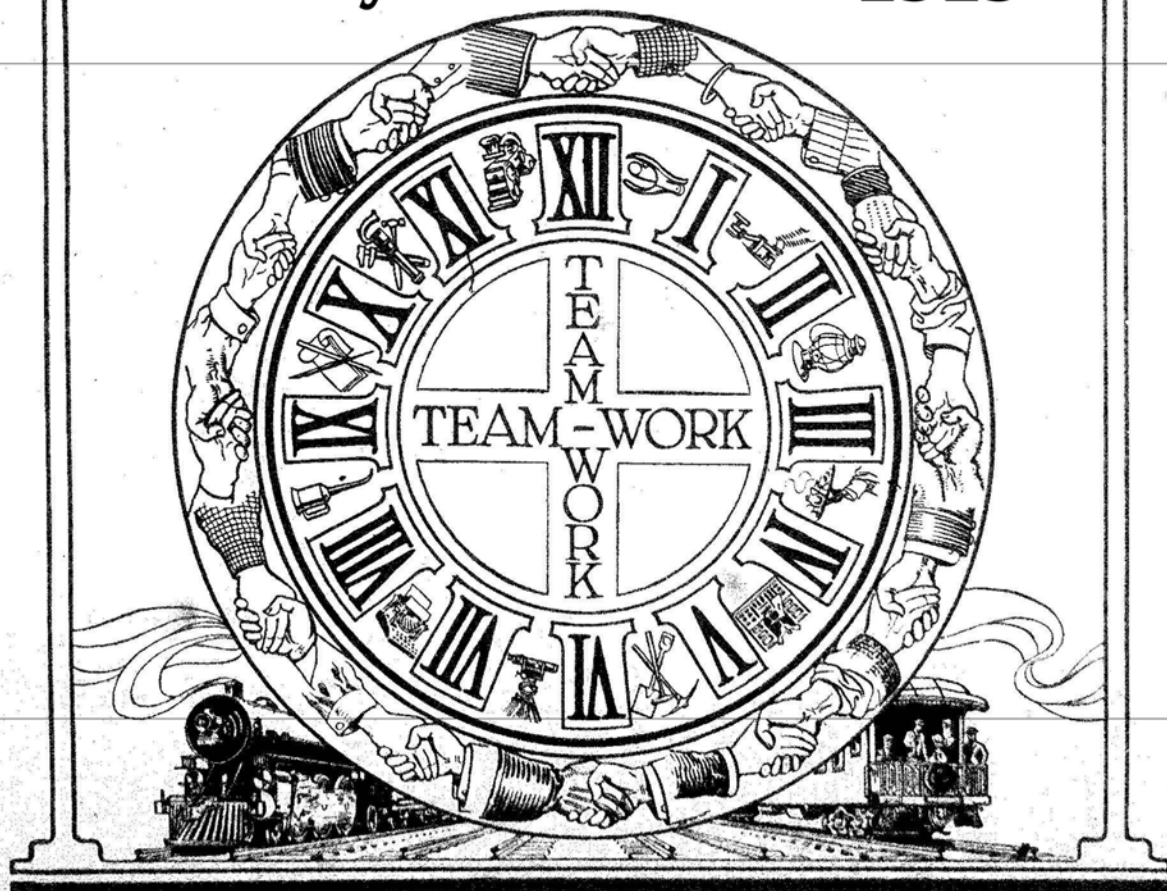


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

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 starting value, 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' shoes 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 desirable, 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. Durable 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**

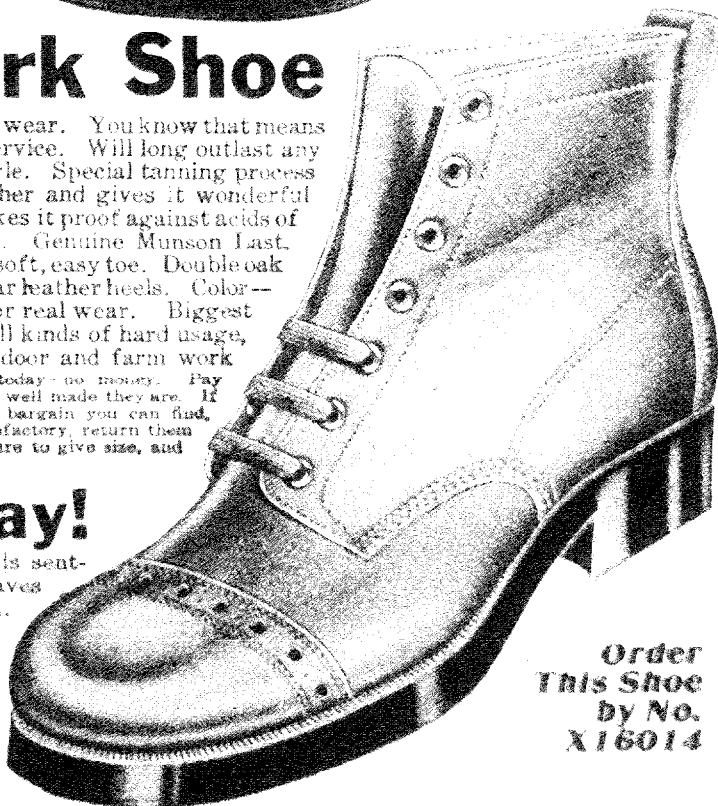
Remarkable Bargain Work Shoe

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. X1051 Chicago



**Order
This Shoe
by No.
X16014**

CONTENTS

	Authors—	Page
Ring Out Wild Bells.....	Alfred Tennyson.....	5
The War and the Mechanical Department of Railroads.....	W. R. Warnock.....	6
Director General McAdoo Resigns.....		8
Tie Splitting Machine.....		9
Soldiers of the Home Lines.....	Frank McManamy.....	9
New Year's Greeting.....	Sted.....	9
Report of Reclamation Committee.....	H. S. Sackett.....	10
United States Railroad Administration—		
News From Washington.....		12
Fuel Waste or Fuel Conservation.....	J. E. Bjorkholm.....	15
Claim Prevention Bureau.....	C. H. Dietrich, Ch'man.....	17
Bensenville Cut-Off Opened.....		18
Mr. Welch Elected Comptroller.....		19
Safety First.....	A. W. Smullen, Ch'man.....	19
Concerning Ties.....	F. S. Pooler.....	23
When He Comes Back.....	Sted.....	23
Letters From the Boys.....		20
Over There.....	Jack Gavin.....	26
Lake Isa, Yellowstone Park.....	Nora Breckenridge Sill.....	26
Appointments.....		37
Special Commendation.....		38
On the Steel Trail.....		40

INDEX TO OUR ADVERTISERS

American School of Correspondence.....	3
American Technical Society.....	62
.....Inside Front Cover	
Bickett Coal & Coke Co.....	62
Bird-Archer Co.....	64
Boss Nut Co.....	56
Brook's Appliance Co.....	31
Buckeye Steel Castings Co.....	64
Chicago Engineering Works.....	29
Chicago Pneumatic Tool Co.....	63
Church, Rollin S.....	58
Clark & Bro., W. A.....	60
Coleman, Watson E.....	58
Commercial State Bank.....	60
Continental Casualty Co.....	39
Cropley-Phillips Co.....	49
Dearborn Chemical Co.....	64
Endicott Johnson & Co.....	33
First National Bank, Lewistown.....	64
First National Bank, Roundup.....	62
Flint Varnish & Color Works.....	63
Franklin Tandy Coal Co.....	60
Galena Signal Oil Co.....	63
Hartman Furniture & Carpet Co.....	
.....Back Cover	
Inter-American Supply Co.....	43
Keller, Rec., Theo. C.....	60
Larabee Bros., Baukers.....	50
Leonard Morton & Co.....	1
Mass. Bonding & Ins. Co.....	53
Massey Co., C. F.....	62
Mayer Boot & Shoe Co.....	41
Mead Cycle Co.....	38
Merchants National Bank.....	53
Miles City National Bank.....	62
Murphy Varnish Co.....	64
National City Bank of Seattle.....	59
Nuxated Iron Co.....	61
Pacific Creosoting Co.....	45
Pantasote Leather Co.....	64
Peabody Coal Co.....	58
Pyle National Co.....	59
Robertson & Co., Wm.....	47
Rosengrant Coal Co.....	62
Roslyn Fuel Co.....	62
Ross Gould List & Letter Co.....	58
Seattle National Bank.....	45
Smith Locomotive Adj. Hub Plate Co.....	62
Spokane & Eastern Trust Co.....	50
Standard Accident Ins. Co.....	37
State National Bank.....	62
Stifel & Sons, J. L.....	35
Travelers Insurance Co.....	43
Tuller Hotel.....	63
Western Iron Stores Co.....	39
Williams Co., G. B.....	64
Wood, Guilford S.....	64



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?

Why Not Get a Better Job?

What would it mean to you if your salary was doubled tomorrow? What would \$5.00, \$10.00 or \$20.00 more a week enable you to do? It would mean a whole lot more pleasure in life—a lot more satisfaction, wouldn't it? **Then why not get it?** You can! It is not impossible or even a hard task. It is simply a matter of training yourself for the position and pay you want.

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.



**AMERICAN SCHOOL OF
CORRESPONDENCE**
Dept. C-1481, CHICAGO, U. S. A.



TRAINING FOR BETTER JOBS
PLEASE SEND ME BULLETIN AND
TELL ME HOW I CAN FIT MYSELF
FOR THE POSITION MARKED X

ASC

- | | |
|--------------------------|-------------------------------------|
| High School Graduate | Lawyer |
| Electrical Engineer | Business Manager |
| Mech. Light & Power Sup. | Construction Property Administrator |
| Hydroelectric Engineer | Accountant and Auditor |
| Telephone Engineer | Bookkeeper |
| Telegraph Engineer | Stenographer |
| Wireless Operator | Fire Insurance Agent |
| Architect | Shipping Broker |
| Building Constructor | Master Carpenter |
| Crane Engineer | Printing and Book Binding |
| Structural Engineer | Automobile Engineer |
| Mechanical Engineer | Automobile Repairman |
| Ship Superintendent | Airplane Mechanic |
| Steam Engineer | General Schoolmaster/Teacher |
| Draftsman and Designer | Business Related Occupations |

Name _____

Address _____

A Fob for You

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

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

The Milwaukee System

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

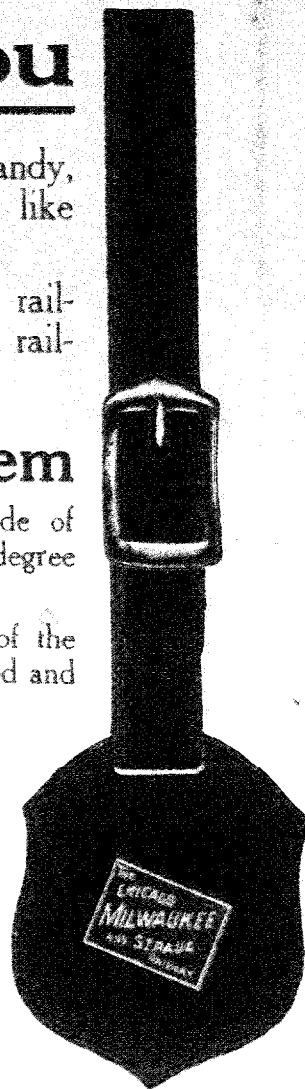
In the center of the fob there is an emblem of the Milwaukee System. The emblem is double plated and polished, thereby eliminating the possibility of tarnishing.

Wear a Milwaukee Emblem

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



Only a limited number of these fobs and buttons on hand, so it will be to your advantage to send in your order at once.



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

GENTLEMEN: Please find enclosed
 I have marked below.

in payment of the articles

Name _____

Address _____

Town _____

State _____

R. R. Dept. _____

Mark Articles Desired

Leather Fob with Emblem	60c
Leather Fob without Emblem	25c
Plated Button, Screw Back	35c
Rolled Gold Button, Screw Back	75c
Solid Gold Button, Screw Back	\$1.25

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, 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 45,000 employees of the Chicago Milwaukee & St. Paul Railway System.

CARPENTER KENDALL
Editor, Libertyville, Illinois

Single Copies 10 Cents Each

Outside Circulation \$1.00 Per Year

Address Articles and Communications Relative to Editorial Matter to the Editor, Libertyville, Ill.

VOLUME VI

JANUARY, 1919

NUMBER 10

Ring Out the Old, Ring In the New

Ring out, wild bells to the wild sky,
The flying cloud, the frosty light;
The year is dying in the night,
Ring out, wild bells, and let him die.

Ring out the old, ring in the new,
Ring out, happy bells, across the snow,
The year is going, let him go;
Ring out the false, ring in the true.

Ring out the grief that saps the mind,
For those that here we see no more,
Ring out the feud of rich and poor,
Ring in redress to all mankind.

Ring out a slowly dying cause,
And ancient forms of party strife;
Ring in the nobler modes of life,
With sweeter manners, purer laws.

* * * * *

Ring in the valiant man and free,
The larger heart, the kindlier hand;
Ring out the darkness of the land,
Ring in the Christ that is to be.

—Tennyson.

The War and the Mechanical Departments of Railroads

H. R. Warnock, General Superintendent of Motive Power.

The following talk was given before the Western Railway Club in September, by Mr. Warnock.

In entering upon this new season's activities we find ourselves working under vastly different conditions than any that we have ever known heretofore. These conditions are such as, before the present conflict, could scarcely have been thought of by us except in connection with a socialistic state. The crucial test in which our country is engaged demands the utilization to the utmost of every resource which we have at our command. That one of these should be our transportation machine gives us who are railroad men signal opportunity to play one of the most important parts in assisting in the removal of the threat against the free institutions of the world that could possibly fall to any single class or group of our civilian population.

What though this opportunity comes to us with the disruption of the habits of a lifetime; what though it carries with it the contradiction of our political theories, or that it brings to us the threat of material loss, it should be sufficient for us to know that those to whom we have entrusted the conduct of our national affairs in this time of crisis deem these new conditions necessary to the attainment of the great issue confronting civilization. In that knowledge we should all join, as I am sure we do, in co-ordinating all our effort toward the one great aim with a singleness of purpose and a determination that knows no defeat.

We of the Western Railway Club are men whose interests lie primarily in the mechanical department. Looking about us, after having become somewhat adjusted to the new state of affairs, do we not find after all a large measure of compensation for our disrupted prejudices in that many of our long standing ideals as for the construction and upkeep of equipment are entering a stage of actuality? To resent these innovations is to confess insincerity in the standards and recommended practices to which, in other years, we readily subscribed, but in the execution of which we seemed to lack initiative, were over-worshipful of our own schemes and creations, or were frustrated through lack of sympathetic interests on the part of influence having a more forceful, though less intimate, connection with railway mechanical affairs than ourselves.

Our earlier freedom in the following of diverse pathways to the same general goal permitted the development and use of a wide variety of equipment, so wide in fact that, except for the good offices of the Master Car Builders' and Master Mechanics' Association, particularly in making this equipment conform to certain definite limitations estab-

lished in the interests of interchange, this all-essential principle in the conduct of the country's transportation business would have been a near impossibility. Without the free interchange of equipment the commerce of our country could have attained proportions comparable only to that of those countries now looked upon as being but partially developed in an industrial and intellectual sense. However, out of that time and method there has also come that wealth of invention that alone makes possible the establishment of universal standards on a basis that promises to be adequate over a reasonable period. Fortunate indeed we are, that the present line of action was not instituted as recently as 20 years ago, before the time when our eyes had been opened to the vast possibilities in the way of increased power and economy that are now matters of accepted practice, to say nothing of the several improvements which, though not yet established, are on the verge of coming into their own and give us promise of still further economies in steam locomotive practice.

I have suggested that there is compensation in the existing state of affairs. It is abundantly evident that the railroad administration appreciates the great importance of adequate power and car equipment and of having that equipment in a good state of repair. It is not that there is anything new or original in that policy, since the excellent things that ~~should be~~ are mentioned by the score in the proceedings of our railroad technical associations. It is rather that the roads in a large measure have not been financially able to embark on the betterment schemes in a wholesale way. Those that were able did what they could, but the burden of carrying along with their own repairs the modernization and repair of less capable and more in different lines has been simply too great to permit of attaining an average condition of equipment, the country over, that would measure up to the requirement in the present crisis. It is in the putting into effect of these ~~should be~~ conditions that gives us, in the mechanical department, cause for satisfaction. Cases in point cover the survey that has been made looking to the more general application of superheater apparatus to engines constructed prior to the advent of that important facility. Likewise investigation has been set on foot looking to the application of stokers to those locomotives not so equipped and whose size warrants resort to mechanical firing. In the case of freight car equipment there is to be cited the action taken by the railroad administration in graduating the extent and cost of repairs to cars in ac-

EMPLOYEES' MAGAZINE

cordance as they are sufficiently modern as to age and construction to be deserving of the attention that will restore them to service. This will have the effect of retiring the weak and obsolete cars that have been inveterate trouble makers to trunk lines for years. At the same time this plan of freight car betterment involves the consistent reinforcement of wooden frame cars where reinforcement is warranted, and the application of better draft gears of specified types to all cars undergoing repairs and not previously so equipped. These improvements constitute a program that any aspiring equipment officer would have been only too glad to have instituted on his line years ago had the financial condition of his road and the policy of his management so permitted.

Indicative of the extent to which the railroad administration is supporting this program, I may say that under the writer's jurisdiction and on the line with which he is identified there was expended for locomotive maintenance in June of this year the sum of \$1,287,740, and for cars, the additional sum of \$1,362,631, making a total of \$2,650,371 for the single month. It is true that these figures do not offer a direct comparison with the extent of similar work performed in other years owing to the largely increased cost of labor and materials. They are, however, proof of realization on the part of the powers at present in control of the tremendous value of adequate maintenance and signify the willingness of those powers to have repairs made to the limit of our capacity in the way of labor and materials, and we, appreciating both the opportunity and the necessity of bringing it about, should not fail in doing our utmost in carrying on this program.

Whatever else may be said about the standardized car and locomotive equipment being offered us, it is, at least, of conservative and rational design and must offer worth-while advantages in quantity production, under which plan only, considering the stress on our industries, can we hope to secure cars and locomotives in such numbers as to approach requirements. We do not expect, during the period of the war, to realize any advantage through simplified maintenance because of the fact that such standard equipment as we may be able to get within that time represents so small a proportion of the total. However, with this initial step taken we can reasonably look forward to a time when it will have its very appreciable effect. Even though the roads be returned to private management, the influence of this innovation undoubtedly will persist with the beneficial results referred to.

We must not fail to realize in the satisfaction which we find in this new-found appreciation of our department that it carries with it a responsibility in which every man, from the highest to the lowest, has not done his part until he has done his best, not merely on occasion but all the time. Two very important self-admonitions I would place before you. Each individual must remind himself to be diligent. The time for merely casual attention to the duties com-

prising the daily routine, if ever there was such a time, is past. Our government is participating in the most colossal upheaval in all history. Millions of our men are cheerfully responding to the summons for a class of service that may exact the last and most precious tithe that any man can give, and we at home must see to it that nothing that we may leave undone will contribute to enlarge that toll. Our individual duties have expanded, and that, tremendously. But new appreciation of the privileges and responsibilities of citizenship in this splendid republic should give us strength to carry each day's toil on to a successful issue. As my much beloved colleague, Robert Quayle, put it before an audience of traveling engineers a few days ago, what if the effort does require the last ounce of strength and the last breath of life, how much more is that, than is being offered freely each day by hundreds of our own flesh and blood in the face of hostile opposition and on a foreign soil. The second self-admonition which I would urge upon every one, whether in the ranks or on the staff, is the uncompromising suppression of that disposition which wrongfully has been termed the essence of railroading—"passing the buck." The use of this inelegant terminology implies the sense of responsibility evaded. So far should this disposition be uprooted that not only will one's own responsibility not be evaded but there will come, in its stead, a willingness and purpose to go out of one's way if need be to cooperate in attending to whatever duty lies close at hand. In these times the railway employe cannot escape the brand of "traitor" until he has taken the first step, nor does he earn the designation of "patriot" until he has taken the second. I do not advocate the indiscriminate meddling by one employe or official in the affairs of another, but what is essential is the cultivation of that spirit that will so unify the organization that all branches and individuals are mutually helpful. To observe an improper condition and to conceive an improvement without giving those most directly concerned the benefit of criticism or suggestion is to fall short of the requirements in this strenuous day.

Of the several lines of effort organized by the railroad administration two, in particular, serve to reach us as individuals. I refer to the work of the fuel conservation section and to the safety section. So far do these interests, in their ramifications, enter into the every day work of the railway employe that scarcely one fails to come into contact with them in the course of each day's endeavor. It is not necessary to dwell at length on either of these matters. So well have they been advertised that the danger is that they are not accorded the respect due them owing to the indifference that arises from too much preaching. Fuel, we know, is the crux of our industrial situation. It is not now a matter of economizing it because of its money value, notwithstanding its 250 per cent increase in cost, consequential as that is, but rather is it a question of sufficient volume to meet the demands of the industries, our

railways, and withal, of our individual homes.

As for the matter of safety, whatever element or whatever agency may be looked to as the one important factor in fortifying the nation for success in the final analysis, man-power transcends all others. Humanitarian considerations notwithstanding, our government has a lien on the life and capabilities of every individual and this resource, too, must be conserved. The railway industry, while a reasonably safe one, is of such magnitude that the toll of life and limb ascribed to it reaches an almost appalling total. Now that the uninitiated are being inducted into its services in such large numbers and the need for man-power has become so great, the very utmost precaution is called for.

It is difficult of belief that any great number of railway men are not fully aware of the essentials of these two lines of conservation. What is needed more than further education is the will to act. This is the hour of need and every shoulder must be put to the wheel.

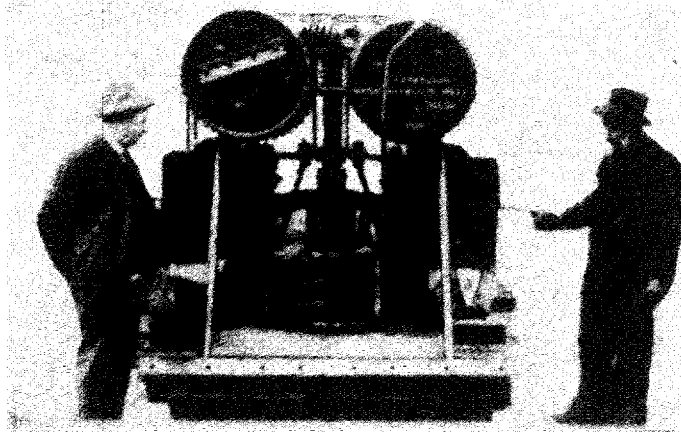
While the present and the purpose immediately in hand are of vastly greater consequence than the future, it is not beside the point to give heed to the probable status of our chosen industry after the present season of strife shall have been brought to a successful close. We see our government spending its resources for the upbuilding of the railways with a lavish hand. As a war measure, freight and passenger rates have been advanced as have also the wages of the rank and file of those in railway service, this latter, however, without reference to the degree of permanence which shall apply. For the most part, we believe it is no more than fair that wages for the great body of railroad men should continue on the present high plane, for certainly the schedules applying to many branches of the service in times

past were neither adequate nor just. Notwithstanding increased revenues and sweeping economies, we observe operating ratios advancing from 20 to 25 per cent over what they were before the government took control, spelling a condition under which railroads, without resort to the general treasury, could not well exist. We prefer not to contemplate the operation of the railways on a basis, after the war, requiring the making up of deficit, out of the public funds. Given the privilege of adequate return for the services rendered, the roads can render the service required of them, deal fairly with their security holders, and maintain a living wage for their employees as well as can the government. Whether under private or government control, the railroad industry should "stand on its own bottom" and it is our privilege and duty to so direct our efforts that they may be assisted in resuming this basis of operation in due course.

Director General McAdoo Resigns.

The news of the resignation of the Director General was read with regret by all railroad employees, and their best wishes go with him to private life.

In the year that he has been at the throttle, guiding the United States railroads, the one thing about him (outside, naturally, of his advocacy of a raise in pay for all employees) which has impressed itself upon railroad men is the real human interest of him. His policies and his "orders" strike that key-note and he has carried on always, with the end in view of the square deal for all. His work has been a tremendous one, and the one great year of railroads operated by the federal government for the first and fundamental purpose of winning the war; and Mr. McAdoo's almost superhuman efforts in the cause, will be one of the brilliant pages of the history of this country in the world war.



The Splitting Machine.

Tacoma shops have constructed a tie splitting machine. The idea of G. M. Cessford, D. M. M., was worked out by O. Schuetze, our blacksmith foreman. The machine consists of two air storage tanks which operate the cutting and splitting blades at each side. It is mounted on a single track, works under 80 pounds air pressure and weighs 4,000 pounds. The double blades enable

the machine to operate from either side by turning the blade, and cuts 4-inch red oak ties with ease. Air can be supplied by attaching the machine to air system at the station, or, if on the road, may be attached to the engine. It is proving its usefulness at Othello, and a great economy will be derived from it, as all old ties can be cut and split for coal burning engines.

Soldiers of the Home Lines

Frank McManamy.

(Assistant Director Division of Operation, U. S. Railroad Administration.)

It has been generally understood that the Government assumed control of the railroads because of the necessity of increasing their efficiency and operating them in such a manner that the necessary transportation would be provided to enable the country to successfully conduct the war against what had come to be recognized as the enemy of civilization.

It had been demonstrated that under individual control it was not possible to obtain the degree of co-operation necessary to bring about the increased efficiency which must be obtained and that only by operating the railroads as a single system under the direction of a strong central organization could the transportation needs of the country be met.

A survey of the situation showed that one of the principal, if not the principal, need was to improve the condition of motive power and rolling stock.

Greater efficiency in this respect could only be secured by greater efforts and closer co-operation of the army of the railroad shop employees, because with the urgent demands for men for military service and for munition factories it was not possible to increase the forces in proportion to the increased work. The results of the past year show that increased efforts and better co-operation was secured to an extent hitherto unknown. Personal convenience and comfort on the part of railroad officials and employees were alike disregarded. Sundays, holidays and vacations were unknown to most of the railroad workers for the past year or more. Every loyal man was on the job 24 hours a day and seven days a week, or as near it as was physically possible. Employees' contracts were temporarily modified with respect to shop hours and to promotions and suggestions or requests of the Railroad Administration for changes that would increase efficiency and bring about closer co-operation have been cheerfully and promptly complied with. As a result of this it is not an exaggeration to say that a degree of efficiency in operating railroad shops was reached which has never before been attained. The railroad machine has been operated at high speed and with full tonnage and the shop employees have provided the necessary equipment.

In the matter of furnishing necessary equipment to conduct transportation during the war, the railroad shop employees have gone over the top and when the records of what they have accomplished is written they will have little to regret and much to be proud of.

The war is now over and the problems incident thereto are things of the past. We have, however, confronting us problems equally important although perhaps not quite so urgent.

The principal requirements necessary to go from a peace basis to a war basis were, un-

limited energy and unceasing effort. To change the shop organization from a war basis to a peace basis, which is the task that confronts us now, will require unlimited patience, tact and judgment. A degree of co-operation equal to that which has been exercised during the war will be required. It will require the principle of the square deal to be recognized and observed on all sides and it will require absolute confidence that the necessary reorganization will be worked out with fairness.

The railroad shop employees with the co-operation of the officials have performed a great service in their work during the past year, but it could not have been accomplished without complete co-operation and confidence in those who were directing the work. They have before them during the reconstruction or reorganization period an opportunity of performing an equally great service and if that is to be successfully performed it will require the co-operation of all and the work must be done in a way that will inspire confidence.

During war time two points in the operation of railroads predominated; namely safety and efficiency, and others where they in any way adversely affected these could in a measure be disregarded. In times of peace safe and efficient service must be rendered to the public as a cost commensurate with the service performed. This, of course, means readjustments of hours and reorganization of forces, but this can and should be done along reasonable lines with proper consideration for the rights of the public and of the employees. If approached in the proper spirit and carried out with absolute fairness, necessary readjustments can be made without friction and without loss of efficiency.

The spirit of co-operation and the desire for performing constructive work which has been manifest during the past year is a sufficient guarantee that this will be done.

New Year's Greetings.

Sied.

To our lads way over yonder where the war tides ebb and flow, to our stalwart Yankee soldiers with their vim and pluck and go, to our sons who fight for mankind when sweet freedom calls for aid, to you all the season's greetings from the "Stay at Home" brigade.

'Tis a message from the workers who are pushing here at home, and our Magazine's the bearer to those lads whose valor's known; 'tis a greeting from the rail boys, from the whole Milwaukee crew, to you all a happy New Year 'neath the old red, white and blue.

Report of Reclamation Committee

Concluded.

At Dubuque, Iowa, and Minneapolis, Minnesota, the same character of reclamation, only on a smaller scale, is conducted, the exception being that at these points there is no rolling mill or axle forging plant or re-lining of brasses.

Likewise at Miles City, Montana; Deer Lodge, Montana, and Tacoma, Washington, the same character of reclamation is conducted as at Milwaukee with the exception that they have no rolling mill or axle forging plant.

At all minor points on the system, mentioned under "Inquiry No. 1," reclamation work to a greater or less degree is carried on, depending upon the volume of scrap material accumulating at such points. Every minor point has an oxy-acetylene outfit and small forging plant and facilities and equipment for threading and reclaiming bolts and nuts.

INQUIRY NO. 3.—Are the facilities at all central points adequate for the work, or do you recommend additional equipment at any of the points? If so, what?

ANSWER—The facilities at central points are not entirely adequate. The following suggestions are made for additional equipment:

A modern 12 inch rolling mill at Milwaukee with smaller rolling mills at Dubuque, Minneapolis, Miles City, and Tacoma.

Electric welding outfits should be purchased for use at Dubuque, Minneapolis, and Tacoma. It would be necessary, of course, to include with this welding outfit all necessary housing and equipment.

To provide sufficient engine wood, there should be an air-operated wood bull-dozer at repair tracks at Milwaukee, Savanna, Galewood, Green Bay, Miles City, Aberdeen, North McGregor, and Ottuma Junction. (At the present time such bull-dozers are located at Dubuque, Minneapolis and Sioux City.)

At Milwaukee the reclamation wood saw mill should be enlarged, both as to building and as to equipment so that larger and longer material might be sawed up to advantage.

At Tomah the equipment for the frog shop should be added to as follows:

- 1 4-spindle Drill Press.
- 2 Planers 30x24.

(The addition of this material and the employment of four additional men to run them will permit of all the work at Tomah being done in the daytime. At present much costly overtime is necessary.)

Re-sawing rail equipment should be installed at two other points on the System in addition to Savanna, Illinois. Two such possible points are Aberdeen, South Dakota, and Spokane, Washington. The equipment should include one Ryerson Friction Saw, two Spindle Drill Presses, the necessary skid-ways, hoists, etc. Such plants would effect a tremendous saving in the present long haul of rail to the mill at Savanna.

INQUIRY NO. 4.—Could any central points with present equipment take care of more work, if desirable that they handle material from other roads in adjacent territory which may not be equipped with the necessary facilities?

ANSWER—It is extremely doubtful if any of the main reclamation points on the System with the present equipment could handle more work from adjacent roads. In many instances it is almost impossible at the present time to properly take care of the necessary reclamation work on the System, particularly owing to the lack of labor supply.

It is believed, however, that if the necessary additions to the equipment were made and wages for the labor were increased sufficiently to attract men to this work, a portion, at least, of the reclamation work of other roads in the vicinity might be handled advantageously.

INQUIRY NO. 5.—What suggestions have you to make for reclaiming additional material?

ANSWER—One of the most important suggestions the Committee has to make concerning the reclamation of additional material is the installation of electric welding equipment, as many of the operations now performed by the oxy-acetylene welding could be done to much better advantage and at less cost. Furthermore, there are some operations that could be done with the electric welding that are not practical at all with the oxy-acetylene, such as for example,—

- (a) Repairs to iron castings,
- (b) Building up driving axles,
- (c) Repairing truck sides,
- (d) Driving wheel flanges,
- (e) Piston rods,
- (f) Tank frames, etc.

Another suggestion for reclamation of additional material is the installation of rolls to flatten boiler flues so that they may be put through the punching machines and made into washers.

Another suggestion is the use of oxy-acetylene welding outfits on track crossings, the work to be done in the track without the removal of the crossing. There will be quite a large saving in doing the work in this way, since it will eliminate a big labor cost in removing and replacing the track crossing and will also enable the plant at Tomah to take care of a very much larger area, or rather a very much greater mileage of track.

Still another suggestion is the swedging or building up of angle bars at the Savanna rail shop. (In the discussion of the reclamation of angle bars it seems pertinent to suggest that an appreciable percentage of the corrosion caused on these bars is due to the practice of having the outlet of the drains for salt water on refrigerator cars immediately over the rails. If such drains on all refrigerator cars could be put at the extreme side of the cars so that the drippings would

fall on the outside end of the cross ties, or even beyond, a source of much loss by the corrosive effect of this brine would be prevented.)

Additional suggestions which might be answered under this inquiry have already been answered under "Inquiry No. 3," where it was asked if additional equipment for reclamation work could be installed at central points.

INQUIRY NO. 6.—Advise what equipment you have in Maintenance of Way Department for repairing frogs, crossings, switch points, etc.; also in Locomotive and Car Department and outlying repair shops for repairing castings, couplers, knuckles, etc.

ANSWER—In the Maintenance of Way Department there are two reclamation plants as follows:

Frog Reclamation Shop:

At Tomah, Wisconsin is located a large shop for the reclamation of frogs, crossings, switch stands, switch points, etc. At this plant common iron is forged, as well as soft steel bolts; and picks, spike mauls, pinch bars, and similar materials are renewed and repaired.

The value of the product turned out annually from this shop is estimated at \$500,000.00 and the operation shows a saving of over \$20,000.00 per annum. The main building is 300 ft. by 150 ft. and contains the following equipment:

- 2 150-horse power engines,
- 13 Planers,
- 6 Drill presses,
- 3 Shearing machines,
- 2 Steam hammers,
- 2 Draw shapers,
- 4 Coke furnaces,
- 8 Blacksmith forges,
- 2 Bending machines,
- 2 Newton rail saws,
- 2 Bolt cutters,
- 3 Lathes,
- 1 Nut tapper.

An average of 93 men are employed constantly on this work.

A tin shop forms part of the reclamation work at this point also. Here are made all switch and classification lamps and markers used on the System, and at this point also they are repaired and renewed. The equipment consists of shearing and stamping presses principally. Seven men are constantly employed.

Rail Reclamation Mill:

At Savanna, Illinois is located a large rail reclamation mill, which handles over 50,000 tons of rails per annum. The equipment is housed in three buildings—one of 48'x98', one 48'x60', and one 20'x24'. It consists of,—

- 1 Boiler,
 - 2 Steam engines,
 - 1 Steam air compressor,
 - 1 Hydraulic pump and press,
 - 2 Friction saws,
 - 1 Saw table,
 - 2 Double head 3-spindle drill presses,
 - 1 Double end punching machine,
 - 1 Single end shearing machine.
- Approximately fifty men are employed

throughout the year at this plant and the annual saving to the company is estimated for last year as amounting to \$30,000.00.

In the Locomotive and Car Departments and outlying repair shops there are over fifty oxy-acetylene welding sets which are used for repairing castings, couplers, knuckles, etc. In view of the very great economies which the use of these machines has made possible, the Committee feels it would be most desirable to expand their use to the fullest extent practicable.

Following is a summary of the reclamation work on the system during the past year. With the exception of "scrap" the figures include economies effected at Milwaukee only. Were the data available, it is believed that the total annual saving on the entire system would be in excess of \$7,000,000.00.

Reclamation Summary Per Annum.

Milwaukee Shops Only.

Material	Reclaim for Remanufacture	Reclaim for Salvage	Recl. for Sim. Use (Approx.)
Rubber Hose ..		\$ 10,000.00	
Babbitt & Lead..	\$ 94,697.00	33,750.10	
Brass		692,120.37	
Bolts & Nuts...			\$19,051.32
Waste Paper ..		* 5,471.72	
Metal Roofing..	2,500.00 (Est.)		
Springs			6,750.00 (Approx.)
Hammered			
Scrap Iron...	45,000.00 (Est.)		
Car Wheels.....	846,000.00 (Est.)		
Lumber	30,000.00		

Total\$1,018,197.00 \$741,342.19 \$25,801.32

Grand Total\$1,785,340.51

In addition to the above there was sold from June 1, 1917, to May 31, 1918, inclusive, scrap to the value of \$3,539,852.37, making a total reclamation value for the year of \$5,325,192.78.

*** Lines East.**

Remarks.

Owing to the limited time which they have had to give to this important work, the committee respectfully request the privilege of submitting a supplemental report at a later date.

They wish particularly to give careful study to the following:

(a) The general reclamation policy at present effective on the system, with a view to its betterment. This will include,—

1. An investigation of the possibility of reclaiming additional materials.

2. A study of the cost of present reclamation.

3. A study of the most advisable points for reclamation, taking into consideration, labor, equipment, ground facilities and accumulation of available material.

