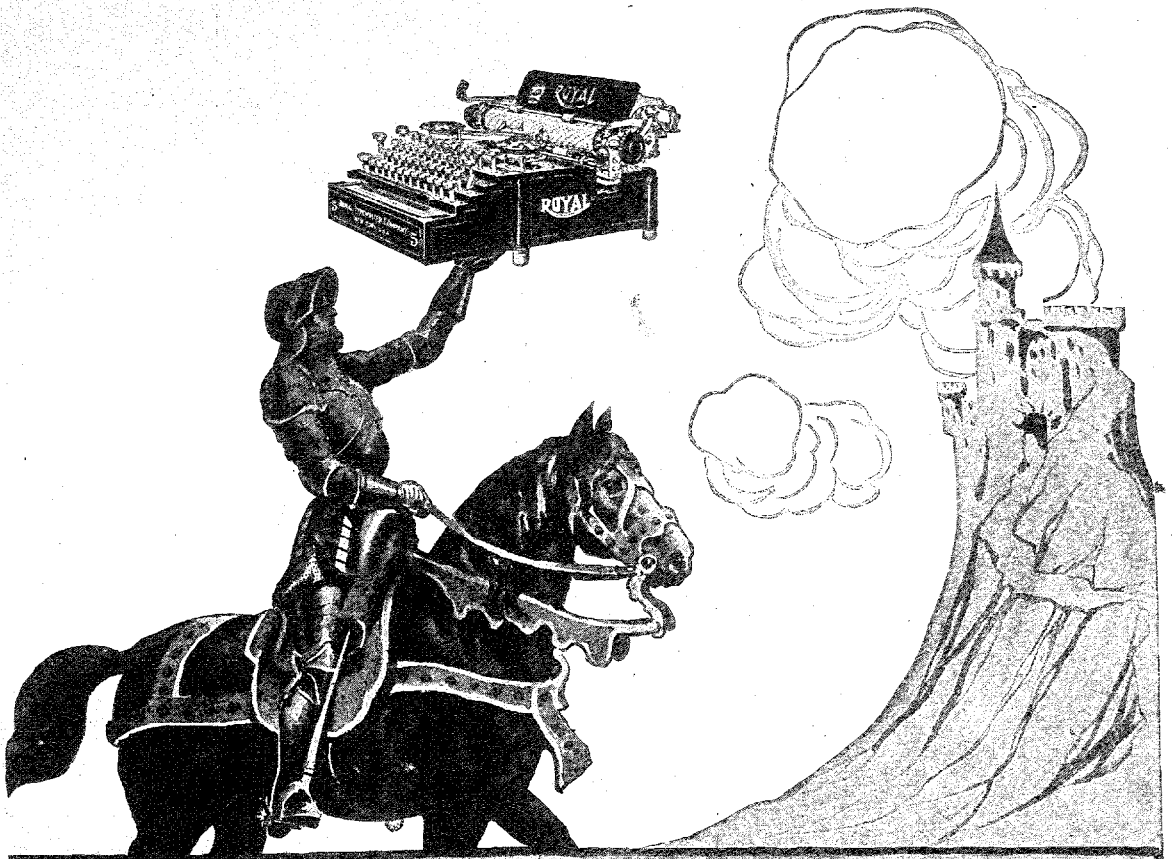




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The magazine pages are open to articles of general interest on railroad matters, and those of special interest to our own line. Contributions of such nature will be welcomed, bearing in mind that the object of the magazine is to promote the spirit of co-operation and team work among us all.

For the convenience of employees everywhere a list of special correspondents is given who will be glad to receive items of local and personal interest, of meritorious service and safety first.

VOLUME 1

AUGUST, 1913

NUMBER 5

The Grouch and the Smile

Familiarly speaking, if some enterprising inventor will procure a permanent and successful system to "can a grouch," every railroad could afford to establish a factory for that purpose.

The grouch of the railroad employe is one of the foremost of the substantial causes of loss and damage, and it is none the less important because it is a concealed element. The package in the way car that is carried by because some trainman is sore about something and does not take the trouble to dig it out, may cost the company more in lost freight revenue than that trainman's wages would amount to in a year. Yet is the company helpless to remedy such a condition against this kind of human element. Again, the car that is not picked up because it "lays" bad on the siding, may cost a trainload of freight. Likewise, the passenger who gets the kind of answer which does not turn away wrath, may mean the deciding vote on legislation that needlessly costs the company a great deal of money. And the poor, illy dressed traveler who is jostled about and hustled out of the way by an unthinking trainman, is made a permanent enemy of railroads, and when his turn comes, will do them great injury. The unaccommodating local agent is another factor in the profit and

loss page of the company's books—his attitude toward the public, influences the friendly or inimical feeling of the public. So, too, with the section foreman, who, perhaps is asked by a farmer to repair his crossing, to put in some gates, or do something necessary and quite reasonable; if he is surly to the farmer, his mood is certain to be reflected in the farmer's future dealings with the company.

These are things which we must all remember, if we would be efficient and at the same time self-respecting workers. It is happily true that the grouch is not met with so frequently as it was formerly, and there is ground for the hope that it will disappear entirely in the conduct of our business. It surely will if every man keeps before him the unanswerable argument that cheerfulness is the cheapest luxury any man can indulge in. The cheerful man lasts longer and enjoys himself more. A grouch doubles the work any man does and divides its efficiency in two. Cheerfulness doubles what a man can accomplish and cuts the labor of doing it in two. A grouch is friction at every point—cheerfulness is the perfect lubrication of labor.

Therefore, let's keep cheerful, and as long as we must work, let's smile.

P. C. HART, General Manager.

The Field of Car Service

W. E. Beecham

Unlimited opportunities for the introduction of economies are known to exist in the field of car service on every railroad, but the difficulties which must be met and successfully overcome before the problems presented can be solved are staggering to the mind.

The field itself is so extensive it is difficult to appreciate its magnitude. In our case the scene of activity is located at every station on this company's lines in 10 large and populous states; many large terminals where they handle from 3,000 to 12,000 cars per day in through and inter-terminal service, and quite a few blind sidings where we have no agents; and while the task before us is certainly one of very great magnitude, it is not an insurmountable one.

It is, therefore, with a firm reliance upon your loyalty and devotion to the interests of this company that I ask you to go over the situation with me in the columns of the *Employes Magazine* to see if we can, by putting our shoulders to the wheels, literally if necessary, make our cars perform more service than we are now getting out of them, and greatly expedite the return of foreign cars to connecting lines.

Not all the employes of this company are aware that each and every foreign car of railroad ownership costs this company 45c per day from the date of receipt from a connecting line until the date of its return to a connecting line, and probably few employes are aware that during the month of April, 1913, we handled from first to last 78,000 foreign cars on which the per diem amounted to \$377,896.00, and that on this basis the per diem accruing on foreign cars in our service for the year ending June 30th, 1913, will amount to about four and one-half million dollars.

How much of this accrues on cars as a result of improper or needless use? It is pretty safe to say that it must be a very large per cent of the whole sum, and my object in placing the subject before the employes in this way is to enlist them in the attempt to bring this expense down to an irreducible minimum, and keep it there for all time to come.

You all understand that we must always use more or less foreign cars. They come to our line at every junction point—with through loads to points on our connections—loads for stations on our line, and loads for switching service. But few carload shipments can be transferred. The shippers object to that, and because of the delay and damage likely to occur and the expense involved it does not pay, so we must use foreign cars whether or no and pay for the privilege.

This being so, what course shall we pursue to obtain the results we are aiming at; namely, the most economical use of foreign cars and the greatest use of our own cars?

After giving the subject a great deal of thought I have reached the conclusion, whether right or wrong, that on a large system like this such close supervision over the employment of freight equipment by a central authority as to make each and every car perform the fullest service possible is a practicable impossibility, because there are not enough minutes in the 24 hours to gather the necessary information and make use of it if we had the facilities, even if the expense that would be incurred in the work were not prohibitive.

This company can find plenty of men who can save money by spending it, but we are now looking for men who can save money by not spending it, and I believe we have them on the pay roll, and my estimate of the qualities of our employes warrants me in assuming that they will freely and fully respond to the call of the company for assistance in the work of instituting rigid economy in the use of cars.

How can we do it, do I hear you say? Do you know how many employes there are in the service of the company? No! Well, there are over 50,000. Think of it, more men than that magnificent soldier, Robert E. Lee, surrendered to the indomitable Grant. Each one of these men has one pair of eyes, and for the sake of illustrating my point, let us say that 15,000 men, or 30,000 eyes see all the freight cars on the line every day.

What do you say? Shall we try? Sure! All right, then here goes, and this is what we must do:

The agent is the company's eyes at the station. Upon him it must depend for results in the handling of cars. He must exact demurrage on cars delayed beyond the free time, use every legitimate endeavor to get cars unloaded promptly and keep the train dispatcher fully advised of conditions, get prompt disposition for all foreign cars he cannot load home, keep himself posted daily as to existing orders for the use of cars; in other words, use as much diligence and economy in the use of cars as he does in the use of supplies.

The 147 and 146 report, and other reports the agent is required to make, should be sent promptly every day to the proper officers, and if at any time the agent is unable to handle the situation at his station the reports should indicate that. Every car at the station at the hour of closing the report should be included.

If way-bills are received without cars, or cars received without way-bills, report to the Car Accountant. He has the record of the movements of every car all over the system and the men to help straighten out these difficulties.

The freight conductor and his crew are the eyes of the company between stations. They can see cars on blind sidings and other places where there are no agents and report them.

When they have cars in trains that are not being economically used they can call attention to it, and, perhaps, make suggestions of value.

If we use a foreign car as a way car in a homeward direction, it looks like an economical proposition, but the contrary is more often the truth.

The foreign car may be left at a terminal where there are no facilities for transferring, and in that event it will go to destination and be continued in our service for a long time, or it may perhaps be necessary to use it because no St. Paul car is available.

It is better, as a rule, to confine foreign cars to legitimate service by releasing them as promptly as possible and returning them loaded or empty to owners or to the lines they were received from.

While I have the attention of the freight conductors, I want to call their attention to a matter which often makes a good

deal of trouble for the car accountant, and sometimes is very expensive to the company.

If a conductor finds a car in his train for which he has no way-bill, and has a way-bill for which there is no car, he should not make any correction in the way-bill no matter how closely it may resemble the initials and numbers of the car for which he should have a way-bill. The case should be promptly reported on arrival at the terminal that the agent may take the proper course to straighten the matter out. Changes have been made in the way-bills under such circumstances resulting in tangles mighty hard to unravel, as well as being exceedingly exasperating to shippers and very expensive to the company.

We are all human and liable to make mistakes, but when we find we have put our foot in it, we should call on the man who can help avert the consequences of our errors as quickly as possible.

The roadmasters, section foremen and employes of bridge and building departments are the eyes of the company in their departments. They can see cars loaded with company material and take measures to release and have them taken away.

All employes of the mechanical department are the eyes of the company in that department. They can see to it that the case of each and every car that comes in for repairs is promptly and properly disposed of, that foreign cars have the preference because of the per diem expense.

When foreign cars are wrecked or so badly damaged as to require an appraisal, which simply means asking the owners how much for the car, not a day should be lost in making an inspection and sending in the customary reports to the proper officers. In like manner employes of all departments can see cars that are not fulfilling the purpose for which they were built and call attention to it.

In such a place as Chicago, where the terminals are so widely scattered, the difficulty of preventing delay to cars is very great, and here is where the company must depend most upon the eyes of the employes.

An officer of the company (now with the silent majority) once remarked in my hearing "that the way to run a yard was to have nothing in it." This is not literally true—it is only figuratively so. What he meant was that we should have nothing in the yard not needed there which may be

needed elsewhere. Everything should be going or coming, or in the process of loading or unloading and revenue producing service or necessary company service. These are self-evident truths, and that is the point I desire to make.

Now, if the management can focus those 30,000 eyes on the cars and thereby closely supervise their employment, make each box, stock, coal and flat work every hour in the day, and every working day in the month, rout them out of their hiding places and prevent their being improperly used, or not used at all, the trick is done.

Absolutely put a complete stop to all unnecessary delay to cars on this line from one end of it to the other, system or foreign, from any source whatsoever, or by any person whatsoever.

Delays and detentions to our cars must be avoided that they may be available for use where needed and make the use of foreign cars in local service unnecessary.

To accomplish the desired end day in and day out we must all become railroad economists as well as business getters.

Every right thinking, self-respecting man would prefer to be in employ of a conservatively managed prosperous railway than an extravagantly managed impoverished one. Self preservation is the first law of nature. Our duty to ourselves and our families imposes upon each one of us the solemn obligation to work for the interests of our employer in every possible way, that our jobs may be permanent, and our con-

dition as satisfactory as the company can make it.

Regularity of Train Service

L. Wright, Chief Clerk to General Supt., Seattle

The train service of a railroad is its supreme feature. Regularity of schedule is its chief asset. On this largely depends the success of the enterprise.

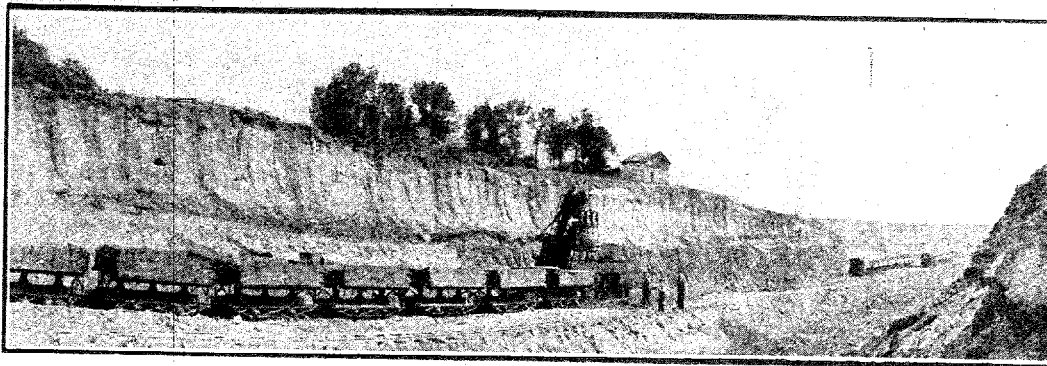
Many unavoidable happenings, such as derailments, pulling out of draw bars, engine failures, unfavorable weather, etc., go to make up irregularity in the train schedule. Then, again, delays occur which can be avoided, and while not extensive at any one point, in the aggregate are enough to cause late arrival of train at destination. It is observed these delays occur at stations and are directly chargeable to unpreparedness of station employes to forward and receive baggage and express, and failure of trainmen to be on the alert and assist in the dispatch of business. In other words, lack of unity in action is apparent.

The public as a rule do not take into consideration the difficulties and mishaps met with in railway operation, and find fault when trains do not maintain their published schedule. It is conceded by all that no better advertisement can be given a railway line than "on time."

Suggestion: Let all use their influence to make the *Milwaukee* the "on time" railroad.



AUSTIN ROUND HOUSE FORCE.



H. & D. Revision and Double Tracking

By T. H. Strate, Construction Engineer

In Part One we considered the revision and double tracking of the line between South Minneapolis and Junction Switch, and now we come to one of the most interesting portions of the work, from an engineering standpoint.

The work between Junction Switch and Milbank comprises one of the heaviest sections on the division, and one of the most radical changes. When the original H. & D. Railroad was built it was carried into Ortonville and to the state line at the foot of Big Stone Lake. Owing to some difficulty the line was not extended from the state line, but branched off about one and one-half miles east of Ortonville, which has always left a stub end track for Ortonville, requiring trains to head in and back out, and vice versa. On the new arrangement this will be done away with. The old alignment between Milbank and Junction Switch is not good, having a maximum curvature of three degrees, and a maximum grade of 1 per cent. The new line between these two stations has but two curves; one 1 degree and one 1 degree 26 minutes. The maximum grade is .5 and the line is as near an air line as practicable to make it without introducing more curvature in Milbank Yard, which was not deemed feasible. This will be one of the fastest pieces of track for movement of trains on the division. The new line is located about 400 feet south of the depot at Ortonville, swinging thence to the left to the center of Big Stone City and across the Minnesota River bottoms on a

fill averaging from 25 feet to 40 feet in height. The Minnesota River is located about midway between Ortonville and Big Stone, and for this will be provided three 50 foot reinforced concrete arches. About 1,000 feet west of the river we cross the state line from Minnesota to South Dakota. It is expected the new depot will be located on the state line, serving both Ortonville and Big Stone with the one structure. This depot will be on a 25 foot fill and it will be necessary to provide approaches and drive-ways to both cities. This location will furnish a station closer to the centers of each of these cities than the present structures. The industries will be taken care of in their present locations and less than carload business only will be handled at the new station. The engine house at Ortonville will be moved to the north side of the main line and a general rearrangement made. The line through Big Stone City passes through the southerly portion of the residence district and just north of the business district, and here it was necessary to make a cut through the town, 3,500 feet in length, with a maximum depth of 50 feet. Over one-half million cubic yards of material will be excavated in this one cut. A big fill across Whetstone Creek, just west of Big Stone City, will require 250,000 cubic yards, and the material for this is to come from a cut just west of the creek, which is one and one-half miles long, varying from 15 to 30 feet in depth. The crossing of Whetstone Creek will consist of two 60 foot reinforced concrete arches having in the neighborhood of 3,000

MILWAUKEE RAILWAY SYSTEM

cubic yards of concrete in it. The work from the west end of the Whetstone Creek Cut to Milbank is comparatively light, with the exception of one steam shovel section, which has about 100,000 yards in it. The main feature on this stretch will be the elimination of grade crossings. The highway at the present Ortonville depot will be taken care of through a subway, and the crossings in Big Stone will be subways and overhead concrete bridges. Between Big Stone and Milbank the undercrossings will be of concrete and the overhead crossings standard timber bridges. On this stretch, comprising twelve miles, the yardage to be moved is close to one million.

At Milbank a new passenger station has been built and put into service. An additional pocket at the coaling plant is being provided for as are also general yard improvements.

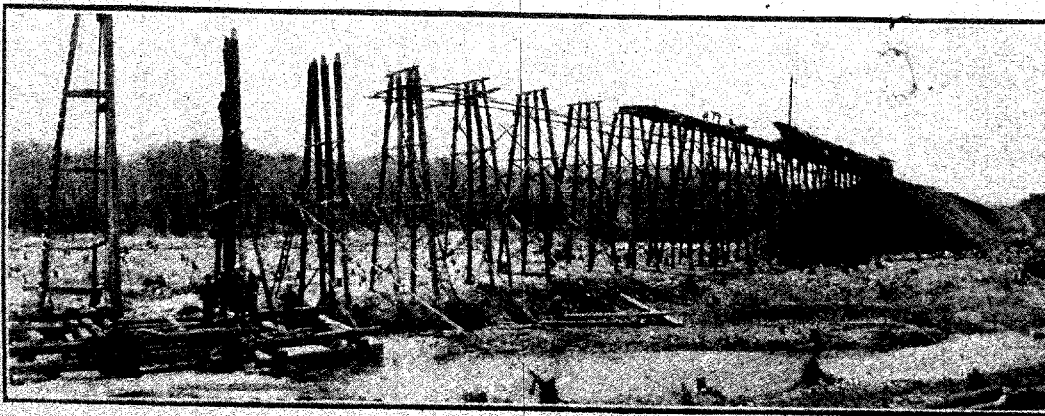
The work between Milbank and Twin Brooks consists solely of change in grade, the old alignment being held the entire distance. This work is practically completed and double track should be in service between these two points soon.

