bump to give the necessary spice, by the way of diversion.

Mrs. Howard Chevalier called to get a pass for Howard who expects to be furloughed home over the holidays from Camp Greenleaf. He doesn't expect to be discharged until next spring.

Signal Department "Wig Wags," Lines West.

"Slim"

Greetings: Did you get your Third Liberty Loan Bond you paid cash for from the company? Or have you got your back time pay yet? Neither have we.

We understood the boys on the Lines East were going to start competition against our "Wig Wags," that would put us on the bum and they got off to a good start, but we looked in vain for the second contribution. "Perk," says, "Fisher ran out of power, even his dog died."

Harold Shutzman, formerly of the laboratory, who was with Uncle Sam's forces in the S. A. T. C., was discharged and came back to his old job, January 2nd.

General Inspector Allen, made a hurried trip to Montana, supposedly to get the staff stations in order at Garrison Tunnel, but the N. P. trucks were not in yet. Wieberg's crew is there setting up staff machines, stringing necessary line wires and carrying the work along as far as possible. Before moving to Garrison, Wieberg's outfit suffered the loss, by fire, of the commissary supply car, while at Falcon.

F. F. Seeburger put in some time with Maintainer Parker, between Haugan and Avery, checking up and rewiring staff signals.

R. R. at Tacoma Tide Flats please note we had an investigation of Seeburger's new watch. He swears this is the same time piece he has always had, and to prove it shows a dent in the case received when he fell out of a postoffice, or something, and a crack in the crystal received at army training camp, also said watch has a face as large as a "Big Ben," so he can see no reason for looking at the back to tell time.

We mentioned Jim Mallanny's trunk last month, but its all off now. No more will the White Lights know him. No more will he stay contented in an outfit office car from one week end to another. Just another case of a white woman married to a signalman. He didn't give us any details as to who, or when it took effect, but it is true. We extend congratulations and best wishes or whatever is proper, for such occasions, Jim.

The new "River of Doubt," otherwise known as Christmas Creek, created by the City of Seattle's water shed, just east of Cedar Falls, buried a signal for Supervisor Dill, and so far the only part recovered is the motor. Maintainer Monjay is still watching for the rest of it.

Hal Smith, maintainer at Auburn, is off on leave of absence, and H. O. Loftin is looking after the signals around Tacoma Junction.

George Ulyatt relieved S. W. Hathaway, helper, at Rockdale, January 12th.

Ed Pessek, helper at Cle Elum, tried braking a while. He made seven dollars one day, then didn't work for seven days, and came back to the signal department.

Supervisors Westermarck and Crantford report all quiet and no changes, with everyone looking for back time checks.

Mr. Christofferson, signal engineer of Northern Pacific and Sam Greenguard, were the only visitors around.

O. L. Ness, formerly foreman on the West End, A. C. work, has gone to Mobridge to start a crew installing D. C. signals from Mobridge, west.

Dan Jordan is also at Mobridge as material clerk.

W. H. Hammond took Ness' place as foreman, and has moved his outfit to Sumner. Ford's crew at Cle Elum have about another month's work to finish up wiring the remaining signals to be used between Othello and Tacoma.

We made a high speed run up about so many steps, while the train was in Spokane, to see if Sted couldn't square it so we could safely go down in the neighborhood of Three Forks, but were

told he was off with the gout or something, and was getting along O. K. This didn't help a bit, so we just had to put off that trip until some of these people can get their misunderstandings fixed up.

Mike Biddle received two letters from Roy Richards, who was wounded in France, to the effect that he was getting O. K. again. We also received a letter from Floyd Eshelman, that ended up by asking any of us to write him, and if we were too busy, to give his address to our wives, anything, just so it was a letter.

A. E. Long of the B. B. made a business trip to Spokane, anyhow he said it was a business trip and took Mrs. L. along. Trudie is all fussed up because Lieutenant "E" is now an Ace, soon returning. Tot is also fussed because she has to get Lieutenant "Tink" in the clear before Lieutenant "M." gets home.

Minneapolis Shop Happenings, James Nellins.

The venerable sage of the store department, Julius Nelson, has been receiving the congratulations of his friends and fellow workers, in the celebration of the forty-fifth anniversary of his marriage, which event took place on December 17th. The correspondent has been a long time associated with Mr. Nelson, and joins the others with good wishes and we will be here when the golden anniversary comes around.

Chief Time Keeper F. W. Budzien, was a business caller at these shops, December 19th, on matters pertaining to the time and pay roll department.

Inspector Wm. H. Gardner, of Milwaukee, made a return business call at the shops, December 27th.

Death has again entered the ranks of the boiler shop, Thos. Sulanz passing away January 4th. He was a fine fellow and stood well with his shop associates, as was well demonstrated by the way they attended his funeral, the boiler shop being practically emptied that day.

As our copy goes in, it will not be amiss to mention here the coming wedding of round house Timekeeper Miss Frances Deming, who is to be married to Machinist Leo Minetor, which event will take place January 15th, to be followed by a trip to Chicago and other points. These are two popular people here and all unite in well wishes for their future.

It seems strange not to see the veteran machinist, Wm. A. George, at his place in the tool room. Mr. George is on the sick list and it is a sickness indeed, that will keep him away from the shop, which for the past forty years has been a part of his daily life. He is noticed by his absence and all hope he will return soon.

Boilermaker John Hatton, has resigned his place in the boiler shop and has gone back to his old love. He thinks he has fooled us old timers, but he has not, for we know where you are, Jack, and will be up to see you.

Clara Kundson, boiler shop clerk, took a half a day off to go down town to buy the Christmas present that she didn't get, that she expected. Hard to tell whether or not she succeeded, as the usual smile was there, whether pleased or disappointed.

Mr. Henry Grey, recently appointed chief time keeper in this district, is here and on the job. He appears a companionable young man and the general wish is that he will succeed and remain here. Apparently he is doing all right and the job seems to agree with him.

H. E. Riccius, the newly appointed division master mechanic of the Hastings and Dakota division, was at the shops today getting acquainted with the lay of the land of his territory and other pointers in connection with the duties of his new office. Success to our new-comer.

Three of our young fellows who entered the military and naval service during the summer, have resumed their former positions in the shops. They are Machinist Apprentices, Arthur Myhre, James Robertson and Fred Fergin, and they are all looking well and all are glad to see them back.

It would appear as though Mrs. Jennings had dropped out of the timekeeping department and Lillian Vreezwik is taking her place and seems to be filling all the requirement of the position.

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Courteous Agents
Fair Claim Settlements
Abundant Resources**

Continental Casualty Company

H. G. B. ALEXANDER, President

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Grinders
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**Drillers
Babbitters
Pourers**

**Boiler Makers
Cupola-Workers
Open-Hearth Workers**

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Work that Might Cause Eye Injuries.**

F. A. Hardy & Co.

JOHN H. HARDIN, Pres.

**10 South Wabash Ave.
CHICAGO, ILLINOIS.**

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The country needs more trained, graduate electricians! Thousands have gone into the Government service and there is such an unusual demand for competent electrical men that I am making a wonderful offer at this time. **HERE IS YOUR OPPORTUNITY!** I want to send you my splendid offer now.

Don't hesitate because of age or experience. There is a wonderful opportunity now for men who will qualify as trained electricians. Prepare yourself for a real position, by my **Home Study Course in Practical Electricity**. I am Chief Engineer of the Chicago Engineering Works. I have trained thousands of men and can help you better than anybody else. We also have large, splendidly-equipped shops where you can come at any time for special instruction without charge. No other correspondence school can give you this.

SPECIAL OFFER: Right now I am giving a big, valuable surprise, that I cannot explain here, to every student who answers this ad. Write today!

\$46 to \$100⁰⁰ a Week

Go after some real money. Qualify for one of the thousands of splendid positions open. All you need to start is a few months' snappy, practical instruction from a competent engineer. Come to me—**NOW**. I'll give you my personal care to ensure rapid and efficient progress. My course is intensely practical. It is highly condensed, simplified, up-to-date and complete. I am so sure you will make a splendid success in this study, that I will **Guarantee Under Bond** to return to you every cent paid for tuition, if you are not entirely satisfied when you receive your Electrician's Certificate granted you as a graduate of my school.

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Send me the Free Outfit Coupon at once. Do it **now!** For a limited period I am making a slashing cut in the cost of tuition, and giving each new student a grand outfit of Electrical Tools, Material and Instruments—in addition—**Absolutely Free**. I will also send you—free and fully prepaid—Proof Lessons to show you how easily you can be trained at home to enter this great profession, by means of my new, revised and original system of mail instruction.

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371 Cass St., CHICAGO, ILL.**

Sir: Send at once—fully prepaid and entirely free—complete particulars of your great offer for this month.

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Chicago Engineering Works

DEPT. 11

371 Cass Street

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*"Identified with Chicago's
Progress Since 1857"*

Capital and Surplus, - \$12,000,000

112 W. Adams St., Chicago

To Ticket Agents **C. M. & St. P. Ry**

Are YOU selling our
**Accident Insurance
Tickets?**

If Not, Why Not?

**The Travelers
Insurance Company**

Ticket Department
Hartford, Connecticut

Conductor E. J. Graham is visiting at Mitchell, S. Dak.

Mrs. R. P. Rawson is spending a few days at Camp Douglas, visiting with relatives.

Mrs. J. L. Truax is visiting and shopping at Chicago.

Russell Crandall, who is receiving medical treatments with the Mayo Brothers, at Rochester, Minn., is not improving very rapidly. Word was received to that effect, recently. Mr. Crandall is afflicted with lockjaw and his condition is considered serious. We hope, in our next issue, to be able to have a more encouraging report of his condition.

Fred Huntzicker was called to Nekoosa, on account of the death of a relative. Mrs. Huntzicker also attended the funeral.

F. L. Dostader is visiting at Minneapolis.

Mrs. F. P. Dood and daughter, Dorothy, are visiting at Wasau.

Louis Wilcox took a little trip down to Chicago, to look after his business interests; there were interests all right, but we are convinced that there are other attractions at the windy city for Louis. He seems to have assumed so much more care about these particular interests of late.

Mrs. J. T. Tully came down to spend a few days with Mr. Tully.

S. M. East.

O. J. B.

Among the appointments we note that J. W. Malone, from the west end, has been appointed to the east end of the division, with headquarters at Austin. He is now working third trick dispatcher. Si Johnson is appointed relief dispatcher for the entire division. Good boy, Si.

John went home again this week.

Ernest Seisinger has been transferred from Mason City, and is now installed as pump repairer, Austin and east. Looks like a good fellow, that Ernest.

We went forth in search of news. It struck us that a passenger brakeman, who comes in contact with so many people during the day, should have something interesting to tell. You know the chances a passenger brakeman has. How he rides in the hind coach—how he chooses his traveling companions from the best of the passengers—how he rises at the sound of the station whistle, and calls off the name of the approaching station in a loud, clear voice. We approached one of these, one day, and asked him for news. What were the prominent topics? Some story perhaps? "Well," he said, "I stand at the steps at every station, and I hear the howdyedos and goodbyes and all that, but I hear one thing about 500 times a day, and that is—Now be sure and write, won't you?"

An agent's life is admittedly hard. We hear this in story and in song. We cannot wonder then, when an operator is jolted from his quiet repose to take charge of a station, when the incumbent is stricken with the "flu," that it must be very trying. Maybe it wasn't the hard work in the case in point, but at any rate, Operator Gillot, after working as agent a few days, felt he needed a vacation—a period of rest. And he took it. He went away, clear away from Wells and vacated, and rested and enjoyed himself. He took a ride on the cars too, of course. Perhaps he visited home ones, I have not been informed, but I do know that he returned at the end of 36 hours lay-off, feeling greatly refreshed.

Roadmaster W. Walsh was a visitor at Austin, one day last week.

If you want to know all about divisional accounting, we recommend calling on our division accountant.

C. & M. Division Notes.

B. J. Simen.

Agent Frank Lumber and wife, are the proud possessor's of a fine baby boy, born on January 8th. Frank now has two boys and four girls. Congratulations to the happy parents.

A work train handling the pile driver, in charge of Foreman Witz, has been busy for a couple of weeks, driving piles on the Janesville Line.

Conductor Henry R. Bond has resumed work on the Janesville Line freight milk train, after a lay-off of several weeks, on account of injuries

LIBERTY BONDS are now being accepted by us from our Savings Depositors for safe keeping without charge. Interest coupons are collected when due and credited direct to the depositors' accounts. By opening a Savings Account here with One Dollar or more, you obtain the most complete protection for your bonds with a minimum of trouble for yourself.



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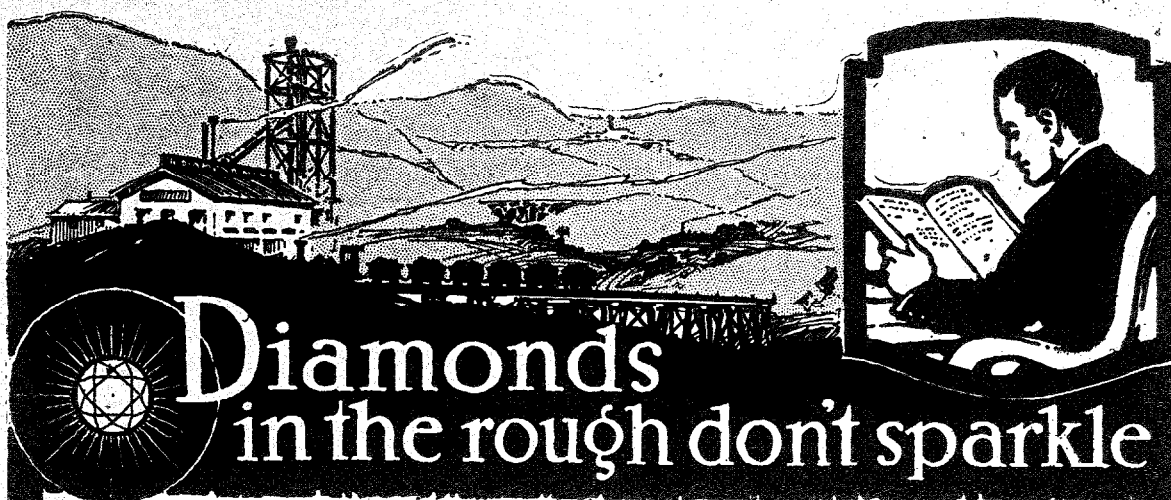
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Diamonds in the rough don't sparkle

WITHOUT training you are a diamond in the rough. You can't make the most of your **natural ability**. Your **real value** is hidden—and always will be until you cut away the rough spots and **polish up with practical training**. That's all you have to do to put yourself in the position **where you want to be**—and where you rightly belong. There is no secret to success. It is simply a question of training. What are you going to do?