(b) The reclamation policy of other systems in the same territory.

(c) The formulation of a "reclaim policy" best adapted to the needs of all the railway systems in the recently outlined "Northwestern Territory."

Respectfully submitted,

RECLAIM COMMITTEE,

C., M. & St. P. Railway Co.

(Signed) H. S. Sackett, Chairman.

Eugene Dailey,

G. E. Simpson.

United States Railroad Administration News from Washington

Resignation of the Director General.

The resignation of W. G. McAdoo, Director General of Railroads and Secretary of the Treasury, official announcement of which was made to a conference of Washington newspaper men on November 23, overshadowed every other development of interest at the National Capitol during the month. Only a comparatively few of the Director General's most intimate friends, including President Wilson, were aware of the contemplated action on his part. For this reason, when the announcement was given to the public it came as a distinct shock and brought forth expressions of regret from all sections of the country, from railroad officials and employees alike.

So many different constructions had been placed upon the action taken by the Director General and various reasons assigned for his step that during an address delivered at Chattanooga, Tenn., on November 28, he made this declaration:

"The reasons I stated in my letter to the President are the exact reasons for my resignation. There are no other reasons. I have been in office as Secretary of the Treasury for almost six years, and I can say truthfully that I have never yet lied to the American public, nor have I ever misrepresented anything to the American people. I would not, for all the fortune of the ages, misrepresent anything to the American people.

"If there is one thing that a man entrusted with great responsibility owes to his country, it is to be square with the people and to tell the truth all the time. When our politicians learn that it pays to always be on the level with the people, we shall elevate America by elevating politics in America."

Director General's Reply to Protests Affecting Salary Readjustments.

In a letter written to G. H. Sines, Chairman of the Board of Railroad Wages and Working Conditions, Director General McAdoo clearly sets forth his policy respecting increases in salaries for railroad employees and the attitude which he declares they should take with respect to the work performed by them.

In his communication to Mr. Sines, he says: "The officers and employees of the railroads are no longer servants of private railroad corporations—they are now servants of the public. The Director General is also a servant of the public, owing a duty to the public as well as to the employees. I cannot be indifferent to the interests of the public any more than I can be indifferent to the interests of the employees, and my constant effort has been to find the line of justice as represented by fair wages and working conditions and square it with the interests of the employees and the interests of the public."

"Railroad employment is also not affected to the same extent as are other industries, by fluctuations and uncertainties, due to dull periods. Railroad employees not only have steady work and, generally speaking, more favorable living conditions as against temporary and uncertain employment and frequently less satisfactory living conditions in war industries, but they also have a reasonable amount of free transportation for themselves and their families as well as other privileges and advantages which are everywhere recognized as substantial benefit to them."

Director General Orders Raise in Salaries for Telegraphers and Others

On November 16 the Director General announced his award, effective October 1, 1918, with respect to telegraphers, telephone operators, excepting switch-board operators, agent-telegraphers, agent-telephoners, towermen, levermen, tower and train directors, block operators and staffmen. The award affected between sixty and seventy thousand railroad employees, and involved increases in salaries approximating \$20,000,000 a year.

The order provided that all rates of wages paid as of January 1, 1918, prior to the application

of General Order No. 27, and exclusive of all compensation for extra services, should first be reduced to an hourly basis, arrived at in case of monthly paid employees by dividing the annual compensation by the number of regularly assigned working days for the year 1918; and then dividing the daily rate thus obtained by the regularly assigned or established number of hours constituting a day's work, exclusive of the meal hour. The hourly rate for weekly and daily paid employees is arrived at similarly.

Rates thus obtained, where less, are first advanced to a basic minimum of 35 cents per hour and to this basic minimum, and to hourly rates which are above the minimum, 13 cents per hour is added.

Eight consecutive hours, exclusive of the meal hour, constitutes a day's work and overtime will be paid at the rate of time and one-half. There has been no consistent practice on the several railroads with respect to this item. On the majority of roads there has been in effect varying rates for overtime, some of which were less and in instances, more than the time and one-half rate.

Railroad Agents Receive Increase in Pay.

Approximately 2,500 railroad employees were affected by the award of Director General McAdoo on November 23, increasing the pay of agents of the roads whose regular assignment does not require the sending or receiving of railroad train orders by telephone or telegraph.

According to the terms, there was established, first—a basic minimum rate of \$70.00 per month and to this minimum and to all rates of \$70.00 and above in effect as of January 1, 1918, prior to the application of General Order No. 27, there is added \$25.00 per month. To all agents who receive \$50.00 per month or less, a straight advance of \$25.00 per month is granted.

Eight consecutive hours exclusive of the meal hour constitute a day's work. Overtime for the 9th and 10th hour of continuous service to be paid pro rata. All after the 10th hour to be paid for at the rate of time and one-half.

The usual provisions with respect to right of appeal in cases of individual grievances are established. Also the usual exemptions made in cases of individuals receiving \$30.00 per month or less for special services taking only a portion of their time from outside business, or on a commission basis.

Capital Expenditures.

Director General McAdoo announced on December 1, that more than half a billion dollars have been advanced by the government to the railroads and transportation lines under its control during the months since the railroad administration has been in operation.

The Director General stated that \$515,206,536, including loans and payments made to railroad corporations to meet their needs, had been advanced for operating deficits and payments on account of the new standardized equipment from April 1 to December 1.

From the half billion dollar revolving fund set aside by Congress, \$316,206,536 was drawn, and the remainder came from \$199,483,524 surplus earnings of certain railroads and the American Railway Express Company, now operated by the government.

November advances to the railroads amounted to \$94,139,461, and the surplus earnings turned in were \$47,046,069, including \$10,422,968 from the American Railway Express Company. More than 55 per cent of the advances in the eight months went to nine big systems.

The equipment ordered by the railroad administration and allocated to the railroads and not yet delivered is approximately 4,415 locomotives and 100,000 freight cars, representing a contract price of approximately \$366,333,355.

As to immediate railroad additions and betterments, excluding equipment and new extensions, authority has been granted to the latest available date—November 10th—for the railroads and also for the 108 terminals and switching companies other than the class 1 roads, aggregating \$533,860,502. Of this amount only \$179,995,902 had been expended up to September 30, 1918.

It is estimated that corresponding additions and betterments which must be authorized for the year 1919 will aggregate upwards of \$250,000,000, excluding equipment. It is also calculated that maintenance of way and structures will necessitate very substantial expenditures in order to bring the various properties up to standard.

Economies in Railroad Operation.

Through the unification of terminals and the cutting down of train service without interfering with quick dispatch of cars, there has been a saving of \$25,286,207 a year in three regions alone—the Southern, Southwestern and Northwestern regions. Striking reductions have taken place in the Northwestern region, where \$25,229,352.45 a year has been saved. This has been accomplished through the unification of terminals at Minneapolis and St. Paul, Omaha, in the Duluth-Superior district and in the St. Louis-East St. Louis district.

Other economies have been effected through the consolidation of the live stock agencies at Kansas City, in the handling of ore in the Lake Superior District and in joint switching.

Soldiers to Travel at Reduced Fares.

On November 19, the Director General ordered a reduction of 33½ per cent in the current coach fare for discharged soldiers and sailors traveling to their homes, making the rate to them approximately two cents a mile. The law allows 3½ cents per mile for transportation and sustenance for soldiers, and in order to make sure that they will not be required to pay any part of the expense in returning to their home, the above was issued.

Discharged soldiers and sailors, journeying to their points of enlistment, are also to be furnished with so-called military meals at the special rate of 75 cents as granted to men in the service under an arrangement made with the several military departments some time ago.

Reduced Hours for Locomotive and Car Shop Employees.

The emergency under which railroad employees in locomotive and car shops worked, having in some degree passed, instructions have been issued under which the locomotive and car shop hours as far as practicable, were reduced to 9 hours per day, effective November 25, and to 8 hours per day effective December 9.

In a telegram to all the regional directors under date of November 22, the Director General states that the different mechanical organizations responded in a most gratifying way to the request that the men work a greater number of hours in shops throughout the country when the railroads were struggling with congested traffic and weather conditions last spring.

"The Director General desires to express his deep appreciation of the patriotic response of the mechanical workmen on all railroads," he wired, "and his gratification that it is no longer necessary to call for the number of hours of service heretofore required."

Director General Urges Continued Savings.

Under date of November 29, from Asheville, N. C., Director General McAdoo sent this message to all Regional Directors:

"It is of the utmost importance that our people shall continue to save in order that they may help the government complete the victories we have gained in Europe, meet the expenses of the war and provide the means of supporting our army in Europe until it is released from duty, and of bringing it back to American soil. Will you not ask the railroad employees throughout your region to save their money and invest it in war savings stamps and thrift stamps to help their government and our gallant soldiers and sailors who are still on duty in Europe, and also to help themselves by laying up a fund which will be a protection to them in case of misfortune or necessity. Railroad employees have responded so patriotically to every call that has been made upon them that I feel confident they will not fail to continue to save their money and lend to Uncle Sam until every need of our soldiers and sailors

has been satisfied by the return of every one of them to his home in America."

Increased Fare on Sleeping and Parlor Cars Abolished.

On December 1, the Director General issued an order abolishing the additional passage charge of 16 2/3 per cent of the normal one-way fare now required from passengers traveling in standard sleeping and parlor cars, and 8 1/3 per cent of the normal one-way fare required from passengers traveling in tourist sleeping cars.

September Freight Movements Break All Records.

According to figures made public on December 4, all comparative records in the movement of freight throughout the country since the government took over the operation of the railroads were broken during the month of September, 1918.

The statement shows that for the month of September, 1918, there were 38,592,137,000 ton miles of freight moved by the transportation systems, while for the same month in 1917 there were but 35,469,005,000 ton miles of freight transported. With an increase for September, 1918, of 8.8 per cent in ton miles, it required the use of but one-tenth of one per cent more freight train miles to provide for this additional tonnage. In September, 1917, there were 52,989,000 freight train miles used to handle the business on the roads, while for the same month of 1918 these figures were increased to but 53,026,000.

For September, 1918, each car carried an average of 26.7 tons, while for the corresponding period of 1917 there was an average of 26.8 tons loaded on each car. This shows an increase for the month of September, 1918, due to the policy of the railroad administration in requiring loading to full capacity, of 10.8 per cent.

The number of tons per train carried for September, 1918, were 728, while for the corresponding period in 1917 there were but 669 tons transported, an increase of 8.8 per cent for September, 1918, over September, 1917.

Judge Lovett Resigns

Judge Robert S. Lovett, Director of the Division of Capital Expenditures of the Railroad Administration, has sent his resignation to Director General McAdoo to take effect January 1, 1919.

IMPORTANT!

New U. S. Railroad Administration Rules Governing the Handling of Shipments of Fruits and Vegetables.

The following circular issued by the United States Railroad Administration sets forth what is required of shippers and railroad agents in regard to the accessorial service to be given shipments of fruits and vegetables.

Agents should note particularly that shippers must declare in writing the service to be given and agents must insert the shipping instructions on the waybill.

Also, accurate records must be kept of the service performed. This is very important. Arrangements must be made at once, at all points where it is not now in effect, to install a reliable system which will give a positive and absolutely correct record on all of these shipments.

U. S. RAILROAD ADMINISTRATION W. G. McAdoo, Director General of Railroads CLAIMS AND PROPERTY PROTECTION SECTION CIRCULAR No. 3.

Regulations Governing the Investigation and Settlement of Claims for Loss and Damage to Fruits and Vegetables.

Washington, D. C., Nov. 19, 1918.

To All Freight Claim Agents

It is the practice of some carriers to pay for damage on fresh fruits and vegetables when records show shipment was received at point of origin in apparent good condition, and damage by frost, deterioration, or decay is found at time of delivery, even though investigation discloses no fault in the transportation service.

Other carriers decline to assume any liability when shipper's specific shipping instructions, as provided by tariff publications, have been fully complied with, and damage by frost, deterioration, or decay is found to exist at the time of delivery, the damage being attributed to the inherent vice of the commodity or to some cause other than negligence of the carrier.

Such varying practices result in undue preference and unjust discrimination, and should not exist. Therefore, to establish uniform practices, the following rules are prescribed:

Rule 1—Shippers of fresh fruits and vegetables must give carrier reasonable advance notice of the commodity to be shipped and the kind of car required.

Rule 2—Shippers must declare in writing to the initial carrier at loading station whether or not their shipments are tendered by them for transportation under refrigeration or ventilation, as provided in current tariff publications. Changes in refrigeration or ventilation instructions enroute, given reasonably in advance to the carriers, may be made by the shipper, or the owner, or the duly authorized agent of either.

Rule 3—The agent at the loading station must insert on the waybill the shipping instructions as to refrigeration or ventilation required by the shipment enroute.

Rule 4—The carriers shall keep accurate records of the services performed, so there will be no question as to the compliance with shipper's instructions. The information shown by the carrier's records shall be furnished to claimant in connection with claim when there is a controversy regarding the service performed.

Rule 5—Damage to fruits or vegetables caused by frost or freezing shall be investigated, and when it is found that such damage is due to unreasonable delay, failure to comply with shipper's instructions, or other negligence of the carriers, claims for damage due to such causes shall be paid.

Rule 6—When the service and protection afforded by the carriers is in accordance with shipper's instructions, as provided in current tariff publications, and there is no evidence of negligence, unusual handling, or unreasonable delay, claims for damage shall not be paid. When carrier's handling is not in accordance with such instructions, and as a consequence loss or damage has occurred, or there is evidence of negligence, unusual handling or unreasonable delay, and damage results therefrom, claim for loss occasioned by such causes shall be paid.

J. H. HOWARD,
Manager, Claims and Property
Protection Section.

Approved:

JOHN BARTON PAYNE, General Counsel.

INSPECTION, SELECTION AND COOPERING OF REJECTION OF CARS FOR BULK GRAIN LOADING, ETC.

General Order No. 57 issued by the Director General covers inspection, selection and coopering, and also the rejection of cars unfit for grain loading; and the disposition of claims for loss and damage on grain. This, for the purpose of standardizing this very important feature of railroad operation, both with respect to practices of carriers and shippers.

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 cooperage 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 substance of like or kindred character.

Rule 3—Cooperage.

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 carriers' 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 into or on cars grain carried at carload 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 shipper weighs the grain for shipment, he shall furnish the carrier with a statement of the car initials and number, the total scale weight, the type and house number of the scale used, the number of drafts and 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 scale used, the number of drafts and 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 on Clear 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 Record Cars—**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 furnishes duly attested certificate showing correctness of weights, and the carrier can find no defect in scale or other facilities and no error at points 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 consignee, consignee, owner or their representative.

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

Basis of Handling Losses By Fire.

In cases of loss of or damage to property by fire while under Federal control, the matter should be handled on the following basis:

(Concluded on page 58)

Fuel Waste or Fuel Conservation

J. E. Bjorkholm, D. M. M., Chicago.

"Food will win the war" or "Sugar will win the war," have been slogans of which we were daily reminded, while enterprising lunch rooms, or restaurant proprietors would make us believe that substituting "Liberty cabbage" for sauer kraut or "Liberty steak" for the good old hamburger would bring about the desired result; and by the same token, the question of fuel has become a most paramount issue, relegating others to the background when it comes to the comparative importance of the various issues that have gone hand in hand in assisting General Jack and his boys in driving the armies of the central empires back to their own hunting reservation across the Rhine. While no doubt the food question has been and is, one of the utmost importance, we, on this side of the Atlantic, have not experienced any shortage that has in any way affected our mode of living as per American standards in ordinary times to any noteworthy extent; and while the sugar shortage was brought vividly before us by the waiter or waitress, "One or two lumps please," the shortage of the three commodities was not at least serious enough to assume the important consideration that the question of FUEL CONSUMPTION commands at present.

The energy of heat was the one absolutely most essential factor in winning the war, as without same there would be no cannon or shrapnel, no war material of any kind, and this energy is essential not only in the production of all war material through all its processes from the time it is taken from the bowels of the earth until it is delivered as the finished product across "No Man's Land," but it is equally essential in transporting this product not only throughout the different stages of production but as a finished product across the water and hundreds of miles into France. There is only one means through which this energy can be developed and that is by means of fuel, of which coal is the most important factor. That there is an acute shortage of coal, we are being reminded when we are trying to obtain a few tons for domestic use and still none of us have as yet been brought to the realization of how threatening this shortage really is, but with the approach of the cold season, and before its termination, we are going to appreciate why coal is frequently referred to as "black diamonds."

In order that we may more fully comprehend the situation in its true light, let us analyze this most vital question, a question that before the termination of the war threatened to spell either success or national disaster; all depending on how those who were handling it appreciated its seriousness, be it the managing heads of the fuel administration or be it the man who feeds the furnace or the man who is controlling the wise use of fuel when it is being converted into mechanical power, by taking advantage of every opportunity to save steam in handling his

engine, his injectors, his sanders, or, in short, all the details that should be closely watched by an efficient and patriotic engineer.

Prior to the time when the Kaiser and his Bundesrath advisors, tired of hunting wild boars and pheasants on the imperial reservations, and went out for bigger game, the United States coal fields and the output from same very splendidly managed the situation, but from the time when the German armies took possession of Belgium and the rich coal fields in the northern departments of France, the drain on the coal fields in this country increased and as the war progressed, became greater and greater until today, about eighteen months after our own participation in the war, the situation has become alarming.

Prior to the controversy across the water, the greatest part of the world's maritime tonnage used British coal in bunkers but the British coal miners had to lay down pick and shovel and pick up the rifle to go across the channel to lend a helping hand in fighting for their homes and for world Democracy,—and the task of furnishing coal in bunkers became a task for the American coal fields. From that time, the problem of furnishing the world's industries and means of transportation with coal has gradually increased until it has finally developed itself into a question of the utmost importance. In addition to furnishing not only our daily growing fleet with coal in bunkers, we are called upon to furnish this commodity to our Allies as well as to the neutrals who without our assistance would become helpless in regard to food and fuel; and food cannot be brought across the ocean except by means of fuel unless we would resort to the wind for motive power. We all remember the, for Italy, almost disastrous offensive undertaken by the central powers about a year ago when the Italian armies were pushed back far into the Venetian plains, for a while seriously threatening the Allied cause. The reason for the Teutonic success at this time was due to the serious coal shortage in Italy, which caused an entirely inadequate supply of armament and other material of war and not until the Allied countries allotted sufficient tonnage to take care of Italy's maritime need for the import of coal, did this situation improve.

In addition, the American coal fields are now called upon to furnish coal to Pershing's railways in France. This coupled together with the drafting of coal miners into military service and the increased demands of the American industries, causes a shortage of coal that even the optimist must consider as most serious.

The question of coal consumption in former days was a question of the saving of dollars and cents, but at present it is no longer a question of money, but a question of preserving a national necessity, a question of everybody doing his bit in performing his duties so that he will get the highest possible percentage of energy out of every pound of coal consumed, thus rendering not only a valuable service to present necessities "over there," but also to every inhabitant in this country, especially the little children who otherwise may

be compelled to go to bed, as well as rise, in cold and sick-ridden homes, on account of our failure to fully grasp the situation and do our level best towards saving this most valuable product.

Considering the enormous amount of fuel consumed on the American railroads annually, the American railroad man, and especially the engineers and firemen, have a greater responsibility resting upon them in this respect than any other class of citizen and next in line is any man who has anything to do with the operation or maintenance of motive power, roundhouse foremen, traveling engineers and engine house men taking part of special importance. Forgetting everything about BTU, CO or CDO, or any other chemical term relating to combustion or the theory of heat and steam, and only using terms that every locomotive man or shop man will understand, let us study the question more closely. Economical firing is the most essential factor in the art of conserving fuel and while economical and scientific firing is the easiest way in which to perform the work, it is surprising to note how few firemen really aim in that direction. As one who has been divorced from the scoop shovel but a short period and has fired under almost any and all imaginable conditions both on land and sea, I feel that I speak with authority on the question and am not a theorist but a graduate from the university of hard knocks. I am not saying this with the idea of belittling the theorist. Far be it from that, but it is the aim of the writer to try to picture conditions as they appear to the average engine-man, viewing only the practical side of the question.

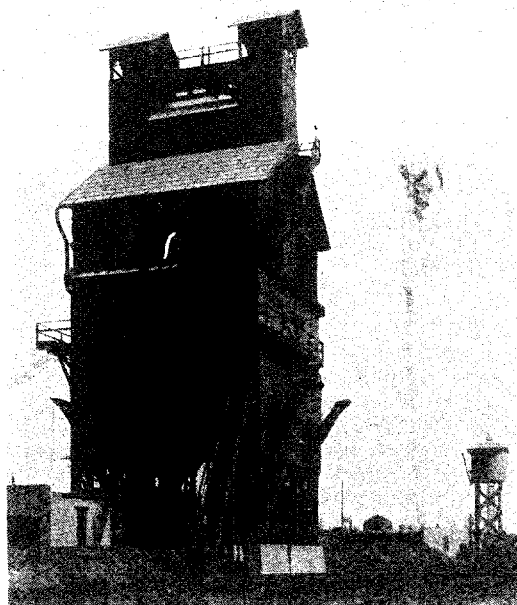
Every experienced engineer knows that a good, first-class fireman will furnish the required amount of steam at all times and bring a certain train over the road with the very same engine and under the same conditions with a considerably smaller amount of coal than a fireman not in possession of those qualifications that make up a good man with the shovel; and at the same time performing his work with ease and comfort as compared with the fireman whose name usually appears at the bottom of the performance sheet. It is a known fact that a man who uses the most coal is the man whose system of firing is the system of the heavy fire with a large quantity placed into the firebox at long intervals and has an especial love for the seat box; while the man who prides himself in being efficient fireman, and truly deserves the title, is the man who fires at frequent intervals and not more than three scoops of coal at the most, for each fire. In my experience as a fireman, engineer and traveling engineer, I have heard many a fireman express his belief that this kind of firing is not possible on our modern engines with the large firebox, but usually a demonstration has brought about a change of mind.

The fireman alone, however, cannot bring about the desired result if not assisted by the engineer. A fireman firing for an engineer who pumps his boiler full of water, using the front cab window for his gauge cock will

soon lose interest in fuel conservation and a good engineer who takes pride in being efficient knows that his injectors are a great factor in reducing the consumption of coal. Another feature is most important, although usually lost sight of, and should be given close consideration by every engineer, and this should be remembered particularly by the terminal engineers where a great and frequently unnecessary supply of sand is used. Not only does the sanding of the rail increase friction and cause unnecessary hard pulling, but the hauling of sand from distant sand pits, together with its drying, is a factor that consumes thousands of tons of coal annually, to say nothing of the short life of tires,—and steel is almost as hard to obtain as coal.

Train dispatchers, train men and yard-men can perform wonders towards saving the day in regard to this most important issue, the conservation of fuel. Shop men also have a great duty to perform in this same cause and as Fuel Supervisor Woodbridge said, "A lame engine in this country is the Kaiser's delight," and so is an engine with clogged flues, leaky flues or a filled combustion chamber.

In conclusion, the above is written not as a matter of criticism, but is written with the view of calling to our attention a situation where we all can do our bit. It is a question of industrial life or death, a question for everyone to decide as to whether your family or the neighbor's children shall go to bed cold or in comfort; or whether our marvelous war and industrial organization, now in its perfection, shall be hampered through lack of fuel which is the fundamental agent in all undertakings in our modern life.



New Coal Chute, Atkins Terminal.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

Chicago, Ill., Dec. 14, 1918.

The General Committee on Claim Prevention submits the following freight loss and damage statistics for October:

	1917	1918
Freight Revenue..	\$8,043,646.00	\$11,264,451.00
Loss and Damage.	158,538.00	325,320.00
Ratio of L. & D. to Revenue.	.0197	.0288

During November there were 14,272 loss and damage claims received in this office amounting to \$445,450.97, indicating a decrease in the number of claims filed, as compared with October, of 3,136, and their face value was \$125,928.34 less than the value of the claims filed in October.

From the number of suggestion cards sent in during November, it is quite evident that a large number of our agents and way freight conductors are taking an active interest in the question of claim prevention. Hereafter, these suggestion cards will be distributed with each monthly bulletin. This Bureau endeavors to advise the author of all suggestions what action is taken. There are, however, of necessity a large number of suggestion cards referring to practically the same subject, and if you have sent in a suggestion and do not hear from this Bureau direct, you may rest assured that the matter has been taken up either on your card or someone else's, and if the idea is at all practical it is being used to good advantage. This Bureau earnestly solicits these suggestions, as they are the foundation of a great number of improvements that have been made in our service.

We have been extremely fortunate this season in that practically no severe weather has been experienced to date and consequently we have had little, if any, difficulty from perishable freight freezing in transit. This should materially reduce our frost damage claims for this season, but our organization for the protection of perishable freight by heaters should be maintained carefully, as, without doubt, severe weather will be encountered within the next week or two.

Under the Administration's Claim & Property Protection Section Circular No. 3, issued November 19, the following rules are mandatory:

Rule 1—Shippers of fresh fruits and vegetables must give carrier reasonable advance notice of the commodity to be shipped and the kind of car required.

Rule 2—Shippers must declare in writing to the initial carrier at loading station whether or not their shipments are tendered by them for transportation under refrigeration or ventilation, as provided in current tariff publications. Changes in refrigeration or ventilation instructions enroute, given reasonably in advance to the carriers, may be

made by the shippers, or the owner, or the duly authorized agent of either.

Rule 3—THE AGENT AT THE LOADING STATION MUST INSERT ON THE WAY-BILL THE SHIPPING INSTRUCTIONS AS TO REFRIGERATION OR VENTILATION REQUIRED BY THE SHIPMENT ENROUTE.

Rule 4—THE CARRIERS SHALL KEEP ACCURATE RECORDS OF THE SERVICES PERFORMED, SO THERE WILL BE NO QUESTION AS TO THE COMPLIANCE WITH SHIPPER'S INSTRUCTIONS. THE INFORMATION SHOWN BY THE CARRIER'S RECORDS SHALL BE FURNISHED TO CLAIMANT IN CONNECTION WITH CLAIM WHEN THERE IS A CONTROVERSY REGARDING THE SERVICE PERFORMED.

All concerned will appreciate the importance of these mandatory rules and prompt steps should be taken at all stations originating these commodities to comply strictly with Rules 3 and 4, and agents at all junction and division points should make immediate arrangements for carrying out the provisions of Rule 4.

Claim payments are being delayed and this office is being criticised, due to our inability to secure prompt replies from agents to our letters in connection with claims. We would appreciate every agent who receives this bulletin checking up his office at this time and returning to this department all inquiries with full report thereon, in order that we may complete our investigations and make settlement with claimants. This will not only stop complaints against our road, but will also cause a favorable impression toward the Railroad Administration as a whole, which is something we are all anxious to bring about.

The loss and damage showing for October as indicated in the statistics shown above should not discourage our membership, as this is not strictly speaking a representative month. We were unfortunate in having an unusual number of bad wrecks just previous to October, all of which cost us heavily. The prospects are favorable for a sharp reduction in our loss and damage account from this time on. There is a gradual falling off in the number of claims presented which is bound to be reflected in our claim payments shortly, and if the same intelligent and enthusiastic efforts are continued that have been shown during the past few months by our agents and train men, there is no question but what our claim prevention campaign will be a success.

The Claim Prevention Committee extends to every employe and officer to whom this bulletin is addressed its best wishes for a Merry Christmas and a Happy, CLAIMLESS New Year.

AGENTS MUST MAKE USE OF CAR SERVICE SECTION BULLETIN NO. 41

CAR SERVICE BULLETIN NO. 41 WAS ISSUED BY THE UNITED STATES RAILROAD ADMINISTRATION FOR THE EXPRESS PURPOSE OF AIDING AGENTS IN THEIR EFFORTS TO HAVE SHIPPERS OF FOOD-STUFFS LOAD CARS TO CAPACITY.

BULLETIN NO. 41, UNITED STATES FOOD ADMINISTRATION RULE NO. 9 AND REGIONAL DIRECTOR R. H. AISH-TON'S INSTRUCTIONS ON THE INTENSIVE LOADING OF POTATOES HAVE NOW BEEN PLACED IN THE HANDS OF ALL AGENTS. AGENTS MUST FOLLOW THE INSTRUCTIONS CONTAINED IN THESE REGULATIONS IN ORDER THAT THE RAILROAD AND FOOD ADMINISTRATION WILL BE ABLE TO BRING ALL SHIPPERS UP TO THE PROPER LOADING STANDARD. IT IS THE DUTY OF AGENTS TO LAY ASIDE ALL OTHER CONSIDERATIONS AND REPORT IMMEDIATELY EVERY CAR NOT LOADED IN ACCORDANCE WITH THESE INSTRUCTIONS SO THAT QUICK ACTION MAY BE TAKEN WITH SHIPPERS WHO WASTE EQUIPMENT.

COMMITTEE ON MAXIMUM CAR LOADING.

Cut Off and Yard Complete.

The Bensenville Yard and Cut-off has been opened for service, giving the Milwaukee the largest railroad terminal in Chicago. The Bensenville Yard, formerly Godfrey Yard, was projected some years ago, but for various reasons the cut-off from the C. & M. Division was not built until the summer just past. The cut-off leaves the main line at Shermer-ville, and makes connection with the C. & N. W. Desplaines Division west of Techny, thence to the yard at Bensenville, which has been enlarged and put in operating condition.

This new terminal has a capacity of 7,000 cars, and its operation will release the Galewood Yard for city freight. It also gives us direct connection with the Indiana Harbor

Belt Line and keeps freight traffic over the C. & M. Division out of the congested Chicago district. C. & M. Division freight trains all leave the main line at Techny, which, among other things, results in a freer movement of passenger trains—the movement at Pacific Junction in particular being reduced 50 per cent by taking the freight business away from that locality, which makes for better and easier movement of all passenger trains, both from C. & M. and Illinois Divisions.

But He Did Not Buy W. S. S.

Sted.

There are girls that are and girls that be and girls that are to be, but there's only one girl on this globe that looks just right to me; she wears a wreath and bears a staff, I love her night and morn; she looks just right, her face is bright, I'm glad that she was born. I hug her tight both day and night, I clasp her form with glee and hasten to the bank with her and there she toils for me. She pays my board and buys my clothes. When rent day comes around she's right on deck, it's neck and neck; I love to hear the sound she makes when clinking in the purse with sisters bright and true. I love that girl, that golden girl, dear Goddess, I love you.

Mr. Welch Elected to Office of Comptroller of C., M. & St. P. Railway Company.

Effective December 1st, J. Welch, assistant federal auditor, resigned from the federal railroad administration to accept the position of comptroller of the corporation. Mr. Welch was the recipient of a handsome gold watch and chain, a gold pencil and a pair of gold cuff buttons, the gifts of his former associates and employees of the accounting department. He has been in the service of the Milwaukee for about ten years, and transfers to the corporation with a splendid record in his line of work; and the love and respect of the entire accounting forces over which he has had jurisdiction.

Also effective December, F. Lethenstrom, formerly of the Interstate Commerce Council Committee, was elected corporation auditor.



Bird's-Eye View Atkins Terminal.

Safety First

A. W. Smallen, General Chairman

Safety Suggestions

The chief of police of the city of Rochester, N. Y., has issued the following suggestions to those who use the streets and highways in order that both may be made safe for the pedestrian as well as the driver, and they are good for any city, town or county to heed:

Don't cross the street between blocks. Remember, the vehicles have just as much right to the road as you have.

Never carry on a conversation while crossing the street.

Never try to read while crossing the street. Never hold an open umbrella so you cannot see approaching traffic.

Never alight from moving car. Wait for it to stop.

Always observe the movement of traffic when alighting, before crossing to the walk.

Warn children not to hitch on cars, or vehicles or play or skate in the path of traffic. If you drive a vehicle learn the traffic rules of the particular places you travel through.

Remember, the pedestrian has just as much right to the road as you have.

Don't disregard the danger signs. They are put up for your protection. Carry a warning signal of some kind and use it.

Stop before you cross railway tracks.

Examine your brakes and steering gear frequently.

If you must drink to excess, don't drive. If you see a drunken driver have him arrested for your safety and his.

Speeding will only get you one place quicker—the grave.

Lighting your head and tail lamps at dusk may prolong your life.

When the streets are wet or icy, be sure your tires will not skid. This caution protects you from imprisonment, injury or death.

Never attempt to run a vehicle until you are entirely familiar with its operation and hold a license giving you the right.

If for some unavoidable reason you happen to run down someone don't run away. If you do you become a haunted and hunted murderer and it goes very hard for you when you are caught, and you will be caught!

The following figures show a decrease in accidents of 64 killed and 2,151 injured for the first ten months of 1918, over the same length of time in 1917.

	1917		1918	
	Killed	Injured	Killed	Injured
January	25	1198	20	1129
February	16	1195	19	947
March	30	1305	20	1148
April	18	1179	14	1167
May	20	1320	21	1330
June	36	1368	21	1270
July	36	1616	11	1248
August	33	1761	21	1384
September	18	1539	18	1135
October	18	1585	21	1160
Total	250	14078	186	11927

S. C. & D. Division meeting held at Sioux City, November 12th. Those present were:

M. J. Larson	Chas. Sharrer
L. B. Beardsley	W. E. Penrod
A. J. Vogler	V. V. Philbrock
C. F. Sundberg	J. F. Kane
A. R. Sandall	

Visitors were: C. R. Dumler, R. G. Anderson, H. Carney, S. A. Gobat, C. G. Vollmer, Geo. L. Anderson, C. E. Ferguson, H. Conley, John Meyers, Dan Kane, and D. Shupe.

Meeting was called to order by Superintendent M. J. Larson, acting as chairman.

Minutes of the previous meeting of October 8th, were read and approved.

A. R. Sandall called attention to ice at water tank at Tripp, and suggested that spouts be raised to allow surplus water to get out.

C. G. Vollmer suggested that a standard tank be put up at Tripp and Elk Point. (Chairman stated that building new tanks was out of question at present time, but made suggestion to hang a trough to catch the drippings to keep ice away from platform, and instructed chief carpenter to try this out.)

C. G. Vollmer called attention to private coal sheds bulging out. (This matter has been referred to Mr. Beardsley for attention.)

C. F. Sundberg asked that longer bell ropes be furnished to allow engineer to ring bell. (Mr. Vogler was instructed to take care of this.)

Chas. Sharrer stated water spout at Ethan tank is either too low or too loose from outlet. (Mr. Vollmer was instructed to have pump man go and take care of this.)

Mr. Sharrer called attention again to illuminating oil on engines. (Master mechanic was instructed to give work trains plenty of oil.)

Mr. Sharrer also called attention to shortage of torpedoes. (Instructions were given master mechanic to furnish necessary torpedoes.)

C. F. Sundberg called attention to piston packing blowing out of engines. (Mr. Vogler's attention was called to this.)

Mr. Sundberg also asked that side curtains on engine 1185 be re-arranged so as not to obstruct air hose. (Master mechanic was instructed to give this attention.)

Mr. Sundberg also called attention to condition of lanterns. (Mr. Vogler's attention has been called to this complaint.)

V. V. Philbrick called attention to the fact that repair men were not picking up scrap iron after making light repairs at West Yard. (Car foreman has been instructed to look into this matter.)

Mr. Philbrick states there was no lights on No. 5 switch and on rip track switch at East Yard, which makes a very dangerous condition. (Roadmaster Burke has been asked to look into this complaint to see what is necessary.)

Mr. Philbrick also asked that water coolers be furnished for drinking water instead of open pails. (Requisition has been made for water cooler at Sioux City Yard.)

Mr. Philbrick again called attention to No. 4 water plug about 2 feet away from rail which is located just northwest of roundhouse between roundhouse and boiler room. (Master mechanic was instructed to give this necessary attention.)

Mr. Philbrick stated that coal pile between west end of West Yard between track 6 and 7 switch was very close to rail and not room for men to go between cars and coal pile when switching. (J. F. Burke was instructed to look after this.)

Mr. Philbrick suggested that car with switchmen's lockers be cleaned up and some provision should be made for a sanitary place for switchmen to eat. (Chairman stated that this has already been taken care of.)

Mr. Philbrick also asked that some arrangement be made for switchmen to get oil at Steuben street, and suggested that a supply of oil be kept there. (This has been taken care of.)

Mr. Philbrick also asked that lights be furnished for switchmen's lockers. (This matter is under consideration.)

A. J. Vogel called attention to the practice of leaving string of cars near Home street restaurant and suggested that cars be cut to allow men

through instead of climbing over. (Yardmasters at West Yard have been instructed to watch this crossing.)

D. Shupe called attention to impossibility of keeping switch locks on. (This matter is under consideration.)

Mr. Shupe stated that repairs should be made to flag shanties, and that stove pipes were worn out at West Third street and at West Third and Elm streets. (C. C. Vollmer has given this matter attention.)