Another of the interesting pieces of work on the division extends from Twin Brooks to Summit, a distance of fifteen miles. In this fifteen miles a climb of 740 feet is made. The old line, while fairly straight in a general direction, had thirty-four curves with a maximum of 3 degrees and 30 minutes. The maximum grade on the old line was 1 per cent, not compensated for curvature. On the new line we succeeded in eliminating twenty-nine of these curves, with about 630 degrees of curvature, leaving five curves, two of which are

one degree and three are thirty minute curves. The grade has been held to a 1 per cent compensated, and the distance shortened one-half mile. The present location is held through Twin Brooks and is but slightly changed through Summit. Through Marvin, however, the new line is some seven or eight hundred feet south of the present depot. The grading work on this section consists of both steam shovel and team work, with about one million yards to be moved. The concrete work on this fifteen miles was the heaviest of any section on the division, there being twenty-three concrete structures, ranging in size from a 6 foot arch to an 18 foot arch. Two of these structures are reinforced concrete trestle spans and several of the structures are subways for highways. The surprising feature of the correction on Summit Hill is the similarity of the profiles of the old and new lines, there seemingly being very little reason for the locating of so many curves in the first instance. All of the grade crossings on Summit Hill, with the exception of three, have been eliminated on the new line, either by subways or overhead bridges. This should result in one of the fastest, and at the same time safest, pieces of track on the territory.

At Summit an enlargement of the present yard is being planned and it is also proposed to locate the depot on the town side of the main tracks, the two new main tracks occupying the present depot site.

Between Summit and Waubay it has always been necessary to maintain helper engines on account of the so-called Smith and Walker Hill east of Ortle. There is also an objectionable grade approaching Summit Yard from the west, and to correct these



FILL AT WHETSTONE CREEK.

two conditions a new line was built from Summit to a point about four miles west where a two-mile tangent was held. Just east of Smith and Walker Cut the new line leads to the south slightly and then continues on a straight line through Ortley Station west to a short distance east of Ortley Gravel Pit where the old line is again taken up. On this stretch 1 per cent grades are replaced with .5. The work on the first change out of Summit is not particularly heavy and not worthy of any special mention.

The new cut through Smith and Walker Hill east of Ortley is one mile long with a maximum depth of 35 feet. 414,000 cubic yards of material were removed from this cut to make the heavy fill between the cut and Ortley. The fill is practically two miles long, averaging in height from 10 to 40 feet. The work was done by steam shovel.

West of Ortley a 100,000 yard fill was made with drag line machine from side borrow. At Ortley Station the depot will be moved to the new location closer to the town but there will be no change in the industry track.

From a point one mile east of Webster to a point three miles west the correction in grade was made on an offset line so as not to interfere with traffic. A new depot has been provided for at Webster and the general yard conditions changed.

At Bristol conditions have been changed entirely. The reverse curve at the west end of the yard has been eliminated, depot moved, and an entirely new yard layout provided for. This work has been so planned that the Southern Minnesota trains will have no occasion to use the main line whatever.

Between Bristol and Andover there is a descent of 300 feet, practically all of which is taken up in a trifle over six miles.

The distance between Bristol and Andover on the old line is ten miles. This is not enough distance to provide for a .5 grade to overcome the difference in elevation, and for this reason it was necessary to lengthen the line between these stations in order to obtain the desired grade. The result of this is the so-called "Loop Line." It leaves the present main line at a point about three miles west of Bristol, swinging thence almost due south a distance of three miles, where a turn of nearly 180 degrees is made to the north. This point is about six miles due south of the point where the new line joins the old line east of Andover. This Loop Line is built with a maximum of 2 degree curves with .5 compensated grade. It is built as a single track and will be the east-bound track of the double track arrangement. It is about three miles longer than the present line, but will do away with the service of the helper engine.

The present track between a point three miles west of Bristol and one mile east of Andover is also being revised for a new west-bound track, the grade being 1.2 per cent with a maximum curvature of 1 degree. It was possible to shorten the line one-half mile in doing this. All of the traffic on this line will be down hill and the line was therefore made as short as possible disregarding the grade.

From a point one mile east of Andover to a point four miles east of Groton the double track grade is independent of the old grade the entire distance. A big fill on the first mile east of Andover was made by drag line machine, as was the large fill west of Andover. This fill varies from 10 to 35 feet in height and is the largest single fill on the Division. A trifle over three months was required for the completion of the bulk of this piece of work and it is considered a record in railroad building. There were five machines working day and



BIG FILL BETWEEN ORTONVILLE AND BIG STONE CITY.

night shifts. The largest amount of yardage moved by one machine per month was 85,000 yards.

Between Aberdeen and a point four miles east of Groton the work consisted of simply paralleling the present line, making only a few slight changes in grade. The grading work was light and there are no special features to mention in connection with it. The double track is now in operation from Aberdeen to Groton, which covers twenty miles of this section.

The engineering work on the Division is handled locally by resident engineers, of whom there are sixteen at present. The concrete work is handled directly by general concrete foremen, of whom we have two on the Division. The concrete forces comprise thirty-one crews with an average of eighteen to twenty men per crew, which will prove a sufficient force to complete the bridge work before the end of the season.

All of the water-ways on the Division will be of a permanent character on the new lines and also on the parts of the old line which will be retained. The platforms at all of the stations will be either of brick or concrete, concrete platforms being placed at such points where the ground is favorable and no liability of settling; on fills brick is used entirely. Practically all of the depots along the line have to be moved or set back and raised and they will at the same time be repaired and put in first class condition. It is the plan to park a portion of all the station grounds, and we are also experimenting with the sowing of grass seed at various points along the line on the new fills and cuts in order to prove the feasibility of taking care of the whole line in this manner.

In addition to the work being done by the Engineering Department the Signal Department is installing automatic block signals on the portion of the line which will be put into double track service this year. The contract is awarded for the installing of a block signal system on the entire Division as fast as the new track is ready for service.

When these improvements are all made, and they should be completed within two years, we expect to have the best railroad in the Northwest, *barring none*.

The Smile Habit

If a man smiles and waves his hand at you as you walk down the street in the morning, you wave your hand back and smile in return unconsciously, and often one little experience like this will key you for the day joyously.

Courtesy, kindness, good-will, generosity, liberality—all are catching.

Nothing is so contagious as a smile. Try it on the first man you see. No matter how grouchy he is, you can melt him. You really don't have to say anything or do anything. Just hold the attitude of good-will, and when you meet him smile, and you will see that his face relaxes in turn.

Cast thy bread upon the waters and it shall return after many days buttered, and sometimes with jam on it.

All that we have in the world is what we give out, and the more good we give out, the more good we have.

Not long ago I saw a trainman on a railroad hobnobbing in a very friendly way with a fellow wearing an English cap, a flannel shirt, corduroy breeches, and thick-soled, high-topped shoes. The trainman and the passenger were very chummy and were exchanging a few good old chestnuts.

"Do you know who that man is?" I asked of the trainman after a while, as I met him on the platform.

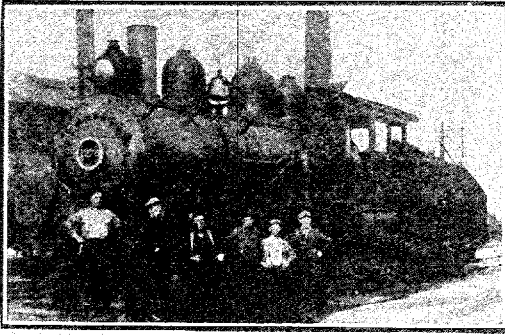
"Oh, I guess he is a surveyor working up the road. I don't know his name."

"Well," I said, "I'll tell you who he is. That man is Thompson-Seton, and he is traveling in a day coach, in the smoker with the so-called second class passengers, in order to escape the throng of worshipers that he would otherwise meet."

And so it was!—*D&RG Bulletin*.



SIGNAL REPAIR CREW, C. & M. DIVISION.



ENGINE 1275 AND CREW.

The Western Avenue Coach Yard

*By William F. Hartman
Foreman Engine 1275*

The Western Avenue Coach Yard, being one of the largest passenger terminals on the line, it may be of interest to readers of The Magazine to learn the number of trains that are switched in and out of here daily.

We handle one hundred and four trains every twenty-four hours, with about seven hundred and twenty cars,—all the through trains from San Francisco, Omaha, Kansas City, Dubuque and other points on the C. & C. B.; those from Seattle, Minneapolis and St. Paul; from the Superior Division, from Milwaukee and the Janesville Line, and also a great many locals and suburbans.

About half of the cars coming in have to be taken to Pacific Junction, three miles west, and turned on the "Y" so that the smoking rooms in sleepers and coaches, and the kitchens in dining cars are to the rear. All dynamo cars, observation and buffet cars also must be turned, and all of this work is done by ten switch engines, seven days in the week.

We have twenty-four tracks assigned to this yard, six of them being used for storage purposes. Seventy-five per cent. of the trains arrive and depart between the hours of 7:00 A. M. and 6:00 P. M. and every move made in switching them is done on a sort of schedule maintained by each switching crew. When trains arrive in late, it keeps us all "humping" to keep up with the game. But thanks to the well organized system maintained by our general yardmaster, R. G. Williams, we generally manage to get the trains out on-time.

Now this big department could not be so successful if we were not well organized

and did not have the best laid out coach yard in Chicago, a fact that is conceded by every switchman in Chicago who has seen it.

I enclose a picture of the best built switch engine in this city the 1275, built by the company at Milwaukee Shops. It is furthermore, the best cared for and kept up engine in the terminal, a fact in which the crew takes great pride.

Train Performance in Percentage

G. F. West, Car Service Agent, Seattle

A new system of giving trainmen, engineers, agents and others concerned an idea of how performance of both passenger and time freight trains over each division is being followed has been inaugurated on Puget Sound lines by the Car Service Department at Seattle, June being first month figures were given superintendents to be bulletined for information of employes who are interested in the handling of trains.

The number of times each train made time, was handled through without loss of time, or handled on schedule was figured against the number of times trains lost. Each train was figured for the full month and the result was the performance of each train in percentage, the divisions being then ranked, showing who did best, who was second and so on down the list.

It is hoped by giving those concerned this information each month more interest will be created and employes of each division will strive to get their division at the top of the list.



SOME MINNEAPOLIS MACHINISTS BAGGING (?)
SNIPE.

The Preparation of Estimates

C. C. Dimock

Most innovations or improved methods of transacting business are apt to meet with considerable difficulty in incorporating themselves into the daily routine of the busy workers' duties, and all of us are apt to think the way we first learned to handle matters the simplest and the best.

But conditions are rapidly changing all about, and we must change our methods from time to time to keep abreast of the country's progress. The bookkeeping system of the corner grocery will not do for the large mail order house. The accounting methods of twenty-five or even five years ago will not do today for a railroad with all the laws, rules and regulations laid down for its guidance by Congress, legislatures and interstate and state commissions. Rules have been promulgated in such number and decisions rendered drawing such fine distinctions relative to the proper distribution of various classes of expenditures that it is only by much thought and careful reading of the rules that one can distribute the expense correctly for even a quite commonplace job where the whole or a part of a structure is to be replaced with one of a somewhat more costly kind.

A correct view point will be of great help in such a case. A simple illustration may suffice to make the matter clear. Suppose you have been doing business for a number of years in a store building which cost you \$1,000.00 to erect. You drew \$1,000.00 from your original capital to pay for it. It has at all times stood as the representative of \$1,000.00 of the capital stock of your business. The time has now come when it will no longer answer your requirements. It has reached a point where it is not economy to keep it in repair and your trade demands enlarged facilities, so you decide to tear down the old store and put a new one in its place costing \$2,500.00. Upon completion of the new store you cannot say that it has increased your capital \$2,500.00, for you would not have the property in store buildings to represent \$3,500.00; therefore, your increase chargeable to capital investment, or additions and betterments as we term it in our

accounts, will be the difference between \$1,000.00 and \$2,500.00, or \$1,500.00. This means that \$1,500.00 must be raised in the shape of additional capital.

In the case of a railroad corporation it would be by the sale of new stock or bonds.

But then we see that \$2,500.00 are required to put up the new store, and where are we to get the remaining \$1,000.00? That must be taken from the profits of the business, less the value of any salvage from the old structure. In other words, the cost of the original structure represents a loss to us, except for such salvage as we can recover from it, and hence this net loss should be charged to operating expenses.

Cases similar to the above are met with almost daily by those having to prepare estimates for expense of constructing tracks, buildings or rolling stock and by those having to distribute the labor and material for same; for instance, an old depot is to be replaced by a new and improved building. The old depot cost, say \$3,000.00 (or, if the cost is not known, then use as the estimate a sum equal to what it would cost to reproduce it in kind at the present time); the new one is to cost \$10,000.00. The amount chargeable to additions and betterments will be the difference between these figures, or \$7,000.00. The old depot, now to be torn down, will be worth to the railway company only the value of the salvage, hence the difference between this value, say \$200.00, and the original cost of the depot will be chargeable to operating expenses, viz., \$2,800.00, and to this sum will be a further charge to operating expenses of the cost for labor to take down and remove the old structure. If the old structure is to be retained for other uses, then its value need not be taken into consideration and the whole cost of new structure is chargeable to additions and betterments.

The matter becomes more complicated when a structure is to be altered and enlarged. Care must then be used to charge to operating expenses all labor of removing walls or other parts of a structure. The

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pered by having to use forms which were cost to produce such parts and the value of the salvage from them must be given, and finally the cost for labor and material to produce the new structure must be shown. Having these figures the proper distribution to operation and to betterments may be found as before.

In the case of track changes the process is the same as with buildings.

In the case of bridges the temporary structures or falsework built to carry the traffic is chargeable to operating expenses. So also would be temporary buildings erected to house passengers, baggage, etc., during the construction of a new depot.

Some are misled by the term "betterment," and, for instance, when renewing a roof will charge it to betterments, because the new one is better than the old one at the time of renewal. This is wrong. The comparison must be made with the value of the old roof at the time it was built.

The essential features of an estimate, therefore, where a structure is to be replaced, are, first, the original cost of old structure; second, the cost to remove it; third, the value of the salvage; fourth, the cost to produce the new structure.

While greater detail in the preparation of estimates is usually necessary and always desirable, it is absolutely necessary that the four items above be shown separately in all cases.

Don't fail to keep in mind the fact that danger always lurks where machines operate. It is that sort of care that prevents men from getting injured. Aside from that fact, every man with a family owes it to his wife and children to be vigilant at all times.

New Time Book for Section Foremen

By J. Welch—Ass't. Gen. Auditor

Each month the newspapers contain a brief announcement of the revenues and expenses incident to operations of the great "Milwaukee" System. This short newspaper paragraph gives the totals or results of a statement comprising a vast amount of detailed information, upon which financiers and investors base their judgment of the wisdom and efficiency of the road's management and the desirability of its securities, such as stocks and bonds. The amounts involved are tremendous, and it is impossible for the average reader to comprehend what an enormous outlay for labor and supplies is represented by the figures for expenditures.

Some of the more important items included in the expenses are those affecting "Maintenance of Way and Structures," and, in order to get at the facts relative to such items, a report is called for from the man on the ground—the Section Foreman "the man who knows."—Each Section Foreman performs a vitally important part in the compilation of the statements of expenses when he makes his report of the cost and the nature of the work done under his charge; in fact, the Section Foreman's report is the base and foundation of maintenance statistics, and the value of the figures submitted to the management is dependent upon his care and accuracy in reporting section labor and material expenditures.

In making these reports in the past, Section Foremen have been somewhat ham-



MONTEVIDEO ROUND HOUSE FORCE.

not well adapted to all the requirements. The old form of time book was too small for satisfactory work, and the old track journal was a separate sheet with column headings printed vertically; it was necessary for the Foreman (or his wife or daughter) to be somewhat of a contortionist in order to see what column the figures should go in, and, as most of the work of this kind is done in the evening, it has been jokingly asserted that a number of section dwellings were burned in consequence of lamps upset in efforts to read the up and down printing and get the amounts in the right place.

Furthermore, it has been found impossible, with the use of the old forms, to comply with the numerous technical requirements imposed by the Interstate Commerce Commission.

Therefore, in order to comply with these requirements, and with a view of conforming strictly to the rules and regulations as prescribed by the Commission and also to insure better and more accurate reports, a new form of *Track Time Book and Labor Distribution* has been devised—very similar to those in use on other large railroads, and better in many respects and more easily understood than anything of the kind in use elsewhere. This book contains ample space for the writing of names, etc.; the columns are wide enough to permit the insertion of hours instead of days; there is space for deductions, board accounts and explanations; and, best of all, there are pages for a complete distribution of all labor,—ruled and printed in the proper way, and so simply and neatly arranged and grouped that it will not only be easily understood by the Section Foremen and Roadmasters, but will be a distinct help and benefit to the Division Superintendent in making his monthly statements.

The adoption of this book is by direct order of the President, and its purpose and manner of application have been personally explained to each and every Roadmaster, and in each and every Division Superintendent's office on the system by the representatives of the Accounting Department, explaining the proper interpretation of the printed rules contained in the book.

Books for use of Extra Gang Foremen

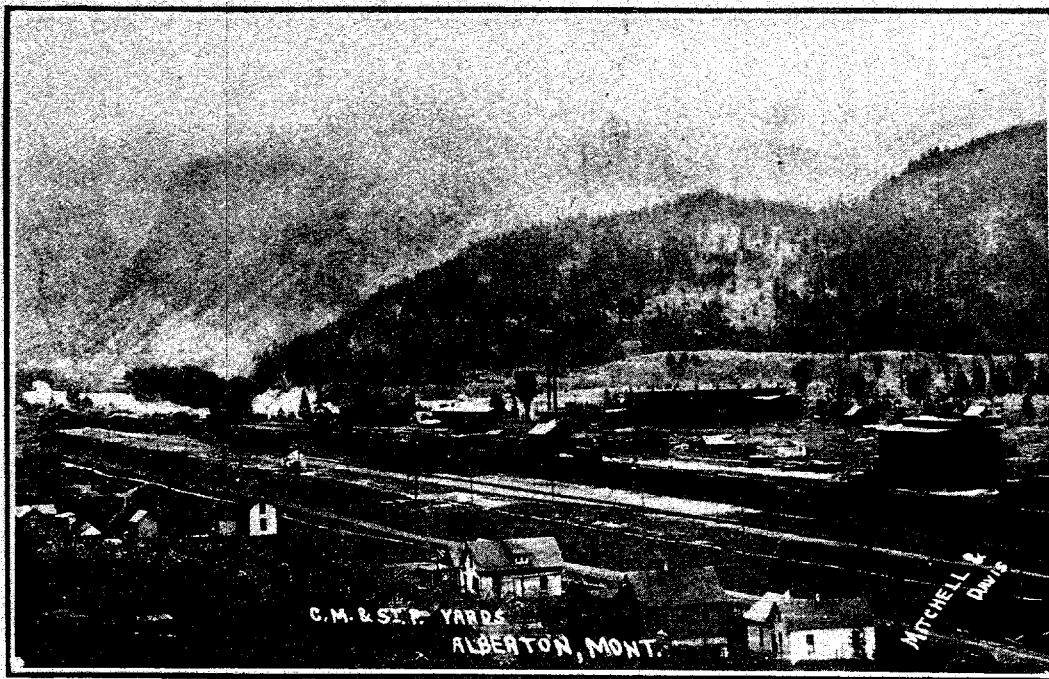
have also been printed in two sizes; Form 162-a provides for gangs of up to one hundred and twenty (120) men, and Form 162-b provides for gangs of up to three hundred (300) men. In getting up the books, it has been the idea to have printed headings for practically every kind of work that will be performed by section forces, but in cases where the description of the work as shown by the printed headings does not cover the particular work done, the Foremen should not hesitate to write in suitable headings to clearly describe the nature of the work.