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Only by training can you capitalize on your **natural ability**. If you can **get what you are now earning without training**, think what you could make with it. You have a lifetime of work ahead of you—so why not put in your time in congenial, profitable work? Thousands of American School Students will tell you it **pays to train**. Let us send you proof.

Big Future for Trained Workers

—trained men. The war-torn countries of Europe must be reconstructed and America must do its share. America must also catch up with time lost in its own industrial activities. If you want to share in the prosperous times ahead **you can do it**. Get busy—now—and fit yourself with practical instruction that is guaranteed to satisfy you, and, therefore, guaranteed to make you make good.

If you are untrained, take a look into the future. Now that the war is won, there is a period of reconstruction coming which will mean unparalleled opportunity for men who can think and act for themselves

Do Yourself a Favor

Make up your mind today to fit yourself for a more congenial position and bigger pay. You can do this—**easy**—if you will devote a part of your spare time to study. Check and mail the Coupon for Big Free Bulletin and details of Money-Back Guarantee.



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|Telephone Engineer |Bookkeeper |
|Telegraph Engineer |Stenographer |
|Wireless Operator |Fire Insurance Expert |
|Architect |Sanitary Engineer |
|Building Contractor |Master Plumber |
|Civil Engineer |Heating and Vent. Engineer |
|Structural Engineer |Automobile Engineer |
|Mechanical Engineer |Automobile Repairman |
|Shop Superintendent |Airplane Mechanic |
|Steam Engineer |General Education Course |
|Draftsman and Designer |Common School Branches |

Name

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received by being struck by No. 9, while packing a hot box, on train No. 160, between Golf and Morton Grove. We are glad to see Henry back on the job again.

Engineer Robert N. Scott has sold his house at Libertyville, and is planning to move to Austin, Ill. Mr. and Mrs. Scott will start for California within the next few days and will spend the remainder of the winter there.

Brakeman William Thom has been ill with the "flu," for a couple of weeks, he was quite sick, but is now getting along nicely and will resume work on the Libertyville switch job, within a day or two.

Conductor William W. Hill is now in charge of one of the Libertyville switch runs. He takes No. 132 out of Libertyville in the morning and then DH's with his equipment to Rondout and switches the remainder of the day. Everybody is glad to see Bill back at work. He has a couple of able assistants, in Brakeman Jim Yahnke and Harry Kaiser.

Agent James Foulke of Spring Grove had a serious attack of influenza, which developed into pneumonia. He was sick for a couple of weeks and has just resumed work. Owing to the shortage of operators and agents it was necessary to close this station during the time of Jim's illness.

Operator Anderson, second trick man, at Rondout Tower, has been very sick with influenza and pneumonia, and is still in a serious condition.

Operators Brown and Helton doubled at Rondout Tower for several days and at the present time, Operator Guyton of Rondout Depot, is helping out.

Engineer Dick McCarty died in Milwaukee, a few weeks ago, we extend to the bereft family, our heartfelt sympathy.

Engineer Frank G. Cleveland has just resumed work after a lay-off of several months. He has been suffering from an attack of bronchitis.

We are glad to see Engineer McCann back at work, after several months absence, account of sickness. He runs on Nos. 131 and 146.

Conductor Chrystal of the P. du C. Div., relieved Conductor A. H. LaRoy, for a few days while Andy was visiting his son, Maj. LaRoy, at Washington.

Brakeman Verne Gerred was laid up for several days at his home in Libertyville, with tonsillitis.

Baggage man Ed. J. Heuer and wife, spent Christmas with his parents at Quincy, Ill. His son, Joe, who is a student at the University of Illinois, at Champaign, spent a few days at Libertyville, and also visited relatives at LaPorte, Ind., during holiday vacation.

Section Foreman Max Behrnes of Walworth, and his brother, John Behrnes, section foreman, at Zenda, have both been sick with the influenza, but are again able to resume work.

Conductor Cass Wall has made his first trip on the Janesville Line. Cassius we congratulate you on your promotion.

We would be tickled nearly to death, if Jim Plumb, Bill Cottrell, or anyone on the main line, would furnish us with a few notes from the old main line. Many interesting things happen over there, that never come to our knowledge.

Musselshell Division News.

F. L. Thomas.

Nick Golin has returned from military service and resumed his position as section foreman at Thebes.

Agent M. E. Randall of Miles City visited friends and relatives in Washington and Oregon during the holidays.

Miss Lucy Kriedley, who for the past several months has been employed in the freight office at Miles City as clerk, resigned the first of the year to enter the University of Washington.

Conductor Sam Burbridge has returned to work after a layoff of several weeks' duration, most of which time was spent on his ranch near Shawmut.

Miss Gladys Daly, stenographer to Division Freight Agent J. J. Foley, is enjoying a vacation visiting friends and relatives in Seattle.

Philip Dimitroff has returned from military services and resumed work as section foreman at Thurlow.

Agent Sasser of Sumatra, whose health has been very poor the past few months is contemplating going to the hot springs in the hope that his health will be very much benefited.

W. A. Delaware, warehouse foreman at Miles City, was compelled to stop work on account of illness for a few days.

Mr. F. C. Rodewald has returned from Seattle, being called there on account of illness in his family. Mr. Rodewald has been appointed agent at Geneva. We are pleased to have Mr. Rodewald with us again.

Mrs. Shirley Olson is relieving Miss Gladys Daly as stenographer to D. F. P. A. Foley during Miss Daly's vacation.

Two firemen of this division received very fine Christmas presents somewhat belated, but nevertheless very welcome. At the home of Mr. and Mrs. Harry Hale a nine pound boy, and at the home of Mr. and Mrs. Bert Hozmer a present of the same nature.

B. Wrenn has returned from military service and resumed work as conductor.

Assistant Trainmaster N. K. Fuller, who was elected to the state legislature, left a few days ago for Helena, where he will enter upon his legislative duties.

Musselshell Employees Remember Mrs. Ross at Christmas.

Employees of the Musselshell who knew and loved the late John W. Ross, one time trainmaster of that division, contributed handsomely to a purse for Mrs. Ross and her little son, John W. Ross, Jr. Mr. Ross died of pneumonia in October and his little son and only child was born a few hours after the father's eyes were closed forever. Mr. Ross was universally beloved, and his passing was a genuine grief to all of his former associates on the railroad. In presenting Mrs. Ross with the purse containing \$705.50, a set of resolutions in testimony of their high regard for Mr. Ross and expressing their sympathy to the widow and fatherless little one accompanied the gift. Mrs. Ross's reply extending her thanks follows, addressed to Messrs. Phelan and Fuller:

"Many I ask you kindly to take some means conveying to those instrumental in presenting myself and son the most bounteous gift and to



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each and all of the subscribers my very sincere and hearty appreciation of the value bestowed and especially the beautiful sentiments expressed.

"It is indeed a treasure greatly prized by me, and I know as my son comes to understanding he will cherish it, with me, as an evidence of the very sincere and high regard of so many of his father's associates.

"Believe me, and assure these kind friends that Mr. Ross often and always gave me proof of his high esteem and consideration for them.

"I trust it may be my pleasure in future years to tell his son something of these mutually pleasant relations, and what greater evidence could he have than you have given."

"MRS. J. W. ROSS."

Signal Department Bubbles.

By Suda

We always knew that Gene Forster was something more than a wizard at the typewriter, but we never could get a line on just what it was, although we always knew he was a good pilot for schooners. The fact is, though Gene is an animal trainer, and we think is in the employ of Joe Bean, the trainer at Washington Park. At any rate he caught a half grown rat that had spent the night in the drawer of his desk. He tied one end of a string to the rat's tail and the other to his chair. Well, before the boys finally got the rat away from Gene, he had it eating out of his hand, sitting up and doing other tricks.

You all heard the noise, but you didn't know the cause. Well, it was Elmer Muckerhide's new suit, the lining of the vest is what made the noise, wow! red, white and blue stripes. Boys, if you want 'em loud, go to Appleton to get them.

Supervisor Alexander says although he may be an official he has a hard time to pay his board on his present salary.

Inspectors Mattes, Olsen and Harlow, were in last week making their swindle sheet for the month.

Frank Leahy is the new assistant chief clerk to his brother, Ed.

We had a call from Billie Brown recently, who is looking fine. Billie still claims he was the worst draftsman in the world. We don't judge your drafting ability, but we do claim you are not the worst ball player in the world.

We also had Warren Schwartz of the navy, drop in to see us. He drums away on a typewriter at Great Lakes, and believes he'll never have a chance to swab a deck.

W. F. Seemuth, formerly a signal inspector, has left this department to become assistant valuation engineer to Mr. Strate. We expect to have him with us more or less, as his work pertains to signalling. We wish him success in his new field.

Charles Fisher, our champion skater, took a second prize at Chicago, on January 5th. We don't know if Charles fell just at the finish or not, at any rate we want to see him win those silver skates this year.

Well, the painters followed us up and now the draftsmen are scattered all over the building, while the painters are painting the hall. It keeps Chief Draftsman Morehart busy checking up his men.

We hadn't noticed the change made in the date that the magazine went to press, so our notes were late last month, but promise to have them in before the tenth hereafter.

Slim, the west end hasn't anything on the east end now, for we have our girls also. I mean, in the office. The first to appear was Miss Myrtle O'Driscoll, then Miss Marguerite Bullis, and lastly, Mrs. Howard Chevalier. The boys are real good now, although Gene makes a slip once in awhile.

It cost F. D. Morehart \$1.89 to lose the I. C. C. report, an ad in the paper brought results and terminated his worry.

MORAL.—Be sure you have the address of the Signal Department on all envelopes.

Maintainer Pattee was a caller at the office recently. Pat is always a welcome visitor, especially when he brings that smile along with him.

Localettes from Our Regional Editor.

Sted.

Eleanor: I must have been thinking about Mr. Hoover when I wrote the word flour; he has worried my sensibilities considerably the past two or three (seems like a hundred) years. But when I wrote the word flowers—just let the subject drop for the present and I will explain it to you personally when we hold our real convention.

I. A. B. Why were thy so silent in the Christmas number. Even "Scraps" is a whole lot better than nothing.

J. T. R. Am sorry my convulsion disturbed your motive power. Just call on the master mechanic and he will adjust your locomotions so they will gear according to Ford.

Was pleased to note the spinning wheel was again in action at the end of the trail. The new fad called "flu," has created a great disruption the wide world over, but we are pleased that Bessie is able to give us the Tide Flat locals just as the tides ebb and flow.

It may be the Tacoma bunch thinks we will send them a word of sympathy over the loss of Margaret Burke. You fellows lost a fine little "Peg" there but we are pleased with her sunshine and do not feel the least bit sorry for you.

Thank you, Lilly Ann. Guess that is about all I dare say at the present time, but, (this is on the quiet) I do hope you will be at the big time show when the real convention is held this summer.

Get the convention movement started Guy, we need one.

Car Accountant's Office.

Sts Hopkins.

Miss Hope of our Hospital, spent Christmas with relatives in Iowa.

Miss Bertha Comberger spent Christmas at home—Miss "Influenza" was the guest.

We have just received news of the appointment of our former Car Accountant, "Mr. J. L. Brown," to Assistant Superintendent of Transportation of Lines, west of Mobridge. We extend our heartiest congratulations and wish him every success in his new position.

"Speed Em Up," Tony Naatz, of our tracing department, paid us a little visit the other day. Tony, we claim, is all that his name calls for. Since leaving the States last June aboard the U.

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Your choice of 44 styles, colors and sizes in the famous line of "RANGER" bicycles, shown in full color in the big new Free Catalog. We pay all the freight charges from Chicago to your town.

30 Days Free Trial allowed on the bicycle you select, actual riding test in your own town for a full month. Do not buy until you get our great new trial offer and low Factory-Direct-To-Rider terms and prices.

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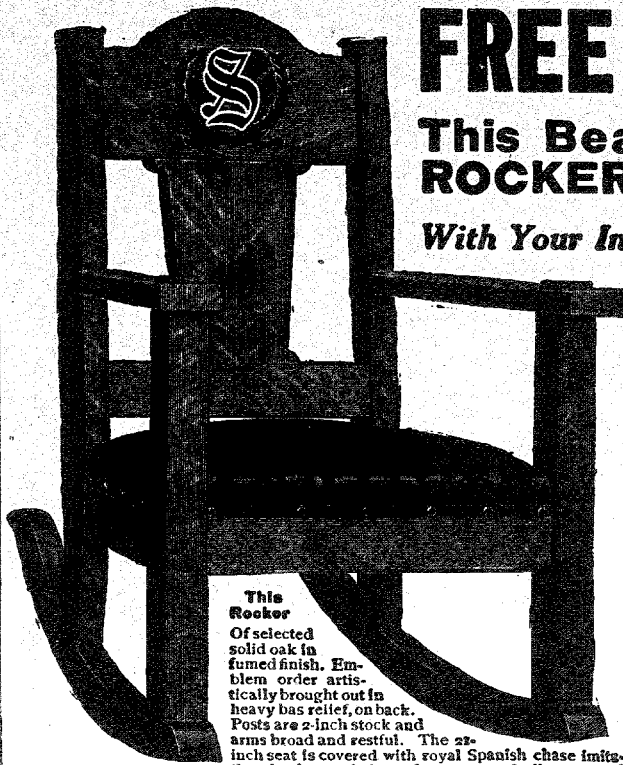
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These machines are factory rebuilt by the famous "Young Process". This means that every machine is as good as new—so good that we GUARANTEE them. Sold for low cash, instalments or rented. Send NOW for free Catalog and details.

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FREE To Milwaukee Employees This Beautiful MISSION ROCKER OF SOLID OAK

*With Your Initial or the Emblem of Any
Order in Heavy Bas Relief
in the Back*

This Rocker

Of selected solid oak in fumed finish. Emblem order artistically brought out in heavy bas relief, on back. Posts are 2-inch stock and arms broad and restful. The 22-inch seat is covered with royal Spanish chase imitation leather, upholstered over set of oil tempered springs. Back 40 inches high and 24 inches above seat. Restful and luxurious.

This is the biggest, best and most unusual offer I have ever made. It is the most satisfactory premium I have ever devised to express my grateful appreciation of the glorious response to my previous offers.