D. Kane also called attention to the lights on switches, and chairman stated this would be given attention.

H. Conly made complaint about condition of vestibule doors, and stated that they had no catches to either keep them down or up. (This matter has been referred to Car Foreman McDermott.)

H. Carney stated dirt on tracks on No. 4 and 5 tracks should be removed before winter. (Roadmaster Burke has been instructed to clean this up.)

M. Meyers called attention to the poor jacks that were used. Claimed they have been ordered several times, but not received. (Chairman said this would be given immediate attention, and instructed car foreman to give as much supervision as possible until new jacks were received.)

J. Jamison suggested that platforms should be marked where trucks should be left. (Chairman stated that this would be dangerous as passengers were likely to crowd in between, and trucks should be spotted where baggage cars stop.)

C. F. Sundberg asked that steam leaks be fixed before winter to conserve fuel. (Chairman said this matter had already been taken up for correction, and stated that trainmen should not open valve in rear too freely and not leave it open over one minute, as that is all that is necessary.)

W. E. Penrod stated that an improvement has been made in agents leaving their trucks in proper place on platforms.

Chairman called attention to necessity of sending in Safety First cards, and all present were again urged to send in suggestions. Report of personal injuries for month of September were read.

J. F. Kane, Safety First inspector, gave a short talk and called attention to no footguard blocking at new yard, also to the fact that there was no locks on four main line switches west of the military road.

Mr. Kane stated that West Yard was in very good shape, except gravel near tracks 11 and 12, and 9 and 10.

Meeting was then adjourned.

Safety First Meeting Held at Davenport, November 15th

The Safety First Sub-committee of Davenport held their first meeting at the Freight House, Front and Ripley streets, Friday evening, Nov. 15th, 1919, with an attendance of 59.

Meeting opened at 7:30 p. m. with O. H. Wilson, chairman pro tem, presiding, following members being present:

O. H. Wilson
J. C. Lang
P. L. Hinrichs
J. A. Taylor
W. R. Frank
H. C. Waggoner
M. G. Anjal
J. Petersen
L. E. Layton
J. F. Baker
G. W. Adamson
Arthur Coleman
O. Weingartner
Peter Sonne
John Hass
J. J. Bettendorf
C. F. Engleking
J. L. Pierce
N. Bass
H. R. Parkin
H. S. Calkins
Fred Dilling
Gustav Magnus
George DeFrates
J. Wright
J. T. Clark
Herman Stebens
John Reedy
P. N. Crawford

Marie Barnes
Edna Langer
Mae Robertson
Agnes McGovern
Genevieve M. Britt
Ethel Robinson
George H. Hull
John Linehan
S. A. Gault
Aug. Stisson
Harry H. Rogers
C. F. Carlson
Daisy D. Lilley
J. A. Buxler
Walter Voss
Fred Kasch
Louis Krakau
Alice M. Gramp
W. J. Goodell
J. J. Flanigan
C. A. Cooley
L. E. Asplund
H. T. Hooker
R. Brown
C. P. Hagerty
W. F. Gray
R. C. Reeves
R. F. Seidl
Walter Robinson

The first business taken up was the election of committees to make reports on conditions of the various departments they represented. O. H. Wilson was unanimously voted permanent chairman of the organization, after which the following men were elected to represent their respective departments:

Switchmen—James Taylor, yard foreman, to represent Davenport Yards; Clifford Hagerty, switchman, to represent Nahant Yards.

Car Department—Walter Robinson, car carpenter, to represent Davenport; Ernest Buckholtz, car inspector, to represent Nahant.

Freight House—James Bettendorf, Stevedore; Otto Weingartner, receiving clerk; Peter Sonne, houseman.

Sectionmen—James Merrill.

Office—P. L. Hinrichs, commercial agent.

Roundhouse—Jos. Hasenmiller, machinist.

Ice House—August Pfannkuchen, ice house helper.

After the election of committees the following suggestions were received:

James Taylor, yard foreman, suggested that the coal pile near Western Flour Mills at intersection of Fourth and East River streets be removed, it being an obstruction too close to tracks; also

That some disposition be made immediately of grain boards, with nails sticking up in them, that are scattered along tracks.

Elimination of telegraph pole, which is too near main line at Western Flour Mills, intersection of Fourth and River streets.

Removal of Muller coal pile near new Mueller tracks, adjacent to Phoenix Flour Mills, further away from tracks to insure safety to trainmen.

Thinks it advisable to put fourth man on main engine crews, account of too many signals to watch.

That some provision be made to take care of new E. R. I. & N. W. engine which now obstructs view of roundhouse.

The constant use of blue flags on cars being repaired.

Recommends the installation of a new style switch for use on track 5, as the present switch is not performing work properly.

Bell-Jones Company track carries "D" rail, placed there by the Rock Island, and our crews not notified.

H. S. Calkins, switchman, made the suggestion that only two cars be carried on the Davenport Ice Company tracks at Front and Myrtle streets, instead of three now carried, stating that when three cars were accommodated only a six-inch clearance was allowed, endangering coaches passing by.

Clifford Hagerty, switchman, suggests that the wing gates on stock pens at Nahant be remedied. As they now stand the wind blows them out, striking passers.

Pete Sonne asks that the location of the west end door in the freight house be changed, account of rain coming in.

Arthur Coleman urges the discontinuance of stacking dangerous commodities together, such as matches and gasoline, as we have in past had some cases of this kind between Davenport and Rock Island.

Engineer Hooker says that on account of a low switch carrying a light on the cross-over between two main tracks at passenger station it is not always possible to see switch, and recommends that this low switch and high switch be changed just opposite to present standing.

It was decided that meetings are to be held semi-monthly. There being no further business, the meeting closed with a short talk by Mr. Anjal on "Safety First." Meeting adjourned at 9:30.

Milwaukee Terminal Safety First meeting held November 18th. Those present were:

B. F. Hoehn
J. I. Campbell
C. A. Bush
N. A. Meyer
W. Joost
W. G. Breckenridge
W. G. Miller
W. L. Hebard
H. Eggert
J. Garrity

Visitors were: Yardmaster C. J. Eomblot, Ed Mix and J. J. Zuest.

The following suggestions and recommendations were brought up since the last meeting:

Obstructions are found in various yards in the Milwaukee terminals. (J. Garrity instructed to have the yards cleaned up.)

It has been reported that at Humbolt and Locust streets, after flagging track, street car

stops in middle of track to let conductor board car. (Took this up with the T. M. E. R. & L. Co. for correction.)

W. G. Breckenridge reported that the concrete underneath the Twenty-seventh street viaduct is dropping down onto our westbound freight track. (This matter was referred to C. L. Davis.)

N. E. Murphy advised that the sheet iron on the bridge of the N. E. & S. in Fowler street is loose and is about to fall down. (Informed the National Enamel and Stamping Company of this fact.)

He also advised that the Milwaukee Western Fuel Company were driving their auto trucks and teams on track Stub 1 at their Sixteenth street yard to get to one of their hoppers. He called the superintendent's attention to same, but the practice has not been discontinued. (Took the matter up with the Milwaukee Western Fuel Company and they reported they would take care of this matter.)

Committeeman Breckenridge reported that there was a sand shed at the Central Foundry Company which scrapes the left side of cab of engine. (Referred to J. I. Campbell for his attention.)

Mr. Campbell complained that the Carl Miller Lumber Company, North avenue, were piling timbers and lumber too close to the tracks. (Taken up with the Carl Miller Lumber Company.)

The following suggestions were made at the meeting:

Committeeman Bush suggested that sectionmen board up ditches which are being placed in the yards to drain water from switches. (Roadmaster Garrity instructed to line the section foreman up to have this taken care of as soon as ditches are completed.)

District Safety Inspector Campbell recommended that crossing tenders at Sixth, Eighth and Twelfth street crossings be instructed as to the proper use of "stop" discs. Sign to be held towards street instead of between man and train. (Roadmaster notified to instruct all flagmen to this effect.)

Mr. Mix reported gondolas being pulled from the coal shed, especially at night, with the hoppers not properly closed. He also reported cars coming out of the T. M. E. R. & L. Co. yard with the hoppers not closed. (Taken up with Assistant Superintendent Motive Power E. J. Brennan and with the T. M. E. R. & L. Co. for correction.)

Yardmaster Mix also reported that there were a large number of automobiles crossing tracks at Thirty-sixth street. (Referred to Assistant Superintendent Motive Power Brennan for his recommendation.)

Mr. Zuest suggested that the coal box at Galena street be moved next to the flagman's shanty, as the flagman must now cross track in order to get coal. (Roadmaster instructed to have this taken care of immediately.)

Committeeman Breckenridge reported that stop board had been knocked off pole near Merrill Park. (Roadmaster instructed to have same replaced.)

Mr. Breckenridge also stated that he found a number of grain boards, with nails protruding, lying between the tracks in the grain yard. (Taken up with Chief Grain Inspector Breed.)

C. A. Bush suggested that the stop sign located at the crossing from the west to the eastbound track, North Milwaukee, be renewed. (Referred to Roadmaster Armstrong for attention.)

He also reported that a large number of people were securing water from the spring located at Commerce street and were crossing car tracks in order to get to the spring. (A sign reading "Private Property—Dangerous. Use the bridge to cross the railroad tracks," will be installed at this point.)

Mr. Miller stated that the underpinning House 7 platform needed repairs, also the platform between Houses 7 and 11. (Referred to Chief Carpenter Eggert for attention.)

He also reported that the teamway to the fruit house was in very bad condition and needed repairs at once. (Referred to Chief Carpenter Eggert, who will have same put in first class condition. Roadmaster instructed to cut off the track at the end of the fruit house.)

Agent Miller also reported the "No Trespass" sign at West Water street badly worn. (Roadmaster Garrity instructed to replace same at once.)

Committeeman McAuliffe suggested that the semaphores be placed for inbound trains at the west end of Air Line Yard. (It was recommended that certain track changes be made at this point so as to permit the trains to proceed to the switch tender's shanty, which would eliminate the necessity of the semaphores at this point.)

Mr. Campbell reported that Seaman Company still had material and rubbish piled very close to their track. (Taken up with the Seaman Company for correction.)

The meeting adjourned at 9:45 p. m.

Illinois Division meeting held at Savanna November 26th. Those present were:

L. T. Johnston	L. A. Smith
J. M. Losey	J. R. Slater
O. S. Sawtelle	J. J. Flannigan
O. H. Wilson	G. W. Wean
J. C. Lang	E. E. Cush
F. Hutchison	Aug. Frederick
Geo. Layton	Ben Nutt
A. T. Breecher	Roy Newell
Irving Graham	H. H. Fennie

Minutes of previous meeting held Oct. 22, 1918, read by chairman and report made of action taken, as follows:

Suggestions made by—

A. T. Breecher, signal supervisor: Motor cars being used by outsiders. (No later cases noticed.)

George Layton, company officer: Running of passenger motor car between Savanna and Sabula for accommodation of workmen. (Not heard from since referred to general safety committee.)

F. H. Allard, trainmaster: Switching of cabooses in Savanna Yard with other cars. (Taken up with yard to handle separately.)

George Layton: Switch on No. 14 track, Savanna, set wrong. (Adjusted by roadmaster.)

F. H. Allard: Place for carrying fuses on engines. (Fuse boxes applied on 63 engines since suggestion made, including all L-3 engines.)

F. H. Allard: Seats on L-3 engines for accommodation of brakeman. (Seats changed to location on fireman's side of engine.)

H. H. Fennie: Poor skids at stations at Stillman Valley. (Replaced by new pair.)

L. A. Smith: Fire hazard car department supply yard. (Requisition made for 330 feet of water pipe and hydrant. Fire hose also placed in box nearby by car foreman.)

L. A. Smith: Warning gongs on corner of repair yard around which trains run. (Taken up for authority to install. Estimated cost, \$800.)

F. Hutchinson, engineer: Engine handlers' failure to blow whistles when moving engines. (Brought to attention of the men and to be followed up by roundhouse foreman and division master mechanic.)

J. C. Burns, district adjustor: Engineers to repeat whistles when approaching obscure crossings. (Bulletin to be issued to engineers to make this a practice.)

J. R. Slater, roundhouse foreman, Savanna: Tracks at turn table, Savanna, in need of repairs. (Tracks repaired by roadmaster.)

George Layton, company officer: Bumping post on freight house track, Savanna, broken. (New post constructed by general car foreman.)

George Layton: Boarding up around station transfer platform at Savanna. (Material assembled and works to be done by platform men.)

G. W. Wean, roadmaster: Railing on bridge at National street at Elgin. (Railing to be installed by B. & B. department men, who are now working at Elgin.)

F. H. Allard, trainmaster: Guard railing on approach to bridge at Leaf River. (To be constructed by roadmaster.)

G. W. Wean: Dangerous condition of station platform at Kingston, which slopes down to track. (Referred to roadmaster to level up platform.)

G. W. Wean: New form rail skids to keep cars from running off end of stub tracks. (Trial pair to be secured from Chicago Terminals Division.)

Roy Newell, machinist: Suggestion for running boards on L-3 engines. (Referred to roundhouse foreman to arrange for running boards.)

Roy Newell: Rail guard around gasoline engine at car department. (Engine to be replaced by air compression machinery.)

George Layton: Provide some means for getting to top of coal shed from outside of coal shed, Savanna, for fire protection. (Suggested unnecessary by chief carpenter.)

A. J. Reinehr, agent, Savanna: Chain hoist, two ton, for use at Savanna transfer. (Requisition made for same.)

J. F. Kane, district safety inspector: Railing to be erected around turntable at Nahant. (Arrangement to install made by chief carpenter.)

Engineer, Illinois Division: Poor lights at roundhouse, Nahant. (Arrangement made with roundhouse foreman to keep lamps cleaned. Also installation of electric lights being considered.)

E. E. Cush, roadmaster: Switches being run through on roundhouse tracks, Savanna. (Taken up with engine handlers by roundhouse foreman.)

George Layton: Draw bars and timbers around tracks in Savanna Yard. (Removed by section men.)

George Layton: Defective plank in viaduct over yard at Savanna. (Repaired by B. & B. department men.)

G. W. Wean, roadmaster: Coal spilled on ground at coal shed, Kirkland. (Enginemmen to be held responsible for overloading tanks.)

New suggestions made:

J. F. Kane, district safety inspector: To have crossing flagmen protect all passing motor cars as well as trains.

J. M. Losey, chief dispatcher: Brakemen on non-vestibule passenger trains to allow passengers to unload on one side of train only.

A. J. Reinehr, agent, Savanna: Statement that company material shipped by baggage car is not always unloaded from car at Davenport and allowed to return in car to Savanna on account of hard to handle with small truck and pieces of material large and extra heavy.

George Layton, company officer: Hot cinders in dump car at Savanna loaded for Pleasant Valley starting fire in car.

Light on platform at Savanna, where stock men unload, burned out.

Burning of shavings made at electric mill at car department. Suggestion to supply them to freight house for use in cars.

George Ashford, car department: Suggestion for installation of smoke jack over tinner's forge in roundhouse at Savanna.

Suggestion that safety subcommittee be organized at rail mill.

Auk. Frederick, section foreman: Condition of industry tracks and sidings. Suggestion they should be in good condition to hold heavy power which may be run over them.

George Layton: Statement that car on No. 19 old track in Savanna Yard will not clear proper distance.

R. M. Dugan, conductor: Danger of break in two of train said to be greater with greater length of train; also accident more damaging.

L. A. Smith, general car foreman: Placing of light between car department office and No. 6 track for safety.

O. H. Wilson, general agent, Davenport: Advice that draft interferes with light from big lanterns on ice house platform at Nahant.

Read by chairman: Minutes of Safety First meeting held at Davenport terminal, where new subcommittee has been organized. This meeting was attended by 59 employees. Record of meeting follows:

Committeemen elected and O. H. Wilson made permanent chairman of the committee.

James Taylor, yard foreman, suggested that the coal pile near Western Flour Mill at intersection of Fourth and East River streets be removed, it being an obstruction too close to track; also

That some disposition be made immediately of grain boards with nails sticking up in them that are scattered along track.

Elimination of telegraph pole which is too near main line at Western Flour Mill at intersection of Fourth and River streets.

Removal of Mueller coal pile near new Mueller tracks, adjacent to Phoenix Flour Mills, further away from tracks to insure safety to trainmen.

Thinks it advisable to put fourth man on main engine crews, account of too many signals to watch.

That some provision be made to take care of new D. R. I. & N. W. engine, which now obstructs view of roundhouse.

The constant use of blue flags on cars being repaired.

Recommends the installation of a new style switch for use on track 5, as the present switch is not performing work properly.

Hira S. Calkins, switchman: Suggestion that only two cars be carried on the Davenport Ice Company track at Front and Myrtle streets, instead of three now carried, as third car clears only six inches, endangering passing coaches.

Clifford Hagerty, switchman: Suggestion that the wing gates on stock pens at Nahant be remedied to avoid accidentally swinging open.

Peter Somme calls attention to west end door in the freight house, which allows rain to come in.

Arthur Coleman suggests the discontinuance of

transporting dangerous commodities together, such as matches and gasoline, as has been done in some cases between Davenport and Rock Island.

Engineer Hooker suggests exchange of a low switch carrying a light on the cross-over between two main tracks at Davenport passenger station with a high switch stand just opposite to enable stand to be seen better.

Decided to hold these meetings semi-monthly. Meeting closed with talk by Mr. Anjal on "Safety First."

Compliment given by Mr. Kane to Davenport safety committee on success of their organization.

Meeting closed at 4:30 p. m. with article read by Mr. Kane, U. S. Administration Bulletin No. 1, which referred to keeping main line switches locked.

Next meeting to be held Friday, December 27th.

Des Moines Division Safety First meeting held December 3rd. Those present were:

F. S. Bauder	J. Huntley
R. H. Kautzky	L. Anderson
C. H. Myers	B. C. Johnson
E. McLucas	J. F. Kane

Visitors were: Tom Johnson, Pump Repairer and Chief Clerk L. L. McGovern.

Brakeman Myers reported previously, bridge located on the main line east of Keystone having dirt piled up near the ends and should be leveled before winter comes. (There has been no report on this since the November 5th meeting. Will be taken up with the roadmaster again.)

Committeeman Myers also reported a low power wire at Keystone mine. (The matter was taken up with the electric light company, but no report received as to whether the wire had been raised or not. To be taken up again.)

It was requested to get a report as to what had been done in regard to the low telephone wire at crossing at Grimes, just west of the depot.

Roadmaster Flanagan reported fires knocked out of engines at Madrid when they stopped to take water, causing ties to be burned out. (Boiler plates ordered and shipped to that point to be put in to save ties. Boiler plates ordered, but not received. It was suggested that instead of the boiler plates being put in that a cinder pit be built on the Y rail track.)

Committeeman G. J. Foxhoven reported that the incline at the coal dock is very steep and it is dangerous for men to let cars down this incline as they are liable to get away from them. The incline track connects with the main line proper at this point. Cars getting away from coalhouse men are liable to run down and foul the main line. (This matter has been taken up with the roadmaster, who is instructed to raise the incline and lengthen the track so that incline will be more gradual and men will be in a position to stop the cars. Roadmaster Anderson reported that nothing could be done about this until spring, but by being careful no accidents will happen before this matter has been taken care of.)

Committeeman Foxhoven reported that at Albert City, Varina, Lytton and Webb there are no eve troughs above the waiting room doors and when ice and snow melt it causes ice to slide in front of the waiting room door, as well as icicles, which are dangerous for passengers to walk under. Mr. Collings was asked to put eve troughs up and reported that it would do no good on account of their running over. (This matter will be taken up with him again with the object of attaching a connection and cause the water to run away.)

Billboard supposed to be on our right-of-way near Keystone mine. J. M. Nunn and C. V. Shannon made a committee of two to look into this and find out who the billboard belongs to and report to this office. This billboard shuts off a view from highway crossing and makes it dangerous for teams or vehicles passing over this crossing. (This matter will be taken up with the Stoner-McCray System.)

Committeeman Nunn reported that the Adel Clay Product Company is putting up a retaining wall between the main line and switch as a loading track. It seems unsafe for men making couplings. This retaining wall will be investigated further by Superintendent Lollis and Roadmaster Johnson. (The matter has been bulletined to train men.)

In regard to the matter of putting a walk on the turn table at Spirit Lake, same was taken up with Mr. Collings. No report as to what had been done received to date. (Will be taken up again.)

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 times the water freezes and the men have to climb over on the spout from the engines. (This matter will be taken up with Mr. Collings.)

Committeeman McLucas suggested that a sidewalk 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. (We will take this matter up with the Des Moines Union Railroad and have a sidewalk built across these rip tracks and will ask them to cut the cars so that the men can get to their work without having to walk around and fall over old material.)

Tom Johnson suggested that a base board rail be placed at the landings at the coal shed at Rockwell City to prevent men from slipping off.

Roadmaster Johnson suggested that our doors be fastened back in a better manner so that they will not swing back and forth. (Bulletin will be issued covering this.)

Committeeman McLucas reported that green lights and flags are not being placed to designate the bad places in tracks, and after receiving notices to slow down at certain distances the engineers are unable to determine the exact distance. (This will be called to the attention of the roadmaster to caution the sectionmen to comply with the rule in the Rule Book covering signals.)

Roadmaster Andersen reported that when throwing switches the men do not look to see whether the points are fitted properly before leaving it. (Bulletin instructions will be issued cautioning men to see that the points are properly closed after throwing the switch lever.)

Roadmaster Anderson reported that stock yard gates are 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. (General instructions will be issued to all employees to do their part to keeping the gates closed at all times.)

Committeemen Anderson and Huntley reported that many of the D rail switches have no locks and those that have locks are not kept locked. (This matter will be remedied. Instructions will also be issued that the Y switches be kept locked at Herndon.)

Mr. Kautzky reported that Engineer Finnium had reported cars having been left on the Spirit Lake main line without flag protection. (This will be looked into.)

Committeeman Myers reported Manhattan Oil Company's unloading pipe as being too close to clear a man on a car when it is swung around from over the track. This was taken up some time ago for investigation without report as to what had been done. (It will be taken up again.)

Mr. Kane gave a short talk on "Safety First." Meeting adjourned until the first Tuesday in January.

Southern Minnesota (East) Division meeting held Dec. 3rd, at Austin. Those present were:

E. A. Meyer	A. M. Lawrence
F. J. Holmes	W. Walsh
P. L. Mullen	Albert Hessler
F. B. Higbee	H. R. Luygen

Visitors were: Messrs. J. E. Ober, John Mortinson, Eleanor Moran, S. Johnson, S. C. Sorenson, B. D. Crandall, H. A. Wunderlich, Nellie Satterloff, F. F. Laskow, T. Damm, M. Lang, D. MacLaren, O. W. Berg, O. H. Waters, J. J. Earley, E. O. Erickson, A. S. Willoughby, W. H. Walbridge, A. A. Horton, E. J. Auge, S. A. Eddy, A. William, W. G. Lieb, W. S. Bratt, George Hirsh and A. W. Allen.

E. H. Kough (Card): Switch stands governing Nos. 1, 2 and 3 tracks at east end of Austin yard ought to be placed on opposite side near round-house as most of cars are cut off at this point while switching. (Were changed to south side of switch lead a number of years ago so as to make conditions safer for switchmen. It was agreed that south side was the safer. No changes to be made.)

P. J. Anderson (Card): Steps on small tanks on back end of way freight engines are high. (Suggested that the stirrup step be lowered. Division Master Mechanic Mullen will have it corrected.)

P. J. Anderson (Card): Freight trains running too fast down Fountain hill. Do not give brakemen a chance to turn retainers back. (Engineers

will be instructed to stop at Isinours and allow the brakemen time to turn them back.)

P. J. Anderson (Card): Trucks at Jackson too close to tracks for Nos. 23 and 93. (Agent Jackson instructed to correct and watch the matter.)

P. J. Anderson (Card): Chute braces at west coal shed at Alpha are too close to track. (Braces have been removed.)

James Shay (Card): Suggest that all depots on S.-M. have ladders in freight house for use in case of fire. Some depots have them and some do not. (Referred to the General Safety Committee.)

James Shay (Card): Boards left projecting 1½ inches over edge of freight cars after same have been repaired. (Referred to the General Safety Committee.)

Albert Hessler (Card): Grain boards piled too high along outgoing house track at Austin, thereby obstructing the view. (Piles have been lowered.)

Robert Herman: New coal house at Wells not working properly. (Matter is being watched and will be taken care of.)

Robert Herrman: Cabs not in very good condition for cold weather. Foot boards are ¼-inch apart and holes in windows. (Suggested that cleats be put on bottom of cabs which would make them more comfortable. Mr. Lawrence working on them now, and matter will be taken care of.)

Robert Herrman: Dispatchers and engine hostlers are not closing curtains on cabs, thereby allowing coal to go all over cab. (Matter will be watched.)

Albert Hessler: Gates in new coal shed, Wells, not working properly. (Taken care of in Item 84.)

H. R. Laugen: Conductor on switch engine at Jackson called his attention to large chunks of coal being left on coal house track and some posts broken loose from stock pile west of coal shed, thereby allowing coal to get too close to track. (The matter will be referred to Roadmaster McGee.)

H. R. Laugen: Agent Welcome reports teeter trucks dangerous to handle baggage from and to train. (Will try and replace same with another truck.)

H. R. Laugen: Suggest putting on a storm shed on ladies' waiting room and the office at Jackson depot. (The chief carpenter instructed to put on a storm shed to cover both doors.)

J. J. Earley: Hole in stove pipe at Oldham which should be fixed. (Has already been done.)

J. J. Earley: Suggest that platform at Austin be cleaned after a snow storm. (Roadmaster Luskow instructed to have section foreman take care of this.)

O. H. Waters: Trains 22 and 23 do not get inspection at Lakefield. (Trains laying away from home terminal are not inspected.)

Dan MacLaren: Steps on small tanks too high. Suggest that grab iron be extended and rail placed around on front end of tank to get hold of. (Referred to General Safety Committee, as tanks are up to present standard specifications.)

O. H. Waters: Chain on tank spout at Lanesboro hits cupola on cabooses. (Matter referred to Chief Carpenter E. J. Auge for correction.)

Wm. Walsh: Engineers leave cylinder cocks and injectors open coming into Wells. (Bulletin has been posted cautioning engineers in regard to this.)

Sy Johnson: Suggest that rail be extended flush with the steps at Mr. Ober's office. (Chief Carpenter Auge instructed to extend rail.)

John Mortinson: Fire escape should be placed on new division office. (Chief Carpenter Auge instructed to take care of it.)

Albert Hessler: Exhaust pipe from dynamo of locomotive should be extended so as to avoid steam coming into cabs and covering windows. (Matter turned over to Traveling Engineer F. B. Higbee to be reported on at next meeting.)

District Safety Inspector W. S. Bratt then gave a short talk on Safety First. He commended the suggestions made both by card and at the meetings. Also thanked the employees for their hearty co-operation in this work. Requested the co-operation of all in obeying the laws to prevent fire hazards. Read a little article on how to prevent an injury and requested the employees to always take the safe course.

Honorable Mayor Hirsh then commended us on what we were doing and also spoke upon two matters which he hoped we would soon remedy.

Mr. Marshall of the Commercial Club, said they were pleased to have us use the rooms and was also pleased with the hearty co-operation that is shown.

There being no further business on Safety First, the chairman gave a short talk on fuel conservation and read articles from a pamphlet sent out by the U. S. Fuel Administration giving different ways in which fuel can be saved.

The chairman then introduced the subject of courtesy, and mentioned Director General McAdoo's bulletin No. 40 on the subject.

A. S. Willoughby then read C. H. Dietrich's letter on freight loss and statistics for the month of September, under the heading of The Proper Handling of Freight.

J. J. Earley then gave an interesting talk on the subject.

A. H. Horton also gave a few remarks, and was of the opinion that there was an improvement along the line of proper handling of freight.

W. S. Bratt requested the employees to read page 21 of our last Safety First Magazine, which contained a number of Safety First items.

There being no further business, the meeting was adjourned at 10:45 p. m. until the next meeting, which is to be held Tuesday, Jan. 7, 1919.

Southern Minnesota (West) Division meeting held Dec. 4th, at Madison. Those present were:

E. A. Meyer	W. H. Crabbs
F. J. Holmes	J. L. Donnelly
P. L. Mullen	W. Hughes
J. M. Moore	M. Hennefin
T. McGee	A. Halter

Visitors were: District S. I., W. S. Bratt; Dispatcher E. H. Laugen; D. F. A., D. S. Willoughby; S. A. Eddy, T. F. A.; and E. N. Bucklin, agent.

M. Hennefin: Tank spouts leaking, which causes ice to form on back of engine tanks. (Chief carpenter will have his carpenters make repairs.)

W. Hughes: Stock and elevator men at Westington Springs throw refuse out of cars too close to track and between tracks and buildings. (Superintendent will write each offender and endeavor to get their co-operation along Safety First lines.)

W. Hughes: West coal shed at Lane has broken boards and coal running out onto track. (Section foreman instructed to call attention of each concern who allow material to get too close to track and to have the matter corrected.)

W. Hughes: Elevator men at Lane placing grain doors and boards between rails to drive over them, then leave them. (Matter will be taken up with the offenders and corrected.)

W. Hughes: Two trees at Roswell too close to track. (Roadmaster Crabbs requested to remove the trees.)

W. Hughes: Water tank at Howard has been leaking and water running down on team track, forming ice. (Conditions have been corrected.)

W. Hughes: On train 98, Nov. 29th, St. P. 206670 and GT 23874, were picked up at Woonsocket with defective lifting lever at lock blocks. Cars originated at points west of Aberdeen. Supposed to have been permitted to pass Aberdeen in this condition. (Reported to Superintendent Harstad for investigation.)

W. Hughes: Coal dealers at Fedora unloading coal and allowing it to get too close to track. (Referred to Roadmaster McGee for correction.)

F. Hewling: Madison Mill & Grain Co., Madison, allowing over flow from boilers to drain onto track, causing ice to form in winter, and interfering with team track unloading during summer. (Referred to Roadmaster McGee for correction.)

District Safety Inspector W. S. Bratt then gave a short talk on the practices of Safety First, and also asked those present to give the same co-operation to fire prevention as they give to the Safety First matters.

Chairman gave a short talk on what had been accomplished during the past two months in the nature of preventing fires by having the engines equipped with hoods. Only one small fire was set by engines during the time that engines were so equipped and this was due to a defective hood. As the season of fires has now passed, the division master mechanic was asked to have the hoods removed.

A short talk was also made on the necessity of conserving the fuel supply and a number of suggestions were made as to how it could be brought about.

The subject of courtesy was also brought up and dismissed.

Division Freight Agent A. S. Willoughby, read the latest bulletin issued by the Freight Claim Department on freight claims after which Traveling Inspector J. J. Early gave a short lecture on

the matter. Particular attention was called to the fact that it was impossible for the railroads to transport the freight unless it had actually been received from the shipper. He impressed on those present the importance of having freight properly marked and that old marks be obliterated.

Mr. Willoughby also brought up the subject of the larger stations using a Loading Chart to insure the freight being loaded in station order and in the proper car. It was arranged to put the practice into effect at the larger stations on the S.-M. Division.

The chairman also called attention to the matter of handling explosives and other dangerous articles and asked those present to be particular and post themselves on the new instructions issued by the Interstate Commerce Commission on this subject.

River and I. & M. Division meeting held at Minneapolis, December 9th. Those present were:

W. J. Thiele	J. Rush
W. J. Lieb	W. E. Tritchler
W. F. Cody	H. A. Hanson
W. E. Moe	T. A. Thayer
E. G. Oeltjendier	P. F. Croutt
R. B. Stackpole	Henry Kulinsky
E. H. Kough	C. Carleson
J. Ostrum	H. C. Kassabaum
F. E. Rice	M. Ulwelling
W. C. Blase	H. E. Brock
F. P. Rogers	W. S. Bratt
A. A. Kursejka	A. F. Alexander
J. Healy	C. Larson
F. Larson	H. G. Dimmitt
N. F. Kelsey	H. F. Rummel

Suggestions brought up at previous meetings:
J. Graf: 500,000 series box cars. No space between running board and brake staff ratchet. Not space enough to set brakes properly. Will handle with Mr. Silcox. (No reply from Mr. Silcox to Mr. Thiele's letter of October 18th.)

E. H. Kough: Foreign refrigerators, Hormel's track, Austin. Too much slack in chains on brakes. (Referred to Mr. Silcox on October 18th. No report as yet received.)

Mr. Orcutt suggests that station platforms have a dead line to keep passengers and employees from getting too close to track for approaching trains. (Referred to Mr. Smallen on October 18th.)

Mr. Orcutt suggested that section foreman and signal maintainers be provided with head lights for motor cars. (Referred to Mr. Smallen on October 18th.)

Mr. Moe: Engines are not provided with hooks for turning water spouts. (Referred to Mr. Smallen under date of October 18th.)

Mr. Oeltjendier: Suggests furnish engines with ash hoe for turning water spouts. (Mr. Smallen advised under date of November 27th that the matter was receiving attention by the motive power department.)

Mr. Oeltjendier suggested that K-1 engines have wooden step fastened on top of the iron steps on tank. (Mr. Smallen advised under date of November 27th that the suggestion would be put into effect.)

Mr. Stackpole reported that on new type of pilots the steps are too small and should have a wooden plate to prevent slipping. (Referred to Mr. Smallen on October 18th.)

J. J. Graf reported guard rail foot block missing at west switch at Randolph. (Referred to Road Master Kelsey, who advised at December meeting that the condition had been remedied.)

E. H. Kough reported switch lights on Calmar line in bad shape, being dim and not burning half the time. (Referred to Road Master Larson, who advised at December meeting that this matter had been taken care of.)

L. O. Olson suggested light be placed on the coal shed at Lime Springs. (Referred to Road Master Larson, who advised that he has placed platform light at east end of coal shed at Lime Springs and is now O. K.)

L. O. Olson reported engines 4320 and 4307 with blower pipes uncovered. (Referred to Master Mechanic Dimmitt, who advised at December meeting that the condition had been corrected.)

J. J. Graf suggested that trees on stock track at Taopi be trimmed as they strike the cab of engines. (Referred to Road Master Larson, who reported that trees were trimmed on November 18th.)

E. H. Kough advised the chandeller in coach 434 had part of one side broken off and the vibration of car kept it shaking badly. (Referred to Car Foreman Larson. Reported by committee

men at December meeting that this feature has been corrected.)

E. H. Kough advised the coal chute on new coal shed at Farmington Yard is not weighted heavy enough to help raise it and is hard to handle. (Referred to Chief Carpenter Kurzejka. No report as yet made.)

E. H. Kough advised brakes on cinder dump cars are not receiving proper attention. (Referred to Car Foreman Larson, who reported under date of November 26th that he had instructed his foremen to give the matter proper attention in future.)

New suggestions:

Brakeman Hazelton reported frame work in coaling station at Lime Springs does not allow coal buckets to pass after bucket is hoisted, causing delay and danger to employees. (Referred to B. & B. department.)

P. F. Orcutt called attention to trespassing on our property at Minneiska. (Matter to be looked into by Superintendent Thiele to consider placing trespass signs or fencing of property.)

Mr. Orcutt called attention to flagmen being sent out to flag all trains except one or two more important trains. Pointed out liability of confusion. (Instruction issued to road masters to have flagmen stop all trains.)

Mr. Gunderman called attention to the fact that mill people at Wabasha are removing grain boards from cars and piling them between the loading and unloading tracks, which does not provide sufficient clearance for men working in yards. (This matter to be called to the attention of the mill people.)

Mr. Orcutt suggested that men get off the track on the left hand side, instead of on the right hand side. It was his thought that by passing over both main tracks and standing on the left hand side of the train, on account of the greater distance, that there would be less chances of injury. (Members present did not agree with him, unanimously recommending that present instructions remain in effect.)

Mr. Orcutt suggested that motor cars used by maintainers, section men and others be operated by train orders. (Committee men present agreed that this would not be practicable. Matter to be referred to dispatchers to use cars in issuing line-ups and operators instructed to give line-ups in writing in the form of a message.)

Reported by Committeeman Ullwelling that parties at Austin were taking waste and packing out of boxes of cars on the Hormel plant tracks. (Referred to Superintendent Meyer.)

Mr. Moe suggested another light at the end of supply car at South Minneapolis. (To be referred to Superintendent Van Dyke.)

Mr. Oeltjindier reported dangerous condition of stake protruding about twelve inches out of ground near the outgoing engine track at La-Crosse. Stake was formerly used to hold cable to smoke stack on power house. (Referred to Superintendent Rossiter.)

Committeeman Oeltjindier requested that practice of backing trains out of South Minneapolis with a caboose ahead of train with three red lights showing on the caboose and no white light be discontinued. (Referred to Superintendent Van Dyke.)

Mr. Stackpole called attention to the switches leading from the C. V. main to the ice house and from C. V. main to westbound pickup track. Two switches close together; one has switch light on it, but the other has not. (Referred to H. C. Kassabaum to install switch light and provide for locks.)