Foremen will carry the Track Time Book with them in a waterproof envelope which will be furnished for the purpose, and fill in the time worked and the distribution of same at the close of each day. Another book should be filled in at the same time and kept at the Foreman's home until the end of the month. Both books should be certified to by Foremen and forwarded without fail to the Roadmaster promptly on the evening of the 27th day of the month. After examining same, the Roadmaster will forward one book to the Superintendent and will retain the other for his own reference.

Corrections or alterations shall be made by the Roadmaster in the distribution only when he positively knows them to be proper and necessary and, when so made, the facts as he understands them shall be stated in a foot-note or in memorandum attached to the page. After the books reach the Superintendent's office they shall again be revised, but no change in distribution shall be made without documentary admission from the Roadmaster or Section Foreman that changes should be made, or other evidence substantiating the propriety of alteration. In explanation of this, it may be stated that the Interstate Commerce Commission looks upon changes in distribution with great seriousness—even when such changes are obviously logical and proper—unless they are backed up by documentary evidence.

It is gratifying to observe that the new Track Time Book and Labor Distribution is very generally liked and commended by all the Superintendents and Roadmasters.

Other improvements in forms, etc., are under consideration and will be adopted in the near future.



The Voice of the Wild

By M. B. Ranney

Hark! I hear a low, sibilant sighing,
And a hoof's muffled beat—as of yore
All the Wilderness voices are crying
“Return to the ultimate shore!”

Where I made from a reed, for my pleasure—

A rude pipe—whose soft exquisite strain,
Held the lost note of Arcady's measure—
Untouched of life's madness and pain.

Under cedars and tamarac tangle
I shall quaff an elixir divine,
Trodden out, all the world's fret and jangle—
And sweet as Falernian wine.

Neath the gnarled, rough-woven, bough-rafter,
In hoar forests of tall spruce and pine,
Loud I'll shout in hale Homeric laughter
As glad as the God of the Vine!

I shall sleep to the murmurous lapping
Of bland waves, that caress the pale sand,
And the sound of a wood-pecker tapping
The sentinel-birch, by the strand,

And the timerous stag I shall follow,
Though he's fleet, as the vanishing
wind—

Disappearing down in the deep hollow
That dips, where the free trails go blind.

Winged, is my feathered sharp arrow
Speeding true, from the strong bow ma-
lign,

Shrill it sings as it searches his marrow—
He falls! and the red deer is mine!

Up! away! I am fain to be turning
Where I'll stand, at Earth's wide outer
door,

And translate my vexed dreams, into burn-
ing

Rich runes, of a mystical lore.

Out of berried, thorn-bushes, and bracken
Hoofed Satyrs, crowd close at my knee,
Swift unbind they—and bound muscles
slacken,

The Voice, I hear, calling to me—

That is urging canoe from its cover,
While it signals my soul from the
Wild—

Lo! I come—with the haste of a lover,
And eager, sure steps of a child!

Railroad Resurrection

By James Nellins

The young men of this day and age live in the future, while the minds of the older men revert to the past, and as age creeps on, they dwell largely with reminiscence.

It has been suggested to me that I might be able to write an article for our Magazine which would be read with some interest by the older employes of the system.

Commencing with that part of the system that prior to 1859 ran from Brookfield Junction to Watertown and was then extended to Columbus, with Baraboo as the objective point, this may be said to be the beginning of the Chicago, Milwaukee & St. Paul Railway. The road never reached Baraboo. Then that part of the line now the Prairie du Chien Division, but then known as the Milwaukee & Mississippi Railroad, was built from Milwaukee to Whitewater, and later extended to Prairie du Chien. Two engines did the business here, and there were also two conductors, one of whom was Sherburne S. Merrill, who later became General Manager of the road and a figure of great importance in the railroad world.

When the Milwaukee & Mississippi was extended to Prairie du Chien, was born the ambitious project of building to St. Paul. But for the time being passengers and freight were carried up the river from Prairie du Chien to LaCrosse by the company steamboats, the Itasca, War Eagle and the Milwaukee. Business was also ferried across the river to McGregor by the ferry boats Alexander McGregor and Alamachee. After the construction of what is now known as the I. & M. Division, freight and passengers were sent west and north that way.

Another portion of the present system, the writer thinks, was known first as the Madison & Green Bay Railroad, which was chartered about sixty years ago with Judge S. L. Rose as President. A good deal of work was done in the way of soliciting stock and bargaining for right-of-way. Sun Prairie, Columbus, Beaver Dam, Waupun, Fond du Lac, Oshkosh and the Fox River Valley were all to be taken in; then came a

delegation of citizens from Baraboo who wanted a branch from Beaver Dam to Baraboo and made the promoters of the line believe that this branch should be built first. So the Beaver Dam & Baraboo Railroad was chartered, right-of-way secured and some grading done. The cuts and fills still remain, mute mementoes of perished expectations.

President Rose distinguished himself by recognizing a live railroad man in S. S. Merrill, engaging him with half a dozen other bright young fellows to operate the railroad. Mr. Merrill soon proved his worth, and it was not long before the road was running from Watertown to Madison, the ostensible plan still being to put in the branch from Sun Prairie to Baraboo and so keep faith with the "Baraboobies."

Little by little followed the connecting links and additions which gridironed the middle and lower half of Wisconsin,—so piece by piece came into existence the great Milwaukee System.

To the old-timers is this not a story with a good bit of romance, some pathos and a great deal of successful endeavor. The pathetic part of it may be considered in the fact that the Madison & Green Bay and the Beaver Dam & Baraboo, on which the whole structure was to be reared, are out of sight now and mostly forgotten; but if ever either of these are resurrected, there may be a few old fellows left to throw up their hats and croak out a hurrah.

I may perhaps be allowed space for a little story of engineer Michael O'Hara, whom many will recall with pleasure, for he had many friends. When the line was finished to Watertown about 1855, Michael O'Hara, machinist and engineer, took out the engine L. A. Cole, No. 1, to Watertown. The bridge across the Rock River was just completed and pronounced safe, but cautious O'Hara ran his little engine to the approach and jumped off, letting her go over alone to the fireman who had been sent on ahead to "catch her" if the bridge proved strong enough to bear the heavy load.

Readjusting Passenger Fares

While railway executives, lawyers and others are pondering on the effects of the recent decisions of the Supreme Court in the state rate cases, there is one very practical aspect of the case, which for some time to come will overshadow all broader questions relating to the decision in the minds of passenger officials and rate men whose duty it is to put the court's mandate into effect. Although not exactly a part of the case, one of its most important direct effects is to bring the railways face to face with the stupendous problem of readjusting their interstate fares to conform to the provision of the long and short haul section of the Mann-Elkins law, which prohibits the charging of through interstate rates higher than the combination of intermediates. This must be accomplished, according to the Interstate Commerce Commission's rulings, by May 1, 1914, and railway passenger officers are wondering where they are going to find rate clerks enough even to make an impression on the job in that length of time. One of the practical realities of state regulation, which the Supreme Court did not feel called upon to consider deeply, is that the reduction of all passenger rates in Wis-

consin, for example, involves interstate rates from the Atlantic to the Pacific. While the long and short haul clause does not apply to state rates, these of course affect the local interstate rates on which are based the long distance through rates between all parts of a broad nation, and apparently they have all to be checked against all possible combinations of locals. It is true that the overconfidence of the railways that the Supreme Court would knock out the state rates is largely responsible for the fact that they have the entire task before them now. The law went into effect July 1, 1910, and the roads have delayed action under extension of time granted by the commission, hoping that the state rates would be defeated. Many interstate fares have already been lowered by state legislation, particularly rates to points near state borders and rates based thereon, but many more rates will now have to be reduced which have not yet been readjusted. Aside from the vast labor and expense of such a complex revision the reduction of interstate fares will naturally have an important effect, which is now almost beyond estimate on passenger revenue.—*Railway Age Gazette*.



ROUND HOUSE FORCE, NORTH M'GREGOR, IOWA.



PALS.

The Editor is in receipt of a number of contributions without name or address of the sender accompanying them. Many of these are excellent and most of them contain more or less good material. It should be remembered however that nothing will be accepted unless it bears the name and address of the contributor. Contributors of course, can exercise their own pleasure about having their names appear in the Magazine attached to their articles and items, but nothing sent in anonymously will receive consideration.

This is the inflexible rule of all reputable publications, and one which must be adhered to in every instance.

Don't willingly work with a man whom you know to be careless; better tell him of his faults and if he then insists on pursuing the wrong course, speak to the foreman. Never take chances with a man who is wantonly careless of his own interests.

Don't work with defective tools; they accomplish nothing and reflect on the user.

TWENTY YEARS AGO.

(New Version).

I've wandered to the village, Tom, and sat beneath the tree,
Where in our youthful days we hatched all forms of deviltry;
But few were left to greet me, Tom, in that old town who know
That you and I were tough nuts there some twenty years ago.

The grass is not as green, dear Tom; the old town has a boom,
And they are changing things about to get more building room;
They've moved away the wooden church and built one of brick,
And Main Street has improved until it's looking mighty slick.

The old schoolhouse has altered some; there is no water pail,
The old drinking cup is gone which hung upon the nail;
They learned that germs were prevalent, and put the cup away,
And now they sterilize the slates and pencils every day.

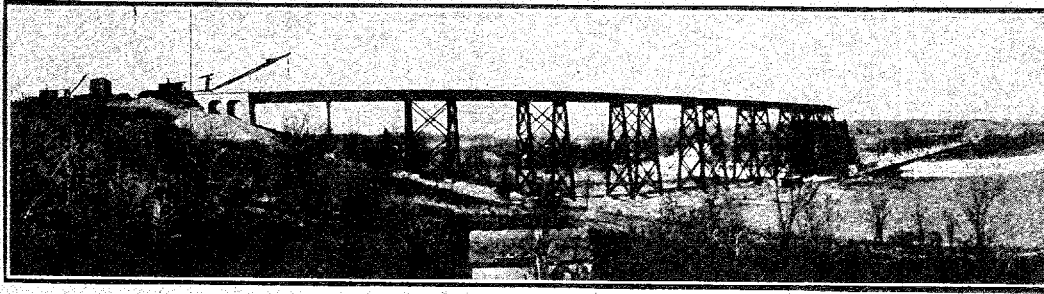
The river's running just as still, but on its banks I see
A dozen factories belching smoke—signs of prosperity;
And in the meadows close to town huge painted signs now say:
"BUY HERE AND LET US PUT YOU UP A BUNGALOW TODAY!"

The spring that bubbled 'neath the hill was analyzed and found
Quite rich in certain properties, and someone leased the ground;
And now the sick, the lame, the halt and feeble are adjured
To take a course of treatment and go home completely cured.

Near by that spring some bustling chap who thought to make his mark
Has bought a little acreage and dubbed it "City Park";
He set it out to shrubs and flowers and started up a "zoo,"
And here is where the pretty girls and fellows walk and woo.

My lids have long been dry, dear Tom, but tears come to my eyes
Where'er I look around and see such hustling enterprise;
The little town has changed so much that you would scarcely know
That you and I ran barefoot there some twenty years ago.

—Contributed by E. A. Brininstool.



The Des Moines River Bridge on the Revised Omaha Line

By George E. Waugh

Work on the new C. & C. B. Ia. revision is being rushed and portions of the line will be in operation this Fall. The new Des Moines River Bridge is the most important link in the practically entirely reconstructed line, and in itself, belongs in the front rank of modern railroad structures; embodying the highest skill and science of the bridge engineer. By the same token, it is the best executed piece of work of its kind in the West.

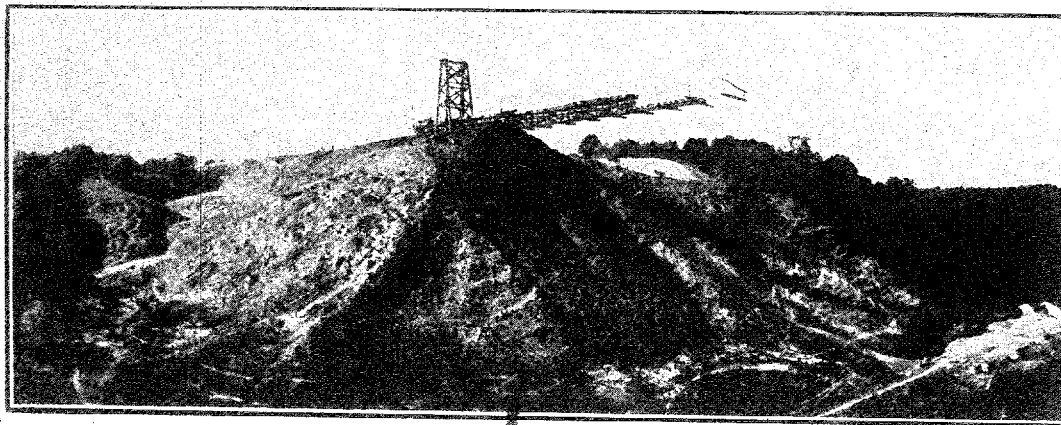
This bridge is the deck-plate girder type and is one of the largest of this character in the world. It is twenty-four hundred and fifty feet in length and spans the Des Moines River valley about half a mile north of the present line between Madrid and Woodward. The preparatory work for the permanent structure was commenced in July 1912, and is now nearly completed. To get some slight idea of the

magnitude of this work, it may be said that over four thousand creosoted piles, ranging from twenty-eight to sixty feet in length have been driven into the hard-pan vitals of the earth, upon which to rest the superstructure. Rising on this piling, and fashioned like miniature pyramids, are seventy-four concrete piers, on which rest the heavy steel work which is calculated to stand the strain of the thousands of tons of traffic which will be carried daily over it.

At their base, these piers are about twenty-five feet square, tapering toward the top, where a cast base supports the upright steel bent, which in turn carries the deck-plate girder. The upper surface of each pier is inclined toward its opposite. This method of foundation construction relieves the thrust of the bents, and permits the omission of the usual bottom strut. There are seventy-four steel bents raising



PUTTING IN THE STEEL WORK.



THE APPROACH.

the road-bed one hundred and fifty feet above the river. One hundred and fifty feet does not look impressive in print, but when you get out on the river bottom and see the bridge gangs handling a great unwieldy steel girder that dangles from the end of a monster crane, it will occur to you that it is a very respectable height; at least, Bill Cullen, the bridge foreman smiled when I said something to this effect, and told me with much satisfaction that they had not had a serious accident on the work. His grin broadened a little when he said, "I wouldn't be surprised if what made all the boys so careful on this job, is the fact that looking west, they can see that old grave yard over yonder, and that shack on the east approach is the time-keeper's office. They are all mighty anxious to get their pay checks and when they look over west, they know they have to live to get them. It might be that Smullen, who preaches Safety First, had something to do with locating the bridge where it is."

Nearly sixty-five hundred tons of steel will go into the bridge. When you think that every rivet hole is perfectly matched, every part is constructed to be an exact fit; and when you realize the thousands of individual pieces of steel in this great structure, you can form some idea of the task, in planning and in building this most wonderful crossing.

One of the modern features that has occasioned much favorable comment is the provision made for ballasting the track on the bridge. Re-enforced concrete slabs sixteen inches in thickness rest on the deck-plate girders, and these are filled with rock ballast to the same depth as an earth roadbed. This method of ballasting eliminates the vi-

bration caused by traffic, and was an innovation first adopted by our company on the Puget Sound Line.

The east and west approaches, essentially a part of the bridge construction are wonderful specimens of engineering skill. The east approach leaves the old line about a quarter of a mile west of Madrid, while from the west, a straight line has been driven through the hills and filled in the valley, to the bridge crossing, eliminating two and two tenths miles of the distance taken up on the old line. The old line has eight hundred and thirty-five degrees of curvature, while the new location contains but thirty-five; at the same time, the revision eliminates one hundred and thirty-four feet of grade, rise and fall.

The embankments on both sides of the river are over a hundred feet in height and contain millions of cubic yards of fill, and these represent the most stupendous grade work in the entire state of Iowa. They were made by what is known in engineering parlance, as five lifts. The first is about twenty feet high and spreads over an area of four hundred feet; the succeeding lifts narrow as they reach the grade line on a ratio of four to one,—four feet of fill at right angles to one foot of rise. The road-bed on the top is thirty-five feet in width.

Another feature of the work, although perhaps not so very comforting, was the difficulty of "stuffing" the west bank of the river. Here, during periods of high water, the alluvial soil of the valley offers but little resistance to the surging waters that rush against the bank in a wide detour at the bridge location. To retard further encroachment of the stream and hold it within its channel, eight thousand yards of rip rap

has been laid along the west bank to protect the piers in flood time.

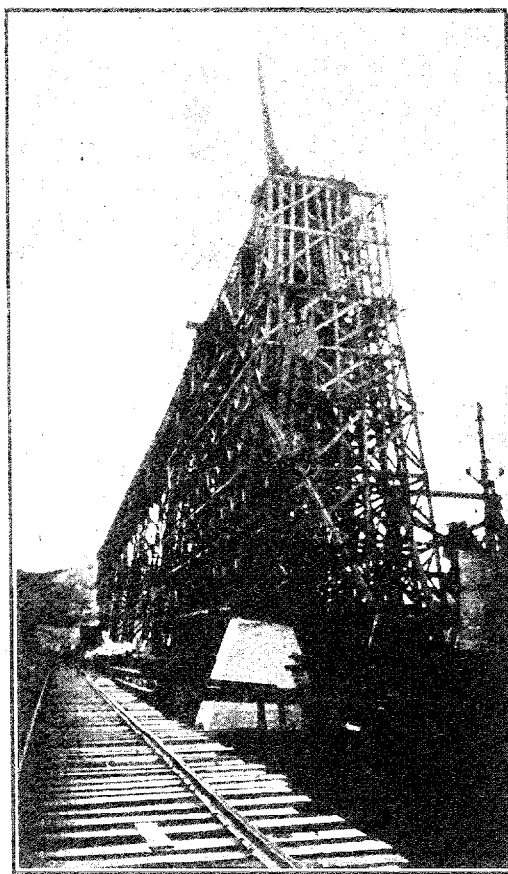
"Safety First," the railroad slogan, is echoed with clear emphasis on this stretch of the line between Madrid and Woodward. There is not one grade crossing the entire distance. Every thoroughfare negotiates the right of way either under or overhead, and there will not be even a farm crossing, at grade, to interfere with traffic.

The estimated cost of this five and five-tenths miles of new line is one million, five-hundred thousand dollars, and of this, six hundred and seventy-five thousand dollars represents the cost of the bridge structure.

The bridge construction work is all done by our company, while the grading is contract work.

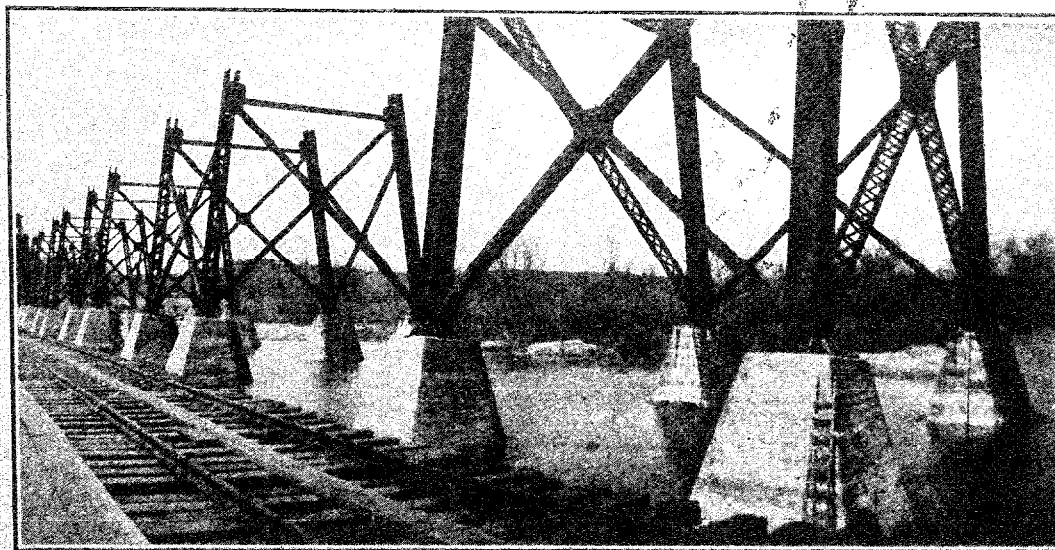
Major Walter Scott Gamble, who is resident engineer is a veteran with a wide range of experience in railroad construction. His retrospection of extensions through Iowa goes back to 1879 when he was locating engineer, and his fund of information on the changes made in the railroad maps of the west in the past thirty-five years would make excellent history. He has a wholesome pride in his work, and a good deal of sentiment crept into his words: "She's the prettiest piece of work I've ever seen."