HERE IT IS—AT LAST
**A Wonderful Creation in Fine
Furniture Making.**

It's the work of a Master Designer, who has for months been working out this design under my personal direction. It is his masterpiece. Massive, yet harmonious. Big, yet comfortable and luxurious. Exquisitely upholstered and finished in a warm nut brown, fumed shade. A rocker that will set off the most exclusive home. A rocker that you will be proud to own and one you can rest and dream in.

In addition, your initial, the emblem of your favorite order or the "Milwaukee" trademark in heavy relief on the panel in the back makes it a novel and distinctive piece of furniture, a constant reminder of the Great Principles it exemplifies.

YOU CAN GET IT FREE—Even a Child Can Earn It.

I am the sole manufacturer of Kibler's All-round oil, which the people of the nation have christened the Oil of a Thousand Uses. My ambition is to make it a household word in 20,000,000 homes. That is why I am able to give you such wonderful premiums, premiums such as no other house can afford to even consider.

Dozens of page advertisements have created a demand for this oil. The people are waiting for it. In order to get this elegant premium rocker free, all I ask of you is to distribute 24 large bottles (holding three times as much as any former 25c size) for which you collect 50c each. Return the \$12.00—that's all—just the \$12.00 you collect and the premium rocker is yours free.

NO MONEY IN ADVANCE—I GUARANTEE YOUR SALES.

I've said my oil is easy to sell. I prove it by sending you the oil without a cent in advance. Further, I agree to take it back at my expense, if for any reason you cannot sell it, and pay you well for what you do sell. I assume all the risk. Could anything be fairer?

YOU MUST ACT QUICK.

I expect an enormous demand for these rockers and I have placed an order which I believe is large enough to take care of the initial demand. I can guarantee that all who act now will receive one. But in view of the unsettled conditions in the furniture industry, I may not be able to secure duplicate orders. Therefore, I suggest that if you want one of these rockers you act at once. If you do, I promise to reserve one for you. And I also guarantee safe delivery. Don't delay—act now. Simply write me to send you the oil as above. A postcard will do. If your express office is different from your postoffice give name of nearest express office.

KIBLER'S ALL-ROUND OIL

It cleans, polishes and preserves. Sells like lightning and works like magic. Every home wants it. Each large 12 oz. bottle is packed in a handsome four-color carton. All bottles are packed securely and guaranteed against breakage.

W. D. KIBLER,
President.

THE KIBLER COMPANY
Department B-10, Indianapolis, Ind.



S. S. Arkansas, he has battled subs, accepted the surrender of the German fleet and escorted the President into France; not so bad for six months' work. We sure enjoyed his visit and anxiously await his return when Uncle Sam says he can spare him. While writing this line "Caruso" Steger comes in with a little remark that the tracing department is all speed. We know Steger can show speed especially when it comes down to making himself acquainted with the ladies.

Two of our mileage clerks recently had a birthday; on arriving at their desks found them decorated with their favorite candy and cigarettes.

That the days of chivalry are not dead was proven by Mr. Mauch the other evening when he gave a nickel to a lady in distress. The following morning "Our Knight" arrived at the office only three hours late, having walked from his home a distance of ten miles. Such a sacrifice should be rewarded by a six o'clock "dinnah" some day.

The Town of Don't—You—Worry.

In the town called Don't—You—Worry,
On the Banks of River—Smiles.
Where the Cheer—Up—and Be—Happy
Blossoms sweetly all the while,
Where the Never—Grumble flower
Blooms besides the fragrant Try
And the Ne'er—Give—Up and Patience
Point their faces to the sky.

In the Valley of Contentment,
In the Province of I—Will,
You will find this lovely city
At the foot of No—Fret Hill.
There are thorofares delightful,
In this very charming town;
And on every hand are shade trees,
Named the Very—Seldom—Down.

Rustic benches, quite enticing,
You'll find scattered here and there;
And to each vine is clinging,
Called the Frequent—Earnest—Prayer.

Everybody is happy.

And is singing all the while
In the town called Don't—You—Worry,
On the Banks of River—Smiles.

Motoring on the Milwaukee.

Up and Down Hill on the Rocky Mountain Div.
Nora B. Sill.

I noticed in a paper a few days ago a recipe for a "Peanut Stew." As I don't even remember having seen or heard of such a thing before I have been wondering if, by any chance, this could apply only to those unfortunate folk who live in a dry state (since January 1st). Will some of our West End folks let us know. I find in Webster's Dictionary (main paper edition, page 1224, presenting in a compact form an unusually large vocabulary of the English language with definitions of extraordinary completeness) that a stew is made with a small amount of moisture. (That part of its O. K. for the "drys.") That a recipe is the formula for the preparation of a compound; and that a peanut—just a minute until I looksee—er, well, that a peanut is a peanut. I can't imagine anyone eating this, so it must be to drink. Yes, Slim Seeburger, "Ye gods what are we coming to is right."

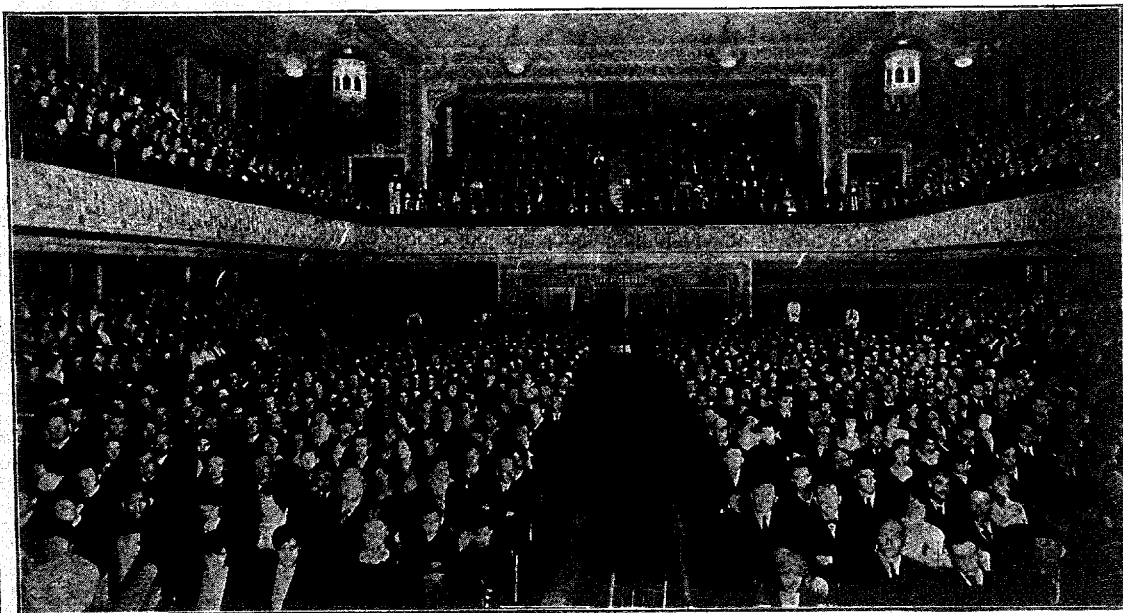
And what do you mean about Sted buying for all he promised—there must be something getting by me. Brakeman Gill says this makes fine reading when you are sleepy.

Dr. Stephen, who has for several years been in charge of the Three Forks Hospital, has moved to Dillon, where he will make his home. His place is taken by Dr. A. H. Winkle from Seattle, who comes very highly recommended and who will take over the hospital here.

We are sorry to say that Mrs. Jess Cook, wife of Conductor Cook, has been taken to the hospital at Deer Lodge for treatment. She has been ill for some time, but is doing very nicely now and expects to be back home again soon.

Andy Torginson, who has been sick so long with the influenza, is up and out again and will soon be back to work. We are all glad to see him getting well so fast.

The sad news of the death in St. Paul of the mother of Conductor Harry Hamp reached up the



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Tanners and Shoemakers for Workers and their Children

ENDICOTT, NEW YORK

evening of the 11th. Mr. and Mrs. Hamp left for that point on No. 18, and they have the deep sympathy of the R. M. Division in their loss.

Mrs. Harry Mannon, wife of Brakeman Mannon, is visiting in the East and expects to be gone some time. Harry says he thinks he will go back to the telegraphing now that us high class skilled labor are making such big pay checks—just a minute until I figure that increase up again; it makes a different total every time, but each one seems quite satisfactory.

Engineer R. C. Daniels and wife spent the holidays with home folks in the East, leaving the 20th of December.

Fireman Spain and wife, with the two small girls, were all sick with the "flu," but are well again. They left for Kansas City and other southeastern points for a visit with friends and relatives on No. 18 the 20th of December, expecting to be gone some time.

The death of Mrs. William Jones, wife of the late Engineer William Jones, in Spokane on December 21st shocked all who heard of it. She was brought home to Three Forks, and leaves to mourn her, Thelma, a daughter, and two sons, Claude, who is a R. M. Division fireman, and Edgar, now in the Navy. The division offers them all sympathy in their loss and grief for the mother, who followed the father in so short a while.

A card from "Maggie" Magett finds him chief train dispatcher with his address as Trans-corps, Vandee Division, Etat Railway, A. P. O. 735, La Rochelle, France. What do you know about all that on your envelopes? I'm going to answer that card sure as I live this time. Also notice the cartoon from little Pinkie Sims in the January Magazine?

And what do you know about that young person, Miss Ruby Eckman. I am going to lay off and take a special trip back there to look at her if I never get a new spring hat. Who ever would have thought of such a thing as little Ruby writing to all those folks an' being referred to as a second Irwin Cobb. Step out, Ruby, an' let's look at you for goodness sake. See who we have in our midst. Hats off is right.

I wonder if "Sis Hopkins" of the car accountant office knows what become of all the copies of the interchange report of the Gallatin Valley Railroad that is worrying the life of me. For mercy sakes. "Sis," have a heart. I almost get real peeved at all those letters an' telegrams. Re G. V., a lady says, "Has the Gallatin Goose changed time?" I says, "No." She says, "Why, I see a train in at 10 o'clock this morning." "Oh," I says, "they ran an extra." Sounds of great astonishment, and Ralph Kimberling said he was overworked down there when he was chief train dispatcher. The public won't even believe you when you tell them there was more than one train on the road.

Mr. Bennett of Menomonie, Mich., father of Mrs. Rector, wife of the agent at Three Forks, is visiting here for a while. Also father of Traveling Auditor Bennett, who makes a trip over this way now and then.

The small son of Engineer O'Donnell has been quite sick, but is better again. They had as guests over the holidays Engineer Harry LeGrange and wife of Lewiston. Mrs. LeGrange is a sister of Mrs. O'Donnell.

The trouble-shooter is again in the ring and Conductor Rogers is back again sorting out way-bills to fit all the cars. He hasn't seen one for so long he almost has forgotten what they look like. There was a little argument in the yard here as to who had the right to the main line early in the month and as a result the box cars with the hay racks on top of them, the side-door pullman and the diner which makes up the trouble-shooter's home terminal had to rest on the rip track in dear old Deer Lodge for a spell. The cook is resting in the Three Forks Hospital. Mr. William Onkes had the sad misfortune to have a foot injured in the mix-up and is resting easy, waiting for the six or seven nurses now on duty to tell him he can step on the rug beside his bed.

Our friend, Dick Wende, is out of the hospital in Deer Lodge and has gone to Rochester for treatment. He is the same old Dick, however, and says he is on the job just as much as ever.

Tom Healy, who has been spending some months east on a visit, passed through the city on his way west, where he expects to work on the new west end electrification. He was foreman of the trouble crew for some time here.

Lieut. G. M. Hayden has returned from Russia, where he has been for about a year, and will resume work in the train dispatcher's office at Deer Lodge. Mrs. Hayden went to Seattle to meet him.

Miss B. Flynn worked a few days at Three Forks during the absence of Mrs. Hayden, relieving Mrs. Chambers, who returned to Lennep. Miss Flynn made a quick trip out to Spokane to see what time it was, she says. She was on her way to some place in Alaska, but forgot what the place was and came back to hunt it up in the railroad guide. Owing to the death of the second trick operator's father in Harlowton she was sent to work there, relieved by Tommy Thompson from Donald until another man could be found to work the trick. Where, O where, are all the telegraph operators gone.

Mr. McGee has been appointed clerk to Assistant Superintendent Vietch and Roadmaster Martin, and Mr. McDonald will go to Mr. Murphy's office in a short while now.

Say, James Nellins, Minneapolis Shops, that definition of "settle" you found in Webster's referred to your "bills" not your wages, or they would if you lived in Three Forks.

Fireman E. E. Haffner is back again, too, and riding on the motors in his nice spick and span uniform. Of course, off the R. M. Division, they would have to put on dirty old overalls, but no coal dust flying around here to get you all mussed up.

And last, but not least, though this is not original with me, the method of computing the increase in wages of railway employes, which will now apply to us operators, take the first three figures of your 1918 automobile license, add the size of your shoes, subtract the number of buttons missing from your last summer's suit, divide by the size of your collar, add the amount of your unpaid taxes and laundry bills, divide by 80 per cent of your telephone number, add the total weight of your family, plus your last month's coal bill, add the number of speeches on increase to railway employes that McAdoo has made and deduct your Liberty Bond.

Channing Scraps.

F. M. Hawley.

Machinist Jeff Modrow is back on the job after a week's visit in Wisconsin. He says he saw some pretty scenery along the way. We don't doubt his statement, but he hays most of the time he is riding, so the scenery must be in his dreams.

We regret to announce the death of Machinist Clarence Seims, who died suddenly. He worked at Channing a few years and gained many friends here who tender their deepest sympathy to his wife and family.

Machinist Raymond Hall left for a few days visit with relatives and friends at Rhinelander and Milwaukee.

Mrs. Kocha, wife of Roundhouse Foreman J. Kocha, was taken to Iron Mountain, December 10th. Mrs. Kocha has been ill for some time, but hope she will be up and around again soon.

The engine handlers job is now being worked in three shifts, John Stuyda on 1st; Ray Hall, 2nd, and the 3rd shift not yet assigned.

Engineer Paul McCormick has put in an appearance at last. Ore business being shut down and the docks closed. Paul came out of his retreat to look for game. The 3rd shift engine handlers job looks good to him.

Some dispute about the price of shoe leather has arisen among the employes. The Ford River water tank was shut down for the winter, leaving Harold Coulard and Joe Frazell out of a job. The boys claim they have worn out several pairs of shoes looking for a job to buy shoes and a soup bone.