Mr. Stackpole called attention to engines opening and shutting off their injectors while at stations, causing ice to form on station platforms. (Previous instructions to be reissued to engineers by Superintendent Thiele.)

Mr. Brock called attention to inflammable cards being placed too high on foreign steel cars to permit persons removing cards, after inflammables were removed, without great effort. Suggested general instructions be issued that inflammable placards be placed not to exceed two and one-half inches above floor of car. (Referred to general safety committee.)

Mr. Brock called attention to condition of steel plate over draft rigging right in front of door on combination car 102 on Stillwater line. Timbers have become so rotted that the large screws have commenced to work out. (Referred to G. Larson.)

Mr. Brock called attention to numbering on some foreign cars barely readable. (Instructions issued to trainmen to report specific cases which may come to their attention so matter can be taken up with roads concerned.)

Mr. Kough advised engineers were complaining about the coal in the coal chutes at Faribault not running down, necessitating them knocking it down with no light at night except lantern. Sheet iron has been taken out of pockets, causing coal to stick on sides. (Referred to Mr. Rice to secure estimate covering the installation of electric lights.)

Mr. Kough called attention to fact that there was no whistling post one-quarter mile east of Vermillion, for eastbound trains, which is first crossing east of Vermillion. (Referred to Road Master Kelsey.)

Mr. Kough called attention to the blow-off cock levers not being replaced when removed by shopmen. (Referred to Mr. Dimmitt.)

Mr. Kough called attention to steam from the whistle on Class B and G engines causing windows in cab to be covered with steam and fog. He suggested that a sheet be placed along hand railing to stop steam from covering window from the generator or whistle. (Referred to general committee.)

Mr. Kough called attention to poor condition of equipment furnished to replace defective equipment on motor runs. (Referred to G. Larson.)

Mr. Tritschler suggested that car movers be furnished at Wabasha instead of pinch bars. (Referred to Mr. Dimmitt, who advised car movers were ordered.)

Mr. Hanson called attention to firemen on night trains in cleaning fires are dumping out clinkers and are not throwing them away from rails, making a stumbling block for trainmen. (Superintendent Thiele will cover by bulletin.)

Mr. Thayer again reported coal too close to track at Red Wing. (Again referred to Mr. Brown, requesting him to remove coal.)

Mr. Thayer called attention to dangerous practice of children at Red Wing coasting on Brond, Bush, Potter and Jackson streets, which streets are on a sharp decline leading to tracks. (To be taken up with Mayor to secure the passing of an ordinance prohibiting coasting on streets crossing railroad tracks.)

Mr. Healey reported poor condition of engine sent out on work train used in taking up Cannon Falls line. (Referred to Mr. Dimmitt.)

Mr. Kuklinsky suggested a night man be employed at interlocking plants during winter months to clean out snow. (To be taken up with Mr. Penfield for authority.)

Mr. Kassabaum reported that the Fifth avenue and Chestnut street, Eau Claire, boys from the schools located in that vicinity are climbing on cars and riding on the sides of them. (To be taken up with Mayor of Eau Claire.)

Mr. Carlson called attention to failure of engineers to have bells ringing when passing public crossings. Engineers present reported this due to short bell ropes. (Referred to Mr. Dimmitt and engineers requested to report engines on which the bell ropes were short.)

Mr. Rice called attention to the broken gate at Mankato avenue, Winona, advising chief carpenters do not carry repair parts in stock and it is always several weeks before repairs can be made. He suggested that gates be done away with entirely, thinking the flagman with his stop sign is sufficient. Suggested that electric lighted signs be used at night. (To be investigated as to whether or not we are required by city ordinances at different places to provide crossing gates.)

Mr. Dimmitt called attention to the walk in the Wabasha coal sheds. No way to pass from one end to other without walking on loose planks over pockets. (Referred to Chief Carpenter Ostrum.)

Remarks:

District Safety Inspector Bratt suggested that each member of the Safety First committee have two or three individuals assist him in making suggestions and getting information about unsafe conditions. He expressed his views on the co-operation he is receiving from the River and I. & M. Divisions. Called attention to page 21 of the November Employees' Magazine, written by a member of the S. M. Division safety committee, pointing out a number of bad practices and requested each employee to read the article. He called attention to the decrease of killed and injured during the first ten months of this year compared with the same period last year, which showed a decrease of 64 killed and 2,151 injured.

Superintendent Thiele brought up the matter of claim prevention. He attributed a great number of loss and damage claims to freight being shipped in poor containers and thought many are due to freight being damaged when it is delivered to the company and not noticed by the receiving clerk. Emphasized the importance of conductors

and agents at transfer points making proper notations on waybills, as unless this is done it is impossible to discover where damage is done or freight stolen.

Traveling Inspector Brock called attention to a number of irregularities which had come to his attention in the handling of freight.

Agent Thayer reported several instances coming to his attention which if not attended to at the time would have resulted in loss and damage claims.

Superintendent Thiele brought up the matter of fuel and light conservation, stating that although the war was over we should not lose sight of this important matter.

Meeting adjourned. Next meeting to be held January 13th.

J. A. Macdonald, chairman, called the meeting to order at 1:30 p. m., roll was called and all the committee men were present, making 100 per cent attendance. Reasons were given by committee men for their absence at the previous meeting.

Mr. Macdonald gave a report on the unfinished business from previous meetings as follows:

Conductor Brennen reported some switch locks missing in Mineral Point Yard. (Roadmaster Hazeltine reports same has been provided and on main line switches.)

Report was made that at the side track crossing on the south side of I. W. Lewis cigar factory three holes not safe for switchmen to use. (Roadmaster Hazeltine reported he has filled them up.)

Report made of crossing south of Academy street, Janesville, in poor condition. (Roadmaster Hazeltine has made repairs.)

Report made that baggage truck and platform at Janesville in bad shape. (Agent Zimmerman has had repairs made.)

Report was made of defective warning signal at bridge east of Browntown. (Roadmaster Hazeltine reports that hangers have been untangled and straightened out.)

Report made that street car wires at Academy street at Green Tobacco Company were not at standard clearance of 23 feet above rail. (Electric company have raised wires to standard clearance.)

Conductor Brennen reported that Mineral Point Service Company were not shoveling coal to required clearance. (This was taken up with these people and Agent Snow and Conductor Brennen advise that coal has been shoveled back and required clearance will be maintained.)

Recommended that rail and sidewalk be built on north side of bridge F246 on Y at Gratiot. (Requisition and A. F. E. 217-6 made for same.)

Report was made by A. J. Klumb, division master mechanic, in regard to previous suggestions made in regard to mechanical matters as follows:

Recommended that I beam be installed in roundhouse at Janesville.

Report as to where Safety First boxes for suggestions should be installed. (Installed in Madison roundhouse and car department.)

Report as to where First Aid boxes should be installed. (In Madison and Janesville roundhouses.)

Report as to whether Safety First signs have been put up on emery wheels at Madison and Janesville. (Signs have been placed in Madison roundhouse near emery wheels cautioning employees to wear goggles when using wheels and to keep guards down. Also installed at Janesville.)

Report made relative to what instructions should be issued by roundhouse foreman at Janesville and Madison for men to wear goggles when working at emery wheels. (Detailed instructions issued to both Madison and Janesville regarding goggles. Separate or individual glasses furnished to each person.)

This closed the unfinished business and Mr. Macdonald addressed the meeting about the Safety First movement and that it required the constant and continued attention on the part of all committeemen to make it a success and keep accidents on the division down to the minimum. He then called upon each one individually for suggestions, which are as follows:

Engineer Allen stated that there were no lights on derails on side tracks, making it very dangerous. Suggested a government whitewash. (Mr. Macdonald advised that the derails were being painted white at the present time and that quite a few have been painted.)

Mr. Callahan suggested that passenger brakemen are not in all cases helping passengers down and should be required to be at steps with lantern and do all possible towards helping. (Bulletin issued to cover.)

P. H. Hayes recommended box for coal used for heating purposes at yard master's office. Claims waste of coal, as coal is thrown off onto ground, and not only that but in dangerous place. (Box ordered made and placed at yard master's office.)

C. Gregory advised that a First Aid kit be placed for trainmen at the West Yard at Janesville, Wis. (Ordered done.)

Albert Moore stated that about four bumping posts were needed for the freight depot and the caboose track. (To be referred to the road masters.)

Mr. Zimmerman wished to know if it was necessary to make a requisition every time that a plank or two were needed to repair platform of depot or if carpenter should go right ahead and repair same. (Advised that chief carpenter would be notified to do necessary repairs of this nature.)

O. D. Aeppli suggested that it would be a good thing to issue pamphlets from time to time relative to work done in regard to Safety First, and that bulletins should be issued from time to time stating specific instances where accidents were prevented or could have been prevented if proper precautions had been taken, such as truck handles up, etc. (This was thought to be a good plan by all present.)

Mr. Aeppli also suggested another very good plan. He thought it advisable that all motor cars be equipped with a horn or a gong. He mentioned a certain law suit in which a party was injured that could have been prevented if a horn or gong had been installed on this motor car. (Mr. Aeppli's suggestion was approved by all and the motion was moved by Mr. Sizer that his suggestion be carried out, and seconded by Mr. Allen; to be referred to the General Safety First Committee.)

Mr. Rogers was requested by a machinist to recommend that a lock device be placed on lever opening blow-off cock so that it would not be mistaken for a cylinder cock lever. Mr. Rogers stated that the seat box in cab of engine ought to be raised four inches from top of arm in order to see signals. He also suggested a foot hold made to place foot against so as to be able to handle reverse lever efficiently. (Mr. Rogers' suggestions were referred to the mechanical department for investigation.)

Mr. Campbell stated that some one should be instructed to have cobblestones, pieces of coal, scrap wood and clinkers all cleaned up; that the grounds in general were not in a very good condition. (It was arranged to have Mr. Fagg and Mr. Moore see that this was taken care of.)

Mr. Deards stated that sidewalk and rail should be put on second bridge east of Stoughton. Recommended a platform on each side of rail so that trainmen could walk over in safety. (Roadmaster instructed to put up fence on embankment at each side of bridge, which was considered sufficient.)

He also stated that car men at terminals be instructed to properly apply center pin. (To be taken up with carmen for correction.)

Mr. Sizer recommended that, due to injuries that might occur to trainmen, account of water barrels being placed at end of bridges without proper covering, that some sort of covering be provided for these barrels. (Referred to the roadmasters.)

Mr. Sizer also recommended that chain on coal hoist at Brodhead be shortened so will not be necessary to wrap around handle on coal bucket. (Referred to B. & B. department.)

C. J. Callahan read the article which appeared in the November issue of the Employees' Magazine, written by Guy E. Sampson, La Crosse division conductor, in regard to prevention of accidents.

A general discussion was had in regard to different matters. The meeting was adjourned at 4 p. m.

It was announced that the next meeting would be held at Madison at 1:30 p. m. on Friday, December 20th.

Minutes of Safety First Meeting Held in Superintendent Hill's Office, Spokane, Wash.,
December 3, 1918

F. G. Hill, chairman.

Meeting called to order at 2:15 p. m.

A roll call was taken and the following were present:

Fred Lowert
J. H. Barrett
Frank Clark
Robt. B. Campbell
George Fallis
W. H. Wingate
A. J. Litwin
S. O. Wilson
M. F. Hogan
H. E. Calehan
R. W. Gallagher
H. E. Stone
O. Bakke

F. J. Kratschmer
C. I. Chambers
W. H. Graham
Pat Costello
B. L. MacKay
J. W. Thompson
F. D. Shook
A. F. Manley
Max Bailey
L. W. Pierce
H. C. Buchholz
E. McGee
N. J. Westermarck

Minutes of previous meeting read, discussed and approved.

Chairman reminded the meeting that no one should ever have any reticence in reporting unsafe conditions. These Safety First meetings and Safety First Committees are called and organized for the good of the public and of railroad employees, and the indication of unsafe conditions should not be viewed by anyone as a criticism of his work or as a reflection on any department of the railroad.

Safety First post cards should be used to a larger extent than has been the practice in the past. When unsafe conditions or practices are evident the matter should not be allowed to drag along until the next meeting—a post card should be used, so that the matter may be investigated and acted upon without delay.

As brought out in the last meeting, personal injury reports indicate that the greater number of accidents are not caused by improper or unsafe equipment, but that carelessness on the part of the injured, or of someone working with him or near him is very often the principal factor in the injury.

Report of Mr. MacKay, assistant claim agent, by mail, reporting accidents during the past six months on the Idaho and Colorado Divisions. Improper loading and improper staking of logs on cars; conductors do not inspect loads of logs before switching. Matter will be investigated by Mr. Hogan with a view of correcting improper loading and staking.

Mail reports by Mr. Hogan concerning conditions at Spirit Lake:

Ground sunken between ties in track serving coal dock. Matter will be taken up by the track department.

Ground is caved in at a point in car yards close to car shop, leaving a dangerous hole. Matter will be taken care of by Car Foreman Clark.

Concerning conditions at Othello:

No lids on taps around pump. Matter taken care of by roundhouse foreman.

No covering over pipe beneath floor of oil pumping station. Matter to be reported to T. E. McFadden.

Electrification crews removed planking covering pipes under track at oil crane and failed to replace same, leaving dangerous condition. Matter to be taken up with roundhouse foreman.

Considerable housecleaning required along tracks between roundhouse and repair tracks. Matter to be taken up with roundhouse foreman.

Open traps close to passing tracks near stock yards should be covered up. Will be taken up with A. F. Manley.

Concerning conditions at Malden:

Three air hose connections not used at present should be removed. Will be taken care of by Mr. Graham.

Concerning conditions at St. Maries:

There is an exposed gear wheel on coal chute hoist which should have guard installed for protection. Will be taken up with H. C. Buchholz.

Children at St. Maries make practice of climbing steps of coal chute. Children warned of the danger. Matter has been corrected.

Coal being piled between ice house track and main line at Malden too close to the main line. Matter has been taken care of.

Men suggest that gable be erected over shop door at Spirit Lake, as there is danger of icicles dropping upon them. Material has been ordered for this work by the B. & B. department and work will be started as soon as received.

Mr. Chambers suggests that the roof should be extended between the blacksmith shop and the machine shop, and gable applied to door on south side. Will be referred to Mr. Buchholz.

Repair track men at Malden ask that cut be made of cars standing between shop and depot to provide a passage for men leaving shops.

Mr. Hill advises that it would be impossible to keep the cut between the cars; that it would be easy enough to order such a cut to be made, but from his experience in other cities he believes

that it would not be practicable, and that inasmuch as the distance that the men would have to walk would be only a matter of twenty car lengths, he believes that to have them do this would be a much safer plan than to take chances on having the order for the cut partly complied with and to have the men go through the cars.

Mr. McGee suggests that the men should be forbidden to go through the cars and that they should be ordered to keep off all paths across the yard.

Mr. Hogan advises that there is a practice at Spirit Lake to set out cars on one track that do not clear another track. Bulletin will be issued to cover.

Mr. Clark advises there is no regular caboos track at Spirit Lake. Discontinue practice of placing cabooses on coal dock track.

O. K. mark being applied before repairs are made to cars. Bad Order tag is removed before repairs are made.

No platform lights at Marengo. Mr. McFadden has erected the poles and the lights have been installed.

Mr. Calehan brings up matter of lighting roundhouse at Othello and Cle Elum. Mr. Rusch has advised that it will be impossible to correct conditions until electrical machinery can be installed after the electrification.

Dangerous conditions of brake on coach on Warden run. New coach has been furnished and bumper has been put at the end of the track.

Suggestions:

Mr. Stone suggests that as a fire prevention measure a ladder should be built on the paint shop building at Spirit Lake. Matter referred to H. C. Buchholz.

Mr. Stone reports that U. T. L. car 3088 was tagged for new wheels in Spirit Lake yard just recently. Car was permitted to leave the yard without repairs being made. Matter will be taken up with agent.

Mr. Gallagher relates incident resulting in near-accident at St. Joe, because of misunderstanding on part of track men as to time of a certain train; suggests time be given on paper. More care should be taken in giving track or signal men information as to the time of trains.

Mr. Shook suggests that we should discontinue movement of engines passing passenger trains in the passenger shed at Spokane during the time that car men are working. If necessary to make this movement some other track than the one next to the train they are working on should be used. In any event, man should ride the head end of the engine in the direction in which it is moving.

Mr. MacKay brings up fact that friends of passengers get out onto track through employees' door. Will be taken up with Mr. Ingram.

Reported that drayman at Newport follows practice of driving over platform of abandoned Milwaukee station. Will instruct agent to see that practice of allowing automobiles to use platform in front of depot is discontinued.

Mr. Bakke advises that locks have been removed from cross-over switches. Will take up with Mr. Ingram, station master, Spokane, as to the removal of switch locks from cross-over switches at Union Station without notice given.

Mr. Costello advises unnecessary number of switches being run through and no reports made of them at the time. Will take up with Mr. Ingram.

A. J. Litwin reports that the application of electric lights in the roundhouse at St. Maries has not been finished.

E. McGee suggests that the new coal track west of passenger station at Malden be used as a caboos track. Will be taken care of.

Mr. Manley advises that catch which holds door on end of Nos. 15 and 16 allows door to open about two inches. Front end of trap works up about two inches, allowing people to catch soles of their shoes. Will be referred to F. D. Campbell.

Mr. Chambers reports that the switch stands on the Pend Oreille line are too close to the track, that they do not clear a man hanging on the side of a car. Matter will be referred to Mr. Bakke.

Reported that men loading cars at Sand Creek spur knock off grab irons and damage air lines of cars. Will be taken up with the Lehigh Portland Cement Company.

Mr. Hogan reports automatic signals at Plummer Junction not working properly. Mr. Westermarck advises matter will be taken care of in about ten days.

General discussion is had of accidents occurring during the past month.

It is reported that there is difficulty in replenishing First Aid boxes in shops, etc.; that medicines are allowed to stand until they are valueless, because of deterioration. Mr. Hogan will attend to this matter.

Mr. Hill speaks of value of recognizing commendable acts on the part of employees, pointing out that a favorable letter recognizing some act involving unusual care and interest for the welfare of the company and fellow employees often is an incentive to increase a man's efforts with his work.

Meeting adjourned at 5:10 p. m., to be called January 7th, 1919.

Concerning Ties.

F. S. Pooler.

The tie question has become of the utmost importance in the past few years and becomes more important every day. This company is offering more for cross ties at the present time than ever before and the prices are proving very attractive to tie producers along the line. The Tie Agent's office at Chicago is busily engaged in making contracts with tie producers, but more contracts are wanted. We feel that it is the patriotic duty of every tie producer in the country to furnish the railroad companies with all the ties they can possibly get, as this is an essential factor in the successful prosecution of the war. Section foremen, roadmasters, station agents, and all other employees can help in this matter if they will but communicate with the Tie Agent at Chicago, and advise him the names of persons likely to be interested in the production of cross ties. Station agents have posters in their station waiting rooms giving prices and specifications of ties, and employees are requested to do everything possible to advertise the fact that this company is in the market for that kind of material.

When He Comes Back.

Sted.

There's a long, long trail a-winding, thru the land of Come and Go, there's a homey campfire blazing with an all-inviting glow, there's a stream that's calling softly where the waters sing and dance, there's a soul with wildwoods longing on the sunny fields of France.

Let us keep that campfire burning for the day when he comes home, by the old, old trail

now winding where his footsteps loved to roam; he will hear the singing brooklet and the laughter in the trees while they chat in merry pleasure, leaflets rustling with the breeze.

Let us hold the wildwoods virgin for the lad till he gets back, let us keep the campfire glowing for he fought to save his pack, with the joyful campfire calling down the woodland's winding trail, he will shout with boyhood's freedom when he doffs his coat of mail.

Freight Claim Department Notes.

Federal Manager Byram's holiday greeting to employees in the December Magazine, was warmly appreciated by all of us. The same to you, Mr. Byram, and may you be with us many more years.

Sergeant Julius Frey is the first of our soldiers to be mustered out. The girls are all tickled to death at the prospects of the early return of the boys in khaki and blue, and the old men are working overtime trying to consolidate the gains they made while the young fellows were away.

M. B. Mortenson, the popular head clerk of the Loss and Damage Bureau, made several flying trips to the Twin Cities and Milwaukee on railroad business. Jay Goodenough keeps the wheels turning while M. B. M. is away.

Miss Rose Glockner, the nifty dictaphone operator, entertained with a dinner-dance and theater party. The beautiful hostess was charming, as usual, and Miss Olga Markshaussen was stunning in a creation of black velvet superimposed by a pair of great big brown eyes.

Big Jack Lawler, the traveling inspector with the sunny smile, is seen more frequently around the office since he left the I. & D. Division. Jack still loves pancakes.

Miss Margaret Quinn, who is now acting as bookkeeper for Mr. Wheeler in the Salvage Bureau, spent the holidays with her parents at Spring Valley, Ill. Miss Quinn reports a very delightful visit to the old homestead.

There are rumors that seven young ladies in our office are preparing to enter the holy state of matrimony. We wonder who will be first.

Eddie Suhrbrer, Mr. Loderhose's lightning messenger, has been appointed chauffeur of the rotary mimeograph as a reward of merit. Eddie wanted to grow up and be President so he could end the war, but now that the fighting is over, he says he wants to be a great printer like Benjamin Franklin.

O. P. Barry, the ticket auditor, says there ought to be more news items in the Magazine about the Fullerton Avenue office building. Mr. Barry is right and we heartily agree with him. The trouble is, we never heard of any one who wanted to know about the F. A. O. B. We would suggest that Editor Carpenter Kendall and Mr. Barry collaborate on a series of illustrated articles describing the Fullerton Avenue office building and the activities of the different departments quartered there.



A Group of "Weeders," Savaanna Yards, Summer of 1918.

FREE BE A CERTIFICATED ELECTRICIAN

YOU MEN—LISTEN! 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.

FREE—Lessons and Outfit—FREE

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.

Use this "Free Outfit" Coupon

CHIEF ENG. COOKE, Dept. 11
371 Cass St., CHICAGO, ILL.

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

Name

Address

Pop. Mech. 1-19

ACT PROMPTLY

Get the full benefit of this great offer. Send the Coupon or a postal for free information without delay. Do it now—before my free offers and guarantee are withdrawn.

CHIEF ENGINEER COOKE

Chicago Engineering Works

DEPT. 11

371 Cass Street

CHICAGO, ILL.

Letters from Our Boys



WHISLERVILLE HAS ONE TOO.

Varied Accomplishments, has "Pink" Simms.

When Lieut.-Col. Whitting received the clipping from the Chicago Tribune headed, "The 13th Moves Out in a Hurry," his righteous indignation and his family pride came overseas in a letter of strong protest, in which he says: "The 13th Engineers never moved a foot to the rear, nor did it plan to. At the time mentioned we were planning on going ahead instead of back, as we have already done in two directions. Tell our friends the 13th never came to France to retreat, and since that time a good many of our boys are a great deal nearer Germany than before. In the month of September we averaged 54 trains per day; 595 average tons per train handled; 28,479 average tons per day handled. Think twice before figuring that the 13th have moved back. Track shelled and cut on an average of four times a day during the month, and business moved just the same. All track work done under shell fire."

Many inquiries have been received recently for news of Captain Horton, and we are glad to give all his friends the following letter received from him nearly four weeks after it was written:

France, Oct. 29, 1918.

My Dear Mrs., Kendall:

No doubt you have already received my letter written while I was in the hospital recuperating after my operation. Many things have happened since that time and the main one is that I find myself so busy that all my time is taken up with railroad matters. The clipping which you included was all bunk. The 13th never retreats. We forge ahead. I am with my old Company D boys and they are doing their bit night and day and helping drive the Hun back. A high explosive shell burst over the last station on my district the other day and pieces came down through the old depot and sprinkled me with splinters and plasters and still I am here to tell the story. I like the work very much and am more satisfied than being regimental adjutant. Sergt. Marshall is now a second lieutenant, as is also Sergt. Bernard of Company D. Second Lieut. Whisler is a first now and acting as adjutant while I am on special duty as superintendent of the Fifth District.

Lieut.-Col. Whitting is the same oldtimer and I like to have him come around and visit me. I don't want to throw bouquets at the 13th, but we are the neck of the bottle on the biggest drive pulled off and we are the only Americans operating standard gauge exclusively and as a whole regiment. We are handling all the standard gauge

right up to the front in this sector and at times it is a heart-breaking job to get everything through. There is no such word as impossible and we carry on and somehow manage to deliver the goods. Had 20 bombs dropped all around us the other night and the machine gun bullets whistled close, but no one hurt.

On October 21st the Company D men who could be spared, together with those from Capt. Sawtelles' district, journeyed back to regimental headquarters to attend the funeral of Sergt. J. H. Barnoske of Marion, Iowa, who died the previous day. It was a very sad occasion for all of us as Joe was a good soldier and well liked. He had been recommended for a second lieutenant's commission for the good work he had done. His brother, George, also a sergeant in Company D, was heartbroken over his loss. I acted as worshipful master and gave him a full Masonic burial. I understand Private Leo G. Marchant had also passed away since he was returned to the States on account of ill health, making three of the original D men who have given their lives for their country.

It is a hard thing to see them go for I knew them all and think a great deal of them for "they" are always my "boys."

Some day I will write you more now that Fate has willed me this mill.

Yours truly,

"ONE T. P."

A note received from Corporal Harold Arnold, dated November 19th, said all were well and the question everyone was asking was, "Where do we go from here?"

Letter received by Frank Etter from former clerk in ticket office, Kansas City Terminals:

U. S. Naval Headquarters,
30 Grosvenor Gardens,

London, England, Nov. 15th, 1918.

Dear Frank:

I started work here at 10 a. m. on Monday and at 11 o'clock the war was over. Guess that's pretty quick work? Well, everything closed down and how they did celebrate. The street lights here had not been burning for four years, but they were fixed up and the way the people here acted I could never tell you in words and you can never realize unless you had seen with your own eyes. This is Friday and they are still celebrating and tomorrow will be the big day.

Have seen many interesting places here and am staying right in the heart of the city on the Strand and pass the C. M. & S. P.'s old office on my way to work, also the Westminster Abbey and the Parliament Buildings, Trafalgar Square, Piccadilly Circus and some other interesting places.

The streets here are wide and certainly kept in good condition and downtown there are no street cars, nothing but busses. They make very good time and are convenient and run often and make less noise. They also have subways here, but they don't begin to compare with those in New York. The busses here charge by the distance you travel, it costs me two pence from the Y. M. C. A. to headquarters—that is 4 cents in our money. People here get the funny accent on everything, but am getting used to it, but their money system is complex and hard to get onto.

Since leaving Kansas City I haven't heard from home or gotten a single piece of mail on account of being in one place such a short time, but I will be here permanently, so guess my mail will catch up with me soon. Cabled my folks when I got here, so they know my address.

So far haven't met any of the K. C. boys over here, but guess I will before I get back, for I am at the main Navy headquarters on this side of the waters and guess we will be the last to come back. Am wondering what I will do when I get back, but won't worry about that until the time comes. I met a Pierce Barnes in New York, a millionaire, and he certainly treated me fine, took me to the Astor House for dinner and to the Strand Theatre, and had a fine time. Give my

Ruptured?—

Throw Away Your Truss!

**For Many Years We Have Been Telling You That No Truss Will Ever Help You—
We Have Told You the Harm That Trusses Are Doing. We Have Told You
That the Only Truly Comfortable and Scientific Device for Holding
Rupture Is the Brooks Rupture Appliance—and That It Is**

Sent On Trial to Prove It

If you have tried most everything else, come to us. Where others fail is where we have our greatest success. Send attached coupon today and we will send you free our illustrated book on Rupture and its cure, showing our Appliance and giving you prices and names of many people who have tried it and were cured. It is instant relief when all others fail. Remember, we use no salves, no harness, no lies.

We send on trial to prove what we say is true. You are the judge and once having seen our illustrated book and read it you will be as enthusiastic as our hundreds of patients whose letters you can also read. Fill out free coupon below and mail today. It's well worth your time whether you try our Appliance or not.

Cured in 6 Mo's after 18 Years

Hinton, Ky.

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 unfortunates 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

regards to Mr. Adsit and all the office, and hope to see you all within six months.

LESLIE L. KORTHANKE.

The following letter got a good start:

A. E. F., Sept. 23, 1918.

Dear Editor:

One of my friends was kind enough to send me the June and July numbers of our Magazine. Seems like home to get them and, believe me, they were greatly appreciated. I notice the old Milwaukee has quite a number of stars in the flag and am quite glad that I am among them.

Although I would like to tell all my friends, through the Magazine, just what the conditions are and the French system of railroading, our mutual friend the censor has something to say regarding it. I am permitted, however, to say that I am— (At this point o. m. f., the censor decided he was not "permitted" and tore the next pages quite away, leaving only the closing paragraph, which says): "My able assistant in the cab is Emmet Adams off the Musselshell Division, Miles City, Mont. I am off the S. C. & D. Division, Sioux City, Iowa."

With my best regards to all the boys,"

Yours very truly,

GEORGE W. PARKER.

first shot it almost knocked me over and I thought I tasted my heart several times. Our ship has twelve 12-inch guns of 50 feet length and every full charge means 320 pounds of powder behind the shell. You can imagine what concussion there is right above the guns. We fired eight rounds for each gun and every time we fired twelve guns would shoot a broadside. To tell the truth, I would hate to listen and receive shells for a couple of hours, for it gives you a headache and your ears ring for a day after listening to about 96 shots.

How did you like those French magazines I sent you? Took some pictures of the German ships and other ships, and by the time I get back will have some collection.

With best wishes to you and yours and a Merry Christmas to the bunch, I remain,

Sincerely yours,

Anthony Naatz,

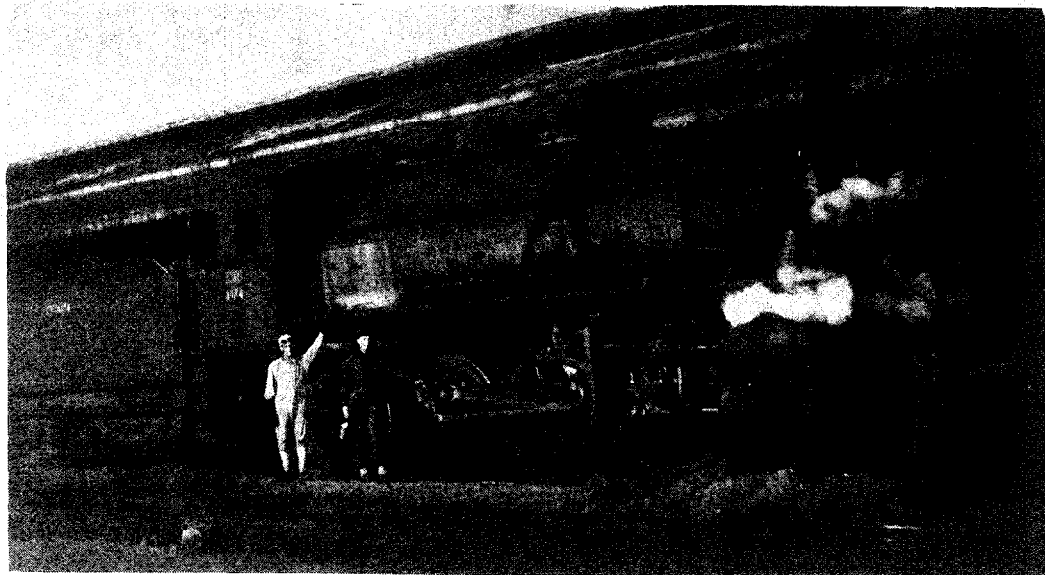
U. S. S. Arkansas,

Care Postmaster, New York.

ANTHONY.

La Rochelle, France, Nov. 4, 1918.

Dear Editor: Last night I had the pleasure of again reading the Magazine, and, through it, receiving news from many of my old friends on the Milwaukee. Then and there I decided to request that it be sent to me each month.



Railroading Somewhere in France, Engineer Geo. W. Parker, S. C. & D. Division; Fireman F. L. Adams, Mussel shell Division.

From Anthony G. Naatz, formerly clerk, general passenger depot Chicago, to Clarence E. Deacon: Nov. 23rd, 1918.

Friend Clarence:

This is a "helluva" time to be writing, when I ought to be out stepping on a Saturday night, but such is the life of a jolly gob.

Last Thursday about 3 a. m. they woke us up and we got under way with the British grand fleet, of which we are the sixth battle squadron, and went out in the North Sea to accept the surrender of the German fleet. Gee, it sure was cold standing on top of the turret at 5 a. m. and the wind blowing about fifty miles per, but somehow you have to like it.

About 7 a. m. we sighted the Hun fleet and after getting them lined up we got into formation and convoyed them back to the Firth of Forth, which is our base near Edinburg, Scotland. The ships Kaiser and Hindenburg were about 3,000 yards off our port beam, or bearing 270 degrees, as we would say. They handed a total of 71 ships over to us. We had about 300 ships in our fleet and it sure was a pretty sight to see all the ships in formation and airships of all description flying overhead.

Well, old boy, this is some life. My first experience under heavy gun fire happened about two months ago when we went out for target practice. I sure have about the most dangerous battle station of any. The range finder is on top of the turret and the operator's life they say during battle is seven minutes, and when they fired the

When I left the electric locomotive at Avery, Idaho, to join the service, I found in the 18th Engineers many Milwaukee men from all parts of the system, and among them several close friends of mine. Many nights since coming to France we have gathered around the fire and recounted Milwaukee experiences. For some time there was always someone in camp who received the Magazine, and we passed it along down the line. Now, I am detached from the main part of the organization, so I should appreciate it if you would send me a copy each month.

On my work in France I have had the pleasure of meeting Lieut.-Col. George M. Rice. He was formerly our major, and, while we were more than pleased to see him gain recognition and promotion, we certainly regretted losing the "best major in the army" through his promotion to another regiment. It certainly is a pleasure to work under a man of his type.

There is very little of which a man can write from here which would be of interest. When we left the States, some fourteen months ago, we expected to be building railroads behind the front lines where we could share the excitement of getting a daily boche or two, but now we are building railroads far from the sound of even the biggest gun. However, we hope to get there soon, as the present footrace for Berlin sure requires some fast work, and we're the boys who can do it. It sure is encouraging to read the reports from the north and see the arch-enemy left by his lonesome.

By the time this letter crosses the Atlantic the fighting may be over. At worst, it can only be a matter of weeks before the Hun is forced to see the light. Then the long days will come while we wait for orders to move back to the good old U. S. A.

By the way, you might mention in the Magazine, that it will be a LIVE, yes, very much alive "dead man" who will return when the job is done even though I am supposed to have died in action over here, as reported from Deer Lodge in the May or June issue.

Thanking you in advance for the copies of the Magazine, I am

Very truly yours,

LIEUT. RALPH SMITH,
18th Engineers (Ry.),
A. P. O. 735, A. E. F.

Letter from former K. C. Terminal employee, now second lieutenant in France, written by master Geo. W. Harris:

Somewhere in France, Oct. 24, 1918.

My Dear Friend George:

First I must explain and ask your pardon for returning your letter in this manner, but my quarters are at least 500 yards from my office and there is no stationery here, and it is actually so dark that one can't see one's hand before one's face, and a flashlight brings a carload of dynamite and assorted cast iron about one's ears so there it is. I was sure glad to get your letter and would write oftener if it was possible, but the good old army days are gone and the army now lacks a lot of being like Sunday on a farm. It is absolutely impossible for me to begin to tell you of my experiences since coming over. There are so many and new ones coming up all the time, and generally the new experiences or adventures overshadow the last one and so on, so its no use to try until I get back to the States.

I have experienced one fight, and Brother, she was sure some little old fight, too. You have probably read of it by now. I have been in the front line quite a bit and thought that I was a "vet." I thought that when we tangled with Fritz for two or three or four hours that we were seeing the war "as she were," but I lived to see

the time when I looked back on our little war in Alsace, with tender yearning and felt that if I was only back there, I could sit up on a parapet and make faces at Fritz. But we pulled the show in style and I am glad that I had the privilege of being there, and am gladder yet, that I went through it all without a scratch and am able to write of it. That is the most wonderful part of it to me—I say that I didn't get a scratch, I was slightly gassed and had a sprained ankle, but lost only about six hours of the fight. I was knocked completely off my feet flat on my back in the mud five times straight, by concussion from high explosive shells—exploding. Boy, I was right among 'em. I had them explode within 50 feet of me any number of times and 50 feet is conservative.