Others of the engineering party at the bridge, are C. G. Emerson, instrument man; C. F. Urbutt, bridge inspector; W. W. Shanor, masonry inspector; and Ed Howell and Wm. Cullen, general foremen. Major



FROM THE RIVER BED.

Gamble admits that he does not expect to see the Atlantic bridged this generation but he declares that if such a thing should come to pass, this crew will have to be engaged for that job, in order to get a first class bridge.



CONCRETE PIERS.

Some Observations of a Country Station Agent

About once each year the company comes out with a circular calling attention of employees to the rising cost of grain boards and the large number required to fill their needs. As an employee who has observed the waste of this material, I assumed that my observations might help other employees curtail grain board waste.

A few years ago the writer left the service of this company and took a homestead in the western part of South Dakota; while in that country one has a good chance to watch the material used in erecting "sod shacks." While very little lumber is required in a sod shack, a whole lot of what is required was grain boards.

Talking to homesteaders, they tell how their car stood near a convenient grain board pile back in Iowa and how they made the most of it. It struck me as rather comical to see one homesteader, who was making hay near my place, drive over to water; his hay rack consisted of two cottonwood poles, the body grain boards stenciled "CMSTP." This party was one of the many that took advantage to get a little free lumber with his freight charges.

There were something like 7,000 homestead filings in the Rapid City land district in one year; the most of these homesteaders traveled Milwaukee to their claims and they all needed lumber. Assuming that just a few took grain boards, the aggregate would soon mount up.

There is the employee who built the hen house of grain boards and sold it to a civilian when he left the service; I don't remember the dimensions but the buyer hooked a traction engine to the hen house when he moved it away.

There is the section boss who covered the storm cave with grain boards; the Farmer's Elevator, who used them for concrete forms, and so on down the line. It's a poor hen house that can't show one board at least.

I believe it a safe assertion to say that one-tenth of the grain boards sent out never see the inside of a grain car. Elevator men, farmers and others look upon company lumber as common property. You can find grain boards strung over most every town, and the trouble lies with the agent not taking proper precautions to safeguard his supply.

I have a station with nine elevators. Last fall, at the start of the grain season, we shipped in three cars of grain board lumber; as it was received we had it placed in one pile opposite the bay window, where it could be under surveillance at all times and where the chance for theft would be very small. The grain buyers put up an awful howl but the original plan was stuck to. The grain buyers had to pay a drayman a dollar a load to get the boards from the central pile to their elevators; when they did get a load, the boards were promptly put in the elevator under lock, as it would never do to allow the buyer at Number 5 to steal the boards from Number 4 after 5 had paid out the hard cash to have them hauled.

I believe that by placing the boards in one pile we reduced the chance of loss to a minimum. Grain buyers, by paying something for the handling of the boards to their elevators, were made to realize that grain boards had a value and were consequently more careful in their use. Again, by having the boards centrally located, an agent is better able to keep a watch on the supply and to keep outsiders from misusing company lumber.



THOS. H. LE FEVER

Twenty-five years of age, who claims the distinction of being the youngest assigned passenger engineer on any trunk line in the United States, commenced firing on the Old Montana R. R. June 9, 1905, was promoted to engineer April 19, 1907, and assigned to passenger service July, 1910. He is at present pulling the Olympian and Columbian on the Rocky Mountain Division.

Baseball Viewed From a Moral Standpoint

By E. P. G.

Games, especially those in the nature of national sports, have often been an expression of national characteristics, and in turn have helped to share the national character.

Nations without sports of some kind have been sapless and with little initiative and less power of resistance. The Greeks esteemed their worth and honored athletes as they honored the proficient in the finer arts. The Romans in the day of their power and glory encouraged these exercises of conjoint muscle and brain. I think it was Wellington who said that England's battles were first won on the green swards of Eton College. Today the most progressive nation in the world and the most powerful is supreme in the field of sports. Whatever be the physiological or the psychological reasons for it, from whatever cause it arises, and whatever explanations may be given for its being so, it is so.

Now of all American professional sports baseball is easily the one that most strongly grasps the public mind, most thoroughly enjoys the public confidence and most tenaciously holds the public interest. Why not?

It is the cleanest and most honest of professional sports. It is regarded as the only one that is clearly above suspicion. Wrestling, prize fighting and horse racing are not discredited because of any intrinsic fault with these sports but because they are too often dishonestly conducted. Objections that have arisen against these were born of prejudices formed because of righteous public indignation against the unprincipled methods used in promoting them. Professional baseball as it is conducted in the major leagues everyone believes is clean, straightforward and sincere. That accounts for the inability of agitators to stir up the public mind against those who control its destinies. The nation feels that it has something of which it can be justly proud and it fears that by interference, unwise tampering with it, will demoralize the organization and cheapen the character of the sport. The players themselves are proud of their avocation. Their science and art are legitimately exercised and their

means of living is honorable and highly esteemed. The votaries, or "fans" get what they pay for and they do not feel the humiliation of being duped. The owners of the clubs feel that they stand on a solid public footing, and are willing to venture financially into any improvements that will convenience the public, encourage the talent and make more attractive the sport. The sport itself has been improved and developed so as to make worth while the physical perfection and mental attainment. It has been thoroughly Americanized, meets American demands and is a true expression of American Spirit. It meets the great demand for square deal and fair play and it has won the American admiration for skill, daring, quick thinking and ingenuity. It is, in its basic rules, simple of construction, and simple of understanding and yet it affords opportunities for great combinations and great generalship. It is quick of action and lively in its changes and thus appeals to youth. At the same time there is a dignity about it that suits the more advanced in age. It is not so serious as to require too close attention on the part of the observer, and yet the attraction is intense. It appeals to the basic gambling instinct inherent in human nature with a constant problem of chances and the kaleidoscopic changes of fortune. On the other hand in professional, organized ball, there is in the formation of the national teams a close study of fine points, of narrow margins and small advantages, of possible combinations, of neat fitting of parts, that seem to throw all the responsibility for success on science alone.

There is a beauty, a rhythmic sense to the game that appeals to the cultured and refined and at the same time, a boldness, a daring and a display of the offensive value of strength that takes the lover of power off his feet. There is a seeming reckless disregard of feeling in many situations in a game, an effort to over-power and over-ride that causes the conquest-loving blood of the savage man to course wildly through his veins.

MILWAUKEE RAILWAY SYSTEM

Baseball studied closely exemplifies in many incidents the qualities that make for success in any enterprise. A careful study of details, an ever tense watchfulness and alertness, a quick grasping of small advantages, a study of an opponent's weakness, a guess at his very intentions, a cool and patient endurance of reverses with a determination to turn the tide at the first opportune moment, a never-say-die spirit that is screwed to the sticking point until the umpire by a final decision declares the contest closed, is a lesson which two hundred thousand Americans every day carry from the field.

Furthermore in the cleanliness of life required to be a successful player, in the disastrous toll collected from those who are not under perfect self control and finally in the proof that honest, clean sport can win the public confidence and be elevated to a respected and esteemed avocation, is a lesson in morals, that is impressed every day on the two hundred thousand spectators with more force than is possible from books and songs and music and sermons.

Baseball is a great living exponent of American ingenuity, American alertness, American aggressiveness, American love of square deal and fair play, and every day an occasion to elbow American citizenship into American democracy.

Sports, clean sports bring men in closer touch with one another than by any other means, because in the contact there is less of the restriction, the reserve, of social life.

Baseball has been enthusiastically taken up in Ireland, England, France, Japan and China. It were strange and yet not at all improbable that it might be the most powerful means of Americanizing the world.



A GALEWOOD CREW.

MILWAUKEE COURTESY.

To the Editor: The announcement that the Chicago, Milwaukee and St. Paul Railway Company is to build mammoth terminals on Lake Union at a cost of millions of dollars should be a source of intense gratification to the people of this city.

For a road that for more than half a century has held the place the Chicago, Milwaukee and St. Paul has in the minds of the public, to center its interests in the heart of this city means more to future prosperity than can readily be realized.

The marvelous feats of engineering skill displayed in swinging its tracks over the mountains were not mere child's play, but linked with the careful management and amazing foresight shown in acquiring property for terminals prove the intelligence and splendid ability of the men behind the movement. Quietly and unostentatiously this road advances, but is always to the front in methods of integrity and manners that please the public.

What some other roads acquire by a tremendous amount of display advertising, this transportation company is winning by a policy of uniform and pleasing courtesy toward its patrons. From the porter up to the general passenger agent courtesy is the rule of the road, and wherever an employe of this company may be encountered his attitude to the public will usually be found to be "What can I do for you?"

The very name and sign of the Milwaukee road is coming to stand for courteous treatment and that is one reason why it means so much to this city to have its terminals and general offices established here. A traveler who has crossed the continent four times within eight months was on the Atlantic coast trying to arrange for transportation to Chicago and found the brusque churlishness of the employe of an eastern road so disappointing that satisfactory accommodations could not be arranged for through him. On passing out from that office into the street, the eye caught sight of the sign of the "Milwaukee" in a window near by.

On entering there the usual courtesy of the road was extended to the traveler, who responded in these words:

"You don't know how good that little sign in your window looks to me. I wish I could find somebody in this city who would treat me as nicely as the officials of your road do in Seattle."

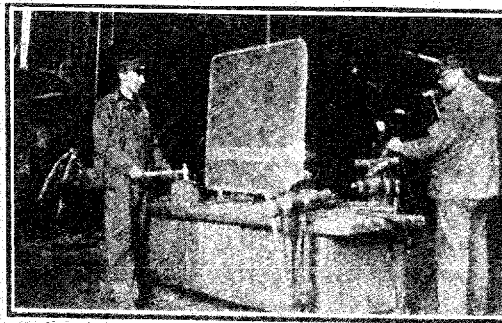
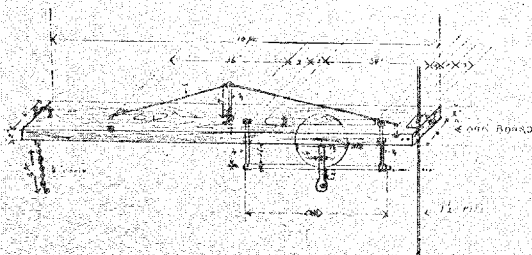
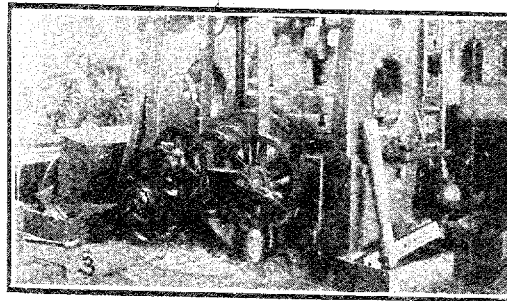
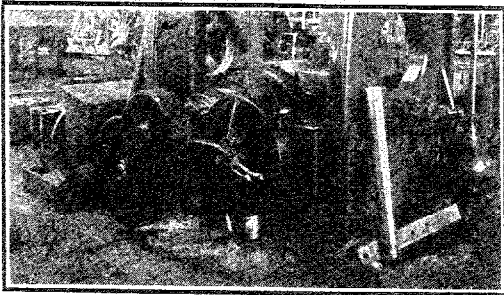
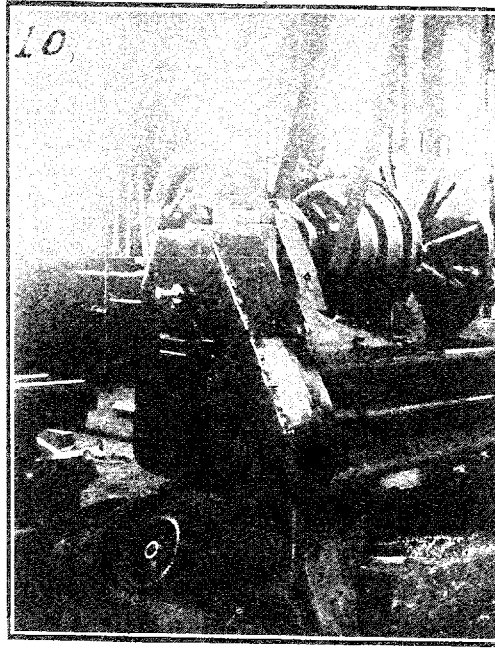
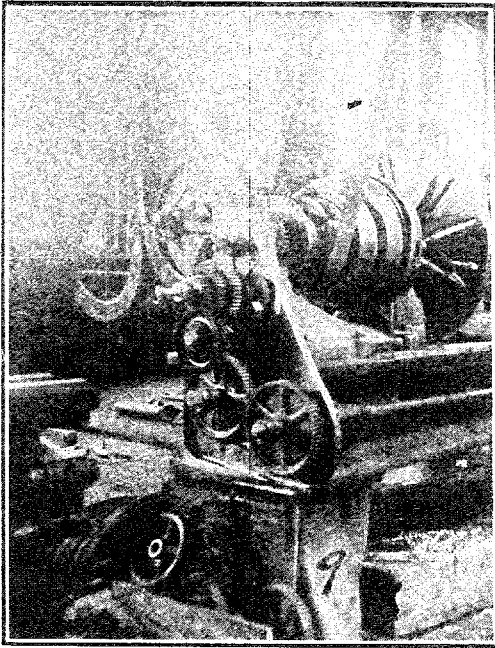
True to his custom the polite employe of the Milwaukee system soon gave instructions for adjusting the difficulty by wiring for accommodations over the eastern road and then provided for the comfort of the traveler through to Seattle. Such treatment is worth far more than it costs, and to have a corporation with such a policy established in the heart of this city means far more than can be estimated to Seattle.

Mrs. E. E. KEYES.
--Seattle Post-Intelligencer.

MEACH
cylind
board
pipe
idea

Safety First

A. W. Smallen



MACHINERY AT MILWAUKEE SHOPS BEFORE AND AFTER BEING EQUIPPED WITH SAFEGUARDS AND SOME SAFETY DEVICES.

The above is a sketch of device made and used at Savanna roundhouse for lifting pistons, cylinder heads and valves of the larger classes of power, one end is placed on top of running board and fastened with chain to prevent slipping off. The other end is supported by the upright pipe which braces it securely and enables it to stand a heavy strain with perfect safety. This idea was suggested and worked out as a "Safety" proposition by Foreman C. Lundburg.

MILWAUKEE RAILWAY SYSTEM

"Safety First" organizations were formed for a purpose and that purpose is to reduce all kinds of accidents and to make men, women and children, stop, look, listen and think; and from the sentiments of our employes and the public that attend the General Safety Meetings held from time to time at different points on our system, I am sure the purpose for which "Safety First" stands is being realized to no small extent. The careful man will recognize the importance of the purpose and will constantly urge the careless one to play safe. The careless men are getting pretty scarce on the C. M. & St. P. Ry. through our combined efforts with the "Safety First" man and with the sole object in view, to reduce injuries to both himself and fellow workers. The "Safety First" movement, of which every employe is a member, realizes that it is not enough for them to be as faithful in their daily work as men in other lines are. They should be more so, because of the responsibility that their class of work demands. "Safety First" appeals to the higher sentiments of officials and employes and it is not a difficult matter to become interested, even enthusiastic, with the proposed good work, and the results are a decrease in injuries to all employes which, after all is said, is the one sole object of the "Safety First" movement.

OUR SLOGAN.

*By Rush A. Eddy, Engineer, I. & D.
Mason City, Iowa.*

With "Safety First" as a slogan, and the get-together spirit shown by our local officials, and the loyalty of employes in general, together with the earnest work being done by our General Chairman, A. W. Smullen, there is no reason why the Iowa and Dakota Division should not rank among the foremost in this grand movement. We should not grow discouraged because someone seems to be accomplishing more than we are able to, for we all have a chance to work toward perfection. The first work of all to be done in this movement is to remove or remedy the obstacles to safety, or to eliminate as far as possible the points of danger.

There are many things that might be said in explanation of this work, but the very best way to obtain information is to attend the rallies. Here you will gain all necessary information and will make personal acquaintance with the men who are furthering this work. After attending a few meetings the man who may be timid about expressing his ideas will be made to feel that his advice and reports are as much desired as those of the Division Superintendent.

When we are asked by our superior officers the cause of some irregularity, we must not feel that we are being censured. These questions are all necessary to the maintenance of discipline, and should be answered as intelligently as possible. From your officer they are reported to the one in charge of that particular line of work, and remedied. If after you have reported work to be done—you do not learn of it being done at once, don't get on your high horse and say you will never report another thing. Remember that your superior officer has a thousand duties of which you

and I have no knowledge. I sometimes get angry about some of the seemingly foolish questions that are asked, but I have always made it a point to answer to the best of my ability, and I do not feel that I have lost anything by so doing. There is a reason for all these questions although we may not be able to see it.

From personal association with our local officials I can safely say that they are always ready to listen and to remedy as far as possible all the dangerous conditions reported to them.

Every employe should make it his business to note and report at once any and all unsafe conditions that come under his observation, such as a draw bar being left in the pathway of train men, or a loose board or iron rod sticking out from the roof of a car, or any of the dangerous conditions that we see daily when going over the division. Again, if the engineer when blowing off the boiler would give a thought to the other fellow, he might save a broken limb or perhaps a broken neck. He thoughtlessly blows a hole in the side of the track for someone to fall into. The same thing applies to freight handlers. After using a running board or iron, see that it is securely fastened in a place where no one can be injured by falling over it or struck by it in any way.

These are only a few of the things that we see daily which might be done in the line of safety, and if you will note and report all such things to our committeeman he in turn will report them to the proper officials, who will take steps to remedy all adverse conditions.

Our Superintendent Mr. Peterson, Master Mechanic Mr. Rhine and Roundhouse Foreman Mr. Casey have all been very earnest in this work, as is manifested in improved conditions all around us. Not only in shops, roundhouse and yards, but everywhere on the division. These men, however earnest they may be, cannot accomplish everything alone. They must have the loyal support and hearty co-operation of the men. I know you are all ready and willing to give this support, and I want you to show your loyal spirit by coming out to the meetings when they are called. I would speak of the rally at Mitchell as an example of loyalty, and I hope when we have a rally here in my home town that every employe will be present. Bring the mother, the wife and the children. We want to see them there and there is a word as well as a work for everyone in the Safety First Movement.

M. H. Conklin, Agent, Medford, Minn., writes the following:

"A TRAINMAN'S SLOGAN."

Safety First. I have carefully read the magazines and find them full of good things; also have attended two safety meetings held on this division, and there heard fine advice to all concerned in the great safety movement.