Engineer James O'Connor, another victim to the influenza, passed away, December 11th. James was well known in the Iron Country and had many friends, who extend the bereaved family their sincere sympathy.

Old Battle-Axe Pug is sniffing the air for some kind of trouble. He says he is to clean fires on the third trick. We may expect to hear quite a good deal of barking when some firebox comes in full to be cleaned.

A new flag is needed at the depot, the smoke from the engines having faded the old one completely out.

Fire Builder Harvey at the roundhouse, and Conductor Ed Hurth have been wearing big smiles lately. Both are proud daddies and they have bought larger sized hats. Each one has a daughter.

Many were the smiles when the last good snow storm came. You could see an army of men and dogs out for a rabbit drive and many of the boys bagged a few of the long eared chaps.

Emil Schemick went out for rabbits, but came back home dragging the Kaiser, a big porcupine. Emil smacked his lips and said he would have a feast anyway. Everyone was invited and the feed was well attended.

Machinist Hawley's family spent the holidays in Green Bay, with relatives.

The booming of the guns on the Verdun front, in France, had nothing on the booming that occurred December 15th, here. The governor belt to the stationary engine broke, causing the engine to run away. No one being near to shut off the engine, it caused quite a commotion. The fly wheel and shaft with other pulleys were broken, the flying pieces of iron, babbitt and belts gave those not far from the scene some lively rag time music. After several attempts were made to reach the throttle of the engine, Roundhouse Foreman Kocha succeeded, but it was done at the risk of his life. Night Roundhouse Foreman Laden and Hookie Dustin, have been arguing ever since who could run the fastest. Dustin claims Laden was in his way, while both were making 60 miles an hour, to get away from the flying scraps.

Kansas City Terminal Items.

C. V. Wood.

The most exciting thing that happened to the Kansas City Terminal employees, during the past month, was the return of our revising clerk, Edward W. Keefner, January 6th. Ed has been 2nd Lieut., Headquarters, 140th Inf., in France, since last May, and had many wonderful things to tell us. He will be stationed at the hospital in Ft. Riley, Kansas, for the next few months, but we are all hoping he will soon be back on the job again. Ed says he prefers Kansas City to Paris, any day.

Word from France, dated December 14th, indicated that Captain Lieberman had been ill for the previous ten days, with the fever, but at that time his condition was much improved and his many friends trust he has fully recovered, long before this.

1st. Lieut. Walt Slagle, wrote from Monte Carlo, France, recently that he was away from his company, on a leave of absence, for the first time since the armistice was signed; visiting Paris, and many historic places of France.

Account of slack business, Switchmen Stump, Hunter, Walker and Russell, have accepted temporary employment with the K. C. Terminal Railroad Co.; Switchman Cody with the Kaw Valley Construction Co.; Switchman Reeves with Penrod Walnut Veneer Co.; Switchman Mills with the Sheffield Car and Equipment Co., and Switchman Wilson has gone to his farm.

Conductor Broadhus came back to work on December 26th, with an honorable discharge from Camp Benjamin Harrison. He looks much improved by his military training and reports that he is feeling great.

Switchman C. V. Hill, at present with the 140th Inf., in France, has been promoted from a 2nd Lieut. to 1st Lieut. His many friends were glad to hear of his promotion.

Switch Foreman P. C. Parks, resigned service with this company, January 6th, and is now in the employ of the Kansas City Terminal Company. I wonder why, it is, the Kansas City Terminal always steal our best employees.

Word from our former first trick operator, John Park, on January 13th, stated he had received his discharge, and expected to be back with us again within a few days. John has many, many, friends in the Kansas City Terminals, who will welcome him home.

General Passenger Agent C. B. Haynes, visited us on January 8th.

Switchmen Hunter, Wilson and Sence, were off duty for a time this month, on account of influenza. All recovered and reported back for duty.

Third trick operator, McCarthy, was called to Sturges, Mo., the first part of January, on account of the serious illness of his sister. He is being relieved by Operator Oakley.

Former yard clerks, Raymond Smith and Edwin Ballantyne, now with the colors, were back on a furlough, at Christmas time, visiting their former "hunting grounds," on December 22nd.

Brakeman Frank Huffstetter, who has been honorably discharged from Camp Benjamin Harrison, returned to work on December 17th.

Switchman Jones and wife, spent a couple of weeks in Southern Missouri and Arkansas, visiting their relatives and hunting.

George W. Harris, wife and son, attended a family reunion at Wellington, Mo., December 25th.

Mrs. Hartman, wife of our Engineer Hartman, passed away on December 14th. Death due to influenza.

Engineer Roy Louthan, died of influenza, on December 27th.

Mrs. Carey, wife of Engineer Carey, died at St. Mary's Hospital, on December 31st.

Mrs. Yarbrough, wife of our Coburg section foreman, also passed away, this month.

Port Leach, formerly of the Coburg yard force, and son of our switch foreman, Wm. I. Leach, died at Norfolk, Va., of enlargement of the heart. Port enlisted in the Navy several months ago. Funeral services were held at Bennington Heights M. E. church, burial at Cameron, Mo.

To the families and loved ones of the above, the Kansas City Terminal employees, extend their deepest sympathy.

George Shackelford resigned his position as accountant in Superintendent of Terminal's office on January 12th, and has again opened up his real estate office. While we will all miss him, we wish him every success and hope that he will have a dandy business.

C. W. Llewellyn has left us again, going to Savanna, Ill., where he will supervise the re-

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routing of freight through Chicago Belt, destined to points east thereof.

On January 13th, A. L. Williams, our switch foreman of some 25 years, reported with a very black eye, that he would have to serve on the jury this week. While the condition of his face would indicate that it would be necessary for him to be in court, there seems to be some doubt in the minds of a few, whether or not he is serving on the jury. Al says we ought to see the other fellow.

J. H. Lathrop has been with us several days this month, installing a new accounting system.

Caller Don Black and Stowman Robert Byrne, have returned to our freight house for work, after having spent one year in government service.

Mrs. Albertine Crawley is now visiting her husband at Camp Dodge, who has but recently returned from France.

The store department has been taken away from the locomotive and car department, and is now in charge of Lawrence McDaniel, who has been appointed General Storekeeper. Mr. McDaniel has a young lady stenographer, 'n everything. He is highly regarded in the Terminal and is sure to make a success of it.

Don Devol, when last heard from was in Luxemburg, with the army of occupation. While nothing has been heard from Ralph Francisco, recently, it is generally understood that he is in Germany.

1st Lieut. Rayburn Potter wrote recently that he had been attending a school of instruction in France, and was leaving at that time to rejoin his regiment, "Somewhere in Germany."

Dubuque Division.

J. J. Reilly.

The first real winter weather we have had this season, was on January 2nd, when the temperature dropped to 20 below, however, it moderated on the 4th, and we have had the January thaw and fine weather ever since.

The train dispatchers have been taking their two day vacations. M. J. Thompson, the day operator, being used as extra dispatcher. "Tommy" is doing a pretty good job.

H. J. Mullins has been working in the dispatcher's office as day operator, while Mr. Thompson worked a trick.

The O. R. C. gave a big dance in Dubuque, January 30th, and the boys were all quite busy selling tickets for the affair, which was a big success.

L. E. Webb was transferred from Volga City, on December 14th, and took charge of the station at Dubuque Shops. He was on the job only one or two days, when he contracted the "flu," and was out of commission for nearly two weeks.

We are in receipt of a beautiful Christmas card from Sergt. Edw. Lee, of Co. D, 13th Engrs. He is located at Verdun, but as the French are taking over the line on which he is working, he will possibly be on the way back to Dubuque division soon.

Edw. Bock, agent at New Albin, had quite a siege of sickness, being laid up for several weeks. Chas. Hartley, who is in the auto business in that city, had charge of the station during his absence.

Ben Bothmer took charge of the station at Brownsville, December 17th.

Conductor J. D. Welsh was confined to his home in LaCrosse, for a couple of weeks, on account of sickness. Jimmy Cassidy took his run on Nos. 4 and 33.

A baby boy was born to Conductor and Mrs. L. E. Dunham, December 12th, at their home in LaCrosse. The "Jap" says he's a bouncer, weighing 14 pounds.

A safety committee is being selected on this division in the different departments, for the year, 1919, but at this writing we have not learned who the representatives will be.

Miss Marion Slater, operator at Turkey River, went down and out with the rest of the office force, at that station, when they all took the "flu," within a few days. After she recuperated, she went to her home at Genoa, Ill., for two weeks, resuming work on January 8th.

Pete Schilling, formerly a brakeman, on this division, has been promoted and is now running trains in France.

Local Chairman, R. H. Kearney, of the O. R. C. is in Chicago on business. Willie Cooper is doing the heavy work on the way freight, while "Rube" is away.

Switch Engine Foreman, Ed. Pratt, is again handling the destinies of the Tramp Engine, after battling with the "flu," for the past week. It has been rumored that a trip to the famous east, aided him greatly in his victory.

Switch Engine Foreman, A. L. Parmlee, has requested trip passes for himself and family to Jacksonville, Fla. Incidentally sent last year's Panama hat and Palm Beach suit to the laundry.

Geo. Hatzembuhler treated the boys to a real surprise when he had his mustache severed. Hatz looks about 35 years younger. Everybody agrees that the change was a decided improvement.

Yard Clerk, Lyle Kempter, Dubuque Shops, is recovering from an operation to his eyes. He expects to be back grabbing car numbers in the near future.

Harry Bintner has again returned to his old surroundings at Dubuque Shops. He was recently discharged from the army, and received a job as switchman at Dubuque Yards. He seems to be mighty happy to be able to return to his old love.

Mose Swartwood received a trip running, for a Christmas present.

Switchman J. W. Shea, has returned to work after battling with the "flu," for three weeks.

A. W. Rooney has returned from a brief visit to the east.

The Dubuque Yard Office, has received a new crew board. It is a classy affair and has all the ear marks of a big league crew board.

Familiar sayings by Dubuque Yard switch engine crew: G. J. Hatzembuhler, A. W. Rooney and James Burke, "What have you got in the BAG, John?"

R. J. McAndrews returned from a hunting trip in the wilds of Wisconsin. He reports few rabbits, but plenty of bear stories.

A card from Sergt. L. M. Hibbard, says he was in charge of the first train into Metz, with a full American crew. They had 29 loaded U. S. A. cars and U. S. A. engine 68. Engineer Micky Galvin ran the engine. Some sight for the Germans.

Section Foreman N. Barbars, was called to Minneapolis, Christmas, on account of the illness of one of his daughters.

W. H. Martin was released at Waukon Jct. December 27th, being relieved by W. S. Wise. "Hi" is now working as 2nd trick operator, at North McGregor, quite a change to get into something soft, after doing the transfer stunt at the Junction, for about five years.

Forset Dohlin has been on the sick list twice during the last month. The first time he had something called "Christmas fever," but after resuming work he got the "flu," and at this writing is still in bed. Some young lady from the S. M. Division, is working 2nd trick at La Crescent during his absence. Miss Russell of Lansing worked there one day, until an operator was located.

An operator named Green, a typical "Charlie Chaplin," worked at Turkey River, for a couple weeks, while Miss Slater was on the sick list.

J. W. Van Horn, third trick, at Turkey River, took sick about the middle of December, pneumonia developed, and he died on January 5th, the funeral being held at Buena Vista, January 7th. Mr. Van Horn leaves a wife and two children to mourn his loss.

Lieut. V. K. Clark got home December 21st, and has since been getting acquainted with the bunch, he being in the army since last April. He will possibly resume work about January 15th.

Agent Geo. Crotty, at Spring Grove, and operator J. E. Kretz, of Spechts, were among the sick ones on the division, this month.

Engineer Theo. Hessling was one of the "flu" victims, and he died at his home in Dubuque on January 8th, the funeral being held January 10th. The honorary pall bearers were chosen from the B. of L. E. and the K. C.'s, the active pall bearers being Paul Becker, Mike Brophy, Vincent Welsh, Dennis Schaffner, Carl Freiberg and Chas. Eichorn. Burial took place at Mt. Calvary.

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C. E. Brooks, Marshall, Mich.

Dear Sir:

I never wore the Appliance a minute over six months and was cured sound and well—and I want to say no man ever did any harder work than I did while I was using it—I hauled 40 perch of rock, too big for any man to lift.

I was ruptured 18 years and words cannot tell how thankful I am. Use my name if you like.

Yours sincerely,
RUFUS FIELDS. R. R. No. 1.

Child Cured in Four Months

21 Jansen St., Dubuque, Ia.
Mr. C. E. Brooks,

Dear Sir:—The baby's rupture is altogether cured, thanks to your Appliance, and we are so thankful to you. If we could only have known of it sooner our little boy would not have had to suffer near as much as he did. He wore your brace a little over four months and has not worn it now for six weeks.

Yours very truly,
ANDREW EGGENBERGER.

"Seems Impossible"

Holland, Ind.
C. E. Brooks, Marshall, Mich.

Dear Sir:

Have used one of your Appliances until it was worn out. I have been going without it for nearly a year and have not been troubled the least bit with my rupture, so I am well satisfied I am cured.

It seems nearly impossible, but I have gone through a summer's work on a farm without one and have not been troubled.

I was born ruptured and never wore a truss until I was 21 years of age, and got your Appliance. If I ever need another one I shall send in my order. Yours truly,
BARNEY OSKINS. R. F. D. No. 7



The Above is C. E. Brooks, Inventor of the Appliance. Mr. Brooks Cured Himself of Rupture Over 30 Years Ago and Patented the Appliance from His Personal Experience. If Ruptured Write Today to the Brooks Appliance Co., Marshall, Mich.

Pennsylvania Man Thankful

Mr. C. E. Brooks, Marshall, Mich.

Dear Sir:—Perhaps it will interest you to know that I have been ruptured six years and have always had trouble with it till I got your Appliance. It is very easy to wear, fits neat and snug, and is not in the way at any time, day or night. In fact, at times I did not know I had it on; it just adapted itself to the shape of the body and seemed to be a part of the body, as it clung to the spot, no matter what position I was in.

It would be a veritable God-send to the unfortunate who suffer from rupture if all could procure the Brooks Rupture Appliance and wear it. They would certainly never regret it.

My rupture is now all healed up and nothing ever did it but your Appliance. Whenever the opportunity presents itself I will say a good word for your Appliance, and also the honorable way in which you deal with ruptured people. It is a pleasure to recommend a good thing among your friends or strangers.