I attribute the fact that I am still among those present to the fact that the ground was very soft, so their "H. E.'s" went way down in the ground and the force of the explosives were very near straight up. Of course, on the machine guns it was pure luck. I had a perfectly good canteen made unserviceable by M.-G. bullets and a second lieutenant's bar shot off my shoulder at one time. I got a bit too far ahead of the outfit (by mistake), and a German with a Maxim cut down on me, but I beat him to the flop. I was on top of one ridge. No cover except grass and weeds. He was on the next ridge. He saw me "hop" and had a fair idea where I was; he got all around me and over me, but didn't seem able to get me. I had a boche entrenching shovel but every time I'd start to dig he could see the movement and cut loose, then I'd quit digging. This kept up until dark, about two hours, when it got too dark for him to see, then I wiggled over to my left rear about 50 yards, got up, took off my tin hat and high tailed it back to our lines. I viewed this fight from the staff, or rather as a staff officer. The night before we went over I was detailed to the Bn. staff and Bn. Hdq. Sometimes was as much as 150 yards from the front wave, but we had a fire-eating major so most of the time we were in the front wave and in the one instance, I got ahead of it, but I was looking for the major, not trying to chase the Germans alone, for the most deadly weapon that I carried



"PIGS IS PIGS." Our workers find that raising them reduces the High Cost of Living

ENDICOTT, JOHNSON & CO.

Tanners and Shoemakers for Workers and Their Children

ENDICOTT, N. Y.

on the trip was a message book. My part was to keep communication up, the rest of the time I was busy ducking the high ones and jumping the low ones. The Bn. staff established headquarters in a captured German gun position at one time and found some very fine bottled water, canned meat, etc., and had quite a lunch on Fritz. To conclude, Kansas City can well be proud of the regiment she sent over. They fought and died like gentlemen and soldiers. They simply walked over some of the Kaiser's finest and one of their charges will go down in history when it is written as the finest example of bravery and sacrifice the world has ever known, which for military reasons I can't tell you of now.

I am now regimental personnel officer in charge of all the regimental paper work, with a payroll that amounts to some 800,000 francs staring me in the face. Under the new army plan all the administrative work is handled through one office that pays off, etc., so you see what I'm up against. I've already run up against one job that the colonel told me was a man sized job if I handled it O. K. and I guess I got away with it. Anyway there is a recommendation in that I be made a first lieutenant and, by the way, the personnel officer always has been a captain until I took the job over, so who knows.

I will thank you again for your interest and suspected that you were at the bottom of the restoration. Give my regards to 269 and tell them that I'd write everyone of them if it was possible, whether I knew them or not. You may read this to any of them.

Saw Joe Lieberman sometime back—Capt. Joe now Q. M. C. The renegade, Bateman, you spoke of, I'm very much afraid is in a bad shape. I know that he is severely wounded, but he was the same Bill to the last. I saw him the day before we went over. As you know, I am not with K Co. and haven't been since July. I'm hoping to hear that Bill is getting along O. K. though, but he was sure a game dude. They all were and I'm sure proud of the little old 140th on my collar. There isn't much chance of my seeing the men you speak of, for I haven't seen a British Tommy for so long I've forgotten what they look like. I'm glad to hear that young George is doing well as usual and hope that he doesn't have to come over; that is, that we are through and on the way back before it is necessary.

Well, I'm about written out, so give my regards again to everyone—Reed, McLain and all of them—and tell them that I'm well and going strong. I've got a good, dry, deep dugout and after a drive like we had a fellow sure appreciates a deep dugout and that I'm expecting some day not a hundred years from now to be back in the good old U. S. A.

Company D has a corner in The Windy City Echo, published "Somewhere" for the 13th Engineers, and Sergt. Hittel is the company correspondent. When he returns to the States the magazine will have a job for him, continuing him in his journalistic efforts. The following are taken from the November number of the Regimental paper.

Company D.

Sgt. G. H. Hittel, Editor.

Business is now rushing at the Yip sing Laundry. Bien, eh. Lefever?

Speaking of dug-outs, Bilhorn says they can't make them too deep.

Lots of new stovepipe from up at 52, Cornelius and Freeman hold fort up there.

An honorable discharge did not get Fisk Marshall or Herb Barnard out of the army—they are wearing Sam Brown's and Gold Bars in place of the stripes now.

Guenther says it was a sad blow that the telephone girls moved out of R—. He swallowed hook, line and sinker.

Honest, Mark—does cosmetic make the moustache grow?

Those two cronies, Peters and Dutch DiBrino, are wearing their best clothes evenings. Give them room, boys.

Bugler Johnson says he has no time for fishing in R—. He's number monkey up there now.

Constables O'Keefe and Buck are now Traffic cops at F—. They're the originators of the "Work or Flight Order."

Our Anvil Quartette, Sladky, Bulanek, Luck and New, are all working overtime, with hardly time to visit headquarters.

We ain't heard full accounts of Bill Haskins' trip to the Big City.

Morgan has made enough moves to stand in the king row by this time.

Stark and Sergt. Ward still operate the Jitney business out of R—.

Clippings From the Windy City Echo.

These Are Ted Sullivan's.

Kaiser Bill went up the hill
in quest of world domination.
Kaiser Bill fell down the hill,
And took his whole DamNation.

WHO SAID HOODOO?

On Friday, September 13th, a thirteen mile advance was made and by midnight of the thirteenth 13,000 Heinies were taken prisoner. And the 13th Engineers helped out greatly in the transportation of men and supplies.

Emperor Wilhelm: "I'm the Kaiser."

The World: "The Devil, you are."

Emperor Wilhelm: "And this is Germany."

The World: "The Hell, it is."

Well, anyway, the piano belongs to the regiment.

OVERHEARD.

"Arrest O'Keefe."

"Yes, sir, which one?"

"Why, O'Keefe."

"But there's more than one, sir."

"Well then, arrest one of 'em."

It's about time to start saving to pay those "Peace by Christmas" b'ets.

The Rhine wines of yesterday are the Rhine whines of today.

Here's hoping we are farther north by the time this gets in print. Not that we are fond of northern climes, but through Germany is the shortest route home.

The following from Captain Sawtelle, shows Company D boys upholding the best traditions of the railroad men, in times of stress and grief.

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

October 13th, 1918, France, A. E. F.

Dear Mrs. Kendall:

I am enclosing herewith copies of letter received from the superintendent of the Red Cross War Orphans in France. Also a copy of the history of the war orphans which has been adopted by Company D. This money has been contributed by the men themselves to the amount of five hundred francs.

We are taking up the matter now of adopting the little brother of Andre whose name is Philbert, who was born Oct. 6, 1914. We are sending the photograph to you to use in the Magazine if you care to. We think we are lucky in getting such a nice looking boy as our war orphan.

All the boys of Company D send their regards back home through your Magazine.

In haste,

Yours very truly,

F. W. SAWTELLE.

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



Company D's Two Godsons, Andre Genevriev and His Little Brother.

Genevrier, Andre, born March 14, 1912, at Digoïn.
Address, Mme. Genevrier, Rue du Pont, Neuf
Digoïn (Saône and Loire).

History: Father was a worker in a china factory. He was killed in action on Sept. 25, 1915, leaving a sickly widow with scanty resources to bring up the two children, one of whom was born since the war. The mother was placed as a servant, but she has had to give up her work because of her health, and now she can earn nothing to support the family. These poor people are living with the old maternal grandparents who can give no help, nor can the other relatives help in any way, most of them being either killed or mobilized and the other destitute.

Children need better food and care. They go to the public school of the village. He has dark eyes and fair hair.

Means of living: Military allocation, 105 francs monthly. Mother's salary before she was ill, 40 francs monthly.

AMERICAN RED CROSS

Paris, October 3, 1918.

Company D, 13th Engineers (Railway),
Care Capt. F. W. Sawtelle,
American Exp. Forces.

Dear Sirs:

We have selected for the "lucky 13th" a little war orphan whose name is Andre Genevrier, six years old and who lives at Digoïn.

This little boy's father was killed in 1915, since which time Madame Genevrier has found it rather difficult to care for her two children, as she is in very delicate health. We are sure the help you are going to lend will bring happiness in her home.

Enclosed is a brief history and a picture of Andre with his younger brother. We are having more photos made and will forward to you in the course of a few days, with more details about himself.

Trusting you will be pleased with the selection we have made for you, and thanking you for your interest in our children, I am

Cordially yours,

MARIE PERRECI, Supt.

Company D, 13th Engrs. (Ry.), U. S. A.
October 13th, 1918, France, A. M. F.

To the Bureau of Dependent Children Service,
Stars and Stripes, Paris, France.
Gentlemen:

We are in receipt of letter from the superintendent of the American Red Cross, giving us the name of Andre Genevrier as our little war orphan. We are very glad to get the information, and very glad to receive the picture which was enclosed. We find that the little boy Andre has a younger brother. We would like to inquire if this brother has been assigned to any other organization as a war orphan. If not, we may be able to supply the required funds for both of these children. Would you kindly advise us if we may have the other boy if we can raise the proper funds?

We notice that you say you are having more photographs made and will send us some. We will be very glad to receive these as soon as possible, as this may lead to our raising more funds.

Yours very truly,

F. W. SAWTELLE,

Capt. Co. D, 3th Engrs. (Ry.), U. S. A.

A talk by Captain Pepin, of the French army, who was assigned for duty with the 13th Engineers since they took over the work in France, at their Y. M. C. A., on Nov. 11, 1918, contributed by Mrs. Whiting, wife of Lieut.-Col. Chas. L. Whiting of the "Lucky 13th":

Dear Comrades:

Six months ago, at a time when the military events were developing so seriously for France, when every day as soon as the communique had been issued, we used to discuss on the map the continuous advance of the enemy who threatened Paris; all of you, gentlemen, have invariably proclaimed a feeling of confidence that nothing was able to shake. You said further, that if we were able to hold a few weeks more, the day was near at hand when the Allies should be strong enough, not only to check the progress of the invader, but to drive him back beyond the frontiers. The most optimistic were foretelling Victory before the end of the year.



Stifel's Indigo Cloth

Standard for over 75 years



For Men's Overalls, Jumpers and Uniforms and MISS STIFEL INDIGO

The new kid glove finish cloth for

WOMEN'S OVERALLS AND WORK CLOTHES

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

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

We are makers of cloth only.

J. L. STIFEL & SONS

Indigo Dyers and Printers
Wheeling, W. Va. 260 Church St., New York





REGISTERED

Copyright, 1917, J. L. Stifel & Sons

The great American army then stepped on the scene of war, and your prophecy became so absolutely true, that we are assembled tonight here to celebrate Victory.

In my personal name, in the name of my superiors, in the name of all France, I congratulate you for your wonderful spirit.

Beside those who were fighting so brilliantly on the battlefield, there were some others who were working just behind the front line, their task was not so spectacular but certainly just as useful, and they have discharged their duties to the satisfaction of every one. I am referring to the Thirteenth Engineers which was amongst the first in France, and who, during fifteen months in the Verdun sector, so gloriously famous, has in spite of difficulties of every kind, in spite of danger, regularly and successfully supplied one of the biggest armies in the world.

From the very first day I have been living with you, and I can appreciate better than anybody else what your work has been. You may be proud of it. Thanks to the energy and spirit shown by everybody in this Regiment, you have for a large part co-operated to victory. I know that all of you are volunteers; I know that most of you were above draft age; I realize the sacrifice you have done in leaving home for France.

It gives me a great pleasure tonight to tender you the expression of the satisfaction of the French high command, who has greatly appreciated the help you have given to my country.

As far as I am concerned, I wish to express to you my heartfelt thanks for the friendship you have always extended to me. I am glad and proud of it, because I feel it in the whole Regiment from your colonel to the last private. I can assure you I am deeply touched by it.

Let us salute now, your great General Pershing, Marshal Foch, who has greatly deserved the gratitude of his own country, President Wilson, the most prominent personality in this war; let us salute the victorious Allied armies, and above all, our two beloved countries, United States and France, and let us hope that this first day of victory and peace will seal forever, their old and unalterable friendship.

Over There.

Jack Gavin.

And now he is dead in all his splendid youth:
He died for justice, right, the world and truth:

What matter that he lies neath alien sod?
His soul will just as easily find its God,
As though he slept where zephyrs soft beguile,

Beneath the palms on some green sylvan isle.
What matter though his wailing funeral knell
Was rung by tearing, shrieking shot and shell?

He will sleep as well as in his land of birth,
Though over him rages hell let loose on earth.

What matter though in life we are made the sport

Of fate's caprice? Our life at best is short.
And boots it not a whit where anyone
May sleep their long last sleep when work is done.

They will answer just the same to Gabriel's horn
Upon the glorious resurrection morn.

Prairie Du Chien Notes *H. R. Mayville.*

Al Rice, baggageman on the La Crosse Division, trains 433 and 446, is back on the job after several weeks' vacation. Al says it was on account of rheumatism. Maybe so, we are not prepared to say. Anyway, guess Al had a good time while away.

E. W. Voss, agent at Mazomanie, and family had the misfortune recently to lose their home and nearly all of its contents by fire. Total loss

was in the neighborhood of \$10,000. We did not learn the amount of insurance carried.

Another month has come and gone and another set of reports have found their way to the auditor's office. Now we can again enjoy "Life." The new office for A. J. Klumb is nearing completion.

Electricians have been busy wiring the roundhouse at Madison for electric lights.

A. P. St. John, night ticket clerk, was a business visitor at Milwaukee, Beloit, Stoughton and Portage during the past month in the interests of the L. C. Smith Typewriter Company.

Ye correspondent and wife took a short trip to Shawano, Wis., spending a Sunday at home with his parents.

Owing to increased amount of business that must be finished before the holidays no one seemed to have time to give us any notes other than to wish our readers A Merry Christmas and A Happy New Year.

The trainmaster's office:

S. H. Meyers of Chicago was a visitor at the trainmaster's office Monday, Dec. 16th. Although very short, it was greatly enjoyed and we hope to see him again soon. His many duties at the Chicago office necessitated his return on the evening train.

The loading of storage coal at Prairie du Chien is to start soon. Ditcher No. 4 is to be used for this purpose.

The following Prairie du Chien Division firemen have been promoted to engineers: E. Silgen-dorf, F. C. Dengel, A. C. Welke, E. Edenwald, J. J. Leitz, F. R. Cooper, H. Marsh, L. Cavanaugh, E. Jenkins and H. G. Ransom.

Some of our P. D. C. and M. P. Division enginemen in military service will soon be back in our midst, from all indications. Several of our roundhouse mechanics have also expressed their desire to again to assume their duties with the Milwaukee as soon as their Uncle gives his consent.

Boilermaker Tehan, Madison roundhouse, and family are seriously ill with the influenza.

Joe Messina, fireknocker, spent a few days at Milwaukee visiting his son, who was reported dangerously ill from influenza.

Plattville, on the M. P. Division, is to have a new turn table. It will be ready for use in about three weeks.

The stationary boiler that was used to heat the depot at Mineral Point is out of service for repairs. In the meantime the depot is made habitable by coupling up engines to the heating system.

Miss Burnette Thysee, after a week's illness with the popular malady, is again at her desk.

Two new boilers have been installed in the Janesville power house and the use of a locomotive in stationary service is no longer required.

A class of Mineral Point Division firemen is soon to be called in for examination for promotion.

E. W. Hopp, roundhouse foreman at North MacGregor, has been promoted to foreman at Sioux City, Iowa. Mr. Hopp proved very capable at North MacGregor and is deserving of any betterment that he receives.

Several delays occurred recently, caused by insufficient oil on the engines to meet emergencies. As a result instructions have been issued that all engines be supplied with a quart of valve oil for emergency use. Engineers using this oil will be asked to explain the necessity.

Lake Isa, Yellowstone Park.

Nora B. Sill.

Atop the hills that night time speak
with God

As gleams a jewel 'gainst some fair
dame's breast

Now bathed in sunshine and now deep
in cloud,

Above the troublous world so far
Knowing alone the hills that hold it
there,

A lily covered lake flows east and west.

Appointments.

Effective December 1st:

M. J. Flanigan appointed superintendent, H. & D. Division, headquarters at Montevideo, vice F. M. Melin, resigned.

W. M. Thurber appointed superintendent, Dubuque Division, vice M. J. Flanigan, transferred, with headquarters at Dubuque.

C. H. Buford appointed superintendent, Superior Division, with headquarters at Dubuque, vice W. E. Tyler, assigned to other duties.

P. H. Nee appointed superintendent, W. V. Division, vice C. H. Buford, transferred, headquarters at Wausau.

H. A. Hargraves appointed trainmaster, Dubuque Division, with headquarters at Dubuque, vice W. M. Thurber, promoted.

H. L. Biggs appointed trainmaster of H. & D. Division, with headquarters at Montevideo, vice P. H. Nee, promoted.

Effective January 1st, C. A. Lahey is appointed general freight agent, vice J. T. Conley, resigned.

A Regular.

Sted.

Did you ever toil with a railroad clerk who had boomed on another line? When the time is right and the opening bright he will always rise and shine; he will tell you the way such things are done, with the how and why and when, he will puff with pride as he loudly wails, "like we did on the old G. N." Or if, by chance, he wasn't there, some other road he'll praise where he held a job that was run by note in the old-time railroad days; he will strut and rant and sometimes say: "Why how can such things be? For they never did these things like this where I worked on the old N. P." Perhaps he worked on some southern line, with a lazy drawl and scrawl, some little one-horse motive line where one scarcely worked at all; but with bombast primed for a fare-ye-well, with a hide as thick as felt, he will tell "you all" how they hit the ball when he slept on the Cotton Belt. Another clerk with his pride puffed up, for a clerk dreams fancies, too, will swear all roads are make-believes—he's relating this to you; there is just one road can pull the freight by the system A, B, C, and he worked that road in the early days on that old time Santa Fe.

But the chief clerk never says a word, he has heard of these other lines, he lets them rave while the work piles up and they mingle growls with whines; but there comes a day when he makes a play, when he warns them one and all: "To cut that stuff and ginger up when you work for the old St. Paul."

W. H. Martin, who has been agent at Waukon Junction for the past five years, bid in second trick at North McGregor yard. No appointment has yet been made as agent at the Junction.

Edward Christ, agent at Turkey River, was on the sick list for a few days.

The well drilling machine is now at Waukon Junction and will soon commence work on the artesian well. A tank will be built there in a short time.

Conductor R. H. Kearney, local chairman of the O. R. C., is in Chicago at present, possibly working on a schedule revision.

Eddie Christ at Turkey River is having his hands full these days. About a trainload of cabbage was raised in that vicinity, which is now being disposed of.

Operator Arnold Sturm had quite a siege of the "flu," being laid up over two weeks. He is now working at Guttenberg, second trick, until J. J. Degman is moved there from Brownsville. Miss Slater is holding down his job as second trick operator at Turkey River.



SENSIBLE
COMBINATION WORK SUIT
THE MOST COMFORTABLE WORK CLOTHING IN THE WORLD

NOTE carefully the exclusive patented features in the circles above. Found only in the SENSIBLE Work Suit. They mean *everything* to your comfort, safety and convenience. Popular in price. Popular with Railroad men.

Live Dealers sell the SENSIBLE Work Suits at a popular price. Don't accept substitutes.

Write for Descriptive Booklet!

We also make the SENSIBLE for Women and Boys. Patented (6-8-15) in U. S., Canada and other countries.

A Christmas Suggestion: Why not buy a SENSIBLE for father, husband, brother, or son for a Christmas present.

Johnston & Larimer
Mfg. Company
Desk 11 Wichita, Kan.

A POLICY IN The Standard Accident Insurance Co. of Detroit, Michigan

Will Pay to you a weekly indemnity in case of accidental injury or sickness, or to your family a large cash payment in case of your accidental death or loss of limb or eye.

**This Company is Authorized
by The C. M. & St. P. Ry.**
to write this insurance on its employees.

*Ask Our Agent or
Write the Company*

Over \$24,000,000 Paid in Claims
Railroad Department . . . M. C. CONLEY, Sept.

Special Commendation

Honor to Whom Honor Is Due.

All through the participation of the United States in the war we have heard and read that the soldier's morale was his fighting strength and that cheery letters and messages from home, for our boys so far away, was one of the means the women could take toward being in at the downfall of the Kaiser. No one of our railroad women and girls has been more indefatigable in war work than Ruby Eckman, our Iowa (West) Division correspondent. She devoted every spare moment to doing something and doing everything possible toward sending aid and comfort to the forces overseas. She had a war garden, the proceeds of which were contributed to the Red Cross, and she took upon herself an enormous correspondence, writing to all of the boys who she thought might not have many friends at home to send them letters. She has specially printed stationery for the purpose and it is said has written more comforting, cheery, "homey," humorous letters than any other girl in the United States.

A Perry attorney tells of receiving a letter from his brother "over there," Lieut. Sam Wifvat, an officer who had no acquaintance with Miss Eckman, but who wrote of her as follows: "One of our boys here from Perry, John Gorman, showed me a letter from Miss Ruby Eckman to her army and navy friends. For originality and makeup it would put Irvin Cobb in the shade. A message like hers from Perry makes us forget that we are here far from the 'lies that bind.'" Hats off to our Ruby.

Section Foreman A. Johnston of Minnesota Falls has received commendation for close attention to duty, discovering a dragging brake beam on passing train No. 64, November 12th. Train was stopped and beam removed before it had caused further damage.

Superior Division Conductor A. L. Jeffers has received special commendation for attention to duties, discovering bad order truck on N. O. & G. N. car 1017 while train was on siding at Stiles Junction, November 20th. This doubtless prevented a serious wreck and Conductor Jeffers' attention to the company's interest is much appreciated. Credit has been given him.

Columbia Division Conductor C. W. Miller has been commended for close attention to duties, discovering a drawbar almost pulled out while train was at Ramsdell station, November 13th. Close inspection of trains prevents accidents and Conductor Miller's alertness is much appreciated.

Columbia Division conductor has been commended and given credit in the roster, discovering derailed car in his train, December 9th. Superintendent Hill, in giving him credit, says: "I have always contended that trainmen should make observation from rear end of their trains to see whether or not everything is all right, and the discovery made by you this morning proves that my contention was well founded and further

proves that your work is a little out of the ordinary in making this discovery."

S. M. Division Agent L. E. Baker, Forestburg, is entitled to commendation for discovery of dragging brake beam on G. T. car 23874 in train No. 98, November 30th, calling attention of train crew to the defect. Car was set out, thus averting a possible serious accident.

I. & M. Division Brakeman W. P. Maloy has been commended and credit given him in the roster for attention to company's interest, volunteering to fire engine 4212, train 591, Mankato to Farmington, account of illness of the regular fireman and no other fireman available for relief. Such loyalty is greatly appreciated.

T. M. Division Conductors E. Sandals and D. R. Stevens and their crews are the subject of the following letter of commendation from a passenger who has occasion to travel extensively throughout the northwest and has opportunities to note the general attitude of railroad men toward the traveling public.

G. SOMMERS & COMPANY

Park Square

St. Paul, Minn.

Webster, S. D., Oct. 8th, 1918.

Hon. W. G. McAdoo,

Director of Railroads,

Washington, D. C.

Dear Sir:

As traveling auditor of the above firm, I cover South Dakota pretty thoroughly, riding all kinds of trains and meeting with all kinds of experiences.

Noting your circular hanging in depots and posted on freight trains as to complaints and suggestions, I take the liberty of writing you as per your invitation, but not to complain, but rather to commend some trainmen for their courtesy, which I could not help noting, one case which I was interested in, the other not, yet both showed such a willingness to be courteous and were so that I decided as soon as I had time to write a line of commendation of these men to you, for their actions stand out so in comparison to much otherwise, that I feel these should be commended.

The crews I wish to commend are train crew freight 317: E. Sandals, conductor. He had some women with babies on the train; he put himself out to be pleasant with them. It was a long ride and warm, 11 hours of it, so you may imagine the conditions. Besides, other passengers asking for information got pleasant answers.

The other was freight crew train 124: D. R. Stevens, conductor. He was very courteous and accommodating to myself and others on the train and surely deserves credit for his actions.

Freight 317 division point is Mobridge, S. D.

Freight 124 division point is Chadron, Neb.

It would please me to know that these crews were commended for their courtesy. It would surely show them that their course is the right one and would maintain it to the comfort of those

IF WE SEND YOU THIS BICYCLE



For you to keep and use for a month as your own, **WOULD YOU** then agree to show the bicycle to ten or more of your friends and tell of the low prices, easy terms and exceptional offers I make, all of which I will explain if you will say on a postal, "Send particulars of Bicycle Offer" and address your postal card or letter: *Personal for G. L. LEWIS, Mgr.*

MEAD CYCLE CO. 247 Mead Block, Chicago



TYPEWRITERS

ALL MAKES

\$10 to \$50

We Save You Money

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.

Young Typewriter Co., Dept. 566, Chicago

who travel their divisions and confirm them in the idea that it pays to be and act pleasant.

Sincerely hope you will not misconstrue my motives. I do not know the men, but felt it an act of justice to advise you in the matter.

Yours respectfully,

(Signed) L. G. LEROY.

Columbia Division Brakeman Frank J. Gaynor has been commended and credit given him in the roster for strict attention to duty. He discovered a defect under S. T. P. car 72507, train first 64, November 10th. The discovery doubtless prevented a serious derailment and his attention to details is greatly appreciated.

Columbia Division Brakeman N. A. Reems has been specially commended for discovery of car wheel with broken flange in his train, November 24th. This timely discovery doubtless prevented a serious accident. Close attention to duty such as this is worthy of the highest commendation and is greatly appreciated by the management.

Section Foreman Louis Sideroff has been commended and given credit for discovery of a defective wheel on car in extra 5533, West, November 23rd. Had it not been for his timely discovery a serious derailment would doubtless have occurred.

H. & D. Division Brakeman Walter H. Johnson is entitled to special commendation for discovery of broken arch bar on truck A. C. L. car 29789, November 7th, while train was stopped at James, S. D. This was a new break and might have caused a serious derailment.

Des Moines Division Conductor C. E. Elliott has been specially commended by Superintendent 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 in no doubt prevented what might have been a serious accident.

Illinois Division Brakeman L. McCarthy has been commended and given credit in the roster for discovering a broken arch bar on truck of car I. M. S. 11062, near Itasca, December 13th. This would doubtless have resulted in a serious derailment and Brakeman McCarthy's close inspection of train is appreciated.

Coast Division Brakeman J. H. Watson has received special commendation for strict attention to duties, discovering 15 inches of flange broken from a wheel in M. C. car 9540 at Cedar Falls, December 8th. Car was set out of train, thus averting a probable serious derailment.

La Crosse Division Brakeman Otis H. Tongue has been commended and credit given him in the roster for strict attention to duties, discovering a piece of broken flange and looking over train to find where it had come from, discovered break on wheel of U. P. car 10390. Car was set out and further damage averted.

The following letter from Superintendent B. F. Hoehn commends Milwaukee Terminals employees for strict attention to duties and to the company's interests:

To Messrs. M. Brady, W. H. Hart, W. E. Breckenridge and J. J. O'Malley.

This is to advise you that you have been given a credit record for discovering defective draw bar on N. O. & N. E. car 10926 that broke off as it was being shoved over hump, getting on this car, which was coupled to G. N. car 205393, and stopping the cars in time to avoid an accident.

Work of this kind is very commendable and highly appreciated.

To Him.

Sted.

"Now I lay me down to sleep," a little curly head was bowed above uplifted hands beside his little bed. A few years more as Life sped on: "My Lord, who dwells above, watch o'er your children here below," he felt the Saviour's love. In later years a field in France, a missile sped his way, good human aid did all it could and then there came the day with eyes upraised to Him on high, his lips, they moved in prayer: "I lay me down to sleep once more—dear Father, meet me there."

THE WESTERN IRON STORES Co.

Mechanic's TOOLS

OF ALL KINDS

143-147 W. Water St.

One Block South
of Grand Ave.

Milwaukee, Wis.

WHOLESALE

RETAIL

Phone Grand 1246.

To Milwaukee Ry. Men

"Continental"

MEANS

Income Protection
Liberal Policies
Courteous Agents
Fair Claim Settlements
Abundant Resources

Continental Casualty Company

H. G. B. ALEXANDER, President

■■■■TEAR OFF AND MAIL TODAY.■■■■

CONTINENTAL CASUALTY COMPANY

910 Michigan Ave., Chicago.

Please send me information in regard to your Health and Accident Insurance.

Name.....Age.....

Address.....

Occupation.....

C. M. & ST. P.

On the Steel Trail

Channing Scraps.

F. Hawley.

Machinists H. Stinson and George Otterson have returned from southern points after a weekend enjoyment.

Boilermaker Carl Christensen was called to Green Bay the latter part of October on account of sickness in his family. He had the misfortune of losing his sister, who succumbed to influenza. The employees at Channing extend their sympathy.

The bridge gang is still building about the roundhouse. A new tramway for coal cars is being installed west of the roundhouse. After all the repairs and the good work being done it hurts our eyes to look at the roundhouse.

Before the cold weather sets in the stenographers will have steam and the reflection of the northern lights will furnish the illumination for the roundhouse and office.

Machinist F. Hawley was called down to Green Bay the latter part of November on account of an accident to his mother.

Byron Rassmussen, blacksmith helper of Channing, who has served this company for the last two years, passed away November 14th, after a few days' illness. The funeral arrangements were not announced. The body was taken to West Depere, Wis., for burial, where the deceased lived before coming here. The deeply grieved widow and children have the sympathy of their many friends and the Milwaukee employees in this time of sorrow.

Machinist George Otterson has resigned his position with this company. George was a friend-maker and always cheerful, and his friends will miss his presence very much.

In the last score of years Webster's Dictionary has added many a new word. We notice it more so, as "Prof. Sambo Soda Ash Whiskers," with years of deep study, has added a word which will help many a person in their every day talks. Many have wondered what the word was, so we will take the privilege to announce "Skleezeit." Mr. Louie, can you give the definition?

Boilermaker Carl Christensen is a new member of the "flu" family. Carl was taken sick October 15th. Dr. Dockry of Iron Mountain announced his case as Spanish "flu." Just a week previous Carl lost his sister from the "flu" and his parents were also laid up with the same. We all hope to see Carl back on the job soon.

Many a happy face has put in its appearance since deer season opened. Most of the boys have bagged their deer, but are walking around with a long, sad smile. The weather being warm has caused the venison to spoil. Other parties going out went out for target practice or a week's camping trip. "Dutch" says the deer have disappeared where he went.

Charles Porter, transfer man, was taken to the hospital after a long siege of rheumatism.

Mrs. C. W. Fogle, wife of Engineer Fogle, was a Channing visitor the middle of November.

One business being at a standstill, most of the spot jobs have been pulled off.

Blacksmith Louis Anderson has returned from Green Bay and Depere after several days of business and attending the funeral of his brother-in-law, former Blacksmith Helper Byron Rassmussen.

The northern lights have disappeared from the sky, starting November 20th. After a lot of hard luck the lighting system became a success. A stranger passing the roundhouse at night would mistake it for a carnival or a lake steamer. The lights come in quite handy for a large majority of our boys with flat cars. Many a bruise and ducking were received before the lights were installed.

Andy Blesch from the "Fish City" took a notion to drop off a few minutes at Channing. He looks the same as ever and always greets the rails with a glad smile, showing his ivory. Andy says his next trip will be to Africa to find a new lotion for hair growing. He has aged a little and is still losing his hair.

Roundhouse Foreman J. J. Kocha has been off a couple of days on account of the illness of his wife. His latest report was Mrs. Kocha was getting along nicely.

Night Roundhouse Foreman Jack Ladden was off for Thanksgiving to enjoy a leg of a turkey. Jack was always a fowl eater and never misses the chance to sit down and feed his face. His name means eat freely.

Wisconsin Valley Division Notes.

Lilly Ann.

Merry Christmas, and a Happy and Prosperous New Year to you all.

The members of the Order of Railway Conductors recently held a meeting and elected the following officers:

Chief Conductor—W. J. Bernard.
Ass't. Chief Conductor—J. F. Dexter.
Secretary-Treasurer—F. P. Dodd.
Senior Conductor—Dan Callahan.
Junior Conductor—Frank S. McCulloch.
Sentinels—Bert Rassmussen, Wm. McEwen.
Trustees—D. O. Daniels, Frank S. McCulloch, and W. C. Milne.

Delegate—W. J. Hayes.
Alternate Delegate—J. E. Dexter.
The Ladies' Auxiliary of the Order of Railway Conductors held a meeting at the home of Mrs. Clara Rege. The following officers were elected for the coming year:

President—Mrs. W. C. Milne.
Vice-President—Mrs. D. O. Daniels.
Secretary-Treasurer—Mrs. F. Lehrbas.
Senior Sister—Mrs. Clara Rege.
Junior Sister—Mrs. R. P. Rawson.
Guard—Mrs. Ed. Urban.
Executive Committee—Mrs. John Biringier, Mrs. Thos. McCarthy and Mrs. Wm. McEwen.
Correspondent—Mrs. John Flannigan.
Musician—Mrs. Bert Rassmussen.
Delegate—Mrs. J. E. Dexter.
Alternate Delegate—Mrs. C. H. Ranby.

A. H. Munger, who has been a conductor on this division for many years, has been promoted to the position of yardmaster. His new duties render it necessary to make a personal visit to the office every morning, and we are able to start the day right, as we are always greeted with a SMILE.

Mrs. H. Upton and daughter Erna, visited with friends and relatives at Minneapolis.

Conductor D. O. Daniels was called to LaCrosse on account of the death of his father. Mrs. Daniels and daughter Louise, attended the funeral.

Roadmaster Herman Redlich has been confined to his home on account of illness. We hope for a speedy recovery, and that he will be around and about his duties soon.

The timekeepers are busy making up the time for the boys who are fortunate enough to come in on the income tax basis. Looks like we might possibly (MAYBE), have a party on the strength of the overtime put in by the girls. Time will tell.

C. H. Buford, superintendent of this division for the past four or five months, was recently promoted to superintendent of the Superior Division. While we were pleased to hear of Mr. Buford's promotion, we regret that it was necessary to leave this division. Best wishes for success in his new field are extended by all. P. H. Nee succeeds Mr. Buford, and we extend a hearty welcome to him.

Seaman Thomas Crago, formerly division accountant, now stationed at Norfolk, Va., was on a furlough and visited at the office, and not a great distance from the office, of course; we would not tell any more. He is a fine looking sailor lad and we were all glad to see Tom again. He also visited with his parents at Fairchild, Wisconsin.

Charles Conklin, chief clerk, and daughter Mildred, visited with Mrs. Conklin's parents at Nashua, Iowa. They also stopped at Madison to visit with Foster O'Leary, who is in training at that place.

Mrs. Fred Garrow, bill and voucher clerk, left for Alexandria, Va., to visit her husband, who is in military service, for the holidays. Miss Beatrice Conrad is taking Mrs. Garrow's place during her absence.

Who saw J. T. Tulley's goose, perched on his caboose on Thanksgiving day?

J. A. Ball visited at our offices during the week.

Miss Flora Emmrich has been laid up on account of illness for the past two weeks. Miss Selma Emmrich is taking her place during her absence.

Henry Vachreau could not resist trying his luck during the hunting season, so one day he left on train No. 1 and returned on train No. 2, with a fine deer. Henry is considered some marksman, but we learned since then that the deer was tied to a tree waiting for him, although Henry's experiences, as he relates them, differ from this story.

M. H. Moose and family expect to leave for the South soon, to spend the winter.

Miss Malitta Gles visited at Chicago over Sunday.

Miss Beulah Teachout visited at LaCrosse recently.

Russell Crandall is taking medical treatments at Rochester, Minn. His condition has been serious, but word was received from his mother, who is with him, that he is slowly improving.

Mrs. J. McCloskey and son Donald, were Wausau visitors.

Mrs. Geo. Douval called on friends at Merrill.

Mrs. William Streeter came down to Wausau, to visit with her many friends and shop, incidentally.

Geraldine Mosher visited with relatives at Grand Rapids.

Mr. and Mrs. F. L. Hudson visited at Madison, Chicago and Detroit, Mich.

The roundhouse at Wausau has been equipped with electric lights, both in and outside, and two new stalls are also being added.

Iowa Division (Middle and West)

Ruby Eckman.

In order to properly report all the victims of the influenza at Perry during the last couple of months, it would be necessary to take the seniority lists and list about every other name. There has been scarcely a railroad family in Perry which has not had one or more of its members sick. The death toll among the Perry railroad families has been very heavy and in-

cluded Train Dispatcher T. C. Peterman, of the Perry office, Engineer Edgar Fox, Fireman Arthur Curler, Switchman Byron Young, Roundhouse Employees Conrad Filean and James Kelley and Mrs. Chance Galvin, wife of machinist, Mrs. Thos. Birmingham, wife of conductor, Mrs. E. R. Hickey, wife of conductor, Mrs. Ella Ballard, widow of deceased conductor, Mrs. Ray Powers and son Gerald, family of Fireman Powers, Helen Pandy, daughter of engineer, Mrs. George Ford, wife of conductor. The sympathy of the employees is extended to the bereaved families.

On Sunday, December 8th, the new terminal at Atkins was completed and put into use. Conductor W. E. Harvey and Engineer Trine were the first crew to take a train west bound from the terminal and Conductor Ben Gable and Engineer Pandy the first crew to tie up with an east bound train. The middle division is now one hundred and twenty-one miles in length, the same as the western divisions. The passenger engine crews and engines are at present running through Perry to Savanna, although the train crews change at Marion as heretofore. The way freights on the middle division are about the only ones in which any great change has been made. One crew starts from Perry on one day and ties up at Ferguson that night, the second day they go from Ferguson to Atkins and return to Ferguson and complete the trip west bound on the third day. At present the trainmen are occupying their cabooses as sleeping quarters, and the engine men occupy the bunk room which was built and is being maintained by them. The Van Noy-Inter State have charge of the restaurant at that place.