Then this question came to my mind: Why do trainmen take these desperate chances, each and every day, such as kicking and pulling over draw bars on moving cars? The answer is ready and waiting—it is the dislike to be "balled out." We have all heard the cry, "get a rope," "he works like an old woman," "he can't do

this and he can't do that, and back to the farm, etc." Have also seen enginemmen, none too careful, coming back for the second or third trial. Am satisfied this is the one great reason why trainmen take these foolhardy chances of losing their limbs—doesn't want to be kidded by other employes, and doesn't want them to think he cannot deliver. Here is where the co-operation comes in—would work out better, would other trainmen "call" the offender, for taking the chance.

The above proves the truth of the poet's line:

"Man's inhumanity to man
Makes countless thousands mourn."

(Editor's Note.)

On the Chautauqua Grounds at Lake Madison, S. D., July 15, a Safety First Employes' basket picnic was held in conjunction with the Safety First general meeting. Employes and their families from all the various departments from Jackson to Wessington Springs and Bristol were in attendance. The estimated attendance at the gathering was between 1,000 and 1,100, which is said to be the largest gathering to assemble at a Safety First meeting since its organization.

To George C. Farmer, company attorney, assisted by the Safety First Committee, all credit is due for the success of the first undertaking of this kind.

A field meet was held for the employes and prizes were given to the best performers by the various business men of the town.

The chief event of the afternoon was the ball game between the enginemmen and trainmen. The players appeared in uniform and the contest was claimed to have been the most exciting and hardest fought ever seen at Madison. The trainmen were unceremoniously handed a 15 to 16 defeat, a defeat that was not taken to heart as the trainmen claim they will get 'em the next time.

Following is the lineup:

Enginemmen	Trainmen
Holter, c.	Rooney, p.
Barrett, p.	F. Flynn, c. and p.
Larson, ss.	Carr, 1b and p.
Callegan, 1b.	Hatch, 2b.
Anderson, 1b.	Martin, 3b.
H. Sheldon, 2b.	Westby, ss.
Flatness, 2b.	L. Flynn, cf.
Schultz, 3b.	Lawler, lf.
Hill, rf.	Hughes, rf.
Demik, cf.	
Pinkerton, lf.	

Time—4½ hours. Umpire—Rusty Mitchell.

After the excitement and arguing of the ball game as to how it could have been different had subsided, picnic supper was announced. Supper parties gathered at various points on the grounds and banks of the lake under the large shade trees where the work of destruction began and the well filled baskets were soon emptied of their goodies.

The visiting officials who, of course, could not bring their own baskets, are indebted to the ladies for a delightful spread which saved them from being wall flowers at the feast, a dinner

so inviting that none ceased until nature issued its warning against over indulgence.

After supper came the races. The 100-yard dash free for all was won by Bernard Moore, prize 20 lbs. sugar; Kenneth Putney, 2nd, box cigars.

Boys under 16, 50 yards, won by Harold Hooval, box candy; John Nighbert, second.

Section Foremen's (special race) won by Carl Sorenson, of Chandler; 2nd, Foreman Ridgeway, of Kinbrae; 3rd, Foreman Vincent Lucas, of Romona; 4th, Geo. Golden, Egan. This was an exciting contest. No time given. First prize, \$1.00; second prize, 50c.

Girls' race won by Luella Ackins, Sophia Vog, 2nd; Erma Ackins, 3rd; Esther Rae, 4th; Erma Jones, 5th. The first prize was a box of candy; 2nd, pair of gloves.

The Engineers and Conductors went in for a race with the following entries: Burt Westby, Price Hughes, Jas. Rooney, H. Nellie, Ed. Foley, John Crow. Westby reached the wire first and Hughes was 2nd. Foley fell down. With a little practice it is believed Price Hughes could enter the professional class.

Boys' potato race had six contestants—F. Conors, H. Hooval, E. Carlson, C. Moore, J. Nighbert, J. Petit. E. Carlson got his row of ten potatoes gathered first and was awarded a pair of tennis shoes. J. Petit, 2nd, and J. Nighbert, 3rd. Each got a box of candy.

In the evening the crowd assembled at the Auditorium for the evening program, which was opened with a piano solo by Miss Lela Clark. Mrs. Lyda Lindsey followed with two vocal solos. Both numbers were enthusiastically received.

George C. Farmer then gave an address on Safety First and dwelt upon the importance of this great movement and how all employes should work in co-operation with the company, for this cause, which is not only beneficial to the employes but passengers as well.

Mr. A. W. Smallen, General Chairman of the Safety First, followed with his usual interesting talk in which he explained what results had been accomplished since the starting of Safety First and warning employes against taking chances which might cause accidents to themselves or their co-workers, and asking them to report the various conditions which they might know of that would be liable to cause accidents, so the Company could correct the trouble.

A more beautiful spot could not have been selected for the meeting. Congenial parties loitered in the shade on the shore of the lake and the weather was ideal.

SPECIAL COMMENDATION

On the night of June 26 switchman M. J. Riley, of Seattle, discovered two cars of garbage on the tracks of the Northern Pacific Railway to be on fire. He promptly reported the matter to the N. P. Night Yardmaster and the cars were coupled onto and taken to a hydrant where fire was extinguished before much damage was done. Superintendent J. J. McCullough, of the Northern Pacific wrote Superintendent Richards a letter commending Mr. Riley for his prompt action.

The Get Together Section

The Editor has received a number of communications, some of them signed by the writers, and some without signatures, and all of them written with the best intention in the world. However, the thought conveyed in most of these bears a suggestion of disloyalty, and such being the case, they are out of place in this Magazine. It is quite evident that no thought of disloyalty enters the mind of the writers, but in spite of that, that thought lingers in what they they have sent in, because in each of these there is a dissatisfaction shown with some working conditions, "rights" or some other detail of operation. Now, all of these matters ought to be taken up and considered with the superior officers of the departments, because ample provision and opportunity is given every employe to make any suggestions which he thinks would tend toward the betterment of his labor or the conditions under which it is performed.

There are two sides to every argument, and if The Magazine should enter this field, its pages would be taken up entirely with the pros and cons of questions that it could not decide, and there would be an endless chain started, to the exclusion of every other interesting or desirable matter, for which The Magazine is intended. For instance, if one man comes forward with a suggestion for reform of a particular feature affecting him or his work, that reform would be very likely to hit, unfavorably, the man who may be working next to him, and he then would come forward with an argument equally as good, why that special reform would not do at all, for general use.

All business has to be conducted systematically, and the railroad business, especially, is co-operative, as well. Every good idea should be considered, whether it emanates from the ranks or the official line, but unless it refers to our own personal attitude toward one another, it should not be thrashed out in The Magazine. Our little monthly publication is to promote good-fellowship, loyalty and the good of the service in which we are engaged—in short, to help make us more enlightened and broader-minded men and women.

LOYALTY.

F. A. Biggs, Conductor.

A short time ago an old employe of the road made the remark that he had never attended a "Safety First" meeting and that he did not think he ever would. When asked why he felt that way he said that he considered himself a safe man, that he had always been a successful man on the road, and that he could not be benefited in any way by attending the meetings. Whoever this man was I want to say that he is the very kind of a man that is needed in these meetings—he is needed for his example; he is needed for his influence, which he can bring to bear on others who may not be as safe men as he is; he is needed for his loyalty and for the good of humanity. Loyalty will be my theme.

The president of a railroad once said that

no man could lose anything by being loyal to the interests which he serves. He spoke the truth, but I wonder if when he said it he thought that a man could gain anything more than to merely place himself in better standing with the interests which he serves by being loyal. He must have been a broad minded man and if so no doubt he thought more than he said; no doubt he thought that a man really could not fail to gain a great deal by being loyal, that comparatively speaking, loyalty means a great deal more to a man, his family and to the public in general than it does to a railroad company.

By being loyal he makes himself a profitable man for the company to have in its service. That is where the company has its inning. By being loyal a man places himself on a higher plane, where he commands more respect from his superiors and in the community in which he lives. He will not drink intoxicating liquors; he will not use profane language to any great extent—this may seem immaterial, but it has an effect on a man's temper; he will not lose his temper, no matter what the provocation may be; he will not violate any of the rules under which he is working when the good of the service may suffer by so doing; he will not allow irrelevant thoughts to occupy his mind while in the performance of his duties.

These acts and many others are disloyalty and tend to make cripples, widows and orphans of many who otherwise would be in happy families. If a man is loyal he will be prompt in the performance of his duties. It is easier to be prompt than it is to be tardy, and promptness begets safety, because it gives a man time to go about his duties more deliberately. Loyalty means that when a man is away, perhaps a hundred miles away from any of his superiors, he will do his work as well as if the superintendent's eyes were on him; it means that when one of a thousand of the dangerous things which may not be thought of in our "Safety First" meetings presents itself, a man will meet it with loyalty in his heart and "Safety First" in mind. All this means moral and social elevation.

I wonder if those who heard that railroad president realized that the patrons of the road could be handled more safely because of the loyalty of the employes or that loyalty meant more than merely a man bowing to the will of the managers of a heartless corporation. Ours is not a heartless corporation. Mr. A. J. Earling, our president, is in it, heart and soul, for that which is good, as is shown in his plea to "50,000 employes to put their shoulders to the wheel for a greater Chicago, Milwaukee & St. Paul Railway—always better, always safer, always sure." It is a heartfelt plea from Mr. Earling for the loyalty of every man on the road. Not the kind of loyalty alone that puts dollars into the treasury, but the kind that saves life and limb for the employe, his loved one and his loved neighbor; the kind of loyalty that carries the patrons of the road safely to

their destinations smiling and happy to meet loved ones, and puts "Safety First" into the mind of every man. "Safety First," to be most effective, must have this element for its foundation. Ladies, there is a place in this great movement to be filled by you. Use your womanly sympathies and affections to plead the cause of those who are not in a position to plead as you can; when one who is near and dear to you parts with you to go out on duty, think of the pain and sorrow that has been caused in the past by too many thousands through a little lack of loyalty on the part of some one, and let your parting word be, "Be loyal."

I do not wish to infer that there are only a few that are loyal; the fact of the matter is that there are only a few that are disloyal, but there is not one of us who could not be more loyal than we are; so let us make every effort to attain the day when disloyalty will be unknown and when every man because of his loyalty will be entitled to wear a button bearing the figure of an employe with loyalty written across its breast and pointing to the trademark of the Chicago, Milwaukee & St. Paul Railway, the road of perfect safety.

A letter from "Ben Day," porter on parlor cars between Chicago and Minneapolis, says that deserved commendation should cause one to increase his efforts daily, to do his work better. "Many employes do not realize just how much they can contribute to the comfort and pleasure of the traveling public with a little effort and forethought on their part. A few days ago, a lady got on the train in Chicago to go to Minneapolis, and the first thing she said was, 'I am so glad to get back to the St. Paul Road, where the employes seem to take an interest in you. I have been all over the east and there is nothing to compare with the St. Paul.' And we hear the same, or something similar, frequently. Such compliments on our service make me desirous of offering a few helpful suggestions to those employes who are inclined to be grouchy at times. The first, and to my mind, the most important thing is to know how to express yourself, both in voice and manner. There are times, of course, when the provocation to be grouchy is very great indeed, but one has nothing to gain and everything to lose by being surly—silence is golden, just at that time. Keep yourself posted on daily events so as to be able to reply intelligently if you are asked any questions. And in closing, I can do no better than to refer you to the circular issued by our superintendent, in which is this quotation from our illustrious martyr president, Abraham Lincoln: 'I do the very best I know how, the very best I can, and I mean to keep doing so until the end. If the end brings me out all right, what is said against me will not amount to anything. If the end brings me out wrong, ten angels swearing I was right would make no difference.'"

Secretary E. H. Foster, of the Milwaukee-Puget Sound Pioneer's Club, writes. We now have 115 members and more applications are coming in every day. We have decided to hold the first annual meeting at Deer Lodge on Sept. 10 and 11, during the Powell County Fair week.

"Here is Your Answer;" in WEBSTER'S NEW INTERNATIONAL -THE MERRIAM WEBSTER

Even as you read this publication you likely question the meaning of some new word. A friend asks: "What makes mortar harder?" You seek the location of *Loch Katrine* or the pronunciation of *jujutsu*. What is *white coal*? This NEW CREATION answers all kinds of questions in Language, History, Biography, Fiction, Foreign Words, Trades, Arts and Sciences, with final authority.

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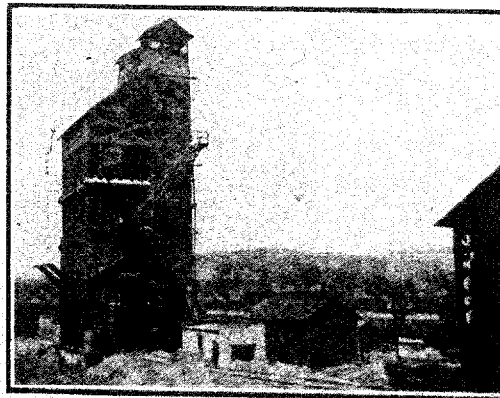
G. & C.
MERRIAM
CO.,
Springfield,
Mass.



and we are now making preparations for the entertainment of the visiting Pioneers. We are also working on details of a parade and program, etc. I will keep you advised as to any further developments.

LOCALS

The wedding on July 9th, of Mr. Harry Wade Warren, our city ticket agent in Des Moines, Iowa, and Miss Bessie Wells, of that city, was a happy event in which the old friends of Mr. Warren, all over the System, rejoice with him. Mr. and Mrs. Warren have gone to Europe on their wedding journey. They expect to spend two months touring the Continent, and on their return will reside at the Hotel Brown.



COUNCIL BLUFFS COAL CHUTE.

MILWAUKEE RAILWAY SYSTEM

LAUNCHING THE NEW TUG "MILWAUKEE."

A brand new steel tug has been launched in Seattle harbor by the Seattle Construction & Dry Dock Company, for the Milwaukee Terminal Railway Company, and she has been christened "MILWAUKEE."

The launching was quite a social event in the Puget Sound metropolis, and a large company of Milwaukee officials and other employees were present with their families. Miss Imogene Lenore Calkins, daughter of Traffic Manager R. M. Calkins broke a bottle of champagne over her bow and christened her with the name that is dear to us all. In the official "launching party" were Messrs. H. B. Earling, R. M. Calkins, C. A. Goodnow, W. B. Foster, Ezra Clemons, F. D. Burroughs, A. P. Chapman, Jr.; Frank J. Calkins, R. M. Boyd, F. M. Dudley, G. F. West, J. M. Allen, R. F. West, J. F. Bahl, A. J. McCarthy, of Seattle; A. M. Ingersoll, of Tacoma, and Dan Healy, the famous steward of Dining Car P, on the Pioneer Limited. Guests at the launching included the families of the above and their invited friends. The Milwaukee Terminal Railway Company, through Mr. Paterson, presented Miss Calkins with a beautiful silver alarm clock, suitably engraved, commemorating the event.

Of the tug boat "MILWAUKEE," the Seattle Post-Intelligencer says: She "is the last word in tug boat construction and holds the distinction of being the first vessel ever constructed for The Milwaukee Railway System; and the first steel tug ever built for a railway company on this Coast. She will be used in towing the Milwaukee's big barges between the railroad's terminals and Sound ports."

BASE BALL

An exciting game was played between the teams of the Auditing and Operating Departments in Grant Park on Saturday, July 26; the Operating Department pulling out victorious at the end of seven innings with a score of 10 to 9. M. Stevens of the Assistant to General Manager's office did the hurling for the Operating Department, while Ted Praitenlacher performed for the Auditors.

The game was gallantly fought throughout and all the boys are ready to do battle again, although this makes the second defeat which the Auditors have suffered at the hands of the Operating Department.

Manager Bill Kane, of the Assistant to General Manager's office, piloted the operating team. Bill reminded us considerably of the cartoons of Uncle Joe Cannon as he perched on first base during the game with a long cheroot stuck in his teeth, shouting encouraging remarks to his pitcher between puffs.

Handsome Harry Wood was back on the job, catching a masterful game for the Auditors. Harry was conspicuous by being the only one of the players in a regulation uniform. We didn't get a close enough view to distinguish whether it was a White Sox or a Cubs outfit, but he sure did look cute.

The game was not as wild and wooly as

Fun Costs the Young Man

a lot of money. As a young man you need the money.

Save it.

For as you grow older you will need it even more.

It requires money to enter business.

What you save now may be the very foundation of your future business success.

We encourage young men to save.

Your money in this bank will earn 3%. Interest helps!

Your Savings Account may be open by mail, if desired

Merchants National Bank

CAPITAL \$2,000,000.00

SURPLUS and PROFITS \$2,000,000.00

St. Paul, Minn.

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 score would seem to indicate, but both teams put up a good game considering the lack of practice and not having played together to any extent.

Following is the line-up and the score:

Managers	Auditors
Harold, 3b	Praitenlacher, p
Kane, 1b	Zech, 2b
Atcher, rf-ss	Wood, c
Hunter, c-rf	Werhane, 1b
Meyers, 2b	Hill, lf
Lofain, cf	Herlihy, ss
Martens, lf	Lippert, 3b
Elton, ss-c	Fox, cf
M. Stevens, p	Stevens, rf
Managers	1 2 0 2 0 5 —10
Auditors	2 1 0 1 2 0 3—9

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The Milwaukee Base Ball Team, consisting of clerks from Local Freight Office has, since last reported, played a game with team of Fire Department men, defeating them in a close and exciting game with score of 3 to 2. Another game with trained team of farmer athletes at Weston, they were whipped in game of 5 to 4, but tied in 9th inning.

The next game is to be played with Excelsior Springs team on their grounds Saturday, August 2.

The C. M. & St. P. team are arranging for a game at Excelsior Springs August 31, when K. C. Terminal Division Safety First Annual Picnic is held. August 16, an invitation takes them to Coffeyville, Kansas, for a game where the attendance averages 3,000. The team is figuring on getting a working fund to travel next season. They rank now second in position with the K. C. Railroad teams.

Mrs. Beatrice Morrison, stenographer in the Legal Department, has returned from her vacation feeling much refreshed, after having spent a most delightful time visiting points of interest at Montreal, Saguenay and Quebec.

When Bunting pulls the string it means fish. While on a fishing trip at Portsmouth, Va., a few days ago, Mr. G. J. Bunting, assistant general auditor, says he caught 165 the first day. That's some fishing.

OBITUARY.

On July 1st, Conductor Claud Clement, of North McGregor, was killed in an automobile accident at Minneapolis. Mr. Clement, although a young man, had won his way to the position he occupied at his death by faithful and loyal service to the company. He was highly esteemed in the community in which he grew up, and his passing is lamented by his friends and business associates.

The many friends of J. B. Williams, manager of the company's laundry at Western Avenue, Chicago, will be shocked to learn of his death which occurred on August 3rd. Mr. Williams was an old and valued employee of the Dining and Sleeping Car Department. He had been in Mr. Getty's employ for twenty-two years, and in speaking of his passing, Mr. Getty spoke feelingly of his many excellent qualities, his peculiar fitness for the position which he occupied, in that he was both a practical laundryman and a first-class railroad man as well, and closed his tribute by saying, "I don't know where a man can be found to fill his place."

The death of John Phelan, an old and well-known employe took place on July 23, after a short illness. Mr. Phelan had been in the service nearly thirty years, twenty years of which he had been chief clerk at Western Avenue and Galewood transfer houses. He was a veteran of the civil war and enjoyed the distinction of being the youngest soldier enlisted from Wisconsin, being in his fourteenth year at the time of his enlistment.

The FLINT Varnish Works

of

FLINT, MICHIGAN

Make everything the
Railroad needs for
its Coach, Cab and
Engine Work

Varnishes Colors
Enamels

Black Engine Finishes
Front End Paints, etc.

"The Flint Line Means Quality"

Every Man

Who rides on a passenger train or on any other train or in a street car or any other public or private conveyance.

Every Living Man

Who leaves his home in the morning in good health may be brought home at night dead, or at least injured or maimed, and knows he is constantly in danger and should be fully protected by accident insurance.