I am, Yours very sincerely,

JAMES A. BRITTON.
80 Spring St., Bethlehem, Pa.

Ten Reasons Why You Should Send for Brooks Rupture Appliance.

1. It is absolutely the only Appliance of the kind on the market today, and in it are embodied the principles that inventors have sought after for years.
2. The Appliance for retaining the rupture cannot be thrown out of position.
3. Being an air cushion of soft rubber, it clings closely to the body, yet never blisters or causes irritation.
4. Unlike the ordinary so-called pads, used in other trusses, it is not cumbersome or ungainly.
5. It is small, soft and pliable, and positively cannot be detected through the clothing.
6. The soft, pliable bands holding the Appliance do not give one the unpleasant sensation of wearing a harness.
7. There is nothing about it to get foul, and when it becomes soiled it can be washed without injuring it in the least.
8. There are no metal springs in the Appliance to torture one by cutting and bruising the flesh.
9. All of the material of which the Appliances are made is of the very best that money can buy, making it a durable and safe Appliance to wear.
10. Our reputation for honesty and fair dealing is so thoroughly established by an experience of over thirty years of dealing with the public, and our prices are so reasonable, our terms so fair, that there certainly should be no hesitancy in sending free coupon today.

Remember

We send our Appliance on trial to prove what we say is true. You are to be the judge. Fill out free coupon below and mail today.

FREE INFORMATION COUPON

Brooks Appliance Co.,
115 State St., Marshall, Mich.

Please send me by mail in plain wrapper your illustrated book and full information about your Appliance for the cure of rupture.

Name

City

R. F. D. State

Kansas City Division.

Billie.

Dispatcher J. A. Sanford has been off duty a few days, on account of sickness.

The yard office, Ottumwa Junction, moved today to its new quarters in the West Yard. Telegraph service has been installed there with Operators R. M. Moore, W. C. Brown, and L. M. Ward, working temporarily. The round house and storekeeper's offices expect to move in about a week.

The death of Dispatcher T. E. Schick, occurred Saturday, November 30th, at his home, in Ottumwa, following a short illness. Mr. Schick began service on the K. C. Division, September, 1894. Our sympathies are extended to Mrs. Schick, daughter and son.

Mrs. C. A. Bingham, wife of Conductor Bingham, was struck last night by the pilot of the C. B. & Q mail train, while on her way to Ottumwa Junction station. She was quite badly bruised and has three broken ribs, but Conductor Bingham reports that she is resting well, today.

J. A. Light, chief lineman, Milwaukee, spent several days last week at Ottumwa Junction.

Conductor Roy Sisk, was thrown from a car in Rathburn Yards, January 7th, the accident resulting in a broken ankle. He was brought to Ottumwa Junction in a caboose and taken to Ottumwa Hospital. He has since been removed to his home and is getting along nicely.

La Crosse Division Doin's

Guy E. Sampson.

Another year is now begun and the success or failure that will attend us all to the end of this year will depend greatly on the amount of energy and effort we exercise in doing the work laid out for us. Here's hoping that every employe on this division will end this year wearing a crown of success, no matter what department he or she may be employed in.

The dreaded "flu," has been trying its best to cripple our working forces, but with the help of some of our neighbor divisions, we have been able to keep the wheels moving. The Wis. Valley division, on account of slack business, was able to lend us some very able men, and they in turn were kept quite busy, while they remained with us. So many of our boys have been out of service from a week to a month, that it would be impossible for us to report each and everyone.

Conductor Roy Young, who had the misfortune to lose his right leg, November 11th, is steadily improving at the hospital, in La Crosse. Employes on this division remembered him and his family on Christmas Day, with a handsome collection, which in a way took the place of the check that their co-employe would have received, with which he would have made his family happy on that day, had he not met with misfortune.

Our carpenters are busy building on a large addition to the ice house at North La Crosse. It is the intention of our officials to have ice enough to at least last this division throughout the year.

After working from La Crosse to Milwaukee on Train 6, and while deadheading back on No. 1, we were trying to get some much needed "hay," when we were suddenly awakened by one of the Portage office force, and our attention called to the fact that Conductor Jerry Lynam was just passing through the coach carrying a small bottle filled with milk. We decided that the food was being taken to the baggage car to be properly warmed for some wee, small traveler, further back in the train, and as Jerry soon returned carrying the bottle at arms length (still filled), we are sure that we were right, but our Portage friend still contends that it was a part of the jovial conductor's lunch.

Our roadmaster, P. H. Madden, has taken a few months vacation and his place is being filled by J. Kelly, of Kilbourn.

Conductor Bert Carleton had a change to use his uniform in passenger service, when the Chinese delegation, to the Peace Conference, passed over our division. Bert was called upon to run their special train from La Crosse to Milwaukee. Being the youngest passenger conductor on the division, Bert has a right to feel elated over the honor.

The crossing gates on our division have just been given a new coat of paint of the black and white striped variety and we must say, that any one who will run them, as conspicuous as they are, should not be let out of the house, alone. They sure are along the lines of Safety First.

Another change of officials on the La Division, sends our former Trainmaster, C. F. Holbrook to Minneapolis Terminals, and brings A. J. Hassenbald from the C. & M. Division, to Portage, to fill the position of trainmaster, on our division.

All sorry to see C. F. leave us so soon, but we are getting so used to official changes, that we are apparently shaking hands either with those going, or some new man coming, continuously.

Wm. Smith, brakeman, who has been ill since Thanksgiving, is again out on the road.

Conductor L. D. Daniels has been compelled to remain at home for a week, on account of the sickness of his wife, who we are pleased to report is fast improving.

Operator Ben Nelson has been appointed third trick man at N. La Crosse.

A Beyer, appointed second trick man at Medary, place of Nelson.

E. Koblitz is working third at Medary temporarily.

Section Foreman Fred Fluekizer of North La Crosse received word that his daughter, Mrs. Tanner, wife of Dubuque Division Conductor Geo. Tanner, had died at her home at Dubuque, Monday, January 13th. Mrs. Tanner's mother is also very sick at her home, at La Crosse. The sympathy of all employes is extended to the bereaved families.

Brakeman L. A. Squires is back from camp and at work again, as also are Yardmen Keaveny and Kessler, of the North La Crosse switching force. Others are expected home soon.

Otto Rampson, night chief dispatcher of Dubuque, stopped over at La Crosse, between trains, while on his way to Portage, to visit his parents for a day or two.

Engineer Jessie Ames and wife, of La Crosse, are the proud parents of a bouncing baby boy. Congratulations, Jessie.

Well, Perlick, your items last issue made us think that we had lost an old time friend and co-worker, when we read that Lamont D. Bush had left the service of the Milwaukee. We can only wish him even better success than he had gained on the railroad. We know that all the employes around the Railway Exchange, will miss that regular, every day smile, that Lamont has worn since his first day at the office. All La Crosse division boys who knew him him, wish him the very best of success in his new position, and may the company he is now employed with continue to meet success through their advertisement in our magazine.

Well, Nora, since you mentioned it, why don't L. C. Searls send some of his photos back to La Crosse, so the girls at "Panicke Allen's Hotel," can see how he looks with that latest hair cut. Some kid, no doubt, dressed and trimmed in the latest.

Roy Young has been released from the hospital and has returned to his home at Portage. He is now able to get around on his crutches quite well. All glad to see him around.

Yardmaster Greenwood of La Crosse spent a Sunday at Minneapolis, the middle of the month.

A post card from passenger Brakeman Jess Pike and Ben Clark, dated December 8th, states that both are fine and dandy. The card carries the photo of the castle Le Chateau Grand Ducal, where they were billeted at the time of writing. They, with the rest of Our Boys, expect to be home soon as the arrangements over seas can be carried out to the extent that their services there can be dispensed with. Here's hoping, that it will be soon, for all are anxious to greet them home. And by the way, we are anxious to hear from all correspondents as to when and where we are to celebrate the home coming of our "One T. P." To be sure he is not back with us yet, but the Correspondents' Club still exists and are anxiously awaiting the word that T. P. will be back. Let us get ready and be on the job. Some one suggest something and see how quick the wheels start moving towards the happy reunion of all the old members of the M. N. G., and the new scribers.

Yours Truly has been housed since January 1st.

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and just being able to get out a bit today, will say that the items this month would have been still fewer had not some of the other boys been kind enough to send us these. So if they will send along some more next month, with what we are in hopes to be able to gather we may get out a full column. We wish to thank all who were so kind as to send in a few, and will thank them every time they do so.

1888—1918.

On Christmas we were in receipt of a letter stating that just thirty years ago, that very day, the present passenger station at Tomah, was opened for business, with Agent J. W. Hancock, Operator F. J. Haker, and Station Baggage-man J. C. Bowen, on duty. After thirty years of almost uninterrupted service, these three employees still hold the same positions at this station. Barring sickness and temporary service for the company at other stations, these three loyal employees have filled their present positions ever since the day they assisted in moving into the depot. If any other station on the system can go one better, we would be pleased to see an account of it in the magazine, for if there is any thing that you want all the employees to read, just send it to our editor and it is sure of being read by 100 per cent of our co-workers.

Iowa Middle and West, Division
Ruby Eckman.

L. P. Gibson, who has been claimmaster in the territory of which the Iowa division is a part, has been transferred to Kansas City. L. P. was a good fellow, and we hated as much to see him leave as we did Tommie Glynn. Tom couldn't stay away long, however, and came back the middle of January, to pay us a visit.

The car repairers at Perry have been put on an eight hour basis, lately, resulting in several additions to the force to handle the work without overtime. The car department force was hit pretty hard by the "flu," but fortunately all the men and their families recovered.

Lieut. F. R. Doud, of the 13th Engineers, was in Perry, January 12th, on his way from Camp Dodge to Moberg, S. D. Lieut. Doud was gassed in October. After being released from hospitals and rest camps, he was ordered to the States, but before returning went back to his regiment to bid his men good bye. He reported them all in the best of health and spirits, and looking forward to their return to the states, next fall. Lieut. Doud has nothing but words of praise for the Milwaukee men of the regiment. He is a train dispatcher and expects to resume his work at Moberg, as soon as his health will permit.

Conductor O. M. Stevick has returned to work on the western division, after having been in Omaha for a month, trying out a job as switchman, at the Union Stock yards. He decided that his job braking on the western division was the best, so returned to it.

George Wagner and wife, of Moberg, S. D., were holiday visitors in Perry, at the home of his father, James Wagner. George was formerly in the engine service on the Iowa division, but went west when the extension was built.

Word was received in the city the latter part of December, of the birth of Arthur Granville Lusk. The young man is a son of Engineer and Mrs. Lusk, of Linton, N. D. Engineer Lusk was formerly travelling engineer on the Iowa division.

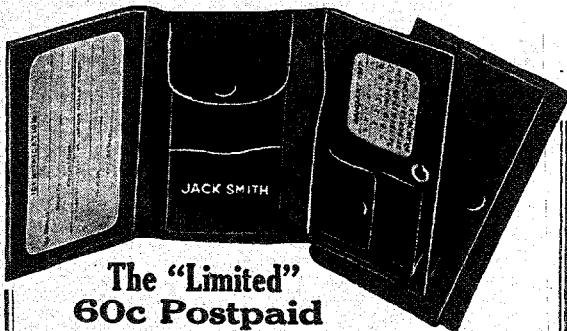
Arthur Gonder of the Perry yard section force, had the misfortune to slip on the ice while working in the yard, December 31st. He fell against a pile of wood and broke the bones in one arm.

Operator Lester Losey, who held second trick at Coon Rapids for some time, has been in poor health for several weeks. He and his wife left the first of the year for Arizona, where Lester has taken a position on a ranch near Phoenix. Word from him is to the effect that the change in climate has already proven beneficial to him.

Conductor J. M. Reel was on the lay-off list in January, on account of a sprained ankle.

Agent C. R. Kassell and Section Foreman B. J. Kassell, of Potter, with their families, were victims of the "flu." There being so few people in

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A 3-fold combination BILL-FOLD, PASS and CARD CASE, of genuine black leather. Secret bill-fold at back, window with 12 monthly calendars, window for your pass—in all, 7 useful pockets. Size folded, 4 1/4 inches x 3 inches. Will wear for years. **THIS BARGAIN ONLY 60c POSTPAID with your name in GOLD FREE.** Send in your order at once.

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Made of genuine cowhide. Will wear well and is easily a "BIG BUY" at 90c POSTPAID with your name in GOLD FREE. Get one and be SATISFIED.

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Extra Gold Stamping, 20c per line. Postage stamps accepted. Satisfaction guaranteed or money refunded.

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the town of Potter, the village was practically tied up for awhile.

M. Burguson, section foreman at Madrid, was severely injured December 26th, when he was struck by an engine of an east bound train. He and his crew had succeeded in removing their car from the track when they saw the train approaching, but in some manner Mr. Burguson stepped onto the track again, just in front of the engine.

Elias Chuler, a telephone lineman in G. Scott's gang on the western division, was badly injured on the morning of December 27th. He and the crew were working west of Coon Rapids. No. 11 that morning was running late and using the wrong main line, account of a derailment. The balance of the crew saw the train in time to get off the track, but apparently Mr. Chuler didn't, for he was struck by the engine of No. 11.

Peter Slater of the car department, who has been in the U. S. Navy, on the Mt. Vernon for over a year, was home the latter part of December, on a ten days furlough. Peter has made a large number of trips across to France and England, and was on the Mt. Vernon when it was torpedoed, and a hole 18x22 feet torn in the boat. They were on their return from Brest, and had a party of wounded soldiers aboard. Aside from that one trip, all others were made without delay or danger. George Slater, a brother, who is also a member of the car department force, came home the second week in January, for a ten days furlough. George has been on the U. S. S. Amon, a torpedo boat destroyer, for over a year.

Conductor C. E. Millard, who has been in train service on the middle division, for about ten years, has transferred to service as a switchman in Perry yard. The story is told on Clint that he was so taken up with his job that he started to work one cold morning in January, and had gone about a half a mile from home when he discovered that he did not have on all his clothes and had to return home for the missing articles.

Lieut. John Apple, U. S. A., one of the Perry boys who didn't get across, came home for a Christmas vacation with his parents, Conductor and Mrs. Fred Apple. John and his company, were three days out at sea, when the armistice was signed, and they were returned to the states.

It is Lieut. Vernon Stockton now, U. S. A. Vernon is the only son of Conductor and Mrs. W. T. Stockton, and he holds a commission in both the cavalry and infantry. He expects to remain in the regular army after the troops in the National Army are demobilized.