Conductor C. L. Tucker, who has been assigned to extra passenger service during the last four or five years, has returned to freight service and is now on the western division way freight with Sunday lay over at Council Bluffs. He displaced A. J. Gregg, who has been on that run a good many years. Conductor Gregg took a car in the ring.

Conductor F. S. Craig who has been making his home at Marion, has moved back to Perry. Conductor Costello moved back to Perry the latter part of November.

Conductor C. F. Bradley, who was in an auto accident in Des Moines several weeks ago, is able

Mayer

HONORBILT WORK SHOES

MADE OF RESISTO VEAL.
the supreme work shoe leather, double tanned, and as near waterproof as leather can be made. Always soft and pliable.

Soles are Texas Oak Tanned, the best sole leather made, the same leather specified by U. S. Government for Army Shoes. Note the extra staunch and sturdy construction, which insures perfect comfort and protection and long wear.

If your dealer does not carry MAYER HONOR-BILT WORK SHOES, write us and we will see that you are supplied.

F. MAYER BOOT & SHOE CO.
Milwaukee, Wisconsin



HONORBILT



to be out of the hospital and is recovering nicely. He will be able to resume work in a few weeks.

Conductor Phil Aeck had an emergency hospital at his house for a few weeks in November and December. At one time nine members of his family were sick.

Conductor A. M. Peterson has been appointed day yardmaster at Manilla yard, taking the place of R. O. Wicheal, who was promoted to a similar position at Perry yard. John Curler, who was a switchman in Manilla yard, took the position of night yardmaster, made vacant by A. M. Peterson.

Conductor W. H. Janes had an interesting experience a few weeks ago. While he was in Chicago, a man answering his description is supposed to have stolen \$15,000 worth of liberty bonds. Mr. Janes was on his way to the depot to take the train for home, unmindful of any robbery having been committed when he was accosted by a couple of policemen. He used all manner of talk to try to establish his identity to the minions of the law and had visions of a jail cell when he happened to see a Kansas City Division passenger conductor who identified him to the policemen, and he secured his release. Bill says he has done a lot of things in his time for which he perhaps should have been jailed, but all he could say about the \$15,000 worth of liberty bonds was that he wished he had the money to buy them, and was quite relieved when released by the officers.

Switchman Thomas Cummings, of the Perry yard force, Brakeman F. H. McDevitt, Brakeman Dee Everett, and Brooks Cross of the roundhouse force, have all received their honorable discharges from the National army. The first three men have resumed work with the company, but Brooks has not decided just what he would do. Thos. Cummings enlisted in an engineers regiment several months ago and would have gone to France, had it not been that his papers were lost and he was retained at Fort Benjamin Harrison. The other three boys were also in United States camps.

A beautiful silk service flag with a gold star, was purchased by the Perry railroad men and presented to Mrs. Robbins, mother of Fireman Bert Robbins, who was the first and only Perry fireman to have sacrificed his life in the great world war.

It isn't often that a man gets to enjoy the flowers which are sent to his funeral, but W. D. Magee, agent at Perry, had that novel experience the fore part of December. Mr. Magee moved to Perry from Monticello and the fore part of the month when there were so many deaths occurring in Perry from the influenza, the report was circulated in his old home town that he had been one of the victims. Accordingly a secret society of which he was an active member, sent the customary floral piece to Perry intending same for the funeral. Mr. Magee was at the station and received the package of flowers, but is wondering now, if he will be entitled to a bouquet from the lodge when he does decide to become the central figure in a funeral service.

Miss Mabel Trough of the Perry trainmaster's office, was a Webster City visitor the latter part of December.

Iowa (Eastern) Division—Calmar Line.

J. T. Raymond.

Conductors George Vandercook and W. D. Shank, spent a week or so at Excelsior Springs, Mo.

Engineers John Fosdick and F. S. Keith and wives, spent several days in Chicago.

Dispatcher and Mrs. Willis Jordan spent Thanksgiving at Olin and visited later in Chicago, attending the International Live Stock Show. This was Mr. Jordan's delayed vacation.

Mr. and Mrs. Leonard Hewitt visited relatives at Eldora, Thanksgiving.

Dispatcher Curtis Marchant spent a couple of weeks in Marion, on account of being ill with influenza.

The new Atkins yard office opened up with Operators H. E. Ramsey, G. H. House and James I. McGuire in charge.

On the new time table taking effect on the Eastern Division December 8th, there was added additional territory of fourteen miles, including Louisa, Covington and Atkins yard.

The new freight terminal at Atkins is in full operation, the change being made with very little extra delay to traffic. A service train is operating between Marion and Atkins as most of the employees reside in Marion.

K. C. 108 arrives in Marion 8:40 p. m., returning immediately to Cedar Rapids, and proceeds from there the following morning as No. 3 at 7:30 for Ottumwa. Nos. 95 and 96 now run between Cedar Rapids and Monticello. The Cedar Rapids transfer, S. A. Parmenter, conductor, does switching at Marion. There are no roundhouse facilities left at Marion whatever, passenger engines and engine crews run through between Savanna and Perry.

Superintendent M. J. Flanigan and family passed through Marion Dec. 10th on No. 3, in Mr. Flanigan's car, enroute from Dubuque to Aberdeen. Mr. Flanigan was formerly an operator and dispatcher on this division. We are glad to note his rapid advancement.

Operator Don Fox, Delmar Junction, Geo. Holcomb, operator at Donahue, F. M. Snyder, operator at Indian Creek, Agents A. T. Bright and W. I. Roland, have all been "flu" sufferers.

L. A. Phelps has been appointed agent at Worthington.

Conductor Jack Higgins laid off a few trips visiting his son Frank, who was ill at his residence in Marion.

Foreman Bert Klumph and men are busy at Marion passenger station erecting standpipes, one at the east end and one at the west end of the platform, also building a water tank at the northeast corner of the grounds. This to supply engines on through passenger trains.

Superintendent Marshall was out of the harness for several days on account of illness. We are glad to report that he is at the helm again.

Operator P. A. Parmenter spent several days at the Chicago Live Stock Show. Percy says he is sorry he did not make some entries, as he would certainly have won a prize or two.

Agent John Maloney was off a couple of weeks on account of illness, Operator W. K. Hodgson relieving. Mr. Hodgson is a merchant now at Sabula, but is willing to lend a helping hand occasionally.

Martin DeVoe, operator at Marion, has been doing extra dispatching at Perry for some time, Ray Tathwell taking his place in Marion.

Engineer Harry Conger and wife of Mobridge, S. D., came to Marion to attend the funeral of Harry's brother, Nelson, who died of influenza at Meridan, La., Nov. 18th. His death is regretted by many friends on the division.

Dispatcher Curtis C. Marchant of Perry, was one of a large class initiated into the mysteries of El-Kahir Temple, Mystic Shrine, at Cedar Rapids Nov. 11th.

Miss Mary Parkhurst of Superintendent Marshall's office, has been taking an enforced vacation—tonsillitis.

R. E. Brousard has been appointed roundhouse foreman at Atkins in place of O. R. Werkmeister.

Switchman Willis McGrew of Marion, died Sunday, Dec. 8th, following an influenza illness lasting ten days. He had been in the employ of the company at this place for the past eighteen years and was an efficient and valued employee, and was held in the highest esteem by his neighbors and friends. Mr. McGrew was born in Smithfield, Ohio, March 21, 1877. Surviving him are Mrs. McGrew and three young sons, also his parents Mr. and Mrs. J. A. McGrew. He was a member of Marion Lodge No. 6, A. F. A. M., Royal Arch Masons, B. of R. T. and I. O. O. F.

Machinist Walter Foster, who returned to Marion from Louisiana recently to work in the roundhouse, has been seriously ill with pneumonia.

Card received from Corporal Joseph N. Elsner dated Nov. 20th, indicates that Joe is one of Uncle Sam's "old reliables." He is located with Company E, 31st R. T. C., A. E. F., at Parthenay, France. He says there are lots of new railroad stunts we can learn by coming over. Guess we will have to wait for Joe to return to tell us all about them.

Conductor Henry Zak of Marion, passed away at University Hospital, Iowa City, Nov. 27th., after a short illness from nephritis, at the age of thirty-nine years. In 1912, with his family, he moved to Marion, where he has been employed by the company. The remains were taken to Oxford Junction where funeral services were held, in charge of the Masonic Lodge and the Z. C. B. J. Lodge. The Employees' Magazine extend sympathy to the bereaved family in their great loss.

The remains of Dispatcher Thomas E. Schick passed through Marion Wednesday, Dec. 11th, enroute from Ottumwa to Perry, for interment. Mr. Schick was a faithful employee on the division

a number of years ago and was held in high esteem by his co-workers. His death will be regretted by many of the employees on this division.

La Crosse Division Doings.

Guy E. Sampson.

Well, the 14th has rolled around and our mite must be in tomorrow, so we will jot down the most important news and mail within the next half hour, so our readers will excuse our short letter this month. With correspondence and anxiety over the accident which befell our boys we have had both hands and heart full. The latest report from the government is that Lyall Sampson, former car clerk at North La Crosse, has been picked up in a floating lifeboat and is safe, but that his brother, although picked up and saved from a watery grave, died later from the results of almost a month in an open lifeboat on the ocean, the last ten days without food and the last five days without water. We, who have only had to curtail our living allowance the least bit, certainly will think with pain of one of our dear ones meeting death from starvation. The sympathy of the editor and the entire staff of correspondents is extended to Mr. Sampson and his family in their great loss, which they are so bravely bearing.

Our division has sure suffered the last month from the scarcity of men and several of our employees have been called to the Great Beyond since we wrote last month's items. On Thursday, December 5th, Engineer Harry Thomas passed away at the home of his parents at Portage. On the second day following, December 7th, Conductor E. D. Wyman passed away at his home in the same city, and on Sunday, December 8th, Yardman Richard Cavanaugh was likewise called from his family and friends to that home beyond. These three employees of the Lax Division being called to leave us at the same time leaves a vacant place in our family circle that none can fill. All three men were among our very best talent as railway men. All sorrowing relatives and friends have the sympathy of every Lax Division employee. While several more of our boys are laid up with the same disease that claimed our three brothers, influenza, we know of none at this time who are not on the gain.

A few more operator changes this month as follows: Cecil Upham, who has been in the service of Uncle Sam for several months as an operator (wireless), has been assigned to the South La Crosse, first trick; C. J. Higgins, first at North La Crosse; I. E. Hatch, second at West Salem; P. J. Coughlin, who has been farming and working as an operator at Kilbourn, has decided to quit raising pumpkins and follow his vocation, and so has bid in third at Columbus, while C. S. Schraeder gets third at Elm Grove.

Side-wire Operator Mansky was called away from his position on account of the illness of his father and the old war horse that can always be depended on, Charles Peters, handled the side wire job a few days. Words of praise by many operators along the line who are constantly communicating with the side-wire man show that all appreciate Mr. Peters' ability in every position he may be placed in.

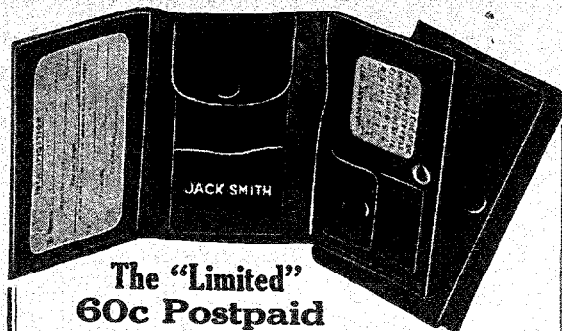
Roadmaster P. H. Madden has just begun an extended vacation, while J. Kelly acts in Mr. Madden's official position.

Section Foreman Jones of Cashton has a new motor car on which himself and men ride to and from work. This particular car is being watched by other foremen as it is sold by the Madden Company, the company which our roadmaster is interested in.

Passenger Brakeman M. Ternes has received a credit mark on the roster and also is in possession of the copy of the letter written Mr. McAdoo by Mrs. H. W. Abbott, a passenger on train No. 5, September 15th. Mike found the lady's pocketbook and his honesty in returning it to her was the reason for her writing Mr. McAdoo. To be sure, Mike is very proud of the letter.

Letters from overseas written since the fighting stopped are just beginning to arrive, but none from any of the Co. D boys as yet reached us. However, we received a long letter from Capt. Williams, better known as "Penny" when he was a-braking on the Lax Division, where he is longing to be again. Said a few Sundays ago he thought to take a ride to a certain railroad yard just to see the old job go on; when he arrived, low and behold, he found several of his old pals

Your Name in Gold Free



The "Limited" 60c Postpaid

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, 4½ 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.



BELT 90c

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**.

BE SURE TO MENTION WAIST MEASURE.

THE "FLIER" 7 Window Pass Case would be hard to duplicate anywhere at our price of **\$1.90 POSTPAID** with your name in **GOLD FREE**. Shows 7 passes. Has extra pocket for cards. Made of genuine leather and measures 3 in. x 4½ in. closed. **ORDER RIGHT NOW.**

Extra Gold Stamping, 20c per line. Postage stamps accepted. Satisfaction guaranteed or money refunded.

INTER-AMERICAN SUPPLY CO. Not Inc.
Dept. M6 5034 W. Huron St., CHICAGO, ILL.

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

from Portage doing the jar. Some meeting, from the report he gave us.

About 11 p. m., November 28th, Engineer Mosher saw something burning on the Black River bridge. He at once ran his switch engine over and found some waste burning. In the meantime Bridge Watchman Hill and Operator Smith of Bridge Switch started east and Yardmaster N. Weber started west to ascertain the reason for the fire. Engineer Cal West of the S. M. Division passenger ran over the bridge very carefully, also picked up Mr. Webber. All concerned were more than glad when the scare was over. No damage was done to the bridge.

Brakeman R. Shackley spent a few days visiting in Iowa.

Teddy Evans, formerly a P. du Chien Division conductor, has been appointed caller in station-master's office, Milwaukee.

On account of the "flu" our December Safety First meeting had to be postponed until the January date.

Hoping that we may start out next month and keep our end of the correspondence to the magazine up to standard, we must get these off at once or the old Lax Division will not be represented at all this month.

Car Accountant's Office.

"Sis Hopkins."

A HAPPY AND PROSPEROUS NEW YEAR TO ALL.

Harry Wilkinson has moved out north. J. E. Crowley was in to see us recently. Glad to know he hasn't forgotten us. Pinkie is taking military steps lately; there must be a reason.

Harry Dillon of the Red Cross Ambulance Corps visited us recently. Harry was at one time a member of the office force.

Miss Anna Kelly is with us again after a long absence.

Thomas Catino of Officers' Training Camp at Camp Grant is with us again. Tom regrets he failed to get a whack at the Kaiser.

The tracing department recently discovered they had a few nimrods among them. After convincing the authorities they could handle a gun, Messrs. Lindley, Wilkinson and Steger secured a hunting license and went after big game. Upon their return, when asked what luck, the reply was "One squirrel." When asked who the successful person was the reply was, "We all took a couple of shots at it."

We had an interesting letter from Carl Meier thanking the office force for the "smokes" and that he expects to see us soon.

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

J. W. Malone.

Lee Anderson, a former brakeman on the S. M. west, but recently with the U. S. Army at Camp Funston, died at Artesian, S. D., following an attack of the influenza, the latter part of November. The sympathy of the entire division is extended to his mother and brothers in their bereavement.

At the present writing Mrs. E. N. Bucklin and sons, Robert and Kenneth, of Madison, are ill with the influenza. We hope that they will soon be in their usual good health.

Agent P. A. Dill, Lake Preston, has left the service of the company to spend the winter in California looking after some personal business. Succeeded by V. A. Carlock, formerly agent at Bradley.

Yard Foreman William Malone and daughter, Mabel, at Jackson, Minn., are undergoing serious attacks of the influenza at the present writing, while Mrs. Malone has but recently recovered from a six weeks' attack of the same malady. We hope they will soon be on the road to recovery.

Agent George B. Turner, Fulda, has been off the past two weeks suffering from a serious attack of influenza. George is now back in the game, and we are all glad to have him with us. Much credit is due Mrs. Turner, who kept the station open during her husband's illness, shortage of help being the cause of no relief men being furnished.

J. L. Donnelly has been appointed roundhouse foreman at Madison, S. D. Mr. Donnelly comes to us well recommended and we are sure he will decide to remain in "God's Own Garden Spot," the S. M. West.

Adolph Moe, formerly with the U. S. Army at Camp Funston, has returned to us. That we are

glad to have Adolph with us goes without saying.

Cashier R. J. Hopkins, formerly at Madison, is now located at Archangel, Russia, where he is in the service of our country. That he is making good goes without saying. Dud Simpson, formerly ticket clerk at Madison, is now at Tours, France, in the service of our country, while John J. Lang is somewhere in the interior of France. Edward Flynn, Leo J. Flynn, John Carr and Bert Ballinger are in the service handling the crack trains out of the city of Paris. Guy Winesburg is also running the limited at the same place. We are sure the work is being done in first class shape, for are they not the pick of the S. M. West?

Engineers William Larson and B. O. Long returned this week bearing an honorable discharge from the U. S. Army, showing that they have upheld the traditions of the "Milwaukee" during their absence.

L. P. Johnson, a new man on the S. M. Division, now relieving at Howard, S. D., while Roy Jones has been appointed agent at Wessington Springs.

Mrs. V. Lucas, wife of Foreman Lucas, has been seriously ill the past two weeks. We hope that she will soon be on the road to a rapid recovery.

Agent J. E. Felker, Ramona, S. D., was called to Wisconsin by the death of a relative. The sympathy of the division is extended.

F. N. Easton, Wentworth, now relieving at Bradley, while same is on bulletin.

Conductor F. W. Killion is laying off, suffering from an attack of the influenza. We hope that it is not serious.

Conductor Walter Coppin has been off the past two weeks with a serious attack of the same malady.

Conductor J. A. Russell and his entire family were suffering from an attack of the influenza, all at the same time last week. At the present writing they are on the road to recovery.

Black Hills Division Notes.

J. R. Quass.

Engineer Bert Gardner was off a couple of weeks visiting relatives.

Conductor T. A. Biggs was laying off several days, Conductor P. G. Gallagher relieving him.

Conductor F. M. Penrose was called to Vivian by the serious illness of his daughter, Mrs. Fred Brown. Conductor Theo. Pfaff covered runs on 505 and 504 for him.

C. E. Buckingham who has been roundhouse foreman at Rapid City for several years, has been appointed traveling car inspector, and will have his headquarters at Mitchell. We all join in wishing Claude success in his promotion.

Wm. Woodman has been appointed roundhouse foreman at Rapid City.

Conductor Rand has the second work train at Missouri River. There are two work trains on bridge job now, as it is about ready to start setting first of steel.

Geo. Emerson has been appointed assistant pump repair man west of Murdo; headquarters at Kadoka.

Since the work on piledriver has finished work for winter, Conductor Geo. Slagle has returned to Mitchell with his crew and will work out of there in ring.

Engineer Bert Gardner has been seriously ill with Spanish influenza.

Fireman Carl Zickrick has taken run on 505 and 504 with Engineer Jess Rodgers.

Minneapolis Shop Happenings.

James Nellins.

The locomotive shops have not escaped the "flu" epidemic. Machinist Joseph L. Du Mond died from this ailment the morning of December 14th. Gang Foreman Edward Jones has been confined to his home for the past two weeks, from the same cause. Several others of the shop men are absent from duty suffering from this sickness.

Gang Foreman David Allen, of the tool room, is confined to his home with a hard siege of rheumatism. His place as gang foreman being filled by Wm. T. Nelson, and the correspondent, not to be outdone, was laid up for two days, December 9th and 10th, but not on account of the "flu," but a minor ailment.

Gang Foreman Jos. T. Nicholson took his vacation on account of an attack of lumbago, but he is back on the job again.

Blacksmith Ingvoid Indseth recently surprised his friends by announcing his marriage, and it was a surprise, as he was quite foxy in keeping the approaching event from his shop mates.

And not to be out-done by a blacksmith, John Melin, blacksmith helper, made the announcement, or rather his friends did it for him, of his marriage; and he later made it known by handing out the smokes, of which "we" were remembered.

Assistant General Manager Macey Nicholson and General Superintendent J. H. Foster, paid the shops a business call on November 29th. Both went away smiling the same as they came.

The division master mechanics of the Northern District, were all at those shops November 30th, attending a business meeting.

Boilerd Inspector Gorman made the shops a business call December 7th.

Supervisor of Power Plants K. G. Nelson, was a business caller at the shops on December 5th. He was on his way to the Pacific coast.

Chief Timekeeper Budzien called here December 12th, and spent the day here in arranging matters pertaining to improving and expediting the time-keeping and pay roll department.

General Storekeeper F. J. O'Connor, passed two days, December 13th and 14th, here. He had the usual smile with him, and was looking, well, as if his affairs were all agreeable to him.

Inspector Wm. H. Gardner, of Milwaukee, was a business caller November 29th.

We read in the papers and periodicals that wages will soon be settled. Webster defines "settle" as "sinking from its own weight." That will hardly affect clerks' wages, as they were never heavy enough to settle of their weight.

The shop pace has slackened up a trifle in reducing the hours of labor from 10 to 9 hours per day. The shop men seem to welcome the change, as it has been a strenuous summer with them.

Watch the hot time here when our shop boys return from the "over there" neck of the woods. There will be some hot times, indeed.

It looks like old times to see Thomas McDermott back on the job again.

Our former general foreman, Geo. J. Messer, was here December 14th, hand-shaking and renewing acquaintances. He was looking well.

Dubuque Division.

J. J. Rellihan.

It wasn't half bad when President Wilson stole an hour of daylight from God Almighty last spring; he gave it back in October, but the editor has stolen five days from the correspondents, and it's going to make us scratch to gather enough news in 25 days to fill up our allotted space this month.

Miss Smull, operator at Clayton, was called to Minneapolis, where her mother had an operation performed in one of the hospitals.

Billy Teague took a few days off and visited in Chicago, before resuming work at Cameron.

L. W. Obershaw, formerly agent at Dubuque shops, died last month at Cassville, Wis.

Martin Boleyn is now running a switch engine in Dubuque yards.

LaTronch's extra gang was pulled off Dec. 5th.

Agent Wm. Ott took sick about Dec. 1st, and has been in a critical condition, but at this writing is improving. His whole family was down and out part of the time, his father Peter Ott, agent at Preston, being called to Buena Vista.

The Dubuque depot is being treated to a coat of paint.

Brakeman John Zuber had the misfortune of losing his wife Nov. 25th. They had been living in LaCrosse and had just moved to Dubuque two weeks before she died.

Agent Sam Glynn of Waterville, has been laid up with the flu, and our old-time agent Gabe Pederson, was pressed into service, and had charge of the station during Sam's illness.

By the time these items appear in print, we will possibly be handing up 19's to Lieut. V. K. Clark, as he expects to get his discharge at Ft. Benjamin Harrison about Dec. 22nd.

Freight trains get their orders at North McGregor yard now, instead of the passenger station.

Miss Barbars has been appointed third track operator at Harper's Ferry, to fill the vacancy caused by the resignation of M. F. McGrath.

Sunday, Dec. 8th, was a good stock day, and our new stock train No. 60, was run out of North McGregor in five sections.



Making Money

Whether you labor with your hands or your brains you owe yourself a net profit, weekly, monthly and yearly. This profit represents the money you actually make.

Our Savings Department is open every Saturday, from 6 to 8.

THE SEATTLE NATIONAL BANK
RESOURCES
\$30,000,000.00

Creosoted Wood Block Paving

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

Tonnage for the Railways Business for the Lumbermen

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

Pacific Creosoting Company White Bldg., Seattle

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

The B-4's are back with us again, the C-5's being taken to the Illinois Division. With the kind of weather we have been having the B-4's are still able to haul a mile of 'em.

Operator D. L. Hickey at Dubuque shops, and "Honey" Adams at Clayton, were among the boys who were laid up for repairs on account of the "flu."

The many friends of Fireman Sid. Haudenschild will be pleased to learn that he is rapidly recovering from a long spell of sickness, and will soon be able to return to work.

Ground is being cleared for the erection of a new yard office at Dubuque shop, to be located just north of the present structure.

The Nahant runs have been pulled off, effective Dec. 8th.

John J. Barker, dean of Dubuque Division engineers, has given up trains 33 and 34, and is running the turn table transfer engine at Dubuque shops.

Engineer Aug. Wieneke has returned to Dubuque, after an extended visit in Chicago.

Waldo Y. Buck, supply man at Dubuque roundhouse, has resumed his duties, after having spent three days in the army. Waldo's army career was limited to riding to and from camp.

The name of Edward Lyons was unintentionally omitted from the account of the dedication of the service flag ceremonies held at Dubuque roundhouse recently. Mr. Lyons contributed a tenor solo.

David R., alias "Curley" Davis, formerly roundhouse foreman at Dubuque, and now stationed at Ladd, Ill., paid the Dubuque roundhouse a visit last month.

Engineer J. W. McKown, has been granted a leave of absence, and will make his annual trip to California in the near future.

Raymond, "Bud" Teeling, hollershops timekeeper, has returned from a brief visit in Waterloo, Iowa.

Fireman Milton Waller is confined to his home with a severe attack of rheumatism.

Harold Kurt, chief carpenter's clerk, has returned from a brief visit in the East.

A-2 engines have been assigned to trains 33 and 34.

Harry Hansen, machinist at Dubuque roundhouse, spent the week-end visiting with friends at Turkey River.

William Clark, chief caller at Dubuque roundhouse, has returned from a brief auto trip through Illinois and Wisconsin.

We have at least one contented engineer on the Dubuque Division, Engineer Wm. Luther. Bill is singing the praises of engine 2001 from morn till night. We suggest that he use this engine as the subject of a poem, entitled, "The Queen of the Rails."

Ed. Herbst, carpenter, and Tim Callahan, machinist helper, have been confined to their homes with an attack of influenza.

Engineer Chas. "Duke" Strazinsky is dispatching at Dubuque roundhouse, and had the misfortune of spraining his ankle the other night while attempting to relieve the congestion around the roundhouse office.

Agent Geo. Crotty of Spring Grove and Miss Luella Hestor, daughter of Dan Hestor, roundhouse foreman at Preston, were married last month. The many friends of both these young people wish them the best of luck.

A largely attended "Safety First" was held at Dubuque, Nov. 25th. At that time Superintendent Flanigan bid the boys farewell before departing for his new duties as superintendent of the H. & D. Division. He thanked all the employees who have co-operated with him during his short stay on the Dubuque Division, and claimed that his success was mainly due to a good bunch of employees backing him up. He leaves us with the best of feeling, and everyone wishes him the best of luck in his new position.

A third trick operator has been put on at Lansing, Miss Russell working there at present, although no permanent appointment has been made.

Geo. Childe, who has been agent at Bernard for the past couple of years, has been appointed agent at Volga City, to take the vacancy caused by Lyle Webb going to Dubuque shops.

Agent John Lund at Mabel is down with the flu at this writing. Operator Weise is in charge of the station during his illness.

New time card took effect Dec. 8th; no change in the passenger schedule, but quite a few changes were made in the freight trains.

A new yard office was opened up at North McGregor yard on Dec. 8th.

A change in officials took place on this division Dec. 1st, on account of Superintendent Flanigan's promotion. W. M. Thurber, formerly trainmaster, was appointed superintendent, and H. A. Hargraves of the C. & M. Division, came here as trainmaster. Both gentlemen start out with the well wishes of every employee of the division. They made an inspection trip Dec. 5th, being chaperoned by Division F. and P. Agent Baird, and Roadmaster Whalen.

Operator Sam McClave was among the ailing ones a few days, being relieved on third trick at LaCrescent by Miss Russell.

It looks as though B. F. Finnegan of the I. & D., who has been appointed agent at Waukon Junction had backed out, as no change has been made at that station yet.

B. F. Bothmer, of the R.-M. Division has been appointed agent at Brownsville, E. J. Hackett declining to accept the position.

Brakeman Geo. Artus was rolled between a car and the station platform at Deno, Dec. 10th, and was taken to the hospital at LaCrosse. At this writing the extent of his injuries has not been determined.

Fireman J. E. Hart entertained a number of his brother firemen at his home in LaCrosse recently, in honor of Fireman John "Phoebe" Litscher.

Private Jos. Morang is hiding himself behind a moustache.

Private Frank Donovan of Camp Merritt, was a visitor at Dubuque shops recently.

Thos. Reilly, for many years chief of police at Dubuque, has been appointed special policeman at Dubuque shops.

Next month we hope to give an account of a wedding. Attention, O. R.

We just found out when attending the Safety meeting at Dubuque, that "Si" McCauley was working in the superintendent's office for several months.

Fuel passers have been put on at Lansing and Turkey River, which helps out "Bishop" O'Toole's bunch quite a bit.

Eddie Christ of Turkey River, is among those down and out with the prevailing malady. Miss Slater had charge of the station today, Dec. 12th.

S. O. S. From Tacoma Tide Flats.

R. R.

Everybody seems to have recovered from the peace celebration; of course, it affected some of us more than others.

A. C. Beinert, our chief timekeeper, is in Missouri recovering from an attack of the "flu."

The Time Department has moved to their own office, leaving has helped to make more room in our office, but we miss them all very much.

N. B. Footitt, our assistant chief clerk, returned from Miles City, where he was acting as chief clerk, and assumed the position of chief clerk in our office, that position being vacated by G. Pyette, having been appointed division storekeeper.

The war is over, now somebody's got to look for something else to blame the high cost of everything on.

Jack Dorsey, our tracing clerk, got so excited over the "peace celebration" he tried to change the directions of the city; after a little argument, some one finally persuaded him they were still the same.

Everyone around here wants to know the make of F. Seeburger's watch, it's new, no one here can tell the time by looking in the back of a watch. "Some Watch," we "agree," Seeburger!

Miss Gertrude Pollock, our requisition clerk, was acting strangely here a day or so after "peace day;" went home, read all old papers, then tried to have the office force attend an open-air concert given at the Stadium, which took place July 28. If one day's celebration has an effect like that on Gertrude, we're glad it didn't last a week.

Yes, old friends must part, Dorsey finally traded his old machine for a new one. How was it done, Dorsey, was the man around?

J. V. Miller, storekeeper at Deer Lodge, dropped in on Nov. 29th. The same old "Viv." We agree nothing can change Miller.

We got a good start at the celebration here, started on the 7th, and finished some time on the 12th. Of course Seattle tried to catch up to us, but that couldn't be done.

Speaking of changes, well, we surely have the record broken on office help. Have had five office girls in about two months.

Miss Vesta Riddell, in the blacksmith's office, has not been herself lately. It isn't that she's ill, either. Can't find any reason for the sudden change in Vesta, but some one did say that a certain lieutenant has gone away, for a little while.

The war work fund was put over the top down at our plant; total subscriptions were approximately \$700.90.

Miss Peg Burke was in to see us on the 29th. She says Spokane is some place and she isn't even homesick.

B. W. Zilley is home sick with the "flu." We sincerely hope to see Mr. Zilley with us again soon.

Camp Lewis got out of quarantine. Now the girls are all happy.

Miss Ruth Snyder, stenographer, in D. M. M. office was home ill, but returned feeling much better, glad to say.

We are looking forward to the holidays with much pleasure this year, for we know we'll feel more like celebrating in the old way, and hope to see the boys "over here" soon.

Miss Mary Simm, stenographer in general foreman's office, has been acting sort of queer lately. Of course we thought it was "Camp Quarantine" before, but I guess maybe it's the "love bug" again.

Miss Minnie Gerard, of the Time Department, came to work one morning a little bit "blue." Can't blame you at all, Minnie, but cheer up, you know he's gone to do his duty, and California isn't so far away.

Once in a while, someone makes a remark about "who won the war." Well, it's safe to say "The Yanks did it," but what division, the 91st or was it the Marines? Ask J. Dorsey, or Miss Steiner, they know.

All the girls in the office will be glad when summer comes again, so that Cyril can take his hat off without catching cold.

Jack Wood is with us again, and he also seems to have a great deal of business in the blacksmith shop office. That was the only failing of Mr. Wood during his previous services.

Since Mr. Bemment has accepted a position in

the trainmaster's office, the janitor claims that he is relieved of about two hours' work cleaning cuspidors. We are all very much pleased to know that he has bettered his condition.

McQuaid and Fraser seem to have a great deal of business in the store room upstairs, but ask Mr. McQuaid, he knows.

Frank Howard is with us again, and we are all glad to see his smile once more.

It seems as though all our old machinists are coming home again.

Rickett is now a journeyman machinist.

William Robson seems to be using a great deal of welding material from the Store Department, but Lela is the only one who can wait on him.

Now that the war is over Fay Sheldon has decided on accepting a position as engineer on one of our sea-going vessels. While we do not doubt his loyalty to our Government, we would like a demonstration of his actions when sighting a German "SUB."

There is something wrong either with Al Pentecost or Perley Horr's new machine, as when Al got in the machine the other day, it would not go. Didn't know Al had that effect on a machine. Something's wrong!

Bob, the roundhouse clerk, is still trying to figure what became of the last 100 tons of coal.

All the foremen seem to be in much better humor since they received their last increase in pay.

The shops were called upon a few days ago by the Dry squad, looking for one Joe Smith. We hope he is not going back to his old habits.

Now that the shops have commenced to hum in the old-fashioned way, it is an hourly occurrence to hear the thud of Harvey Snyder's heavy left foot, pounding the stairs as usual.

Mary Galbraith has spent the last few months trying to get some of the male employees to look favorably upon her, but failing so far, she has become disgusted and intends leaving us to seek new fields.

The shop output for December is going to be the cause of George Cessford getting in a class with Old Sol. Here's hoping the boys continue the good work.

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

The Government inspector, in looking over the shops ordered the use of five pounds of formaldehyde in Boiler Foreman Strinsky's office, as a disinfectant, so that he may be able to complete his inspection on his return trip.

Now that Otto Schuetze is in St. Maries, we are all wondering how it is that Louis Kunzman and Barry Glen have so much business in the blacksmith shop office. Ask Vesta, she knows.

It has been reported that Barry Glen and Louis Zunzman did not get through with peace celebration until some time during the following day.

We all wonder how it came about that one of our machinists tore his new overcoat the day peace was declared.

If the peace commission could have seen the photograph of Frank Wilson, handed us to be placed on his dock pass, they would have undoubtedly called him in to be courtmartialed with the Kaiser.

Otto Johnson, a popular young machinist, having purchased a new Studebaker, has aroused the envy of a brother machinist, Jack Wood. The Studebaker being an attraction for the "Gulls."

From the decoration of the third finger on the left hand of Miss Ruth Snyder, in the master mechanic's office, we judge she is intending to leave us.

S.-M. East.

O. J. B.

As foretold in our last issue, the chief carpenter's headquarters have moved to Austin, Minn., and are located in brand new offices in the S.-M. Division headquarters building. As for us, we feel just as if we were back into the city again. There is the old familiar chug-chug of the radiator, the slamming of doors, and the click of typewriters of our neighbors. We are in the world again.

In the new building are, the chief train dispatcher and his staff, our genial trainmaster, who certainly is a good judge in the selection of an office, the chief carpenter, with his clerk and records, and the superintendent, E. A. Meyer, busy and surrounded by a coterie of clerks working at top speed.

C. M. Aughey, train despatcher, spent Saturday and Sunday in LaCrosse, attending a silver wedding celebration. St. Johnson handled the work during his absence.

Wm. Massino relieved Wm. Malone, switch foreman at Jackson, who was in the grip of the "flu."

Speaking of the "flu," Bill Burnett said he kinda felt he was gettin' it, too, and then what would isinours do? That is as far as we knew, so maybe it didn't come true.

Conductor Bert Ginnson of train 92, was too sick on the 9th to go out with his crew. There is no evidence to show that he had the "flu," but anyway, John took out 92.

Land O Goshen! as I look over the list I am not through yet with the "flu." Here is R. Gilman Ramsey, third trick, mentioned; Chas. Johnson of Granada, and Hayes of Albert Lea. Walbridge goes to Albert Lea on No. 1 in the morning to work for Hayes, returning on No. 8 at night, and Miss Vasily takes care of Hayward.

Chas. Gadwa, B. & B. yard foreman, has taken charge of the yards at Austin. He says that he will go out and look for a house as soon as he gets time. But I think he likes living at the hotel. Besides house-hunting is no fun, anyhow.

We also have with us a bachelor looking for furnished rooms. He has left behind a wife and seven children.

By the time this goes to press W. B. Moverly, agent at Wells, will most probably be basking in the delightful winter climate of California. He expects to be accompanied by Mrs. Moverly and son W. B. M., Jr. They expect to be gone four months. Wells agency position has been bulletined, but at present writing, it is not known who will relieve Mr. Moverly. Anyway, the correspondent hopes you are having a good time, Bill.