THE BEST ACCIDENT AND
HEALTH POLICIES

are issued by the

Midland Casualty Co.

J. W. BARNES, Supt. Railroad Dept.

Insurance Exchange Building, Chicago

Smiles

HE COMPLAINS OF CLOTHES SENT HIM.
A HENRY, IDAHO, PURCHASER SAYS BUTTE STORE
DID NOT FILL HIS ORDER RIGHT.

The following letter actually was received by a prominent Butte clothing store from a customer in Henry, Idaho:

"Dear sir the close came to hand to day & Are no good A tall to me I told you that if thay wasnt big mens size thay would not do me eny good for that is the way i always order my own close big men size is for people ho hes belleys the kind you sent are for men who hant got eny belleys so what will I do with them let me know by return mail or i will send them back next wensday I cant get in to them A tall if you hant got the big mens size let it go & if you have only send the coat & pants I don't need eny vest now I have found A old one that will do & it fits me So let me here from you."

G. P. A.: What's the matter—can't you keep up with me?

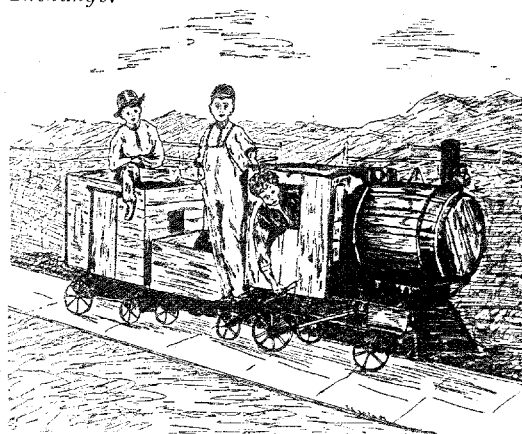
Steno.: Yes, but at times you speak with such eloquence that I am spellbound.

THE SECOND POST.

(Received by the President of the Nat. Surety Company.)

Dear Sir: Both of your letters came to hand at a very busy season in a Roadmaster's office. I regret that I am not able to comply with your request for five additional names of those who have known me for the past several years. I have been, since I came out of the army in 1899, a section laborer, rarely remaining in one place for more than a year, and making but few acquaintances and those of the most casual sort. I owe nothing, and no one has even a creditor's interest in me. According to the rules of your company, relatives, former employer, and persons connected with the R. R. or Ex. Co. are ineligible for reference. This shuts me out, for if there is a solitary person outside of R. R. men and relatives who has known me for the past several years I do not know who he or she is. I am sorry that you do not see your way clear to secure the Sante Fe (though against what, unless you think the clerk has some designs upon one of the locomotives in the round-house) and while I hate to relinquish the magnificent salary attached to the position (\$35.00) and descend from my high estate to the level of common mortals, still all human greatness has its end. But as the poet saith: "You may break, you may shatter the vase if you will, but the scent of the roses will cling to it still." Though you may cast me down, you can never take from me the memory of the rich and varied experiences I have had in the days of my exaltation. I have been Roadmaster's clerk—surely that is honor enough for any mortal. I have weekly attended the

funeral of the English language, as conducted by Sec. Foremen; I have deciphered hieroglyphics, a glance at which would make an Egyptian mummy walk off its wrappings. I have been introduced to all sorts of ideas, clothed in all sorts of language, and seen all sorts of language rammed into an idea. And all this time the National Surety Company has been holding the sword of Damocles over my head. Cut the hair, gentlemen; I have had enough.—*Exchange.*



TRY SMILING.

When the weather suits you not,

Try smiling.

When your coffee isn't hot,

Try smiling.

When your neighbors don't do right,

And your relatives all fight,

Sure it's hard, but then you might

Try smiling;

Doesn't change the thing, of course,

But it certainly cannot make it worse.

Just smiling;

And it somehow helps your case,

And also brightens up a gloomy place,

Then it sort of rests your face,

Just smiling.

—Selected.

A very young lady once visited the Baldwin Locomotive Works and then wrote home to the folks how a locomotive was made: "You pour a lot of sand into a lot of boxes and you throw old stove lids and things into a furnace and then you empty the molten stream into a hole in the sand and everybody yells and swears. Then you pour it out and let it cool and pound it, and then you put it in a thing that bores holes in it. Then you screw it together and paint it and put steam in it and it goes splendidly and they take it to a drafting room and make a blue print of it. But one thing I forgot,—they have to make a boiler. One man gets inside and one gets outside and they pound frightfully, and then they tie it to the other thing and you ought to see it go."—*Pittsburgh Gazette Times.*

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THE "HANDSOME, DASHING OFFICER."

Prince Adolph is a handsome, dashing officer of the Mecklenburg Grenadiers.—The Cable.

These "handsome, dashing officers" interest us in spite of our efforts to be interested in other things. We never read about a "handsome, dashing officer"—there are so many of them that we have to read about them every little while—without wondering why only the handsome officers are dashing. We never hear of a homely officer who is dashing or of a dashing officer who is just ordinary looking. It seems to be a peculiarity of handsome officers—this dashing business.

And why do they dash, and where? Are they always dashing, or do they sometimes sit around and rest, declining to dash? But we cannot imagine a handsome, dashing officer lolling in a hammock or pondering over a chessboard. No doubt his first remark when he arrives in the morning is, "Let us, then, be up and dashing, with a heart for any fate." In fancy we see him dashing out of bed, then dashing at his uniform and after that dashing gallantly to breakfast. Having dashed through the morning meal, he doubtless dashes out to see whether his orderly has brought forth his mount, and, finding the steed impatiently champing the bit, he dashes into the saddle.

Then begins the real dashing of the day. Dashing over ditches, dashing here and there, dashing every minute, dashing through the air, dashing into puddles, causing things to splash; bless us, how exciting it must be to dash. Thus, we imagine, the handsome, dashing officer spends his days—never happy unless he is dashing somewhere, or at something. With him life is one continuous dash. Dash, dash, dash, till his brain begins to swim, and dash, dash, dash, there is nothing but dashing for him.

Nothing but dashing? Oh, yes! There is always the most exalted princess or the loveliest heiress for the handsome, dashing officer. For some reason that no one ever has explained every beautiful girl loves a handsome, dashing officer. Why a glorious maiden should insist that her hero must be dashing we do not know, but she does. An officer may be handsome, but his pulchritude will be unnoticed or despised by the ladies if he neglects to be dashing. He must dash away, dash away, dash away all the time if he desires to win the admiration of the fair.

We cannot help feeling sorry for the handsome, dashing officer. Surely he must sometimes become weary of dashing and sigh for a chance to sit down somewhere and rest between dashes. —S. E. Kiser, in *Chicago Record-Herald*.

Steno.: Say, if a track runs like this and another crosses it here, that will be a right angle, won't it?

Chief Clerk: Yes.

Steno.: Well, suppose a train came down this track and one down the other and they met—would that be a rectangle?

A story is told about the late Jas. E. Hurley, who was general manager of the Sante Fe, in fact they tell many, but this is one of the best. A nephew of one of the directors, a young fellow just out of an eastern university, was given a minor position in the general manager's office at Topeka and in a remarkably short time he learned all about the operating department of the system, at least to his own liking and to his co-workers disliking, for the young man had not been making his way in the world long enough to appreciate the value of co-operation and as a result he was not very popular. So he was due for an ironing under the steam roller, and as was Mr. Hurley's reputation he made a good job of it.

They had a time card meeting at Topeka, all the division superintendents, general superintendents, etc., were gathered around a long table at which Mr. Hurley was presiding, when, unannounced and with much bluster, entered the erudite scion of wealth, carrying a cumbersome file of papers, which he threw on the table before the general manager with the comment, "Hurley, there's a number of things about this matter that don't look right to me." Hurley eyed him pleasantly and in a remonstrating tone said, "Don't call me Hurley—call me Jimmy." Hurley got under his hide and then threw in a handful of salt.

COAST DIVISION NEWS ITEMS

J. S. Eccles.

Supt. Willard made a hurried business trip to Tacoma a few days ago; reaching here on No. 17 one day and returning to Missoula on No. 16 the following morning. He looked as if the Montana climate agreed with him.

Tacoma Eastern train dispatcher, K. N. Eldridge, is spending his annual vacation in New York and other eastern points.

Charley Phillips is doing the extra work in the dispatcher's office while the regular dispatchers are taking their annual vacations.

Mr. W. M. Harvey spent two or three days here recently coaching us on the intricacies of the new track labor journal which goes into use July 28. An occasional visit from the heads of the departments creates a better feeling among the boys and gives them an opportunity to get a few pointers which cannot well be gained by ordinary correspondence.

Mr. Saida, of Mr. J. W. Taylor's office, made us a short call a few days ago. He and A. J. Kroha, our genial storekeeper at Tacoma, took a trip by automobile to Mount Tacoma, accompanied by Mrs. Saida and a lady friend. They reported having a most enjoyable time. A number of good kodak pictures of the party were taken.

A number of the boys, especially former employees of the Montana Railroad and the Rocky Mountain Division, will be pleased to hear of the promotion of former Roadmaster C. L. Whiting and Chief Dispatcher J. L. Ross. The former having been made Superintendent of the Great Falls line and Mr. Ross Trainmaster on the same line.

At Home

Anna M. Scott, Editor

KINDERGARTEN IDEAS IN THE HOME.

Irene Kendall Good.

Children *have* to do something, and do it all the time. Their capacity for activity is unlimited and their activities are incessant. How necessary, therefore, that their energies be directed in the right direction, both for the ultimate benefit of their own characters and for the preservation of the nervous system of the mothers. Do not say "sit still" and "be quiet," for no really normal child has ever been known to do such a thing, and to continually nag them with admonitions of this kind has its depressing effect on their nervous forces, causing ill nature, peevishness, etc. Children require things to do which demand mental activity along with the physical and most mothers cannot spend all or even a greater portion of their time in the entertainment of their children; most children are left in consequence to find their own way to be active, when a little guidance now and then would do so much good. We know, if we would give it a thought, that the first four or five years influence the whole life, so we can not be too careful, and in these years, there are many simple little methods, in use in the kindergarten, which mothers could easily adopt at home; and if used intelligently, are educational while at the same time they give the children an outlet for their energies and leave the mothers free to pursue their daily household duties.

For instance, there is modelling in clay. Mud pies have always held sway over the mind of a child and the use of clay, as directed in kindergartens is only a modification of this time-honored pastime. Children of all ages love it, and as its possibilities develop, with a pinch here and there, and a pat and a poke, some really good and ingenious things have been made out of a "lump of dirt."

Clay flour can be purchased at any kindergarten supply store for twenty-five cents a box, containing twenty-five pounds, and as this lasts indefinitely, the initial cost is trifling. A small portion of this flour is put into a cloth and twisted, bag fashion, then put into a crock with just enough water to cover. When the water is absorbed, the clay is dumped out and worked in the hands until just right to model with, then your "kiddie" is ready to exercise his ingenuities and his energies, while you go on with your work. There is also a material called plasticene that can be used in the same way. It comes in sticks already moist, and remains that way, but children, as a rule, prefer the clay.

Drawing and painting are wonderful pastimes, and with a crayon or a box of water-colors, the baby is happy while "mother" goes on with her sewing. Let him experiment first with charcoal or just one color, which may be procured for a few pennies. If he makes a

two-legged horse he is sure to bring it to mother, and of course mother must admire it, but a moment will show him that a real horse has four legs, then he will go on drawing four-legged horses, and his ability will more than often surprise you. Do not make the mistake of drawing a horse for him—have him do his own work. With paints, also, give him only one color at a time, and when he has done all he can with that, give him two colors. If you buy tube paints, it is desirable to soften and fix them for a young child, but the older ones can do this for themselves, and they generally want to do it. Here again, let me say, do not give them too many colors, especially will a younger child tire of too many playthings, and you will find he is contented and amused much longer with a few things than with many things.

We all know that children love to handle a pair of scissors, and if we help them a moment or two to make good use of shears, this is a harmless and absorbing pastime. There are colored papers which may be fashioned into hundreds of pretty and amusing things, and after the hand is accustomed to the scissors, and the first aimless impulse of just cutting has passed, you will find that quite naturally they take to the production of some special thing, and this leads to the pretty mats and baskets that they learn to make in the kindergartens, and which a very little time and attention will teach them to make at home.

It is this training of their natural forces and tendencies that makes the kindergarten so valuable to the child, too young for school, and the few foregoing suggestions taken from the kindergarten idea may all be worked out at home and provide the little folks with good and helpful entertainment.

WHAT TO TAKE WITH YOU ON YOUR VACATION TRIP.

As we are all workers and need a vacation, so for weeks we are racking our brains to know what we require on our trip. The woman who is going away on a trip is wise to take with her one-piece dresses that do not need washing.

Navy blue crepe de chine is good in traveling and is a serviceable color as well. Also tan linen with collar and cuffs of white is pretty, and there are many one-piece frocks of foulard in the shops, which may now be secured at bargain prices. They are durable and attractive.

Every woman, no matter where she goes or what the climate is, needs a coat and skirt suit. It is not necessary that this should be of cloth. Chinese shantung makes an admirable summer suit. Pongee is also good but it wrinkles quickly and needs to be pressed every time it is worn.

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Now, with a few shirt waists, a white linen or crash skirt, I think you will keep cool or warm, as the weather may be, and I hope you will have a pleasant trip.

GOOD THINGS TO EAT.

PIMENTO CHEESE SANDWICHES.

One soft cream cheese, one teaspoon of cream, one can red pimento, one teaspoonful of oil. Mash the cheese with the cream, cut pimento into small bits, add that and the oil; mix well, then spread on crackers.

ALMOND MARSHMALLOW FINGERS.

Split lady fingers and spread with marshmallow icing, put a little sprinkling of ground almonds between, press together and ice on both sides.

Icing.

Cut up six marshmallows in tablespoon of hot water and melt over boiling water; add enough confectioner's sugar to apply. (Very good.)

LEMON BREAD PUDDING.

One quart of milk, one cup of dry bread crumbs, one lemon, three eggs and half cup sugar. Soak bread crumbs in milk and beat until foaming; beat egg yolks and add; grate the rind of the lemon, extract the juice and mix with the sugar. Mix all together and add more sugar if desired. Bake in moderate oven; when baked, add whites beaten stiff. Set in oven to brown.

CHOCOLATE ICING.

One tablespoon of cocoa, one teaspoon of soft butter, one cup of sugar and hot water as needed.

NETTIE'S NUT BREAD.

Two cups brown sugar, two eggs beaten with sugar, two cups milk, salt, one cup nut meats, four teaspoons baking powder, four cups flour. Sift flour and baking powder three times, let batter raise until light and bake an hour in a moderate oven. Will make two loaves.

BROWN NUT BREAD.

One-half cup brown sugar, butter size of walnut, one egg, one cup nut meats, one-half teaspoon salt, one-half cup molasses, one teaspoon soda, one pint sweet milk, graham or whole wheat flour to make a stiff batter or part graham and white flour may be used. Bake an hour in a moderate oven.

A FEW THINGS TO KNOW.

To remove grease spots from any kind of material, place an ink blotter over the spots and hold a hot iron on top of blotter. The blotter will absorb the grease.

Lemon juice will cleanse other things besides the skin. Iron rust and ink stains may be removed from linens by rubbing with lemon juice and salt, and then exposing the spot to the sun.

Tin covers may be kept from rusting by rubbing them well, when new, with lard and letting them stand for twenty-four hours. Do this before they have been used or washed, then heat them slightly before using; also rub off the lard and wash them.

Cut flowers will retain their fresh appearance longer if the stems are split up about an inch before putting them in water.

A delicious sandwich is made of cream cheese and dates.

When curtains are hung up to dry they should be hung double over the line.

Cold slaw served in green pepper shells is a dainty bit for luncheon.

When making sandwiches, it is better to butter the end of the loaf before cutting off the slices.

Half a lemon squeezed into a glass of warm water and drink before breakfast is said to be good for the complexion.

HOW ABOUT THE HOME-COMING?

She had just arrived home from a month at a resort and after hubby had kissed her over and over again, she suddenly broke away and inquired:

"Were you very lonely, dearest, while your little precious was away?"

"Awfully, darling."

"Did you get sick of cooking your own meals?"

"Sick? Why, I got so I couldn't look an omelet in the face without gagging."

"Of course you washed the dishes every day?"

"Of course I did—not."

"And how many times did you make up your bed?"

"Once—the morning after you left."

"Why, you lazy thing! And did you sweep the kitchen as I told you to?"

"I was just going to sweep it as you opened the front door."

"Mercy! And what are all those milk bottles stacked up over there?"

"Oh, I just forgot to put 'em out."

"Did you think to feed the parrot?"

"Yes, occasionally."

"Thank goodness! And where's the cat?"

"Haven't seen her since you left."

"Poor thing! I think it's real cruel of you not to attend to her."

"Gee, I've had enough to do."

"I'll bet you have. The lawn doesn't look as if it had been touched since I left."

"It hasn't—by me, anyway."

"What do all those cigarette stubs mean in there on the parlor floor—and those empty tall bottles under the sofa?"

"Oh, I guess I must have smoked a little more than usual. Had to do something, you know."

"But that doesn't explain about the bottles?"

"Well-er-you see—"

"Yes, I see. You've had a bunch of the boys here playing poker every night and they've 'done' you every time, and that explains why you couldn't send me that last check I wanted. You're a pretty sort of a husband, you are, to go and get done up by a lot of cheap sports. Now, you go on out doors and mow that lawn and water it, then you come in and lug out all the rugs and beat them, and by that time I'll have the washing machine ready for you to begin on, and after that we'll start in on the windows and see if we can clean this house up so it will look and smell a little less like a beer foundry—and the next time I go away I'll see to it that the house is closed, and you get your meals outside where you can't get quite so joyous. Now, you get a move on, you great lazy lubber."—*Exchange*.

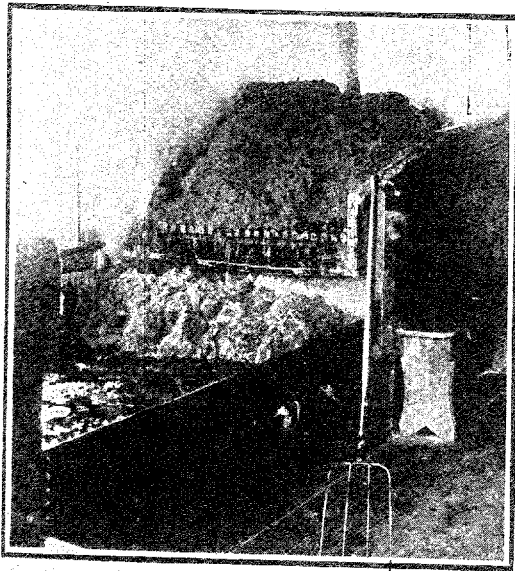
Shop Kinks

WASTE CLEANING VAT.

The vat shown in the accompanying photograph reclaims all old waste used for packing locomotive and tender journals at both Milwaukee shops roundhouses.

The vat is constructed with a false bottom made of front end netting set about two inches above the bottom in order to let the sediment fall through, so as not to be taken up again in the process of cleaning the waste. The vat is partitioned into two parts, which are filled with common oil that is heated by a coil of steam pipes running through the tank.

The waste is brought from the roundhouses and is thrown into one side of the vat and is allowed to soak in the hot oil for a time. The waste is then thrown into the other side and washed by working it back and forth with a large fork. A slanting bin with slotted bottom



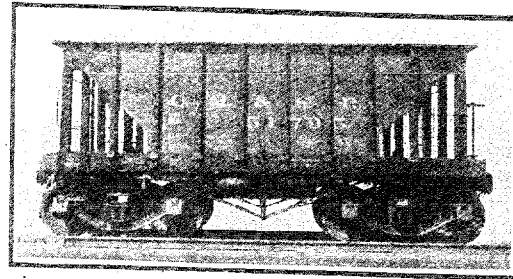
is built on to each end of the vat. The waste is thrown on to these slats after being washed, and the oil allowed to drain back into the tank. The waste is again fit to be used for packing.