Raymond Aeck, a machinist apprentice, at the Perry roundhouse, and son of Conductor Phil Aeck, of the western division, died at the family home in Perry, January 8th, after an illness extending over a period of six weeks.

Conductor P. W. Tighe of the Des Moines division, who makes his home in Perry, received word, January 4th, that his son, Venner, had been killed in action at the battle of Chateau Thierry, on September 26th. The war department had notified the parents that the boy was missing and had given them no further information. The advice they received was from a comrade, who had talked to the chaplain who buried Venner, burial having taken place on November 14th.

Word was received in Perry, January 3rd, of the death of Jack Madigan at a hospital in Minneapolis. Mr. Madigan was for many years a conductor on the middle division, but of recent years has been living in Minneapolis. Burial took place in Minneapolis.

M. C. Jacobs, former cashier in the Milwaukee freight house at Perry, has been appointed agent at Delhi. Dean Brooks returned from the army and resumed his position as cashier at Perry, in December.

Miss Marie Connors, daughter of Engineer Mike Connors, was married the forepart of January to Clarence Maurer, of Kansas City. They will reside in Kansas City.

Mrs. Peter Anfinshin, wife of a western division engineer, died December 30th, after a short illness. She leaves her husband and one son to mourn her death. Burial was made at Perry.

Mrs. H. S. Williams, wife of the Perry round house foreman, spent a few weeks with relatives, in Grand Rapids, Mich.

Fireman Ed Ryan, Switchman Jerry Cummings, Brakeman Dee Everett, Brakeman F. H. McDevitt, Fireman Wm. Higgins, Machinist Apprentice

Albert Coll, Machinist Helper Ward Krohnke and round house employe Harold Howe, who have been in the national army in United States camps, for some time, have all returned to Perry, and resumed work in their several places. All of the boys enlisted with the hope of getting across the pond, but as soon as it was seen that they were not needed, they were glad to get back to their old positions.

Conductor Thomas Freeman, who has been off duty nearly a year, on account of sickness, has recovered sufficiently to resume work. He has been on runs 34 and 35, between Manilla and Perry, for several weeks.

Engineer Ben Moore and wife, spent the fore part of January with his brother, in Chicago.

Operator Marion Patrick has returned to Coon Rapids, after having been at Ames, in the S. A. T. C.

Operator R. A. Slack, who has been in the U. S. Navy, has received his honorable discharge, and is now working a trick in Perry yard.

Engineer J. M. Foster has been off duty for some time on account of a very sore hand. He bruised the hand while at work on his engine and blood poisoning set in.

Train Dispatcher C. C. Marchant was off duty the latter part of December, on account of sickness. Extra dispatcher, M. A. Devoe, from Marion relieving. Mr. Devoe has been doing the extra work in the Perry office since the death of Dispatcher Peterman, at which time H. P. Buswell, the extra man, was given a regular position.

Peter Johnson of Manilla, who has had charge of the Manilla hand derrick for years, was very seriously sick with the "flu," during the early part of January. The switching force at Manilla also suffered from the same disease, nearly all the men having had it.

Mervin Wicheal, the five year old son of Yard Master Roy Wicheal of Perry yard, died at the family home, the fore part of January. Burial was made at Council Bluffs.

Since the division terminal was changed from Marion to Atkins, the passenger engines and engineers have been running through from Perry to Savanna.

Mrs. E. A. Coltrin, widow of Engineer Coltrin, died January 6th, at the family home in Perry. The Coltrin family have lived in Perry since 1882. Mr. Coltrin having one of the first engines to Perry, when the road was built. One daughter and a son, Del Coltrin, a Perry switchman, survive her.

Mrs. Ralph Wright, wife of first trick operator, Perry yard, went to McCloth, Kans., the fore part of January, after her daughter, Louise, who had been there for a month, visiting with her grand parents.

Ival Cross has taken a position in the B. & B. department, as an extra clerk, during a rush of work.

Understand Correspondent Helga of Council Bluffs, was off duty during January, on account of sickness.

Engineer Lon Morgan spent the Christmas holidays with relatives in Madison, Wisc.

Machinist Emmett Callahan has recently been appointed round house foreman, at Yankton, S. D.

Levi Swanson, who has been round house foreman at Soo City, has returned to Perry and taken a position as a machinist.

Railway Exchange News—Chicago.

B. H. Perlick.

C. A. Lahey, formerly A. G. F. A., has returned from New York, where he was connected with the United States Food Administration. Effective January 1st. Mr. Lahey's title is G. F. A. We are indeed glad to see you with us again, Mr. Lahey.

T. W. Proctor and J. Arnold and two stenographers have moved to new quarters. Mr. Proctor, who is chairman of the Sailing Day Committee, Northwestern Region, is now with Mr. Aish-ton, where all of his time and that of his force will be given exclusively to Sailing Day matters. To say the least, we are going to miss them all very much.

J. C. Stevenson, formerly correspondence clerk, General Manager Gillick's office, is now chief clerk to G. R. Morrison, of the Employment Bureau. Steve drops in occasionally to say, hello,

but never stays very long. We are wondering why he is always in such a hurry.

Do you remember the big wind we had in Chicago some time ago? Charlie Goetz can tell us whether the name "Windy City," still applies. Imagine Charlie running down Adams street after his hat! There were five other hats making the same trip at the time Charlie's took flight. Ask him who was responsible for the accident.

This is the 'steenth time your correspondent has asked Mr. Skelding for news items. "Nothing doing," he says. "Don't know anything." Some people do get away with anything.

One of the young ladies in the accounting department failed to show up for duty recently, because the water pipes in her home were frozen. Can you beat it? That's a real new one. This information was not given us by Mr. Skelding.

Bertha Metcher made a flying visit to Crown Point, Ind., the other day. Don't be surprised, friends, when you learn the truth.

Alice Olhaber has discovered a new hair tonic. It's her own original idea, too, she says. Must be good.

Bessie Benton, comptometer operator, Valuation office, thought she was "putting one over" on the bunch when she ran off and joined hands for life with a very nice young man. It happened during the holidays. But, the best wishes of the bunch to you, Mr. and Mrs. Kenneth Grant.

J. J. Haas, chief clerk to G. S. M. P., is a professional skat player, it is rumored. He and Art Stock have been trying hard to get a third man for a long time, but without success. Will some one kindly step forward and say: "I'm it"? Joe is just pining away for a quiet game and Art Stock looks lost.

Miss Anne Plattner, stenographer, Mr. Whipple's office, celebrated her seventeenth birthday last month. You should have seen the presents she received from her admirers. We hope her hopes won't be hoped in vain.

Have you noticed the dandy suit Harold Soule has acquired since his promotion? That's the stuff, Harold, get 'em while the gettin's good, and make 'em last, while you're about it. Harold, you know, has recently joined the "Sitessandstandmore" club. No doubt, he will be pleased to explain more fully when asked about it, as space will not permit our going into details.

Val Kelly was seen around the building with a big wad of bills some time ago, and explained that he had received dividends from some very valuable stock, of which he has a large number of shares.

Harry Fowler made another trip to Milwaukee recently, but not for the purpose of fishing. He informs us that it was very much colder there than in Chicago, and that his nose was badly frozen, due to exposure to the cold.

Jas. L. Brown, assistant superintendent of transportation at Chicago, has been promoted to assistant superintendent of transportation, lines west, with headquarters at Seattle, Wash. Jim always believed that "promotion comes to him who sticks unto his work and never kicks," and it has helped him attain a place near the top of the ladder of success. More than once he has demonstrated that the "right thing done at the right time," makes a better railroad. The best wishes of your east end friends go with you, Jim.

N. J. Van Schoyk is now handling both passenger and freight in Mr. Whipple's office. Good luck to you, Joe.

V. W. Reed has been promoted to assistant chief clerk, best wishes, Vern.

Granger Smith is again back on the day passenger desk. Granger, you know, is a most valuable assistant to Mr. Buckley.

Wonders never cease. It was several hours after the office has closed. The scene was State Street. The lights in the display windows burned brightly showing off articles of inestimable value. Enter scene: George P. Flood. He was looking for—fish!

A terrible accident was narrowly averted in the Exchange Building recently, through the presence of mind of several young ladies. It was during the "Welcome Home" celebration in honor of the "Blackhawk Division," during January. Thousands of people lined both sides of Michigan Blvd., to pay their respects to "Chicago's Own," who had just returned from "Over There." Bands were playing patriotic marches and thou-

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

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

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Electricity in the Railroad Man's Home

Housework by Motor Power

A horsepower of electricity is equal to 746 watts which, at a rate of 10 cents a kilowatt (or 1,000 watts) is about $7\frac{1}{2}$ cents an hour. Many a woman is "working like a horse" around a large home supplied with electricity for lighting purposes without the knowledge that she could hire an "electrical horse" to do it for about 75 cents a day of ten hours. But only a fraction of a horsepower is necessary for household tasks. A one-sixth horse power electric motor, equal to about "one man power," is amply large enough. This motor can be used for a wide variety of work at a cost of a little over a cent an hour. No woman can afford to beat carpets and rugs, sweep, dust, turn the washing machine and wringer or pedal the sewing machine for one cent an hour.

Electricity is particularly suitable to the operation of the mechanical helps which have constantly tended to make housekeeping an easy occupation. The electric motor, a safe, simple, compact, powerful bit of mechanism, has proved the cleanest, most economical and reliable servant that has ever found employment in the household. By way of illustrating this point a little further it may be said that it is possible to obtain from an electric motor occupying the space of an eight-inch cube the power of one horse. Much less power than that, of course, is required to drive any of the different machines which are used in the home. A sixth, or an eighth, of that energy is sufficient. The woman who "works like a horse," as the phrase has it, is washing and cleaning in the old way, will welcome the little motor as a clean, quick, and handy substitute for her own muscular "horse power."

Some of the favorite uses of the electric motor in the home are for washing and wringing clothes, freezing ice cream, running the sewing machine, operating vacuum cleaners, chopping food, sharpening knives, grinding coffee, polishing silverware, beating eggs, whipping cream and the like. It is a little motor, by the way, that whirled the blades of an electric fan to cool and refresh us. On wash-day the electric motor is at its best, perhaps, as a labor-saver. Whether the mistress of the home does the washing herself or hires someone else to do it, the household is more or less upset while it is in progress. By the electric way, however, the clothes are put to soak in soapy water over night. In the morning they are thrown into the electric washer, some soap added, and the motor started by the turn of a switch. After ten or fifteen minutes' work,

without attention, the motor is stopped by another turn of the switch, and the clothes are transferred by passing them through the wringer (driven by the same motor) into the rinsing water. If the washer be emptied, refilled with fresh water, the clothes replaced in it and the motor again set running for five minutes longer, this rinsing need not be done by hand. A final wringing by the power-wringer and the clothes are ready to hang on the lines. The motor, it will be seen, has done all the hard work.

There is no cleaning so thorough as vacuum cleaning. Every woman who has this "dirt consumer" will testify to that. It gathers all the dust from floors, walls, pictures and hangings, and obviates the dust-cloth and broom. There is no need of dusting after using a vacuum cleaner. Unlike the broom, the vacuum cleaner seizes and imprisons the dust in a receptacle from which it cannot escape until it is ready to be cast into the furnace or the ashpit. With the dust go also the germs. Sweeping with a broom is largely a process of transferring dirt from one spot to another. Cleaning with a vacuum apparatus means the elimination of the dust from the house. Cleaning floors and walls is not the only task that a vacuum cleaner will perform. It will take the dust from mattresses, upholstering, and clothing. At least one woman has found it useful in cleaning her pet dog and its use in grooming horses is common.

Sewing on a machine which has to be run by treading adds a very trying physical labor to the strain on the eyes. An electric motor relieves the seamstress of this wearisome part of the work and gives her a chance to take a more comfortable position at the machine. With this opportunity to give her whole attention to "feeding," she can sew at least twice as fast as when she must also do the treading. The pressure of the foot is all that is needed to start or stop the motor.

Without ever having taken the trouble to inquire, many women believe that the cost of current necessary to the operation of these different appliances put this "electric assistance" beyond their means. Two cents will pay for an hour's use of either an electric washer or an electric vacuum cleaner. A cent's worth of current will make twenty thousand stitches on a motor-driven sewing machine.

No more experience is necessary to operate one of these little motors than is requisite for starting and stopping an electric fan. A switch is always handy, so that the motor may be set going or brought to a stop at will. With this little worker at her command any woman can greatly diminish the period of her daily labor and correspondingly increase her time for social and intellectual pleasures.

sands of voices cheered our passing heroes. The windows of all of the downtown buildings held many happy faces, all paying tribute to "Our Boys." The incident which we are about to relate occurred on the twelfth floor, during the noon day parade. Miss Hazel Merrill was one of the young ladies at the window watching the boys as they passed below. The cheering grew louder and louder! The excitement was intense! "There he goes," Miss Merrill suddenly cried, with ecstatic emotion, whereupon she drew a chair closer, stepped upon it and thence on the window ledge. Her friends were amazed at the spectacle being enacted before them. They were speechless! Suddenly several of them reached out, secured a firm hold on her garments, and pulled her with all their might thereby preventing her from seeing any more of a certain handsome corporal, who was at that moment turning the corner, until that evening.

Jas C. Flynn, formerly of Asst. General Manager Nicholson's office, was one of the "Blackhawk" heroes, in whose honor Chicago celebrated recently. One of the privates in the same contingent said that "Jim was the Adonis of the brigade. The French girls were all simply mad about him, and no one else had half a chance with Jim around." Jim's popularity in the Railway Exchange Building was no small item. The fellows around here are worrying themselves 'most half to death since they heard that Jim was coming back.

"Doc" Robar of the advertising department, goes home on time now, and he doesn't take much work home either, since little Barbara Susan, whom they expected to be "Jim" arrived at their house to stay. "Doc" takes it cheerfully and has not complained of being kept up nights as yet. You ought to see the happy smile on his face when he tells everyone that she talks already, although she came just two weeks before Christmas. Here's wishing them all a long and happy life.

Elsie Bartels, the shy stenographer of the advertising department, is very happy since the Kaiser yelled "enough." No more anxious hours waiting for the mail to come in and no need of

writing to him any more, for he is home from the navy to stay. Tell us, Miss Bartels, isn't it grand to have him home again?

Have you all noticed the pretty ring Elsie Pflug, of Mr. Caldwell's office, received for Christmas? Lester is a mighty fine fellow, isn't he Elsie? You have our best wishes.