John Martinson, train timekeeper, spent Sunday with home folks and friends in LaCrosse, Wis.

Miss Margaret Morse of Juneau, Wis., is filling the place as voucher and bill clerk in the superintendent's office, vacated by Miss Marie Warner, who went to her home in Adams, Wis.

(Continued on page 49)

"Safety First."

A. Van Halleren, Steam Fitter Foreman.

I desire to mention a few articles in connection with Safety First methods:

While at Cle Elum some time ago, I observed a broken board in the platform near the depot. It was splintered and projected above the sidewalk about six inches. Train No. 15 was due in about an hour. I went to the roundhouse, looked up one of Mr. McFadden's carpenters who was doing some work for me at the time. I notified him of the defect and he made necessary repairs at once, thereby making the walk safe for passengers to walk on.

I also called the attention of the roundhouse foreman to a defective place in the floor in the roundhouse. He in turn had necessary repairs made at once.

Another incident I wish to mention. Last winter while at Deer Lodge a gang of Japs were attempting to pull a four-wheel truck containing a large air pump up the platform at the store house. The incline was slightly covered with snow, and was exceptionally slippery. There were five or six Japs on the job, but they slipped around and couldn't make the incline to the platform. I also had a gang of men close by who were handling some pipe at the time. I called my men to assist them, and in a few moments we had the pump safely on the platform. The Japs wore a smile of satisfaction, thanked us politely and continued on with their work. These are only small things, yet either one might have saved some one from injury.

In my travels on lines west of Mobridge I have found many opportunities to report incidents of like nature. The following remark is often heard: "Look out for yourself," which has a good meaning, but in working with a gang of men it is well to practice a better motto, namely: "Look out for the other fellow as well."

In connection with the last remark I will say: Several years ago, while working at Great Falls, Mont., I was getting some twenty-foot cedar poles to carry air and steam pipe. There were three of us carrying the poles, when on one occasion I was the lead with the light end on my right shoulder while two helpers were handling the other end. One man was changing his hold and the pole slipped away from the other. In striking the ground it rebounded and I received an awful jolt on my shoulder, which might have proven serious had it not been for the protection of the other two men. "An ounce of preventative is worth a pound of cure."

A. VAN HALLEREN,
Steam Fitter Foreman.

Billie.

Sted.

Billie was a merry lad who hailed from Illinois, he joined the ranks a-smiling and was welcomed by the boys; he had the spice of ginger and of pepper he was full, and never nursed the doldrums while his tactics had the pull. Where he beat the rest would follow and he always steered them right, there would be the flash of gunfire, then the Huns would dash in flight from the Yankee lads and fighters, Billie cheering all to shoot, it was joy to follow Billie when he spied a German brute. One day they made a charge enmasse against a German bunch, the Germans stood their ground that day and Billie had a hunch; he saw he was outnumbered but he yelled: "Let's push it through," and the boys yelled "On to Berlin with the old Red, White and Blue."

There's a mound some place where Billie rests, his pals recall with pride his courage and his valor when they bucked the German tide. And his last words to his comrades when he saw his time had come, were: "So long, boys, stick to it for you've got them on the run."

And then it is reported that Mrs. Post, wife of Theodore Post, bridge foreman, has suffered a relapse just as she was nicely recovering from an attack of the "flu."

Earl Kathan, bridge carpenter, has had the misfortune to run a rusty nail into his left hand, and was advised by the doctor to rest up at his home in Hokah, until better.

Ben Evenson, bridge carpenter, is back on the job again after nursing a sore foot, caused by colliding with a timber too big for him to lift.

Foreman Jas. Shay and crew were at Austin assisting at a job of placing a new turntable center.

Now that the war is over, we are apt to think that we can go right back to the way we used to live before the war. We are not yet out of it. We still have the "boys" over in France, and they need us now as much as ever, and we have the comforting thought that they can do things now that do not involve the dreadful risk of life. But for all that, don't forget that we must share with them and suffering Europe, our food, our money and good will, and to that end we will find thrift and war-savings stamps on sale at the old stand, and take it from me, there is no better way of saving than this, at the same time putting the coin where it will do the most good.

Notes From Milwaukee.

O'Malley.

Howdy, everybody! Hope Santa Claus was real good to you; he was to me, as I didn't get the "flu." We wish you one and all a Happy and Prosperous New Year.

Now that we have won the war, and made the world a decent place to live in, let us all pull together and make the Milwaukee System the Safest place to work.

THINK IT OVER!

Several of the boys from here went deer hunting this season. Some of them got their deer, and some did not. Art Reiss got a deer and the "flu." Art always does have good luck when he goes hunting. Tommy Shotwell did not shoot well this season, and the boys say he killed a goat and brought a deer skin, claiming it was a deer he had killed. Martin Olson had his usual good luck and his friends enjoyed several good dinners of venison.

The boys at the Cut-off were going to buy a phonograph, to be used for entertainment during the lunch hour, but have given up the idea, since Yardman Harry Loveland has returned to that point.

Max Polcyn is doing the heavy thinking at the Stock Yards during the illness of Yardmaster Lathero. Hope its nothing serious, and that you will soon be out, Bill.

General Yardmaster W. G. Breckenridge, seems to have a particular fancy for rainy days when it comes to picking days to clean out the Blue Mound yard. He made a cleaning all right enough, but got wet and is now laid up with a cold. Look out for the "flu." W. G., as the Blue Mound might get blocked again, and we would need you.

We see that several of the boys are showing some very nice checks on oil stocks. Engineer Davis is going to get a winter cap out of his.

Lodge No. 863, B. of R. T., on December 2nd, gave a small dance for the members and their families, which was well attended. All had a good time, and all expressed an opinion that we had SOME entertainment committee, as they were always on the job.

Wednesday we had some distinguished visitors in the Terminal. Don't know who they were (and they didn't stop to ask who I was), but they were in charge of Foreman H. Gormley and Yardmen E. M. Olson and M. Dineen, so they were well taken care of.

We see that B. F. Hoehn has moved to new quarters, which are a great improvement over the old place, then the girls can look out in the park in the good old summer time. Of course there is nothing to prevent looking out there now, but there is nothing to look at.

We are certainly very thankful to our cheerful correspondent at the Union depot for the notes furnished, and we only hope that we will get some more about January 10th. Will say that after all the S. O. S.'s sent out, the only one to come to the rescue was our C. C. Thank you. Let us hear from you again.

Yardmaster F. N. Mason has been placed in a position of the greatest importance to his fellow workmen. Frank, as we are told, has always been a close student of industrial economy, the full appreciation of his efforts have been demonstrated by the confidence of his co-workers shown in placing him in the highest position possible. Truly the old adage "Hard work and study reap their reward," has again been verified. Frank, all the boys in the Milwaukee Terminal join us in wishing you every success in your new position.

Wanted—Some one at the freight office to send us an account of some of the happenings there. Since Bert Meixner got out of that office we don't know there is such a place. "Hain't you-all got no bowlin' team nor nothin' down there?"

Wonder what the Money Hogs are doing with all the money they are collecting for working from 12 hours to 15 hours, 55 minutes, on an eight hour assignment, perhaps they are buying war stamps? ???

It looks good to ride by Muskego yard office and see the familiar face at the director's window, and get a high ball of good cheer from our old friend A. J. Knerien, and say boys, did you notice that he still wears the same size hat?

Between Liberty Loan drives, war funds, moving, etc., it has been almost impossible to even think of notes, say nothing of writing them up.

I am sending out an S. O. S. for notes, and more notes.

How about all you live wires at the different stations? Isn't there, at any time, some one of your fair co-workers who occasionally does something about which we would all enjoy hearing? For the Love of Allah, please send me notes or I am going to lose the little bit of stand-in I got.

Wonder if anyone has been anxious about the bowling team that we have in the superintendent's office? Contrary to all predictions, the boy accountant helped "bring home the bacon" for the superintendent's office in a little game between the roadmaster's office and themselves. As a coach on bowling, must admit Frank Shannon is in a class by himself. Wonder if there would be any chance to get him for a party of girls? How about it, Frank, or are you too bashful?

Even though the days of "back pay" are over,

"Kirkman's Science of Railways"

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

CROPLEY PHILLIPS CO.
CHICAGO, ILLINOIS

some of us are wearing very nice diamonds. To whom am I speaking, Hank? Oh, I aren't tellin'. Ben, aren't you glad the roadmaster's office has been moved to the depot? Who is the very nice young lady?

Herb, R. are you sure you were "chasing the flu" in Janesville on a certain Sunday? I may be wrong, but I am a wee bit suspicious.

Al, how about employing a porter to watch that new hat of yours? Or, perhaps, a nice little girl could take better care of it? It's almost too nice to ever let it touch the ground.

Notice to Marie—"Am on my way from Seattle to get transportation. Be sure and have it ready. My, but walking is tough. Charlie."

Saturday we had a regular party. Cigars and candy. What for? The arrival of a nice 6½-lb. boy at the home of George Steuer. Congratulations, old man. Here's hoping he is as good a bowler as his daddy.

Bess, you will have to go like sixty with all those cookies you receive. Marie is receiving Maraschino cherries. From whom? Ask her the next time you talk to her.

We extend the sympathies of our readers to the families of Yardman Peter J. Dowling, John E. Schaffer, and Fireman Ben Breckenridge in their recent bereavement.

Guess I had better quit or I see great strokes of a wide blue pencil. GOOD NIGHT.

Motoring on the Milwaukee.

Up and Down Hill on the Rocky Mountain Division.

Nora B. Sill.

I should have said Merry Christmas in our last number, but as I didn't I'll ask you all now if you had a merry one, but of course you all did—everyone does and this year most of all, I expect. Hope you got heaps of things from Santa Claus in your socks, too.

Aren't all you R. M. Division folks glad to see Harry Buyers walking around again? Mr. Buyers was one of those who had the influenza and everything that goes with it about as bad as could be and come out of it, but here he is and we are indeed glad to welcome him back again.

Also glad to learn that Dick Wende is improving, if slowly. He will be out of the hospital some time soon now and we will all be glad to see him again.

Wish to correct an item in our December number stating that Fireman Wilcox. This should have read "father of Herbert Wilcox."

On December 2nd occurred the sad death from influenza of William M. Jenkins of Three Forks, brother of Homer and John Jenkins, Rocky Mountain brakemen. He leaves, besides his mother, to mourn his loss, two brothers and a wife and small son. The Rocky Mountain offers sympathy to those left behind.

Roy Wade, fireman, and wife accompanied the remains of Roy Hungerford to Madison, Wis. Mr. Hungerford died here December 2nd and was a brother-in-law of Mr. Wade.

Andy Torgromson, fireman; Mrs. Stella Workman, wife of Brakeman Workman, and Miss Mable Shaw, daughter of Engineer Shaw, are all ill with the influenza, but are improving and will soon be out again.

A daughter was born to Fireman and Mrs. Guylett in October; did not learn the date, but Mr. Guylett says she is the finest girl in the world.

M. J. Welch, first trick train despatcher, has been laid up with the "flu" in Deer Lodge. The only reason why he doesn't use the onion cure recommended by J. J. Murphy and "Patsy" is because he doesn't like onions.

A. C. Park has been appointed night yardmaster in Harlowton Yards. He came there from Great Falls and is no stranger to the R. M. Division. His father, W. A. Park, conductor here, who has been quite sick for some time, is improving and is able to be out again.

Mrs. John Bess is visiting at Piedmont with Mr. and Mrs. John Williams there and will make a short visit in Bozeman before going east with her small son.

Omitted from last month's magazine was the sad death of Paul, the small son of Mr. and Mrs. Walters, sub-station operator at Eustis. Mr. and Mrs. Walters were both taken ill with the influenza and brought to the hospital in Three Forks, where the little boy was also later taken. He was sick only a short time and died while the mother was still sick. The remains were taken to Vermillion, S. D., accompanied by Mr. Millman, operator at Eustis. Mr. and Mrs. Walters have

the deep sympathy of everyone in their loss and all are glad to know that they are both out of the hospital and back home again.

William Cosgrove, now on the west end local with Mr. Dautremont braking and Jack Mahone, is pulling the fast trains on the west end.

Homer Hayes, night boardman at Three Forks, is sick in the hospital with the influenza and Mr. McCullough, cashier at the freight house, is ill with the same at his home here. Both are doing nicely, however.

We were honored by a visit from Mr. Earling, Mr. Foster, Mr. Battett, Mr. Murphy and Mr. Middleton on Thursday, December 18th. They spent the day looking around and visited with the telegraph office force and the freight house folks. Mr. Middleton isn't the kind of engineer you are thinking of at all. No, sir; nor is he one of our dressed up, white collared motormen even. He is the sort when the man who wants a railroad made somewhere says, looking out his car window across the continental divide, how long and how much, an' Mr. Middleton squints his eye at the mountain an' says: "\$200,001,500 and fifty-four cents, sixteen extra gangs, four kegs of spikes, one million railroad ties, a car of ballast, sixteen sand hogs, forty work train crews, one thousand timekeepers, some picks an' shovels an' a Greek water carrier, an' barrin' a few strikes an' slides an' the 'flu' have it done in two weeks, providin' we can all agree on who the next president will be an' my salary." He's a real engineer, he is.

I'd said a lot more to that "Slim" person had I known. Wait till the next time I come up for air.

Such a nice little lady who told me where the Hilger train pulled in and out of Lewiston 'round Thanksgiving time. Also, what do you know about L. C. Searis with his hair all cut pompadore. What are we coming to?

Milwaukee Shops Items.

H. W. Griggs.

Henry TeBrake, gang foreman in the locomotive machine shop, who has been laid up for nearly two years, called at the shops November 27th and a few days ago went to work again. We are glad to see you here again, Henry.

All of the departments went on eight hours on December 9th.

Word has been received that Harry Viergutz of the Motor Transfer Corps, Baltimore, died October 5th. He was a brother to our assistant chemist.

Private William Durkee came up from the Waco Camp and called December 3rd, looking fine and robust. William will return to his old quarters in the drafting room in a few days.

Division master mechanic, William Joost, has been around the Chicago terminals the past week.

Superintendent motive power, E. J. Brennan, has been on a western trip a week or ten days since the 2nd.

Miss Mildred Taylor is the new blue print girl. The other girl, Miss Ella Pilot, was injured in a street car accident.

Raymond Enters is a new draftsman recently starting in.

The grounds around the office are being cinder raised to run off the water.

The new cinder loading blowers at the main pits are nearing completion for the roundhouses.

Anxious mothers and friends are waiting for the news from the front during the last drive before the armistice. A suspense, indeed; but some relief came in the bunch of 3,000 letters received in Milwaukee from France on December 11th.

The "flu" in the city has a bad start again—talk of more closing up. Veteran Frank Mathaeus died December 4th from the epidemic, and many other shopmen are on the sick list—Mr. Petram, Mr. Juneau, Mr. Kirkby, Mr. Brownell, Joe Eckert, Fred Wolff and many others.

Not long ago C. H. Bilty of the regional director's force was in Montana, and the other day he was in Tacoma and Seattle. We miss Charlie's genial countenance around here.

The veterans' meeting that was scheduled for December 14th at the Hotel Wisconsin has been postponed until further notice on account of the epidemic. From the way the replies came in we were going to have a rousing meeting, and yet hope to have one early in January. The higher officials of the shops, the terminals and in the railway exchange sent a whole bunch of good cheer. A banquet soon after the open meeting is being set for the next thing on the program.

We were all glad to see the smiling countenance of soldier boy Walter Foesch at the shops on the 12th. Walter was in Mr. Warnock's office before he was called in the army. He may be with us again soon.

William Barlow has the chair recently occupied by R. Rothstock in the S. M. P. office.

Mort Smith, division M. M. at Portage, is an occasional caller. Al Klumb from Madison, Wis., was in the other day.

Soldier boy George Koch, up from his Kentucky camp, was a caller at the offices on December 13th. George expects to be with us again in the near future. Ruben Rothstock's brother, who is in the navy, will soon have some fine photos to show and adventures to tell.

Will "Once a Brakeman" please sign his name? Do not be afraid to come out in such good reminiscences.

Indeed the Grim Reaper did hit the Rocky Mountain Division, but in this hour of so many uncertainties Mrs. Sill puts the hopeful cheer in good words.

General Foreman Murphy had us photo some cars at twilight. They came out all right. We can now make sure of some moonlight car work.

The signal department moved to the Union Depot, room 22, early in December. The attic (our old blue print room 30 years ago) is now occupied by Timekeeper Budzein and his crowded force, which is reduced by six, several having the "flu."

Separating the shop items under their proper departments and author is proving a more uniform distribution of the work and in better detail.

We are in hopes soon to see a "Veteran's" column in the magazine.

Mr. Petran, having been on the laid-up list, makes the car department items rather scarce this month.

Assistant to M. C. B. J. R. Deppe is off sick with the "flu" for over a week, and seven others from that office are sick. The business is stacked up around Chief Clerk F. P. Brock. J. J. Hennessy and Mr. Mehan were at the arbitration meeting in Chicago, December 11th to 13th.

Mr. Silleox is in the Southern District in and around Dubuque.

Miss Emma Raschke and Charlotte Lang of

Shop Superintendent A. N. Lucas' office are sick with the "flu," causing a shortage in the office. It is estimated that there are over 200 cases of the "flu" at the shops and over 3,000 in the city, but it is reported that the epidemic is under better check.

We are in hopes of getting a better line up on news from the locomotive machine and blacksmith shops next month, and from every shop, soon as the sub-newsgatherers are in swing.

Mechanical Valuation Office.

F. E. W.

The mechanical valuation office are happy to welcome the home-coming of two of their soldier boys. William F. Lynaugh, mechanical engineer valuation, who was at Engineers' Officers' Training Camp, Camp Humphreys, Va., made his appearance some few days ago; also Alphonse Abler ("Nig"), recorder, surprised the office about a week ago, returning from Central Officers' Training Camp, Camp Grant, Ill. Here's hoping for a speedy return of the rest of our boys. Last, but not least, the scandal is out—with the great peace news came the news that our little Miss Florence Lefstrom had, one fine day in August, decided that the life of a sailor's wife was the only one and became Mrs. Raymond Agne. More power to you, Flossie, and we all wish you luck and more of it.

Foundry News, Milwaukee Shops.

J. Bartlein.

William B. Smith, wheel moulder, died Dec. 7, 1918. Mr. Smith was employed at the Milwaukee Shops foundry for the past 11 years and we found him to be a good, honest and faithful employe. He will be missed among his fellow-workmen as Bill, as we called him, was always one of the boys.

Frank Losey, moulder, died Nov. 21, 1918. Mr. Losey was employed at the foundry for five years and besides his widow he leaves two small boys. Our sympathy, Mrs. Losey.

The following moulders have been sick with the influenza: Joe Van Cura, Steward Secfeld, Jacob

27 YEARS THE ENEMY OF PAIN

AK HEADACHE TABLETS



FOR HEADACHES, NEURALGIAS, LAGRIPPE, COLDS,

WOMEN'S ACHES AND ILLS

ASK YOUR DRUGGIST FOR "A-K" TABLETS

THE ANTIKAMNIA CHEMICAL COMPANY, ST. LOUIS

10
CENTS

25
CENTS

ing his parents at Savanna. Julius is surely looking fine and upon being asked where he got the rosy cheeks said: "It's the genuine French rouge."

The sad news of the death of Lieut. Fred Manthey was received with deep regret at Savanna, December 5th. For many years Mr. Manthey was dispatcher on the R. & S. W. Division at Savanna. Early in July of this year he volunteered his service to his country and enlisted with the Engineers' Corps. He was sent to Camp Merritt and in September left on the steamer Otranto for overseas, which boat was torpedoed and sunk on the Irish coast October 11th. Fred was one of the rescued and cards were received announcing his arrival overseas. Later it was learned that he had taken sick and was placed in a hospital in England. No further word was received until a message came stating that he was in a hospital at Hampton, Va., at which place he died December 4th. Besides his wife and son he is survived by his mother, two sisters and a brother living in Milwaukee. His remains were taken to Milwaukee for burial and the following friends from Savanna attended the funeral: Mrs. E. C. Allen, Mrs. P. Shoup and daughter Helen, Engineer H. W. Scott, wife and daughter; Mrs. A. Follett; R. H. F., J. R. Slater and wife; Miss Margaret McGrail, C. C., D. M. M. office; Miss Margaret Walter Dyer and Train Dispatcher E. F. Hoyer. Fred's death is deeply felt by a wide circle of friends. He was always cordial and genial, and his cheerful, kindly attitude will ever be cherished by his former co-workers. Especially do his associates of the railroad circle at Savanna and friends of the Illinois Division wish to express through the medium of the Magazine their deepest sympathy to Mrs. Manthey and relatives.

H. A. Hargraves, recently appointed trainmaster of the Dubuque Division at Dubuque, called at the trainmaster's office, December 7th. Needless to say, he has the sincere best wishes of all his Illinois Division friends for success in his new work.

Jerry Hansen, formerly 110 clerk at superintendent's office, who enlisted in the Quartermaster's Corps, has received his honorable discharge from military service and is now at his home in Savanna enjoying civilian life again. Jerry is the first of the number who joined the colors from the superintendent's office to return, and we are now waiting to have him relate to us some of those interesting army life incidents.

Miss Anna Rush, formerly timekeeper for enginemen, Illinois Division, is now assistant accountant, and her place as timekeeper is being filled by Mrs. Anna Bahne, Mrs. Bahne's place as clerk dispatcher in Losey's office being filled by Warner Ragatz.

December 1st, superintendent's office—Joke No. 1. What was it, girls?

Conductor O. T. Welch attended the funeral of his nephew in La Crosse, who died recently from influenza.

Mrs. A. C. Kramp, wife of Conductor Kramp, who submitted to an operation at the Washington Boulevard Hospital, is getting along nicely, a fact we are pleased to learn.

Miss Teresa Powers, steno. superintendent's office, very pleasantly spent Saturday and Sunday in Dubuque recently. Oh, Jullen!

The death of Mrs. P. Coyne, wife of Brakeman Coyne, occurred in Chicago the early part of December. Deepest sympathy is extended from friends on the division.

C. Dulen, formerly passenger brakeman, now in military service stationed at Aberdeen, Md., was home on a furlough visiting his parents in Chicago and called at trainmaster's office, December 7th. Brakeman Dulen expects to be released before long. He says "there is no place like Illinois," and we assure him there is a "welcome on the door mat" when Uncle Sam returns him to our division.

In re November Snap Shots (Sted): "It's a long, long trail to Spokane, but will be there some day with a satchel full of 'good wishes' from the Illinois Division."

Engineer P. Serrurier is again on duty after injury to his eye, caused by escaping steam from gauge cock on an engine which he was repairing.

W. M. Thurber, formerly chief dispatcher on Illinois Division, was recently promoted to superintendent, Dubuque Division. Congratulations are extended to Mr. Thurber from this division.

Flagman A. C. Thornton and wife will soon leave for Florida in the interest of Mr. Thornton's health. We hope the change of climate will be of much benefit to him.

Saint Paul Road Employees

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

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

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

Merchants National Bank

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

Fifth and Robert Streets
SAINT PAUL, MINN.

The Bank of Personal Service

THE Massachusetts Bonding and Insurance Company

wants to contract with several
men who are acquainted with

C. M. & St. P. Employees

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

General Offices—Accident and Health Department
Saginaw, Michigan

ing his parents at Savanna. Julius is surely looking fine and upon being asked where he got the rosy cheeks said: "It's the genuine French rouge."

The sad news of the death of Lieut. Fred Manthey was received with deep regret at Savanna, December 5th. For many years Mr. Manthey was dispatcher on the R. & S. W. Division at Savanna. Early in July of this year he volunteered his service to his country and enlisted with the Engineers' Corps. He was sent to Camp Merritt and in September left on the steamer Otranto for overseas, which boat was torpedoed and sunk on the Irish coast October 11th. Fred was one of the rescued and cards were received announcing his arrival overseas. Later it was learned that he had taken sick and was placed in a hospital in England. No further word was received until a message came stating that he was in a hospital at Hampton, Va., at which place he died December 4th. Besides his wife and son he is survived by his mother, two sisters and a brother living in Milwaukee. His remains were taken to Milwaukee for burial and the following friends from Savanna attended the funeral: Mrs. E. C. Allen, Mrs. P. Shoup and daughter Helen, Engineer H. W. Scott, wife and daughter; Mrs. A. Follett; R. H. F., J. R. Slater and wife; Miss Margaret McGrail, C. C., D. M. M. office; Baggageman Walter Dyer and Train Dispatcher E. F. Hoye. Fred's death is deeply felt by a wide circle of friends. He was always cordial and genial, and his cheerful, kindly attitude will ever be cherished by his former co-workers. Especially do his associates of the railroad circle at Savanna and friends of the Illinois Division wish to express through the medium of the Magazine their deepest sympathy to Mrs. Manthey and relatives.

H. A. Hargraves, recently appointed trainmaster of the Dubuque Division at Dubuque, called at the trainmaster's office, December 7th. Needless to say, he has the sincere best wishes of all his Illinois Division friends for success in his new work.

Jerry Hansen, formerly 110 clerk at superintendent's office, who enlisted in the Quartermaster's Corps, has received his honorable discharge from military service and is now at his home in Savanna enjoying civilian life again. Jerry is the first of the number who joined the colors from the superintendent's office to return, and we are now waiting to have him relate to us some of those interesting army life incidents.

Miss Anna Rush, formerly timekeeper for enginemen, Illinois Division, is now assistant accountant, and her place as timekeeper is being filled by Mrs. Anna Bahne. Mrs. Bahne's place as clerk dispatcher in Losey's office being filled by Warner Ragatz.

December 1st, superintendent's office—Joke No. 1. What was it, girls?

Conductor O. T. Welch attended the funeral of his nephew in La Crosse, who died recently from influenza.

Mrs. A. C. Kramp, wife of Conductor Kramp, who submitted to an operation at the Washington Boulevard Hospital, is getting along nicely, a fact we are pleased to learn.

Miss Teresa Powers, steno. superintendent's office, very pleasantly spent Saturday and Sunday in Dubuque recently. Oh, Julien!

The death of Mrs. P. Coyne, wife of Brakeman Coyne, occurred in Chicago the early part of December. Deepest sympathy is extended from friends on the division.

C. Dulen, formerly passenger brakeman, now in military service stationed at Aberdeen, Md., was home on a furlough visiting his parents in Chicago and called at trainmaster's office, December 7th. Brakeman Dulen expects to be released before long. He says "there is no place like Illinois," and we assure him there is a "welcome on the door mat" when Uncle Sam returns him to our division.

In re November Snap Shots (Sted): "It's a long, long trail to Spokane, but will be there some day with a satchel full of 'good wishes' from the Illinois Division."

Engineer P. Serrurier is again on duty after injury to his eye, caused by escaping steam from gauge cock on an engine which he was repairing.

W. M. Thurber, formerly chief dispatcher on Illinois Division, was recently promoted to superintendent, Dubuque Division. Congratulations are extended to Mr. Thurber from this division.

Flagman A. C. Thornton and wife will soon leave for Florida in the interest of Mr. Thornton's health. We hope the change of climate will be of much benefit to him.

Saint Paul Road Employees

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

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

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

Merchants National Bank

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

Fifth and Robert Streets
SAINT PAUL, MINN.

The Bank of Personal Service

THE Massachusetts Bonding and Insurance Company

wants to contract with several
men who are acquainted with

C. M. & St. P. Employees

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

General Offices—Accident and Health Department
Saginaw, Michigan

Transportation issued to Conductor H. G. Hall "and wife." We have no particulars, but hope we may learn the date it took place, soon.

Miss Nelle Brennan recently accepted a position as bill clerk at Savanna Yard office.

Conductor R. L. Piper called at Savanna, December 10th and advised that he was feeling fine after his operation for appendicitis at Davenport some time ago. Conductor Piper has been off duty for about five weeks and we hope to have him back "on the job" before long.

Walter Dyer, baggageman at Savanna, visited his daughter in Muskegon, Mich., who has been sick with the "flu."

Miss Mabel Johnson, trainmaster's clerk, spent Thanksgiving in Cedar Rapids, Iowa.

Miss Lorine Hall, ticket clerk, Savanna depot, went to Clinton on December 11th. Miss Viola Donahue, stenographer, superintendent's office, also was there a few days ago. Needless to say, the mission was Christmas shopping.

Miss Hazel Deparios, C. C., Savanna roundhouse, visited her sister in Quincy, Ill., for a few days.

The little daughter of Conductor H. F. Stork, aged 1 year, died December 5th from influenza. Sympathy is extended to the bereaved parents.

Miss Coral Grosinger, chief timekeeper, operating department, Beloit (formerly timekeeper Illinois Division), is very sick at her home in Savanna with the "flu."

Miss Agnes Taylor, assistant timekeeper, locomotive department, Savanna, was called to her home at Dubuque on account of the death of her grandmother.

On December 3rd, in the act of shaking grates, Fireman J. E. Edwards while putting lug on shaker bar accidentally tripped and caught his finger, mashing the third finger on his right hand.

Night R. H. F. F. Rogers, who has been sick with the "flu," is better at this writing.

Miss Margaret McGrail, C. C., D. M. M. office, Savanna, attended the chief clerks' meeting at Dubuque, December 12th.

Harry Fullick, night towerman at Savanna, while visiting in Fulton recently took sick and died at that place. His death was due to pneumonia. Sympathy from division is extended.

Mrs. Schuyler, wife of Baggage-man Earle Schuyler, Savanna, died the latter part of November from influenza. We extend sympathy to the bereaved family.

Breezes From the Windy City.

Fred E. Kuhrt.

Tom Kinney, our former back time clerk, has been transferred to Mr. Shell's office and now has charge of the time clock down there. We are informed that Tom goes home at 3:30 p. m. every afternoon. How do you get these jobs, Tom? Fred Douglas has taken the position left vacant by Tom's transfer. We wish them both good luck.

The Chicago Terminal claim to have the best quartette of girls on the Milwaukee system. Line-up as follows: Rose Wolf, tenor, comp.; Lillian Arenstein, bass, comp.; C. Dolensky, soprano, steno., and Kitty Brady, baritone steno. You ought to hear those girls when they rag "The Recap," taken from that famous play, "The Yard Payrolls," written by the notorious character, Thomas L. Christenson. Scenes by the C. M. & St. P. Ry., by request.

Maurice still tells them as strong as ever. Hair-raising stories of his trip to New York. It's lucky he didn't go to France or he would have told us the Kaiser's life history. Ask him to tell you the one about the sailor jumping on and off of the train, or the one about the four aces. He must have been reading "Treasure Island."

The new yard was opened at Bensenville on November 24th and George Passage is so interested in it that he refuses to leave it. Putting it in his words, he says: "This is the life if you don't weaken." And George certainly is holding up his end of the game.

Under the heading of "Famous Sayings by Famous Men" should be one used frequently by our quiet, little yardmaster, Patrick R. Hayes. It is original and reads as follows: "How much back time have I got coming?" It seems the yardmasters have been singing that tune all summer and now the train directors and switch-tenders are joining in on the chorus. Well, here's wishing them good luck. (Gee, I thought I heard somebody say "Have a drink.")

Hear, ye! Hear, ye! Hear, ye! Hattie Hoffman and Kitty Brahm signed the income tax papers and said they were single. See! I told all you young fellows there still was a chance.

You ought to have seen Elmer Schildein on Peace Day. Say, but didn't that young fellow cut up—stayed out till 10 o'clock and had some blowout. Yes, he bought a horn.

There is a fellow at Union street who tries to make our magazine of interest for the employees by putting in a few articles every month, but no matter how hard he tries there is always some one to take offense at what is said.

Folks, please remember there is nothing put in this magazine as sarcasm. It is just fun. Please read them the right way in place of trying to find trouble.

We are glad to see A. Glantz improving. Pretty soon he will throw away his crutches. He walks to the car every night just like a peacock. We hope the good weather lasts, Al.

According to Morris Fisher's actions lately he must be trying to get rich quick. But I think he is trying to get the price to go to Portage, Wis., as he cannot get any more passes. How about it, Morris?

We are sorry to report Mr. Parkhurst and Ben Koertgen as being home sick with the "flu." We trust they will be with us soon.

Ladies and gentlemen, we will introduce you to Art Perlick, the coming athlete. Art is raving about joining an athletic club, but has not done so as yet. What is it Art, I. A. C.?

Talk about chocolate caramels and all your fancy caramels, I bet you cannot get any that will stand the test with the cream caramels that Rich has every day. Ask him about them. They are wonders.

If you want to hear something exciting ask Proxedes Bruckman about the accident in the street car. Oh, it was awful!

Mrs. Robert Bass is now wearing the smile that won't come off. She received a letter the other day from Bob, stating that he was getting along fine and will be home soon. Good luck to you, Sophie.

Ask Elmer Wyse if he has his gas bill fixed up yet. Cheer up, Elmer, you are not the only one.

Gee, I wish I was a girl right now and not married, because all that the girls at Union street are talking about is the boys coming back; and talk about fancy work—everybody is doing it. I understand it is all for the "Hope Box," too.

I guess the 56th will have to stay there. What do you say, Margaret?

Our ardent war heroes at the window are still industriously assisting to pile up the golden shekles for the St. Paul Railroad, and their silence is frequently broken by the familiar remark by our paymaster, "Where is your identi? Can you write your name? No? Then touch the pen! I haven't got your C. G., go three miles north." With a milder chirp put in by his sidekick, Fred Olson, "No smoking allowed in the building." Louis Larsen is greatly contented with his new hours and takes pride in the fact that he is the sole custodian of the available cash from 5 to 6 p. m. each day.

Our former colleague, Fred G. Swoboda, who has avouched his readiness some time previous to bring back the scalp of the tyrant of the Prussians, has never gotten any further than the Great Lakes Naval Station, and is now putting in his efforts with the St. Paul, as he was recently released from service.

"Jack" Sklare is with us as usual and is diligently watching our delinquent Board of Trade merchants to enforce prompt payment of their bills. To aid him in his efforts he has procured a position for his sister with the Board of Trade Railroad Agency's office. "Leave it to Jack for schemes."

H. Schaffner is as usual digging into the old files for old and forgotten unpaid items and has reduced his somewhat frail body to a ton. He also claims the world's record of being teller for the shortest time in a single day, being actively so engaged for only one hour each day.

Last, but not least, we have R. R. Evans, who is so afraid that he will starve to death before the regular lunch hour that he brings his usual supply of cookies to abate his raging desire for food.

C. & M. Division Notes.

B. J. Simen.

Engineer James S. Lee has given up the dispatching job in Milwaukee for the winter and has returned to his home at Libertyville. Mr. and Mrs. Lee spent a week visiting their son, Brake-man Fred Lee, at Delavan.

Conductor Jack Dalee and his partner, Jim Haggerty, were floor managers at the big Trainmen's Dance in Janesville in the early part of this month. From all reports they cut quite a figure in their spike-tails. My only regret is that I was unable to be there.

Conductor William W. Hill has been off for a few weeks on account of poor health. His stomach causes him quite a little trouble, but his condition is much improved and he expects to resume work soon.

Miss Beatrice Carr, daughter of Conductor W. B. Carr, of Deerfield, was married to Harry Olendorf, of Libertyville, on December 10th. Beatrice has been teaching school at Deerfield and Mr. Olendorf has just returned from Camp Taylor, Louisville, Ky., where he was taking an officer's training course, but has now been honorably discharged. We extend to the young couple our congratulations.

Some of us on the C. & M. Division have been wondering why E. F. Bailey goes about with such a big smile on his face. He has just been made a new conductor, but the smile is not exactly on that account, and we find that the real reason is because he is the proud father of a fine little girl. E. F., we are all ready for the smokes.

Engineer Chester Rawley has moved to Libertyville and is running regular on No. 132, and the remainder of the time on one of the Rendout switch runs.

Section Foreman Charles Sewatske, of Libertyville, is another of those fellows who is wearing a smile that will not wear off. On December 13th a 10½ pound boy arrived. Why should he not smile?

Engineer Frank G. Cleveland returned December 14th from Springfield, Ore., with the remains of his father, interment at Libertyville. Mr. Cleveland was called to Oregon in the latter part of October on account of his father meeting with an accident. After remaining at his side for several days and having placed him in the care of a local hospital, and it being the doctor's opinion that his father might live for several months, he returned to Libertyville. On December 3rd word was received that his father had died. We extend to the family our sincere sympathy.

The influenza epidemic has again made its appearance and is fully as bad as it was the first time. Conductor J. J. Russ has been off for three weeks taking care of his wife and two children—all of them down with the flu. They are much better again and Joe has gone back to work.

Conductor J. W. Kingsley spent Thanksgiving visiting friends at Kenosha.

Conductor Henry R. Bond, who has been laid up for over a month in the hospital, is much better, and expects to be able to return to his home within a few days.