The cleaning of waste for the roundhouses goes on for twenty-four hours a day, and about five barrels of oil are used every week in this cleaning process.

Vats of the above description are used for reclaiming old waste from car journals, and in addition to the saving of waste, the sediment or deposit formed at the bottom of vats is removed and placed in a box about two feet square by three feet deep, in which are located two sieves, one about a foot from the top, and

the other six inches lower. The top sieve is made of wire netting one-quarter inch mesh, and retains small particles of waste and metal. The oil which drains through to bottom of box is drawn off through a faucet and returned to vats. The scrap waste and metal is burned, and each barrel of refuse nets about 300 pounds of babbitt.

It has been found that waste treated in the manner as described is a better preventive for hot boxes than new waste.



Authority was received February 12 for the construction of 300 100,000-lbs. capacity wooden ore cars to be built at Milwaukee shops.

The same day certain of the material was ordered, and the first cars were completed and shipped on March 21, or 37 days after receipt of order.

While these cars were in a way similar to some which had been constructed before, still new designs of safety appliances, trucks, bolsters, metal draft sills and draft gear were necessary before all material could be ordered.

The last of this order was completed on May 14, and the greatest output per day was 30 cars.

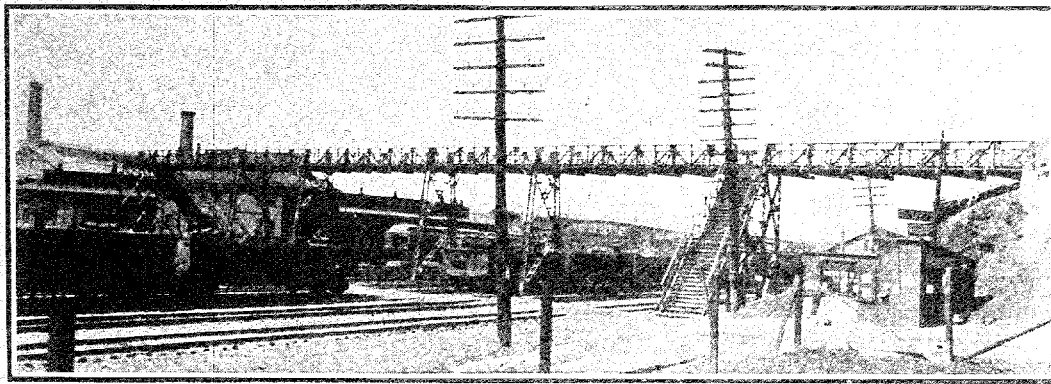
A few of the principal dimensions:

Length over striking plates.....22 ft. 1 1/2 in.
Length inside body.....18 ft. 11 1/4 in.
Width inside body.....7 ft. 11 1/2 in.
Height, top of rail to side.....9 ft. 6 1/2 in.
Cubic capacity—

Level575 cu. ft.
Heaped650 cu. ft.
Weight of car empty.....30,600
Maximum capacity.....121,000

The car is equipped with the following specialties:

Rolled steel wheels.
Bettendorf truck side frames.
Buckeye cast steel bolsters.
Telescopic side bearings.
Westinghouse air brake.
Farlow twin spring draft gear.
Buckeye major couplers.



The accompanying photograph illustrates a foot bridge spanning the main line west bound passenger and freight tracks as well as several switching tracks at the north entrance to Milwaukee Shops.

Formerly the only entrance to the shops from the north was by means of a grade crossing, but on account of the numerous trains passing this point, it very often resulted in a blockade of this crossing, and at such times when the employes were either going or coming from work, it very often happened that some of the men would not wait for the crossing to be cleared, but would cross over or between cars, which was a very dangerous undertaking, especially if the train should happen to start.

The viaduct provides a safe passageway for approximately 4,000 men per day, and has two approaches from the city side, one, to accommodate persons coming or going from Merrill Park station, which is on the level with the tracks, and the other leading to the top of the hill for the accommodation of persons using surface car lines, which are on the city grade level.



The above photograph shows an adjustable reamer for re boring the bushings in a large

compound pump head, in use at Dubuque Shops. Bushings were formerly rebored in a machine which required considerable time and the renewal of a great many bushings. With this device all bushings are rebored accurately round and straight, and the time to do this work has been greatly reduced.



The accompanying cut shows two tools in a Pond's planer planing the babbitt of a B-4 cross head, in use at Dubuque Shops. The tools are set square with the bed of the planer. The operator feeds the tools in and the cut is taken the entire width of the babbitt. With cutting tools of this design the time taken to do the job is greatly reduced.

KANSAS CITY ROUNDHOUSE.

Chas. Holzer.

Will H. Fletcher and wife are spending a few weeks' vacation in the Northwest. They will visit Tacoma, Seattle and British Columbia, before they return.

Engineer John Dider and wife are spending a month's vacation in Michigan.

Machinist Arichi Law of Marion, Iowa, has been the guest of Roundhouse Foreman J. W. Davies and family for a few days.

Engineer Harry L. Coffman, who was injured in a street car accident some time ago, is again back in service.

General Yardmaster Kimmey, who has been on the sick list for several days, is much improved and able to be out again.

MILWAUKEE RAILWAY SYSTEM

Special Commendation

The following letter was received in the general offices and referred to the Magazine for publication:

Sioux City, Ia., July 15, 1913.

Dear Sir: I was much interested in an article in the July 4 number of the Railway Age Gazette telling of a railway president who sent a young college youth out over the line to find out what the public thought of the service and to observe the sort of service employees were giving to the traveling public.

It occurred to me that while "kicks" from the public are frequent, commendation of a particularly efficient employee is seldom forthcoming from the public, and I wish to commend the man who sells tickets and answers questions through the ticket window at the Milwaukee passenger station in Sioux City.

Not having been in the city long, I do not know his name nor whether he is agent, cashier or ticket agent, but he is a conspicuous example of the sort of man who makes friends for his line. He is not so careful of his voice as to give bare monosyllabic replies to questions. On one occasion recently I asked when a certain delayed train would arrive. "In about an hour," he replied. Returning in about an hour, I was standing in the waiting room when he called to me and said the train would not be here for another half hour. The fact that he remembered my face and my train and volunteered the information was most unusual.

While there are few employees actually discourteous to travelers, there are probably less who impress the public with the fact that they are really trying to be pleasant and courteous. The agent referred to seems to be one of these. There are many timid people traveling who are not satisfied with a short, sharp reply to a question, the agent immediately turning his attention to something else. Of course, they should be, but the fact remains that they are not. They want a friendly nod, a careful reply, as though the agent were giving thought to their particular case and wished to set them right. The same reply may be satisfying or unsatisfying, according to the way in which it is given.

Very truly, A. E. BEAUMONT.

Special commendation for devotion to the company's interest is due Assistant Engineer C. V. Sheldon, who fell from a hand car on the Hixon Log Road, early in June, breaking his right arm in two places, injuring his chest, cutting his lip and knocking out four teeth. Mr. Sheldon was completing the field work on which he had been engaged and was about to disband the party when the accident occurred. Unmindful of his injuries, he walked back to camp, a distance of five miles, made all arrangements for disbanding, shipping the equipment, etc., and returned to the railroad station in time to catch the night train for Milwaukee. If he had returned to the station after the acci-

dent, there would have been no one to go to camp and his party would have been left without supervision or direction until someone could have been sent out from Milwaukee.

Dining Car Conductor Brown and Sleeping Car Conductor Burke deserve special commendation for their prompt and efficient handling of train and passengers when No. 18 was derailed at Rahway, Montana, July 13. Conductor Brown promptly pulled the emergency brake and stopped the train, preventing serious damage. Conductor Burke should be complimented for the efficient manner of handling the passengers, who were obliged to transfer to the coaches, and later to a standard sleeper at Mobridge, the tourist car being detached at Aberdeen.

Operator W. Winters, at Homer, discovered house track switch open at that station, on July 7, and by promptly flagging train 58, prevented what probably would have been a very serious derailment.

The following bulletin issued by Superintendent Willard, of the Missoula Division, speaks for itself:

Missoula, Mont., April 14, 1913.

Trainmen and Enginemen and All Concerned:

On the morning of March 8, train No. 15, conductor Thompson, engineer Sleighton, at a point about one mile east of Adair, ran over a defective rail which broke in several pieces under the train, derailing one pair of wheels on rear truck of observation car Romadka.

Through the prompt action of Flagman Scott Cutting in making emergency application of brake from the observation car the train was stopped within distance of about 350 feet.

The prompt action of Mr. Cutting in this connection is fully appreciated and I take this method of notifying his fellow employees of our appreciation of his service.

Below is copy of testimonial received from passengers on the train in appreciation of Flagman Cutting's prompt action in the matter.

F. E. WILLARD, Superintendent.

On Missoula Division April 8, 1913.

Mr. F. E. Willard,
Superintendent.

We, the undersigned, passengers Olympian train No. 15, wish to express our thanks and appreciation through you to Mr. Scott Cutting, flagman on above train, for his prompt action and attention to duty on the night of April 7, 1913, by bringing train to stop immediately by setting air and emergency brakes when said train left track because of broken rail, coming down the Bitter Root Mountains into Avery.

W. C. SREVIN.

J. T. WILSON.

DR. RAY W. MATSON.

M. A. CLARK.

JOHN W. WISHAM.

JOHN F. DAVIES.

A. L. BRIGGS.

H. R. RISLEY.

CHAS. A. BAECHTOLD.

HENRY WAECHTER.

H. B. SCHULTZ.

MRS. GEO. S. TERRY.

R. L. FRANK.

R. M. STANLEY.

DR. C. G. FLETCHER.



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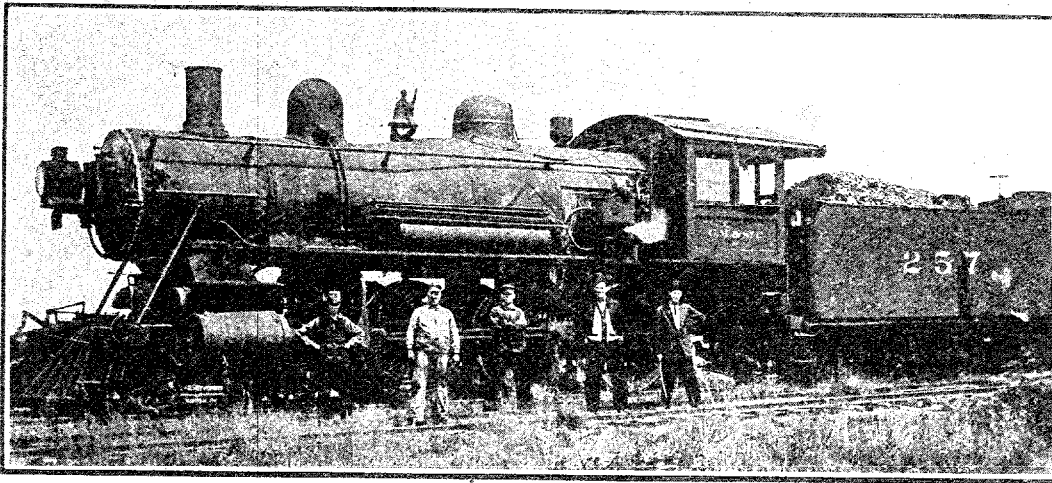
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CONDUCTOR SHUTTER AND CREW AT CAMP MCCOY.

Conductor Chas. Shutter, of the La Crosse Division, sends the following letter, which is highly commendatory of his yard crew at Camp McCoy in the summer of 1912. The letter is dated:

Office of Chief Quartermaster,
Joint Maneuver Camp,
Camp McCoy, Sparta, Wis., Aug. 15, '12.
The Division Superintendent,
Chicago, Milwaukee & St. Paul Railway,
Milwaukee, Wis.

Dear Sir: During the joint maneuvers at this camp this summer, your switching crew, operating on engine 257, proved themselves to be the best that I have ever seen in my career as an officer in the army.

I have at various times, had considerable to do with railroads, and come to expect the general run of things in the natural course. Here is something better than I have ever seen, and I wish you to know about it. The conductor was practically my yardmaster. If it should ever be my lot to be similarly placed, he is the man I shall try to get for my yardmaster. There was not a single instance where the service and kind attention could have been bettered.

Very respectfully,

(Signed) M. E. SAVILLE,
Captain and Quartermaster, 27th
Infantry, Chief Quartermaster.

Immediately following the serious floods in Indiana and Ohio last April, our company was called on by several of the roads for assistance in crews and equipment. Foreman William Witz, of Green Bay, engaged on the Middle District with his crew and pile driver, was sent to the New York Central Lines, and Foremen John Rowe and John W. Kinder, of Chicago, and working on the Southern District with their crews and one driver, were sent to the B. & O. R. R.

All of these foremen and crews rendered ex-

cellent service. They were more than able to hold their own with the men of other roads in effective work. They were right in the heart of the devastated district, and had hard work to do, which they did nobly. This fact is attested by a letter, which has been sent to the foremen, copy of which is submitted herewith:

"It was a matter of satisfaction that we were able to help out another road by sending competent men, who rendered a valuable service during an emergency such as in this case, which is much appreciated by the officers of this company."

Yours truly,

C. F. LOWETH,
Chief Engineer.

Conductor J. H. Ryan has been given a letter of commendation by superintendent for discovering broken flange.

On July 21, 1913, at 8:50 A. M., A. Johannes, car inspector at Godfrey yard, discovered brake rigging dragging on stock car in train being switched. He signalled engineer to stop and re-adjusted brake beam, thereby averting what might have been a serious accident.

J. W. Hare, conductor on Pioneer Limited, from Chicago, July 3, reported a very meritorious act on the part of Messrs. George Moller, Frank Mueller, Roy McGrath and Edw. Koehler, the first three employees in the office of Freight Auditor J. R. Brice and the fourth an employee in the office of Mr. C. A. Lahey. Mr. Hare writes: "The train was loaded heavily, had about seventy-five standing up, and these young gentlemen got up and gave their seats to some paying passengers, without being asked to do so, which I think they should be complimented for. Perhaps a mention in the Employees' Magazine would be a nice way. If more of the employees would have the same consideration, the service would be greatly improved under like circumstances."

W. M. Stone
JEWELER

Your Local Watch Inspector

**Diamonds
Railroad Watches**



If your watch does not keep good time send it to me. I pay express charges, one way, anywhere on the system. Yours truly,



W. M. Stone

16 So. Third St.

Minneapolis, Minn.

THE NORTHWESTERN NATIONAL BANK

Minneapolis, Minn.

The Strength of This Bank

lies not alone in its large resources, unequalled in the Northwest;—it lies also in the distinctive service and the unusual banking advantages which an unremitting effort and years of experience enable it to offer

**Surplus and Capital
\$5,000,000**

**The Varnish that
lasts longest**

Made by
Murphy Varnish Company

On the Steel Trail

C. & C. B. IOWA WEST DIVISION.
Ruby Eckman.

Brakeman Halsey Franklin, who has been on the western division for about five years, has resigned and gone into the mercantile business in Perry.

Miss Myrtle Ostrander, a daughter of the Chief Clerk at the round house, has been elected to a position as teacher in the public schools at Perry.

Ralph Dine, who is employed in the car department at Perry, is home from a pleasant visit to relatives in Ohio.

G. M. Kemff and L. M. Carlton were in Perry conducting air brake instruction meetings the last of July. The meetings were well attended by train and engine men and all derived much benefit therefrom.

Traveling engineer Beebe was on the middle and west division the last of July.

Andrew Anderson, a bridge carpenter employed on the C. B. Iowa West Division, was united in marriage the latter part of June to Mrs. Ora Chamberlain, of Perry. They will make their home in Perry.

Engineer Roy Cole welcomed a baby boy into his home the latter part of June.

Mr. E. L. Sinclair, who has been in the engineering department of the Milwaukee for some time, received a merited promotion the fore part of July. He was given additional territory, which now takes him from Sabula to Coon Rapids, and has jurisdiction over the resident engineers between those points.

Joe Bodenberger, who has been traveling fireman on lines west of the Mississippi for about five years was given notice July 15 that he was to be raised to the position of traveling engineer. Joe has many friends among the railroad men who are glad to hear of the promotion.

Fireman A. A. Callahan, of Perry, received a letter of commendation from his division officers for prompt action on the night of July 15. Mr. Callahan had been in work train service all day and a few minutes before the arrival of No. 6 at the station where his work train was tied up, he was called to relieve the fireman on No. 6, who had been taken sick. Callahan responded to the call and was ready for work with only fifteen minutes delay to the train.

An additional clerk has been given to the round house foreman at Perry. Mr. Joe Wagner has been assigned to the work.

Engineers T. Deland, M. O'Loughlin and Henry Clark spent a pleasant few days in St. Paul the latter part of July.

L. L. Ostrander, Chief Clerk in the Perry round house, is taking his annual vacation and with his wife and son are spending a couple weeks visiting with relatives in Central New York. They will also stop at Niagara Falls enroute home.

Firemen Irwin Padgett and Joe Barnes have passed the mechanical examination for engineers. There are about fifteen or twenty other

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firemen who will be sent to Milwaukee for the examination before the last of the year.

Machinist Arthur Yates has a new son at his home. The lad made his appearance the early part of July.

Assistant Foreman Harry Collins, of the Perry round house, is taking his vacation. Chas. Johnson is in his place.

The much talked of new round house at Perry will probably be a reality the last of August. The new shops are now being used for heavy repairs, Arthur Yates being in charge of the work.

Wrecking Foreman Dan Cameron has returned from a pleasant vacation spent in Illinois. Peter Johnson, of Manilla, was in charge of the steam derrick during his absence.

Fireman Clarence Hiddleston leaves in a few days for a trip through the west and south. The rest of the firemen say it is in search of a wife.

Fireman John Kuykendahl was united in marriage the latter part of June to Miss Agnes Elder, of Perry. They will make their home at Perry, where they have already gone to housekeeping.

Conductor F. Burnham has resumed work after a four months' lay-off on account of sickness.

Conductor I. E. Connors has been off duty during the month of July on account of sickness in his family.

Conductor G. T. Burnham, of the west division, has been quite sick of ptomaine poisoning. Brakeman Jacob Wagner had the misfortune to break two of the bones in his hand while at work the latter part of July.

Brakeman E. H. Steach, who has been on the middle division for about two years, has resigned and has gone to the coast extension, where he will work.

COLUMBIA DIVISION.

C. E. Molander.

Mrs. W. J. Jordan and son, Alexander, are visiting in Chicago this month.

Mrs. C. E. Molander is visiting friends in Chicago, Beloit and Milbank this month.

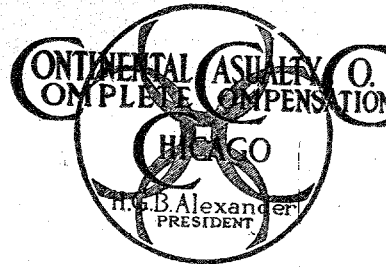
Mr. and Mrs. P. L. Hays and daughter, Lorna, are taking in the sights on the coast. They expect to remain until after the potlatch is over.

Engineer W. E. Reinking visited on coast over the fourth. He reports a good time (enough said).

Engineer Field Noble, of Beverly, is visiting in Chicago.

Our genial traveling engineer, Thos. McFarlane, is visiting Chicago and other eastern points. We all miss Tom and his smile.