Fred Crow of General Agent Skillen's office has been requisitioned by the Regional Director. Fred is getting to be some traveler. He tells us that he would rather travel anywhere than stay in Elgin, because he claims the drinking water is not very good. Good luck to you, Fred.

Walter, the office boy in Mr. Skillen's office, was presented with a new pocket knife on his last birthday by his parents. His parents wisely insured his life at the same time. Walter has been cutting capers ever since.

Jim Finnegan, who was with the Fuel Administration for awhile, shoveling coal or something, has returned. He is now telling people how to ship, and Jim is the boy that can do it, too.

Oscar Olsen was a visitor during January, and also Bill Hart, both old timers in Chicago. We were very glad to see both of them.

F. T. Black, formerly of General Superintendent Wiedenhamer's office, is now chief clerk to Superintendent Morrison, at Beloit, Wis. F. T. has been with us a long time and we did not like to see him go. Success to you, F. T.

C. H. Ordas, formerly of W. H. Penfield's office, has been promoted to Motor Car Inspector, Milwaukee, Wis. Good luck, Charlie.

Iowa (East) Division and Calmar Line.
J. T. Raymond.

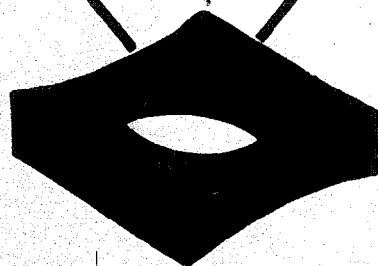
Engineer and Mrs. W. R. Barber, and their son, LeRoy, were New Year's guests of relatives at Milwaukee. LeRoy was badly wounded in his right knee by shrapnel during a battle in France, but is recovering slowly. After his furlough he returned to U. S. Hospital No. 2, Fort McHenry, where he expects to remain several months for further treatment.

Operators R. L. Taylor, Ira Seager and L. A. Kell, were "flu" victims, but have recovered.

For simplicity, effectiveness, and true economy, there is no nut-locking device that equals the "BOSS" Lock Nut. No instructions or special tools needed. Any way you pick up a "BOSS" Lock Nut is the right way to put on. Nothing can loosen its tremendous hold but a wrench. Can be used many times. **WRITE at ONCE for NEW CATALOG.**

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Railway Exchange Bldg.
CHICAGO, ILL.



**Take a
Good
Look
At It!**

**Write It Right--
Put It Down
This Way:
"BOSS"
LOCK NUTS**

Leonard Hewitt was absent ten days, account of being ill.

January 1st, Cedar Rapids was added to the Eastern Iowa Division.

Martin A. DeVoe has returned to third trick at "Ma," after six weeks extra dispatching at Perry. Roy Tathwell has been holding down "Ma" during Mart's absence.

Conductors C. Wescott and C. N. Dow, are both laying off, the former account not being well and the latter resting up during severe weather.

Asst. General Manager M. Nicholson and General Superintendent W. M. Weidenhamer were in Marion and Atkins, several days during the below zero weather, early in January.

General Superintendent, Motive Power, H. R. Warnock and Master Car Builder, L. K. Silcox, were in Marion, January 3rd.

Messrs. Hayden and Etter of the general passenger department office, Chicago, made a brief visit to Marion on company business.

Flagman S. L. Winter was absent from duty a couple of weeks, on account of an injured knee.

Ellis Owen has entered the company's service again in the storekeeper's office at Atkins. Ellis has just returned from army service in England, being connected with the Aviation department, over there, for the U. S. A.

Following are recent appointments: W. O. Jordan, agent, at Hale; M. C. Jacobs, agent, at Delhi; A. J. Campbell, E. Mullaley, and R. L. Kindig, operators, at Atkins yard.

Conductor John B. Coakley and wife, spent two weeks at Excelsior Springs.

On Sunday morning, December 15th, section man Harley Scranton, discovered a large rock, weighing nearly forty tons on the track, two miles east of Elk River Jct. It required the use of the steam derrick to remove it. It was certainly a fine thing that Mr. Scranton was so faithful in the performance of his duties in walking the track and making this timely discovery, thus avoiding very serious consequences. The rock slid from the side of the bluff.

Lieut. James S. Keenan visited Marion friends several days, departing for Aberdeen, via St. Joseph, Mo., where he visited his sister, Miss Margaret, who is a trained nurse in the hospital there. Jim has received an honorable discharge from the army and will resume work dispatching at Aberdeen.

Inspector R. C. Blakeslee of Milwaukee, was at Marion several days, lining up the new telephone changes.

Supt. Motive Power, E. J. Brennan, of Milwaukee, was in Marion early in January, on company business.

January 7th, Conductor J. H. Pulley coming into Green Island, on an extra west, had his right hand severely crushed by shifting timbers on a car, on which he was riding. He was taken back to Savanna from Green Island for surgical attention. No bones were broken and he will have the use of his hand, but recovery will be slow.

Engineer George Busby and family, have returned from a visit at Excelsior Springs, Mo.

Engineer Davey Gordon has departed for the south on his annual trip. He will visit friends and relatives in Louisiana and Texas.

The sympathy of the employees is extended to Switchman and Mrs. Frank Newcomb of Marion, in the death of their little daughter, two years of age. The family were all sufferers of influenza.

Louie Pazour writes Operator Bert Campbell from France, that he expects to be back in the United States very soon, now.

Section Foreman and Mrs. Chris Pauli of Spragueville, enjoyed a visit with their son, Louie, who was on a furlough. He is twenty years of age and has been in the U. S. Naval service twenty months, and is now quartermaster on the U. S. Destroyer Trippe.

Oscar French, former yard clerk at Marion, visited in Marion during the holidays. He was gassed twice and is still being treated, and has now returned to an army hospital.

Dan Morgan, chief caller at Savanna, has been laid up with appendicitis. We hope by the time this item appears he will be on deck again. Dan is everybody's friend and is greatly missed.

Illinois Division.

Mabel Johnson.

The local unit of the Veteran's Association had an interesting meeting at Savanna recently, and the following officers were elected: O. C. Hanson, president; Chas. Hersey, representative; Jesrry Hummel, Walter Dyer, Chas. Seitzburg, committee for sickness; T. Thompson, Mike Powers, committee for business affairs. Many of the members attended this meeting, and as there are quite a number of "Vets" in Savanna, all are looking forward to a good local organization.

Machinist Helper John Westfall and wife, of Savanna, celebrated the fiftieth anniversary of their wedded life recently. While both Mr. and Mrs. Westfall are in 70th year of their age, both are still active, and Mr. Westfall continues to attend to his duties at the roundhouse. We take this means of congratulating them upon the event, and to wish them many more returns of the day.

Earl Hersey of the Savanna car shops went to Beloit, to take charge of the Milwaukee repair yards there, temporarily, until the regular foreman who is sick, returns to work.

The marriage of Fireman C. J. Bailey and Miss Nettie Owczarzak, was solemnized at Savanna, December 30th. Although somewhat belated—congratulations are extended.

The death of Eengineer James Gosselin occurred January 9th, at his home in Chicago. Being well known on our division, the news of his death was learned with much regret. Deepest sympathy is extended from the division.

Mill Foreman Roy Hatfield of the Savanna car shops was promoted to car foreman at Aberdeen, S. D. This is a nice promotion for Mr. Hatfield, and he has the best wishes of his friends on this division, in his new position.

Word has been received from former Assistant Yardmaster Ray Kentner of Savanna, now in military service, that he is still in France, and while he does not know when he will return to the states, looks forward to the "homecoming."

Machinist Otto Enz and wife, of Savanna, went to Aurora, a few days ago, where Mrs. Enz entered the St. Charles Hospital for an operation. At this writing Mrs. Enz is getting along nicely and we hope for her speedy recovery.

I. A. Smith has resigned his position as general car foreman at Savanna, and will take up his former work as switchman. John Dietz of Freeport has filled the vacancy made by Mr. Smith, and we welcome Mr. Dietz on our division.

Dan Morgan, chief caller, at Savanna roundhouse, is again at his desk after an illness of a few days. Glad to see you back, Dan.

During the recent Red Cross membership drive, the receipts show the C. M. & St. P. clerical forces at Savanna to be 100 per cent. Always on the top at Savanna.

Superintendent's office.—"Pat" went home one morning at 11:30—why, To keep the Home Fires Burning.

What happened to the Dubuque Hop? Sorry you lost out—someone always knocks the joy out of life. That makes twice in one week. Never weary—third time's the charm!

Miss Anna Wires, chief clerk at Savanna car shops, was called to Omaha, Nebr., recently on account of the serious illness of her brother. At present he is somewhat improved and Miss Wires has returned to her duties.

Miss Nan Gallagher of General Superintendent C. O. Bradshaw's office, Milwaukee, spent New Year's day in Savanna, with Mr. and Mrs. Ed. Flint.

The song "Over There," has made quite a hit in Savanna. Why so much popularity?

Miss Margaret McGrail, C. C. D. M. M.'s office, Savanna, spent New Year's day with friends in Perry, Ia.

Miss Mary Murphy, C. C. Savanna car office, visited with her mother and brother, who is general car foreman at Milwaukee, at that place, recently.

John Collins, formerly fireman on R. & S. W. Division, has been honorably discharged from Ft. Benjamin Harrison, and returned to the railroad service, a few days ago. Glad Uncle Sam has released his claim on him, as there is no one who looks better to the D. M. M.'s office at Savanna, than a returned soldier.

Mr. Messer, stoker supervisor, at Savanna, January 14th. We always welcome his cheery smile.

J. W. Taylor, Assistant to Federal Manager, called at D. M. M.'s office, January 11th. The welcome sign reads: "come again."

The train containing \$70,000.00 worth of hogs for benefit of Red Cross, passed through Savanna the latter part of December. Train was decorated and made a very good appearance.

Superintendent's Office.—Any mail for Cook, Doris?

A request was made at superintendent's office a short time ago that a pass recognition be made. Mae got the "drift," but couldn't fill out the requisition for "lafin."

Mrs. Clarence Layman, wife of Engineer Layman, returned from Mayo Bro.'s hospital, where she has been receiving treatment for some time past. She was benefitted by the treatment and hope she will soon enjoy her former health.

Switchman John Allison at Savanna, was severely injured a few nights ago while on duty. Some cars were being placed on stub track, just west of depot, when engine was derailed and Mr. Allison was caught between engine and front car, fracturing his right limb above the knee. It no doubt will be some time before he can resume work, but all his friends on the division hope for a rapid recovery.

Mrs. Chas. Brown of Elgin, wife of Engineer Brown, visited at Savanna, the latter part of December.

Lieut. E. L. Johnson, U. S. N. R. F., brother of Miss Mabel Johnson, spent New Year's with his folks in Savanna, returning to the Philadelphia Navy Yard.

The C., M. & St. P. supply shanty, located south of Savanna roundhouse, was recently destroyed by fire. It is believed fire was started from a torch. Some personal effects of the men stored at the shanty were also destroyed.

The death of Mrs. C. O. Bradshaw, wife of our former Superintendent C. O. Bradshaw, was learned at the superintendent's office, with deepest regret. Profoundest sympathy is extended to Mr. Bradshaw and family, from our division.

Notes From Milwaukee.

"O'Malley"

Our S. O. S. for notes was surely answered, and thank you, everybody. But, what in the world is the matter with Chestnut street station, North Milwaukee, and all the other stations which we have not heard from. Get busy, please, because we want to hear from everyone, we want to let all the folks know that little old Milwaukee is still on the map.

First and foremost, we want to announce the arrival of a wonderful little boy at the home of Mr. and Mrs. Clem O'Halloran. Congratulations. When talking to Clem he stated the boy had run away. Oh such a good start. Wonder where he got his flighty ways? (The apple don't fall very far from the tree.). Three cheers for Patrick Henry O'Halloran.

Now all of you joy-riders of a certain Saturday evening sleigh ride party—thought I was going to tell tales out of school—and while I know all of you have a guilty conscience—I am going to fool you. The only "few" whose actions wouldn't be passed by the censor are Myra and Herb, and our dear chaperons George Steiner and

Edward. Words fail us in an endeavor to express an opinion of Myra and Herb. As to George.—Oh, Oh, and wow. And he is so nice in the office. Our only regret is that Mr. Hoehn wasn't with us. I am sure he would have been the only one capable of handling the crowd.

What's all this we hear about Miss Braun and Miss Sykowski wearing solitaires. Dan Cupid has put up for the winter in the car record office. Look out, Helene, you are next.

Howdy, Sergeant Hawtrey; we are glad to have you with us again. Now please don't forget all the nice things Uncle Sam taught you—9:00 p. m. every night—yes, even when you go out with "Red."

Besides having their old chief clerk back with them again, North Avenue Station has a very happy girl in their midst. Reason? A certain much loved soldier has returned from "over there" and Elsa smiles all the time.

FOR SALE—One Red Middy. Inquire, "Irene."

After a long, long week of silence, Agnes and Tabbert finally "kissed" and made up. We hope every thing is now Okey.

Geo. Callen walked into the office the other morning at 7:30. What we would like to know is, "how did he do it?"

Something is in the air. Bessie Malone comes to work every afternoon in her Sunday-go-to-meeting clothes. Let us know, Bess, when is it coming off.

Bessie Smith is still wearing her beautiful smile. We are wondering if she received her chair.

Now, Eleanor, what were you and Florence doing in Oconomowoc, New Year's evening? Wasn't Milwaukee big enough? and, Oh, the stories we have heard.

You ought to see the swell glasses our friend, Kellerman, is wearing these days. Never mind, Kel, they add to your manly beauty.

Oranges may be used in different ways, the cook book says, but North avenue has found a novel way. Ask Clarence, (the boy wonder). He would give all his back pay (if there is any left) to know who thought of this particular way of testing his Irish disposition.

Mr. Piehl, will you please tell me what Kitty has been saying about me. If you don't I will insist that Mr. Paulus put you "out" of that wonderful ticket office. By the way, when are you going to have "Grand Opening Night?"

Advertisement. "Ole, the Tape." Jigging Master. Ladies take notice. Private, individual lessons.

Mrs. P. K. Coffey and daughter, Lorena, have returned from a visit to relatives in old Kentucky. Better known as God's Country.

E. R. Lewis is now the Boy Conductor on a 7:00 a. m. transfer. He says the two old beads who are (supposed to be) helping him, make him do all the work, perhaps that accounts for the size of the lunch he carries, we thought it was his overalls, until he opened the bundle.