Mrs. Lyons, wife of Engineer Lyons, of the Northern Division, visited for a few days with Mrs. R. N. Scott, at Libertyville.

Operator Laue, of Rendout Tower, has bid in one of the new jobs at Techney Tower. G. C. Brown has commenced work at Rendout.

Engineer Larrie Brock has been assigned to the main line way freights.

Engineer Elmer Lawrence, who has been working for several years on one of the Libertyville switch jobs, is now doing the extra running on the Janesville line.

Conductor James Winkle has just resumed work after being off for a few weeks, having been laid up with the influenza and rheumatism.

Conductor William Thom and family departed December 17th for Clintonville, Wis., where they will attend the wedding of his brother who runs the old home farm.

Brakeman Norman Madele has been laid up for several days suffering from a bad boil.

Conductor William Zeff has a lot to say about that nice baby boy born the latter part of November. Bill, we all smoke.

Conductors Jack Cahill and Billie Cottrell are back on freight, running time freights 65 and 74. They are having a bushel of fun with these long trains out of Bensonville over the new cutoff. They think they are traveling over a long cut as it is usually afternoon before they pass Rendout.

Business on the main line is picking up—four more crews were put in the ring.

Under a new arrangement at Rendout the congestion has been greatly relieved. Under this plan, when the E. J. & E. Yards are filled, the train

COMPULSORY SERVICE

No—we're not talking about military matters—just about the "BOSS".

It puts compulsory service upon every nut it grasps. There's no escape 'till a wrench releases the "BOSS".

Applied quickly and easily without special tools and instruction. Economical—absolutely safe—guaranteed to *stick*.

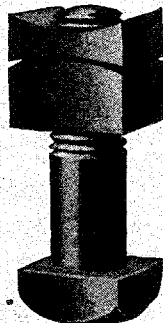
The "BOSS" is rapidly superseding every other device of the kind.

Write for new catalog.

WRITE IT RIGHT—

Put it down this way

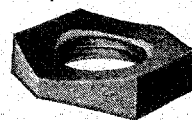
"BOSS" Lock Nuts



BOSS NUT CO.

Railway Exchange Bldg.

CHICAGO, ILL.



will be diverted to Bensonville. This is a great help.

Extra Gang Foreman Adam Krantz has about four miles of steel to relay to finish the eighteen miles to be changed this season between Rondout and Corliss. Conductor Ernest Haddock is in charge of the work train.

K. C. Terminal Items.

C. V. Wood.

After an illness of six weeks, Switchman Frank P. Munnigall came back to work on December 9th. Switchman B. B. Wilson who was injured on November 18th, by defective grab iron pulling off, is back on duty again.

Switchman Jessie Longshie having answered the call to the colors, served his time, has been honorably discharged, and is now back on the job. He is much improved in looks and weight. His many friends were very glad to see him again.

Switchmen A. R. Kellogg, C. E. Mills and family, Jas. Marrs and family, and R. T. Ulitts and family, have been on the sick list this month.

Corporal Geo. G. Harris, son of Yardmaster Harris, spent Thanksgiving day at home. Also gave Coburg the once over and expressed much surprise at the changes for the better since his last visit, one year ago.

Clerks in the Kansas City freight station are now working an eight hour day. Account of decrease in business, following clerks have been relieved from service: Liberty Street Station—A. E. Daniels, Mabel Butler, Marie Carver, Violet Bates, Leonard Costello, Gertrude Carver and Louise Egner; Yard Clerks Schnackenberg, Phillips, McCarthy and Yarbrough were relieved. Phillips assigned to calling. Sam Madison has gone back to switching.

Yardmaster Stewart, Switchman Fisher and son, took a scout around Elmira looking for game. Report a good time and considerable rabbits and squirrels. Geo. Harris says he got some of it and it tasted fine.

Jos. Vermillion, of roundhouse force, suffered a crushed foot on turntable November 29th. Was reported doing nicely last account.

We have had several deaths in our Kansas City Terminal force since our last magazine went to press. Frank Pennington of the Car Department, died December 2nd, John Murphy, one of the pioneer switchmen of Coburg, died December 6th, following injuries received earlier in the day while employed by the K. C. S. Railway; Mrs. Bagley, wife of Conductor Bagley, November 25th; infant son of Operator Kay Lewis, died on December 1st. To the friends and families of the above, we extend our sincerest sympathy.

The smiling face of Mr. Llewellyn is no longer to be seen around the Coburg yard office, he having been relieved by Mr. Tigerman, who formerly was on team track at Baltimore Avenue. We are sorry to report that Mr. Llewellyn has been on the sick list for more than a week, but trust he will soon be back at his old post in general agent's office.

Our old pal, Herman Wilson, has been sick a couple of weeks with the influenza, but glad to report that he was able, on December 12th, to drive his driver.

The following Liberty Street employes were on the sick list this month: Edna Foley, Albertine Crawley, Paul Cassella, Clyde Blackburn, Lucille Smith, Edwin Doudrick, Constantine Gallagher, Jennie Andrews, Paul Draver, Alex Schutte. The wife of Revising Clerk Allen has been quite sick, also family of Dennis Keyes.

Mrs. W. E. Johnson was quite ill for several days, necessitating Mr. Johnson being absent from his post. We are very much pleased to report her condition improved.

Our Liberty Street chauffeur, Warren Kelley, was real busy in Kansas City during the street car strike, and his efforts, as well as those of Mr. Smith, were highly appreciated.

Privates Raymond Smith, Edwin Ballantyne and Wm. S. Overstreet, report that they will be home on a furlough for Christmas, while they are all expecting to be discharged from the service soon. Harold Austin also writes that he expects soon to be back on the old job at Coburg.

Word from France dated November 24th, indicated that Captain Lieberman might be back with us again within a few months. Everyone will be delighted to see Joe, and I am sure he will have many interesting things to tell us.

On November 11th, Second Lieutenant Keefner wrote from France it had been necessary to undergo three operations for shrapnel wounds;

that he expected to be out of the hospital within a very short time.

December 14th everyone was given an agreeable surprise by the appearance of furloughed operator, John Park, who was back on a ten-day furlough. John is looking fine, certainly looks well in uniform, and expects soon to be back with us permanently. His friends will be very glad, indeed, to have him back among them again.

Northern Montana Division.

E. H. W.

Miss Vivian Slater, who had to give up her position as stenographer in Mr. Wahoske's office on account of ill health, has recovered and is back on the job again, much to the gratification of that office force.

John Wandell, who has been acting as relief clerk in the Lewistown freight office during the visit of the "flu," spent several days in the hospital with the same malady. He is now better and able to be out again.

Mrs. E. E. Peterson, wife of the late agent at Hanover, was called to St. Paul by the death of her brother.

We are glad to welcome Conductor Frank Hutton and wife back from an extended trip to the coast.

S. Haggerty from the Rocky Mountain Division, is now agent at Hanover, Montana.

Sergt. Harry Hill, who formerly was employed in the B. & B. office at Lewistown, made us a call recently, having received his discharge. Harry was in the Officers' Training Camp when the armistice was signed, and is now discharged. He was lamenting the fact he had not had the opportunity to get "over there."

L. M. Dyer, agent at Moore, who was laid up with a long siege of "flu," is back at work again.

W. K. Freeman, who has been relief agent on this division for some time, is now warehouse foreman at Lewistown freight house.

Mrs. George Goff, who has been visiting at Lavina, returned to work this month.

The poor little bunnies have to look out now-a-days, or they are liable to lose their lives, when Sunday comes, as Chief Clerk Wharton of superintendent's office; W. L. Rooth, chief clerk of Lewistown freight office, and F. Swanson from D. F. & P. A. office, have designs on them. The ladies accompany the party and we understand they do most of the shooting. Five one Sunday and three another, were bagged.

H. B. Earling, W. B. Foster, E. H. Barrett, Frank Rusch and others, made an inspection trip over this division and reported they were well pleased with conditions.

J. T. Gillick and Mr. Warnock, accompanied by their wives, made a trip through this section recently.

Conductor Harnack has returned from a short trip to the coast, and now back on the Roy and Winifred runs.

Musselshell Division and Miles City Shop Notes.

F. L. T.

Word was received by his friends in Miles City, that Private Harry Edmundson, formerly a machinist in the shops, and who left Miles City about a year ago, was killed in action in France, September 27th. He was a member of Company K, 362nd Regiment.

Roadmaster Strand sustained a compound fracture of the right hand while helping unload rails near Carterville. In removing a rail from a car, it turned over breaking Mr. Strand's arm and tearing the flesh at the point of the break.

C. F. Negley, former chief clerk, superintendent's office, has accepted a like position in Superintendent Richards' office at Raymond, Wash. The best wishes of all his friends accompany him.

Chas. Long, livestock agent, made a recent trip to Chicago.

Miss Elizabeth Wilskey of Cle Elum, Wash., has accepted the position of night ticket clerk at Miles City.

G. T. Allez, agent at Roundup, was a visitor at Miles City the latter part of the month.

O. E. Bradford has been assigned traveling inspector in place of W. E. Rose, who has accepted the position of trick dispatcher at Miles City.

A. C. Stern, who has been traveling auditor on this division for the past few years, has accepted

a more responsible position in Seattle with this company. The well wishes of all the employees of this division go with Mr. Stirn.

E. V. Wilson, who was formerly employed as a boilermaker in the shops, later enlisting in the Navy, has returned to Miles City and resumed work in the shops. At the time the news of the armistice was declared Mr. Wilson was in mid-ocean. The ship he was on immediately returned to San Francisco.

Word was received on December 15th, that Walter Noble, an engineer of this division, died at Harlowtown on Sunday. No particulars were given. The body was shipped to Minneapolis, where burial will take place.

Railway Exchange News, Chicago.

B. H. Perlick.

Thieves entered several offices on the twelfth floor recently, at night, and took what was most valuable from several desks. Chas. Goetz, secretary to Federal Manager Byram, was the heaviest loser. He is minus twenty dollars and a lot of war stamps. He offers two war stamps for every four returned. Mr. Johnson's desk was also pried open.

Miss Mary Jane Settig, stenographer in Federal Manager Byram's office, who resides in Seven Oaks, Mich., entertained Mr. "Flu" the first two weeks in December. Miss Settig, it is rumored, makes frequent trips to Seven Oaks to see if all of the oaks are still there.

One of our most popular friends has left us. Lamont Bush, who has held various positions with the company in the past, resigned, effective December 1st, to accept employment with the Bird-Archer concern. We know that Mr. Bush will convince his new employers in a short time that he can "deliver the goods." His many friends regret the absence of his ever-smiling face and wish him success in his new position.

W. E. Tyler, formerly superintendent Superior Division, is the new chief of the Pass Bureau. Mr. Tyler also has our best wishes.

The boys of Companies D and C, Eleventh Regiment, opposed each other in a very interesting game of indoor baseball recently. For a while it looked as though Capt. Jerry Welch's boys were "in for a trimming," but it seems that Captain Welch went among his boys and whispered something about a court-martial and firing squad at sunrise and consequently Capt. Netwig paid for all refreshments in the end. The score was 11 to 10 in favor of Company D, Capt. Welch's team.

We are surprised to learn that there are certain people in the Safety Bureau who do not practice safety first—when it comes to wagering.

H. C. Hoge, assistant general adjuster, tried to sell Mr. Smallen a loose ticket the other day to the big doings of the Eleventh Regiment. Mr. Smallen wanted several more tickets for his friends also, and it seems Mr. Hoge left the balance in his other trousers pocket.

D. T. Bagnell, chief clerk to Assistant General Manager Nicholson, had an extraordinary experience recently. Mrs. Bagnell, by the way, was spending Thanksgiving with her folks in Lincoln, Nebr. Don was plugging away at his desk as

usual when he was interrupted by a messenger boy who handed him a message from his wife, in far-away Lincoln. Don's face turned red, then white, and his blood pressure shot sky high while reading. It's a wonder, though, he didn't die of heart failure. The telegram was only a very short one. It read, "Send me hundred dollars." Don asked for his coat, hat, and cane and left immediately. Someone reported that he grabbed a train the same night for Lincoln. No one has seen him since.

Isabel Bushnell, sister of Dorothy, file clerk, general manager's office, is now working for F. S. Pooler. My, but how many new faces have come in the past few weeks! We hardly get acquainted when we are called on to remember new names and faces. Not much chance here either, fellows, as Dorothy is chaperoned, exit and entrance.

Elmer H. Schroeder, formerly of Assistant General Manager Nicholson's office, has returned and is now working as chief clerk to G. R. Morrison, superintendent Employment Bureau. Elmer, who has been in training the past six months was very much put out because Uncle Sam did not pay his fare across the pond. Mrs. Schroeder, who by the way, is a stenographer in G. L. Whipple's office, has smiled every minute since Elmer has returned.

Miss Bertha Melcher was absent from work a few weeks. She was hit by a street car.

Alice Olhaber still rides the same car, with the same driver and travels the same roads as before.

Lawrence Kellar, of F. E. Allen's office, held a "straight" the other day and then again he didn't. He nearly got away with it.

Ray Farmer was seen at the license window the other day in the city hall. He will, no doubt, say that it was an automobile license he was after.

Ruth Nelson wants her name mentioned this month; so does Sammy Rosenthal.

Harry Fowler has had his mustache shaved off and his hair cut. One would hardly recognize him now.

Francis Johnson spent Thanksgiving with friends in Sycamore.

Martha Karsch is now pounding the Underwood deserted by Bernice Graces in General Manager Gillicks' office. Miss Karsch comes from a "railroadical" family. Her father, George P., is engineer on C. & M. Division, and a veteran employee. A brother, George J., who is now in France, was formerly a fireman on C. & M. Division. A sister is employed in Passenger Traffic Department, and another sister in Valuation Engineering Department.

One never will regret what one does not write. We'll stop 'e'er we're sorry.

H. H. Rupp has been appointed motor car inspector, effective October 16th, succeeding J. F. Huber, resigned. J. P. Toohey, formerly machinist in the motor car department has been appointed assistant motor car inspector, effective November 16th.

Miss Gertrude Haas is the new clerk in the stationary department office where Miss Hazel Bilty was.

BUNN SPECIAL RAILROAD WATCH ON CREDIT

Guaranteed to Pass Rigid Tests of Every Road

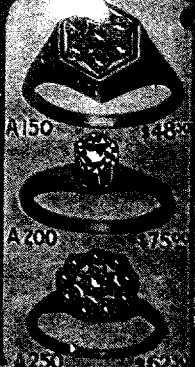
Don't pay extra profits! Eliminate the middlemen! Buy direct from us at CASH prices on EASY terms. Your credit is good with us. We trust you. The celebrated Bunn Special watch is the watch for you. It is lever set, 21 jewels, adjusted to 6 positions, isochronism and temperature, has Double Roller Escapement, Montgomery R. R. Dial and is fitted in 14kt. Gold Filled Substantial Case.

Pay Nothing in Advance. See the Bunn Special in your own hands before you decide. If not satisfied, send it back. You incur no obligation. First, you must be satisfied. Only then do you accept the watch and pay only \$9.00 and the balance only \$4.50 monthly until the CASH PRICE of \$45.00 is paid—only a few cents a day. You wear the watch while you pay—without Red Tape—without Security—without Disagreeable Features of any kind. Send your order TODAY. Let us tell you how we can fight the Watch Trust.

Send for your FREE Catalog No. 88G: Contains over 1000 photographs of Diamonds, Watches, Jewelry, Silverware, etc. Everything sent WITHOUT RISK FOR FREE EXAMINATION, all charges prepaid. Send no money until you are convinced LYON VALUES cannot be duplicated elsewhere. Write to Dept. 88G.

Special Discount of 15% on All Cash Sales for This Month Only!

J.M. LYON & CO. 1 Maiden Lane, New York

Telephone Central 2459

Rollin S. Church

509 Chicago Savings Bank Bldg.

CHICAGO

RAILWAY TIME SERVICE

PATENTS

Inventors Invited to Write for Information
and Particulars

Highest References. Best Results.

Promptness Assured.

WATSON E. COLEMAN

Patent Lawyer

624 F Street N. W. Washington, D. C.

Established 1884

WE
MINE AND
SELL GOOD
COAL

Peabody Coal Company

General Offices: McCormick Building, Chicago
St. Louis, Mo. Office: Syndicate Trust Building

Your Prospective Customers

are listed in our Catalog of 99% guaranteed Mailing Lists. It also contains vital suggestions how to advertise and sell profitably by mail. Counts and prices given on 6000 different national Lists, covering all classes; for instance, Farmers, Noodle Mfrs., Hardware Dirs., Zinc Mines, etc. *This valuable Reference Book free. Write for it.*

Strengthen Your Advertising Literature.

Our Analytical Advertising Counsel and Sales Promotion Service will improve both your plan and copy, thus insuring maximum profits. Submit your plans or literature for preliminary analysis and quotation—no obligation.

Ross-Gould
Mailing
Lists St. Louis

Concluded from page 14

First—Reports of all fires involving property under Federal control are to be made in accordance with instructions heretofore or hereafter issued by the Region Directors as directed by the Division of Finance and Purchase Fire Loss Protection section.

Second—In the case of damage by fire to any property under Federal control, other than rolling stock equipment, which will be governed by special rules or practices now or hereafter in force, there should be an immediate determination by the Federal Manager, subject to the approval of the Regional Director, as to re-building.

Third—If the decision is to re-build either in kind or on a different plant or with enlargements, the Federal Manager, with the approval of the Regional Director, shall determine upon such expenditures as may be required for the replacement of property in so far as such expenditures are chargeable to operating expenses. The approval of the Director of the Division of Capital Expenditures shall be secured in all cases involving expenditures chargeable to additions and betterments.

Fourth—Adjustments of fire losses, other than loss of rolling stock equipment, are to be made as between the corporation and the United States Railroad Administration as follows:

An immediate effort should be made through the staffs of the Federal Managers to arrive at an agreement with the corporation as to the value of the property of the corporation destroyed or the amount of the damage due to the fire at the time of the fire, in case the property is not restored or replaced, or as to the cost of restoration or replacement thereof, chargeable to operating expenses, and the cost of such part of the restoration or replacement as is chargeable to investments in road and equipment, respectively. Such agreement shall be subject to the approval of the Regional Director and of the Directors of the Divisions of Finance and Purchases and of Public Service and Accounting and shall be filed by the Federal Manager with his Federal Auditor. In case of failure to agree with the corporation, the amounts chargeable shall be determined under regulations established by the Director of Public Service and Accounting.

Signal Department "Wig Wags."

Greetings: Did you do your Christmas shopping early, or did you have to wait for your November check, or, when it came, was it too small to do anything? And if it wasn't, did you get The Girl all you promised her, or was it your mother-in-law you had to fix up first?

Wouldn't it be awful to have to buy for as many as "Sted" promised? Speaking of "Sted" just recalls that he tried to slam us about the title for this column. Said something about Wig Wags being out of date or sompthin', but then a town like Spokane is so far behind that "Sted" couldn't know that all our late crossing signals are built so, even if you can't read the indication wig wags "Stop."

Mr. Smith returned from Milwaukee with a smile (raise in pay you know), and Steed has been grouchy (he works on back pay rolls and everything), and Tot (her title is timekeeper), has been running around with a vacant stare, trying to figure out all the changes due to learning the new style of month and saying something about "April, June and November, all the rest have, etc." Jersey has left the laboratory and has gone in for "Auto Insurance." We are sorry to lose him, but our best wishes are extended.

E. P. A. came back from Chicago with a lot of explanations, but said "Johnny Walker" was too high. Lot of good that did any one in this desert.

N. J. W. came in to find out about his raise about the same time, and he was as dry as the others, but it didn't do any good. Ed simply wouldn't come through.

M. F. Hogan, the Safety First man, found our place this month, and was surprised to find that we had anything around at all. Anyway, he promised us some fire extinguishers, wished us well, and moved on.

Mr. Young, of the Kerite Company, stopped long enough to pass around a few "Insulated Cigars," and Foreman Ness was in once. This completes our list of visitors. Mallanny didn't even come in, but we understand he received a

trunk with \$11.00 express charges, which may account for his failure to show up. Also we may have some news concerning him and the "Red Haired Girl" when he does show up.

Oh, yes, I almost forgot to mention that we have another girl in the building. Trudie has Miss Elsie Knapp as assistant, and A. E. L. says he is going to get yet another. As N. B. S. says, "Ye Gods, what's this place coming to? Next thing we know we'll have a girl in the laboratory, and then where will we go to smoke and cuss?" We now have four girls in the building, and the B. & B. has just finished up a new "rest room" with looking glass, red plush couch, and everything. Now if we can only have a janitor, we'll be all set.

Supervisor Dill reports all well on his division. H. O. Loftin was out of service about three weeks with the "flu," but is about O. K. now. No changes in his line-up of men. C. L. Monjay had a little bad luck, getting his new gas car slightly damaged at Garcia, December 4th.

D. C. Signals are out of service, Cedar Falls to Garcia, and Black River to Tacoma, account of electrification.

Supervisor Westermarck has made a few changes due to men resigning. Sumner Stanley, helper at Corfu promoted to maintainer at Beverley, relieving Welch. E. H. Gulberg is new helper at Corfu. W. A. Stanley resigned as helper at Warden, being relieved by W. H. Gutschmitt.

Things are quiet on the Cranford section. Foreman Wieberg is entirely recovered from accident, due to mixing a lantern and can of gasoline, and announces a new girl member in his family, but we haven't seen any cigars yet.

Mike Biddle has been very busy putting in new pipe line at Shawmut and bonding Forsyth passing track to make crossing bell operate for switching movements.

Ravenna Crossing bell has at last been installed. Incidentally this is one of the wig wag type.

Due to repairs in the Northern Pacific tunnel at Garrison, their traffic will be diverted through our tunnel. Temporary stations are being erected, and staff signals put in for protection.

The N. P. station at Deer Lodge has been consolidated with the Milwaukee. Signals and telegraph installed in our station, and all business handled there. The same consolidation has been effected at Willow Creek except that the Milwaukee station is closed, and all business handled by the N. P.

A late flash from the main office says a certain housekeeper in Montana is going to lose her job as soon as Lieutenant Manning returns from France, about the same time we will lose our timekeeper. Best wishes, Tot.

The same flash informs us that L. W. S. hurried home to see if his house was in order when he received a message that his wife would be home shortly.

P. S.—Change in the issue date of the Magazine required that all items for this department must be in before the tenth of the month.

Safety First as I See It.

Frank Sheehan, Roundhouse Foreman, LaCrosse Division.

Long years before we had the slogan in so many words there was a Safety First influence on the Milwaukee Road.

We didn't give it a name. We didn't even think of it as co-operation, as a life saving crew. Mutual interest, and good will, and friendly co-operation often paternal instruction and solicitude, unconsciously promoted the safety of all just as it made for efficiency in the difficult, congested single track railroading.

In those days the man working next to you wasn't simply a co-employee, another mere cog in the machine. The human equation loomed large. The man who wasn't a good neighbor, a good fellow and companion, soon became ostracized. He didn't last long on the railroad. Once admitted to the unwritten and informal comradeship of the rail, the worker BELONGED. He was one of us—a friend, companion. Each to each was loyal and vigilant. The locomotive engineer fathered his fireman—often picked him—and the conductor chose and fathered his brakemen. Each was proud of the other. There existed a relationship almost tribal, patriarchal. That relationship and pride of accomplishment—

THE PYLE NATIONAL COMPANY

Electric Head Lights

Young Locomotive
Valves and Gears

1334 N. Kostner Ave. Chicago, Ill.

CAPITAL
\$1,000,000

**SPOKANE & EASTERN
TRUST COMPANY**

RESOURCES
\$15,000,000

OFFERS A
Complete Financial Service

Commercial Banking
Mortgage Loans
Investments
Insurance
Savings
Trusts

Spokane

Washington

— THE —
National City Bank
of SEATTLE

CAPITAL AND SURPLUS
\$600,000.00

Commercial & Savings Accounts Solicited

Larabie Bros.
BANKERS

INCORPORATED

Deer Lodge, Montana

Founded in 1869 Oldest Bank in Montana

Every Banking facility extended
to our customers

Safety Deposit Boxes For Rent

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

Commercial State Bank

MILES CITY, MONT.

CAPITAL AND SURPLUS

\$125,000.00

Special Attention Given to Savings
Depositors

W. A. CLARK

J. ROSS CLARK

W. A. Clark & Bro.

Bankers

Established 1877

BUTTE, MONTANA

Alex J. Johnston, Cashier

J. K. Heslet, Ass't. Cashier

Transacts a general banking business. Accounts of banks, corporations and firms will receive best terms consistent with good banking methods.

Interest Paid on Time Deposits

Boxes in Safety Deposit Vault

E. T. FRANKLIN

Telephone Harrison 5163

A. O. TANDY

**THE FRANKLIN-TANDY
COAL COMPANY
WHOLESALE COAL**

Fisher Building, Chicago

Exclusive Sales Agents

FRANKLIN, TANDY & LOWISH

Incorporated

MINES: STAUNTON, IND.

DAILY CAPACITY
20,000 TONS

TELEPHONE HARRISON
4250

THEODORE C. KELLER

Receiver of Coal Properties of
Chicago and Eastern Illinois Railroad Co.

**Old Colony Building
CHICAGO**

MINES AT

NOKOMIS, ILLINOIS
WITT, ILLINOIS

HILLSBORO, ILLINOIS
CLINTON, INDIANA

PAXTON, INDIANA

pride of the craft—carried the old Milwaukee through many hard days and kept the wheels turning under any and all conditions as no mere cold incentive of the pay check could have done.

We've lost some of that; how much, you know as well as I do. Causes are many. Business and mileage expansion that disrupted the old time community groups, almost family circles; more rapid shifting of officials and men; influx of new and strange employees; new conditions, new theories and rules; widening of the gap between official and employee; warping of the ethical perspective so the potential cash returns obscured that best reward, the consciousness and personal satisfaction of a job well done.

The man who works only well enough to keep from being fired is not only a shriveled asset to the company, but he's a real danger and bad example to his fellows in the service. A bad start is responsible for many such slackers. No kindly word of counsel from his seniors on his first trip, no friendly guiding hand, no evidence of interest in his success or well being. Natural result: Corresponding and reciprocal indifference, carelessness, selfishness.

So I would suggest that the school of new members, if we may call it that, should promote a more friendly attitude among all hands. There should be more helpful and kindly frankness. There should be a revival of that prideful teamwork that seems to have been slipping away. There should be a fuller recognition that a \$250 pay check never can really camouflage failure to perform the day's work as each in his inner consciousness knows it should be done. Given such a revival, the question of SAFETY FIRST would be more than half solved, if not wholly, I believe.

Eternal vigilance is not more certainly the price of liberty than it is the price of safety on a railroad. That I realize, have personal and sorrowful reason to know. Greatest danger lurks in the let-down of easy conditions, sluggish movement or apparently protected surroundings. Because an engine was poking along like Old Dobbin, and the idea of possible peril never entered my head, as I swung out of the cab and sauntered carelessly along the running board, a needless fall cost me my left arm.

In the tension of high speed, of strenuous endeavor, of palpable danger, of real tough spots, I verily believe fewer breaches of Safety First rules and maxims are likely to occur than when things are going at their slowest and smoothest. At such time the mind is alert, the attention closely concentrated upon the task at hand and there is a stimulus that sets every thought and faculty of observation upon a hair trigger. But beware of the soft snap hours.

It has been my privilege to attend only one of these meetings, but I'm firmly convinced of their helpfulness. I have noted many things accomplished to make our work-a-day world a surer place to live in. And I have listened to many suggestions that set me thinking, as they did others. What I can do by counsel or example to further the good of the cause, you may count upon me to do gladly.

In conclusion, one suggestion: Other roads have found it good business, as well as kindly accommodation, to furnish club houses for employees at terminals, with bed rooms, baths, libraries, reading and lounging rooms, billiard rooms, places where the men could meet informally and socially to chat. In such places the topic of conversation frequently must turn upon phases of the day's work, and the open discussions are bound to make for betterment in the service.

Cultivation of the habit of mutual thoughtfulness and consideration among the men, encouragement of the feeling that they are recognized as humans to a degree not limited by their productive capacity in dividends, and upon the part of the employees a more deferential and courteous recognition of the officials and their manifold trials and responsibilities—recognition that they are indispensable in the scheme of things and are striving to do the best for all concerned as faithfully as anybody else on the system—these all seem to me to be necessary reinforcements to any code of SAFETY FIRST rules or "don'ts." And I say this from the experience and observation of thirty years on the job.

Decide For Yourself— Which Kind of Man Are You?

One of the weak, fearful kind whose blood needs iron—a failure in business and literally “going to pieces” because of a nervous, run-down condition? Or—a strong, healthy, vigorous man with plenty of iron in your blood and filled with the power, energy and courage to win?

“For want of iron you may be an old man at thirty, dull of intellect, poor in memory, nervous, irritable, and all ‘run-down’ while at 50 or 60 with plenty of iron in your blood you may still be young in feeling, full of life, your whole being brimming over with vim and energy” says Dr. James Francis Sullivan, formerly physician of Bellevue Hospital (Outdoor Dept.) New York and the Westchester County Hospital.

“Lack of Iron in the blood not only makes a man a physical and mental weakling, nervous, irritable, easily fatigued, but it utterly robs him of that virile force, that stamina and strength of will which are so necessary to success and power in every walk of life. To help make strong, keen red-blooded Americans there is nothing in my experience which I have found so valuable as organic iron—Nuxated Iron. It often increases the strength and endurance of weak, nervous, run-down people in two weeks’ time.” Nuxated Iron is now being used by over three million people annually. It has been used and highly endorsed by such men as Hon. Leslie M. Shaw, former Secretary of the Treasury, and ex-Governor of Iowa; former United States Senator and Vice Presidential Nominee Charles A. Towne, General John L. Clem (Retired), the drummer boy of Shiloh who was sergeant in the U. S. Army when only twelve years of age; also United States Judge G. W. Atkinson of the Court of Claims of Washington and others.

The manufacturers guarantee successful and entirely satisfactory results to every purchaser or they will refund your money. It is dispensed by all good druggists.



NUXATED IRON

For

Red Blood,



Strength and
Endurance

New York Chicago Los Angeles

C. F. Massey Company

GUARANTEED CONCRETE PRODUCTS

**Battery Wells, Piles, Culvert Pipe,
Trestle Slabs, Portable Houses**

PLANTS LOCATED AT

Youngstown	Chicago	Dallas
Newark	Kansas City	Spokane
Minneapolis	Memphis	Los Angeles
	Meridian	

Telephone Harrison 5187

C. A. BICKETT, President
BRYAN G. TIGHE, Vice-President
DON B. SEBASTIAN, Vice-President
C. O. FOWLER, Vice-President
CHAS. NEWTON, Treasurer
W. H. SMITHBURNE, Secretary

Bickett Coal & Coke Company

**BITUMINOUS
COAL and COKE**

McCormick Building, CHICAGO

St. Louis Office: Syndicate Trust Building

The State National Bank

Miles City, Montana

U. S. Depository

Capital \$100,000 Surplus \$250,000

Interests: { 4% in Savings Department
 { 5% on Time Certificates

THE SMITH Adjustable Hub Plate

IS BEING USED
ON A NUMBER OF

C. M. & St. P. Locomotives

IT KEEPS LATERAL TO
STANDARD CONSTANTLY

The Smith Locomotive Adjustable Hub Plate Co.

760 McCormick Bldg. CHICAGO, ILL.

H. R. Wells, Pres. Robt. Yokley, Vice Pres.
L. K. Hills, Cashier

THE MILES CITY NATIONAL BANK

MILES CITY, MONTANA

Capital and Surplus, \$125,000.00

We especially solicit the accounts of
Milwaukee System Men and all the
members of their Families.

4% Interest on Savings Accounts.
5% Interest on Time Certificates.

First National Bank of Roundup

ROUNDUP MONTANA

"The busy bank of the Musselshell Valley"

Safety Deposit Boxes For Rent
Railway Pay Checks Cashed Without Discount
Interest Paid on Time Deposits

A. A. MORRIS H. P. LAMBERT
President Cashier

ROSLYN

The Standard Coking Bituminous

COAL

THE ROSLYN FUEL CO.

818-821 White Bldg.
SEATTLE, WASH.
MINERS AND SHIPPERS

ILLINOIS — INDIANA COALS

We are shippers of genuine Franklin
County Coal, prepared in all sizes; also
Clinton, Ind., Fourth and Fifth Vein,
Sullivan County Fifth and Sixth Vein and
Green County Fourth Vein Coals — special-
ly prepared for steam and domestic trade

WRITE FOR PRICES

ROSENGRANT COAL CO.

McCormick Bldg. Chicago, Illinois

Meet Me at the
TULLER

For Value, Service,
Home Comforts



New Hotel Tuller

DETROIT, MICH.

Center of business on Grand Circus Park. Take Woodward car, get off at Adams Avenue.

Absolutely Fireproof

	Single	Double
200 Rooms, Private Bath,	\$1.75	\$3.50 up
200 " " "	2.00	4.00 up
100 " " "	2.50	4.50 up
100 " " "	3.00 to 5.00	5.00 up

TOTAL, 600 OUTSIDE ROOMS
All Absolutely Quiet

Two Floors—
Sample Rooms

New Unique Cafe and
Cabaret Excellent

CHICAGO PNEUMATIC

*Tools and Appliances
for Railroad Men*

Little Giant Air Drills and Grinders

Boyer Pneumatic Chipping, Calking and Riveting Hammers

Chicago Pneumatic Compressors (300 sizes and styles)

Giant Fuel Oil, Gas and Gasoline Engines

Hummer Hammer Rock Drills

Little Giant Electric Drills, Grinders and Hoists

Giant Motor Trucks

Chicago Pneumatic Tool Co.

1028 Fisher Bldg. 52 Vanderbilt Ave.
CHICAGO NEW YORK

Branches Everywhere

"FLINT" Railway Varnishes, Paints and Enamels

are backed by experience, expert knowledge and a purpose to produce nothing but highest quality materials.

Flint Varnish and Color Works

FLINT, MICHIGAN

"The Name Guarantees the Quality"

Galena Oils

Have No Equal in
Quality, Efficiency and Economy

Sole Manufacturers of

Celebrated Galena Coach, Engine and Car Oils

Lubrication on a guaranteed Basis

Electric Railway Lubrication a Specialty

Perfection Valve and Signal Oil

Galena Railway Safety Oil, made especially for use in headlights, marker and classification lamps.

Galena Long-Time Burner Oil, for use in switch and semaphore lamps, and all lamps for long-time burning, avoiding smoked and cracked chimneys and crusted wicks.

Tests and Correspondence Solicited

Galena Signal Oil Co.

Franklin, Pennsylvania

POLARIZED MERCURY BOILER CHEMICALS

Eliminate scale and corrosion by the use of only 35 lbs. per engine per month.

B-A Anti-Foaming Chemicals

Stop foaming and priming in the lightest waters by the use of only one pound to 8,000 gallons of water evaporated.

The Bird-Archer Co.

122 South Michigan Ave. CHICAGO

FIRST NATIONAL BANK OF LEWISTOWN, MONTANA

RESOURCES

\$3,000,000.00

The Big Bank of the Judith Basin Territory

WE SOLICIT ACCOUNTS OF THE RAILROAD MEN

Cast Steel

Buckeye Truck Frames, Truck Bolsters,
Body Bolsters, Draft Yokes, "D"
Couplers, Major Couplers,
Coupler Repair Parts
in Stock.

THE BUCKEYE STEEL CASTINGS CO.

Works and Main Office: COLUMBUS, OHIO

New York Office:

Chicago Office:

1274 No. 50 Church Street. 619 Railway Exchange Bldg.
St. Paul, Minn., Office: 817 Merchants Bank Bldg.

Dearborn Boiler Feed Water Treatment

For Prevention of

**FOAMING, PRIMING, SCALE FORM-
ATION, PITTING AND CORROSION**

Waters analyzed and treatment prepared to handle conditions on each division or district.

Dearborn Chemical Company,

332 S. Michigan Ave., Chicago

Laboratory and Factory, 1029-1037 West 35th Street, Chicago

GUILFORD S. WOOD

Mechanical Rubber Goods
Inlaid Linoleum Upholsterers' Leather
Rolled Steel Tie Plates for
Domestic Use

WOOD'S

Flexible Nipple End Air Brake Hose Protector

Great Northern Building

CHICAGO

If You Want Good Printing Call On

G. B. WILLIAMS CO.

G. B. WILLIAMS, President

LITHOGRAPHERS, PRINTERS
PUBLISHERS, DESIGNERS
ENGRAVERS & BOOKBINDERS

Day and Night Pressrooms

Phones { Superior 7041
Auto 32-294

La Salle and Ohio Sts.
CHICAGO

We Print this Magazine



The Varnish That Lasts Longest

Made by

Murphy Varnish Company

Pantasote

A perfect substitute for leather and one-third the cost of genuine leather. Will be pleased to forward samples upon application.

THE PANTASOTE CO.

11 Broadway
NEW YORK

793 Monadnock Bldg.
SAN FRANCISCO