W. W. Wright is back on the job, Bill spent some time at Camp Dodge, preparing for what he was going to do to the Huns; but the Bill from Hunland, heard our Bill was coming over, so he called the fight off, and now "3w's" is back on the foot board.

Mrs. F. G. Greenwald, "The Boys will remember

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RAILWAY TIME SERVICE

Frank," spent several weeks' visit with Mrs. F. W. Moore. She was visiting friends and relatives in this city.

A. J. ("Tony") Hammer, was very much pleased to have his son home from the navy for the holidays. Tony and the boy got lots of smokes for Christmas. The boy helped pop smoke his, but saved his own to take back to camp.

"The Seagull," otherwise known as M. W. Weidig, has shed the habiliments of the jolly tar, and is again on the hurricane deck of a box car.

On December 30th, Lodge No. 863, B. of R. T., (made up of the men employed in this terminal) and Washington Lodge L. A. to B. of R. T., held a joint installation of newly elected officers. Both lodges were well represented, and everyone had a good time. Sister Clara Bradley, Grand President, of the Ladies' Auxiliary, officiated for the ladies, and the Boy Conductor R. R. Lewis, did the honors for the brotherhood. After the ceremonies, dancing was indulged in, and enjoyed by all, even though they had to wear "flu masks," and we are very pleased to say that "the popular flu cure" was very conspicuous, by its absence. Sister Bradley gave a short talk on the Fraternal Benefits of a gathering of this nature and strongly urged that they be held more often.

Evidently the "flu" is still in "active service." at the freight office, as we can get no word from them. Address us at Muskego yard, care B. N. Schwartz, and send the letter before the 10th of each month.

Yardman L. G. Caspar slipped one over on all of us, by getting quietly married last week, but those things will get out, so come across, Casper, or we may do something desperate.

The Yardmasters' Association held their annual banquet at the Empire Cafe, New Year's evening, which was attended by the yardmasters and their wives, about seventy couples were in attendance. The banquet was a double celebration. The birth of the New Year and the birth of the "Railroad Yardmasters of America."

Among those present were C. A. Turney, assistant terminal manager; N. A. Meyer, trainmaster; A. J. Knerien, assistant to terminal manager; W. G. Breckenridge, general yardmaster and F. N. Mason, grand president R. R. Y. M. of A. There were several good speeches by Messrs. Turney, Knerien, Meyer, Breckenridge and others. In a well delivered talk, Grand President Mason explained the objects of the organization. Everyone present voted a very pleasant evening, and all joined in wishing the R. R. Y. M. of A. a very happy and prosperous New Year.

We wonder what is the matter with Paul Albert, "operator at Muskego yard office." That's all right, Paul, marriage is just like anything else, something like "riding the goat in a lodge," the hardest part about it is getting up courage to face the music, so brace up, say, "who's afraid," and go to it. Gee whiz, if the Girl sees that she has got you buffaloed now, while you are still "running," what will she do to you when she has you "roped and hog tied."

The Service Flag of Lodge No. 863 now has twenty-three stars, and we are very proud of them, one of them is Gold, and while we extend the sympathies of the brotherhood and all our readers to the bereaved family in the loss of their son, we are proud to say that our friend and brother was a member of the Brotherhood of Railroad Trainmen, in good standing, and that one of the members of Lodge No. 863, was there to do and die, that autocracy might be overthrown and the world made a decent place to live in.

It is with the deepest regret that we announce the death of Miss Marie M. Bennett, who passed away at her home, No. 123, 25th street, at 4:00 p. m., Monday, Jan. 13th, 1919. Miss Bennett was employed in the Northern Division office, from June, 1917, until a week before her death. The Northern Division has lost a most efficient and loyal, as well as best loved clerk. During the time Miss Bennett was with us, she made a host of friends and everyone of these friends regret her death very deeply. A young lady that everyone was proud to know.

Milwaukee Shop Items.

By H. W. Griggs.

Asst. S. M. P. F. S. Rodgers called the 17th of December and January 9th. Travelling Engineer,

Mr. J. B. Johnson, was at the plant December 16th.

Mr. C. H. Ordas is motor car inspector, Mr. H. H. Rupp having resigned December 16th.

Mr. C. Juneau has moved out from Petran's office into a new one of his own, an extension of W. H. Murphy's former office. Mr. Juneau is now general supervisor of freight car repairs.

Our Union Depot ticket office is now up with the fashion, a spacious counter and cases in the old east lobby.

Jno. Horan brought down a cornet near Christmas time and started to blow so hard that he blew the tuning slide out of the soldered socket. Go slow, John; aye, slow.

One item that slipped us a month or more ago is that tinner boss, Peter Fritsch, has a fine baby boy at home. Peter's smiles gave him away.

Mr. C. H. Bilty of the regional director's office was at the Shops around New Years. Glad to see you, Charlie.

The new rotary snow sweeper along the lines of the street car system has been completed by the Car Department and given a successful tryout in the yards. General yardmaster, W. C. Breckenridge, was the originator.

Six below zero on January 3rd, 12 below on the 4th, but healthy weather.

A new passenger shopping board graces Mr. Jensen's office. A photo and description is to be sent in.

Mr. F. Austerman, chief clerk to the shop superintendent, is now in France in charge of Locomotive Department castings and material stocks. Mr. William Barlow is in Austerman's place. Mr. Austerman was in the Locomotive Department since 1902 and before that was foundry clerk.

Our passes are late this year, but they are coming.

Traveling Engineer A. B. Mitchell has his left hand bandaged up and there are a few scars on his face, both from the effects of being severely burned, but this did not happen on duty—house duty at home.

The Car and Store Department flags were at half mast Wednesday, Jan 8th, when Ex-President Roosevelt was laid away.

General Boiler Inspector E. W. Young was at the office January 9th.

The Atkins Yard showed up good in the January magazine. That is the only way to show it—a bird's-eye view.

Mr. J. E. Bjorkholm in his fuel article in the January magazine makes a good point in "Forgetting about BTU, CO, CDO," what used to amuse the boys up the line in our old fuel lecture days, was the start off with the "British Thermal Units," "Caloric Heat," etc., neglecting much of the practical every day requirements.

We are glad to see General Storekeeper Frank O'Connor around again after a two weeks' layup with the "flu."

Chief S. M. P. clerk, Geo. Dayton, was down the line on R. R. B. a day or two early in January. It is not often that you don't see George at that desk. Since that time George went down in Ohio on the sad mission to bury his sister.

Mr. Jno. W. Taylor was at the Shops on the 13th of January.

One thousand tons a day for locomotives is the present coal delivery at the coal shed. The power house consumes 160 tons a day, nearly three times as much as fifteen years ago, when the plant was much smaller. The car planing mill uses 40 tons a day, as does all the blacksmith shops. How much does this cost? Ask the officials. The shops and locomotives use close on a half million tons a year.

Mr. Bryan, Mr. Warnock, Mr. Bradshaw, Mr. Brennan and Mr. Silcox went the rounds of the shops a few days ago.

The Veterans' names are still coming in—over 400 for the Shops and nearly 100 for the Milwaukee Terminal, besides some who may have sent in direct and not listed here.

Veteran Jno. Horan was down to court the other day. We can't get much out of John about it.

Locomotive Department—Blacksmith Shop.

The band has had their pictures taken and they will soon be shown in the magazine.

Foreman Chas. Fuller's office has received a renovating of green and gray paint with Wilton rugs on the floor. Veteran Ed. Moran would hardly know his old office now.

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Machinists' Union No. 234 gave a stag Friday, Jan. 10th, at the Schubert Theater Hall. Jass band entertainment; Mr. Chas. Meyer, the Shops "McCormack," sang, and the Shops Quartette rendered fine selections. The boys certainly had a good time and fine refreshments were served.

Milwaukee Shops—Car Department.

The Milwaukee Shops Band elected the following officers for the year of 1918:

President—Edward Reynolds.

Secretary—E. F. Metzen.

Director—Matthew De Sio.

Librarian—E. Karkutt.

Manager—Chas. G. Juneau.

Treasurer—Chas. Petran.

The band now has a full complement of uniforms and has over \$200 in the hands of the treasurer. It is contemplated to hold a big concert and ball some time this spring at the Auditorium, using the main hall for that purpose. We want at least all employees of the Milwaukee road in Milwaukee, Chicago, Green Bay, LaCrosse, Dubuque, Savanna, Madison, Watertown, and, in fact, all points that are within twelve hours' ride, to be prepared should this monster gathering of Milwaukee road employees take place. We want the city of Milwaukee to see the greatest gathering of railway employees ever held in this city.

G. S. P. D. Janson, A. G. F. Schneider, Foreman Oetberg and Mr. Mansur were at Dubuque on Company business last week. The Dubuque car shops are being abandoned—Milwaukee and Minneapolis will do the work.

Mrs. H. Cochrane is the new timekeeper at the Passenger Department office. May her shadow never grow less; if it did there would be nothing left of her.

Wipe your feet is the order before entering here at L. B. Janson's office. Why? Ask Heyele De Camp, the chief clerk.

Our genial assistant to the manager, C. B. Deppe, is again on the job. Sick with the "flu" was the trouble—had a long siege of it.

One of the marvels of the day, Foreman Ellingboe of the Machine Shop, broke his arm two days after he was back on the job. That certainly shows determination—very few men could duplicate it.

Mr. Byram, Federal manager of our road; Mr. Warnock, G. S. M. P.; Mr. Bradshaw, superintendent; Mr. Brennan, S. M. P., and Mr. Silcox, our M. C. B., made a complete tour of the Milwaukee Shops last week.

The End of The Steel Trail.

Bess G. Spinning.

Miss Grace Erickson has been on the sick list for the last week but is reported convalescing rapidly, and expects to be able to assume her duties at the office the latter part of this week.

Miss Margaret Carotte, record clerk, at the local office, was transferred to the Export Dock, No. 2, last week. Mrs. Freda Marti is record clerk at the local office in her place.

Mrs. Lloyd Kincaid, Miss Ritter, and L. Shradler, are the new clerks recently employed at the Freight office.

J. McKay enjoyed a week's vacation visiting in Spokane, the first of the month, returning December 9th.

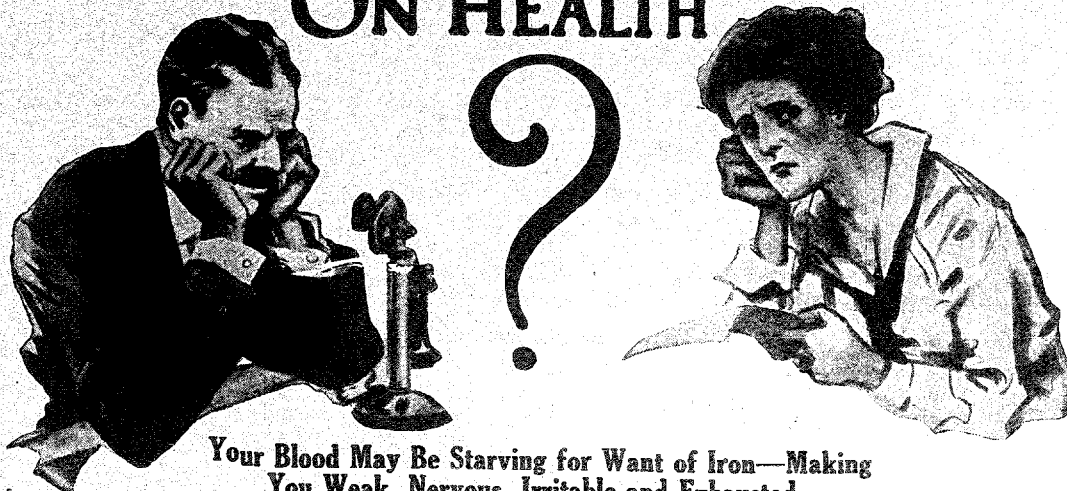
The cashier's office was enlarged at the freight office, in order to accommodate two new clerks.

Miss Fannie Conway leaves December 15th, for Butte, Mont., on a week's vacation. Her friends here are all very glad to see her enjoy a rest, but hope she will not forget to return to her work after a week of leisure and pleasure.

Miss Margaret Bolander, of Dock No. 1, was absent from work three or four days, the first of the month, on account of illness, but is back to the bill desk again.

Calvin R. Cheney, chief clerk, Import Dock No. 1, is anticipating a trip to Chicago and other eastern cities, visiting friends and relatives, leaving here about January 7th. A word dropped now and then accidentally leads us to think Mr. Cheney is planning on making this a very interesting trip and bringing a wife back with him. In case these are his intentions, we wish to extend to him our hearty congratulations and best wishes, for a bright and prosperous future.

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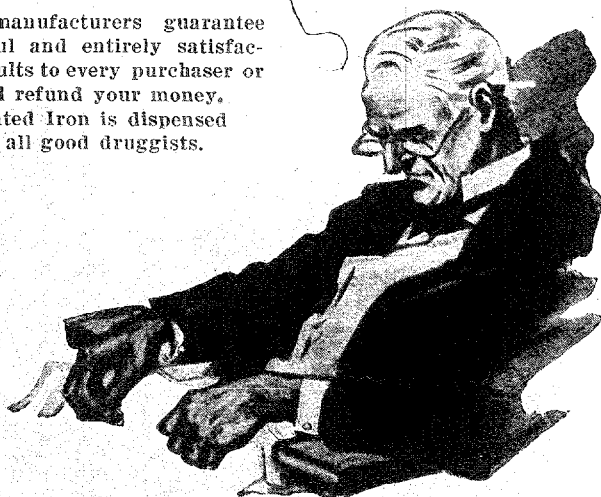
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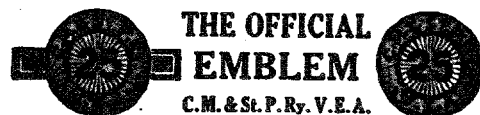
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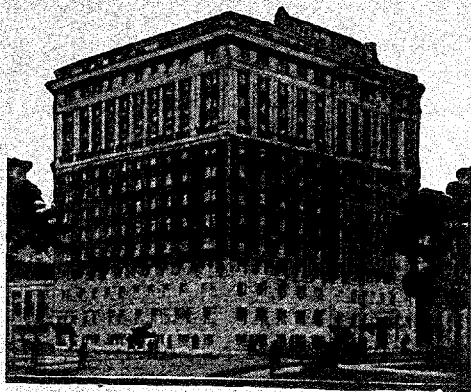
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