A number of the boys have received their membership cards in the Pioneers Club. The correspondent is proud to say that he has one. From the interest taken by all concerned a good time is expected at Deer Lodge next September. Applications may be had by applying to John Quinn or C. F. Wilder.



1208 Michigan Ave., Chicago, Illinois

**Insures more Railroadmen
Pays more Railroadmen
Employs more Railroadmen
THAN ANY OTHER
COMPANY**

Before I'm hurt
tell me how little
Income Insurance
costs.

Name.....
Address.....
Age.....Occupation.....

**Chicago
Wilmington & Vermillion
Coal Co.**

McCormick Building, Chicago

**Genuine Wilmington
Chunks, Genuine Wil-
mington Washed Egg**

**For Domestic Use
In Franklin County by
Sept. 1st, 1913**

**The best domestic coal produc-
ed in Illinois.**

Dealers:

Write for Prices

GENERAL OFFICE ITEMS.

G. E. Waugh.

Miss Margaret H. Foster, stenographer in the Advertising Department, is spending her vacation at the Dells Inn, Kilbourn, Wis. She had planned to go east but found our literature on the Dells so beguiling as to change her trip and see "the Milwaukee first." Miss Esther Fritz accompanies her on the trip. Miss Foster is some passenger agent.

Fridolph Johnson, of the Passenger Department, has gone to Triumph, Minnesota, on his vacation. If your name is Johnson, it's hard to stay away from Minnesota.

Mr. S. D. Roberts, Advertising Agent, has gone to Salt Lake City to attend a meeting of the American Railway Advertising Agents Association. The organization will be the guests of the Salt Lake City Commercial Club. After the meeting he will proceed to the Pacific Coast, returning via Seattle on the Milwaukee over Puget Sound Line. Ads will be more sparkling than ever after this trip among the scenic treats of the new line.

Miss Marie Waage, telephone operator in the general offices, Chicago, leaves the company August 15 to be married to Mr. Alfred Mueller. The wedding will take place Thursday, September 4. Miss Waage has been with the Milwaukee for over four years. She has made scores of friends by being cheerful and accommodating in a line of work that is assiduous and might get on the nerves of a person who is not evenly poised, for the telephone switch board in the general offices is an exceptionally busy place. Katherine Radford, Katherine Sparks, Alice Brown and Claire Unger, Miss Waage's co-workers on the switch board, will attend the wedding.

Addison Jones, Record Clerk at Fullerton Avenue, headed a personally conducted excursion to Riverview Park, August 2, which was "Milwaukee Day" at the big amusement grounds. A large representation from the Fullerton Avenue offices were on hand. Each employee was supplied with an admission ticket and coupons appended to the numerous side shows entitling the holder to reduced rates to see the performances. An excellent program was provided and the entertainment was varied to suit the tastes of all those who attended. "Milwaukee Day" at Riverview Park has become quite an event.

NEWS ITEMS FROM DUBUQUE DIVISION.

C. E. Mutschler.

William Ott, agent at Buena Vista, Iowa, and Mary Dean of North Buena Vista, were married in Dubuque on Tuesday morning, July 15.

J. D. Welsh, passenger conductor on this division, has returned after a trip to Montana and the Dakotas.

E. Baker has been appointed operator at Cattese.

L. B. Beckwith has been appointed yardmaster at Dubuque Shops, the same taking effect July 14th.

E. Bittner, day yard clerk at Dubuque Shops, has returned from a trip through the west.

H. HAMMERSMITH

JEWELER

WATCHES, DIAMONDS

SILVERWARE, ETC.

WATCH INSPECTOR FOR

C. M. & ST. P. RY.

208 UHLEIN BUILDING
MILWAUKEEFirst National Bank
of Miles City

ORGANIZED 1887

Capital, Surplus and		
Profits,	- -	\$375,000.00
Loans,	- - -	2,000,000.00
Deposits,	- - -	2,300,000.00

Open your account with us.

H. B. Wiley, Cashier

First National Bank

HARLOWTON, MONTANA

Capital, Surplus and
Undivided Profits
\$62,000.00We do a General Banking Business. Pay Interest on
Time Deposits. Your accounts solicited. Especially
interested in railroad men.W. L. ADAMS, President G. H. EMERSON, Vice President
A. G. ROCKWELL, Cashier
A. M. CAMPBELL - Asst. Cashier - F. H. SHAINHOLTSTHE
FIRST NATIONAL
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Capital and Surplus \$200,000.00

DIRECTORS

GEO. H. EMERSON W. L. ADAMS HARRY C. HEERMANS
O. M. KELLOGG P. AUTZEN N. J. BLAGEN
FRED. G. FOSTER

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G. J. Bunting, assistant general auditor Chicago, was a visitor at the superintendent's office July 8th. The purpose of his visit was to instruct the clerks and roadmasters in making out the new form of work journal and time book which will go into effect July 28th.

A gasoline motor passenger car was placed in service on the West Union Line July 14th. It makes one round trip each day except Sunday, connecting with Nos. 30 and 31 at Turkey River, and gives people residing on that line a chance to do shopping at Dubuque and return home the same day.

The crop conditions on Dubuque Division are good. There were some unusually heavy rains during the week ending July 12th which caused considerable damage in some localities, but the prospects for a good crop are bright.

W. F. Keefe, chief clerk in the D. F. & P. A. office at Dubuque, has returned after a week's vacation at the home of his parents in Jacksonville.

Engineer F. Zemanek has departed for Montana, where he is looking over land interests.

L. W. Obershaw, agent Gordons Ferry, and wife are visiting in Montana.

At Dubuque during the month of June the C. M. & St. P. Ry. received 618 cars of fruit and vegetables from the I. C. R. R. Most of the shipments consisted of bananas and tomatoes. This is the largest number received during any one month.

Edward Ford, blacksmith foreman, who spent about three weeks at Colfax Springs, has returned looking very much improved in health and ready for another year of hard work.

Another extra gang has been put to work on the Dubuque Division, making a total of three gangs, one being located at Wilkins, one at Dubuque Shops and another at North McGregor.

Chief Carpenter Cameford's men have started to erect a pagoda style of depot at Park Life, about seven miles west of Dubuque. The Park Life Association have large grounds at this point, where many of Dubuque's boys and girls spend a part or all of their summer vacation.

Work will soon be started on the new depot at Waterville, Iowa. A new side track will also be built at that point.

F. C. Anderson has started to erect a new residence at Volga City. He is employed as agent at that place.

On July 16th, the hottest day of the year, the thermometer registered 120 in the blacksmith shop at Dubuque Shops. Many men in all the departments were forced to leave their work early in the day on account of the intense heat.

NOTES FROM THE CHICAGO TERMINALS.

J. B. King.

Mr. W. C. Bush, assistant superintendent terminals, returned to work Saturday morning, July 26th, after spending his vacation at Forman, N. D., visiting relatives, where he enjoyed himself fishing and shooting prairie chicken.

Mr. J. L. Brown, chief clerk to Mr. P. L. Rupp, superintendent of terminals, spent his vacation in Austin studying the habits of the birds, on which he is going to write a piece

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Basin Territory**

for the magazine. He is a little slow with it but expects to have it ready for next month's edition.

Mr. R. O. Farmer, chief clerk to Mr. W. C. Bush, assistant superintendent terminals, expects to spend his vacation at Niagara Falls, and it is reported that he is going to take a fair maiden from the West Side along with him as his bride and desert the raps of the bachelors.

Mr. J. C. Logan, Yardmaster on the Grain Alley Lead at Galewood, better known as the Lion Tamer, has just returned to work after spending two weeks on the jury. All transfer foremen want to be on the job now and get out on time, for Jack has supplied himself with plenty of "Peerless" and is going to do business on the Grain Alley Lead.

Mr. Frank Cusack, assistant general yardmaster at Division street, is spending his vacation at Atlantic City. Some class to Frank.

Mr. Geo. Hale, yardmaster at Galewood, better known as "Doc Yak," and Mr. P. L. Palmer, yardmaster at east end yard No. 3, Galewood, have asked for thirty days' leave of absence and will leave for Omaha, Denver, Colorado Springs, Salt Lake City, Ogden and Frisco about the first of next month. Doc has made a reputation for himself at Galewood with his rheumatic cure, the Electric Ring, and he and Palmer are going to make a tour through the west selling the rings. They will take along with them two rheumatic subjects, who were pronounced incurable before the Doc took hold of them and Palmer will lecture on the subjects while Doc sells the rings.

Mr. John Fitz, clerk at Galewood, is riding on the coaches alone now since Mable has gone on her vacation. The boys are wondering how long poor Fitz will have to wait in suspense for her return.

GOSSIP OF THE C. & M. DIVISION.

Mary C. Sullivan.

Early Sunday morning, July 20th, fire was discovered by Dispatcher Carroll in the north-west corner of the Union depot. An alarm was turned in, but the fire had done considerable damage before the arrival of the fire department.

Conductor C. W. Mitchell spent a few days at his summer home at Pine Lake, Wis.

Dispatcher Babcock is taking his regular vacation. "Bab" thinks Wilson Beach is about as attractive a spot as can be found and much of his time is spent decorating the beach at that point and in high diving.

Chief Dispatcher and Mrs. Sizer have left for an extended trip through the East, where they will visit the points of interest on the Atlantic Coast. Dispatcher Carroll is acting the part of "Big Chief" during his absence.

Conductor Mike Gloven doesn't object to a walk of a mile or two at the right time and in the right place, but there are conditions under which he'd rather not. Recently, while on No. 67, he was headed in at Lake and after the train had come to a stop Conductor Gloven walked back to the tower. When about half way there, the operator cleared the block and

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the train proceeded to Milwaukee, leaving "Mike" to get there as best he could. A truck farmer overtook the weary traveler and gave him a lift.

Miss Hazel Merrill, late of the C. & C. B. Iowa Division, has accepted a position in Superintendent Morrison's office, Chicago.

C. G. Odell, second trick operator at Soo Tower, was called away a few days ago on account of the death of his mother at Indianapolis, Ind. He was relieved by T. W. Toohey, second trick operator Warrenton.

We are sorry to learn of Mr. Odell's bereavement and extend our sympathy.

George Edington, bridge foreman, met with a painful accident a few weeks ago. While going into one of the industrial tracks at Janesville, his motor car ran over a torpedo, exploding it. Part of the tin struck him, badly lacerating his leg. He is now getting along nicely and will be able to resume work within a few days.

"Guy" Miller, chief clerk in the superintendent's office, is learning the Tango. He leaves for Minocqua with a party of friends the latter part of August, where, between landing 25-lb. (?) "muskies" and Tango-ing, he expects to put in a busy two weeks.

Conductor D. A. Parent is recovering from his accident and will soon be able to resume service.

Will somebody please ask Roy Dougherty, the genial file clerk in General Superintendent Cooper's office, why he makes so many trips to Rockford? He won't tell us.

E. W. Adams, agent Grays Lake, has been granted a six months' leave of absence and will "try out" the position of assistant postmaster at Grays Lake. He is relieved by Operator Tomlinson of Fox Lake.

J. E. Meredith and family of Libertyville have returned from a three weeks' trip in Pennsylvania. They report a very enjoyable vacation.

Conductor C. M. Josh on the Chicago-Madison run is laid up with sciatica rheumatism and is now at Excelsior Springs. Conductor Mooney of the Mineral Point Division is taking his run.

Fireman A. C. Creighton is on a thirty days' leave of absence. He will tour Arizona and Idaho. He is relieved by Fireman Jenny.

Engineer A. A. Grandy and family have just returned from a few weeks' visit at their "Farm" at Wausaukee, Wis.

Brakeman William Jelly of Libertyville switch run has been spending his vacation among the Michigan summer resorts.

C. & C. B. EASTERN IOWA. Hazel M. Merrill.

Monday, July 7, 1913, a meeting was held in the superintendent's office for the purpose of explaining the installation of the New Track Time Book and Journal of Work, as required by the Interstate Commerce Commission. Mr. G. J. Bunting, assistant general auditor, instructed roadmasters and clerks in regard to the new book.

Miss Charlotte Newton, formerly employed in the trainmaster's office at Marion, has accepted a position in superintendent's office at

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Malden, Wash. Miss Hazel Rhoades will take her place.

Mr. J. L. Franz, chief clerk C. & C. B. Iowa Division, and family, are spending their vacation at Clear Lake, Iowa.

Miss Laura Landis, clerk locomotive department, has gone to Salmon, Idaho, to spend her vacation with her sister.

The Milwaukee is to be equipped with a protective signaling system which will protect its trains every two miles and make a collision almost impossible if due observance of the signals displayed is taken. These signals are now being installed. Complete sets of high tension wires are being strung for that purpose and "wells" are being set every two miles along the right-of-way for the operation of the electrically controlled machines. The entire line from Chicago to Council Bluffs will be so equipped. The linemen are following closely and the equipment and the service will be installed between Marion and Savanna within a few weeks. As soon as the double track between Marion and Perry is complete, the signals will be ready for operation.

MILWAUKEE TERMINAL NOTES.

P. E. Murray, chief caller nights at Muskego Yard, has returned from an extended trip through New York, Buffalo and the East, Guy Weber doing the relief work during his absence.

Several gentlemen are having informal socials and dinner parties. A certain gentleman by name of W. L. was present at one of these functions and it has been said that hereafter he will not be given the password on account of his large eating capacity.

A baseball team has been organized among the operators of the terminals and the West End operators of C. & M. Division. They will play the night switchmen as soon as weather permits. This will be their first real game and the outcome, with a full line-up, will be published at a later date.

Mr. J. C. McCool, who has been employed as warehouse foreman at Winona for the past 25 years, died very suddenly Monday evening, July 21st. Mr. McCool left his office at the usual time Monday evening, apparently in good health, and upon arriving home he started to cut down a tree, but at the third stroke of the axe dropped dead. Funeral services were held at Winona July 24th.

LOCAL NOTES, SO. MINN. DIV.

By G. R. Horton, T. D.

Vacations are all over among the dispatchers east and west ends except Isaac Walton's representative, J. M. Moore, chief at Madison. E. H. Laugen, relief dispatcher east end, has returned to his position as day operator at Jackson.

Roy Wood, relief dispatcher at Madison, has resumed work on nights at Lanesboro.

C. M. Aughey, acting chief during S. C. Sorenson's absence, accompanied the officials to the Safety First meeting at Austin and Madison.

"Read This!"

Of Interest to All Railroad Men

A good live business, largely in the control of railroad men, a greenhouse at Libertyville, located on the tracks of St. Paul road, is making good. In three years it has increased from one small building to a six-acre proposition. New additions this year is the reason for placing new stock on the market. This stock has realized for the stockholders 22½ per cent in three years and has been in the process of construction all the time. The stock is non-assessable, sells at \$10.00 per share and guarantees 7 per cent dividend.

Send your money to the secretary or inquire for more complete information. We will gladly grant any courtesy in our power. Place your money in a good, healthy, reliable, investment, where it will bring you a good income. Attend to it now as stock is going rapidly.

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W. B. Fraser, superintendent's chief clerk, was among those who also ate. Understand he has an awful appetite but never seems to take on much flesh.

Not many agents or operators laying off, as relief agents are scarce as hen's teeth.

Clyde Sackett, relief operator at Lanesboro, while Roy Wood was dispatching at Madison, was kept busy blocking trains for three nights while Barnes' Wild Animal Circus was on east end.

Raymond Selberg, relief operator at Spring Valley, has been assigned to third operator at Jackson.

A. G. Lehmann is temporarily on nights at Spring Valley.

R. E. Peterson, from Sherburn, has taken charge of Grand Meadow for three months, vice Jas. Sheehy laying off to see the country.

Spike Parker, regular second operator at Ramsey, is being relieved by C. E. Long, who blew in at Albert Lea and was lassoed, roped and tied and put to work before he had time to say Jack Robinson.

Mitchell Mikkelsen, third operator at Wells, is off on two weeks' vacation, relieved by Operator Stevens, who hails from S. C. & D. Division.

John Whalen, agent at Easton, got the fever in June and took a month's lay-off and incidentally got married. A. G. Lehmann had charge of station during his absence.

Agent Horton at Fairmont enjoyed a trip through Canada to Victoria and Vancouver, returning via Seattle and Idaho, Geo. Flynn, operator at Fairmont, furnishing the relief.

Agent Fogarty was compelled to take his son to Colfax for treatment, account rheumatism; station in charge of R. E. Peterson.

Vic Hanson transferred from Minnesota Lake to Wess Springs; was under doctor's care for couple weeks but has now taken charge.

J. H. Mayer, assigned to Minnesota Lake, has been checked in by auditor.

W. E. Campbell, after working days at Jackson while E. H. Laugen was dispatching at La Crosse, has been checked in at Bryant permanently.

Agent Turner, who has been sick for some time, has resumed work at Fulda.

Wesley Aldrich, who was operator at Pipestone for so many years, has resigned to seek pastures new. W. A. Stark from Edgerton has been appointed to the position.

Agent Phillips, who has been off for his health, has returned.

Relief Agent Lambert has gone from Lake Preston to Lily, account Agent Burke at that point being afflicted with that "swell" disease, mumps.

Agent Paul at Forestburg is very sick and L. Ashbaugh from Butler has charge of that station.

T. M. DIVISION NOTES.

J. G. Weist, car clerk, was called to Deshler, Ohio, account death of his daughter.

M. A. Brocket, assistant cashier, has returned to work after thirty days' vacation.

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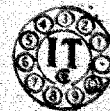
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CHICAGO



Superintendent F. G. Hill and family are visiting in Seattle.

Vice-President H. B. Earling and Assistant General Superintendent E. H. Barrett spent Friday in Mobridge.

Mobridge closed their three days' celebration with flying colors, big crowds being present every day and everybody well pleased with the amusements, which were good.

Seventeen people from LeBeau for Salt Lake left via the C. M. & St. P. on train No. 15 July 5th. Ticket Agent Stablein had been working on this crowd for the past three weeks and when he thought he had lost them pulled the last string by extending them the invitation to spend the Fourth at Mobridge with him and then leave on the Olympian night of Fourth. This was too good to let go by, so they drove across country, landing in Mobridge early on the morning of the Fourth, and were sure shown some good time. Leaving on No. 15 they almost pulled Ed's arm off just before getting on train, so tickled were they with the treatment received from him.

Yardmaster Vasheau is spending a few weeks at home in Wisconsin. During his absence the big stick is being held by Foreman Caldwell.

If you don't think the Depot Park at Mobridge is a sure winner just get off one of the trains, see the crowd of passengers gazing over it, and hear the many favorable remarks such as: "It's fine," "Is it not pretty?" "The best yet seen," etc.

H. & D. DIVISION.

S. E. Keane.

On account of the State Convention of the B. P. O. E., the Aberdeen Lodge of Elks chartered a special train to take them to Mitchell and return. The train consisted of engine No. 1046, which is also the number of the lodge, dynamo baggage car No. 3029, coach No. 3744, sleepers Missoula, Marmarth, Ismay, Seattle and Puyallup; dining car No. 4503 and observation car Lakeland. The train was electric lighted, the baggage car being equipped with sixteen steam whistles, all sizes. The engine was decorated with purple and white bunting. The entire crew were members of the Order of Elks and consisted of the following:

Conductor Jack Barndt.

Engineer Brigham Champlin.

Fireman Whaleoil Dent.

Electrician Peter Peterson.

Brakeman Floyd Aggas.

Sleeping Car Conductor Lawrence Kreis.

Dining Car Conductor Willie Cook.

Observation Car Conductor Cunard.

Flagman Fargo Hood.

Ticket Agent C. R. Parkins of Aberdeen accompanied the train as special representative of the Passenger Department. The Aberdeen All Elks Band accompanied the Elks, and many of the wives and members also enjoyed the trip. All arrangements were carried out in full and every Elk expressed satisfaction with the train service, the equipment and the service of the dining and sleeping car department. The train left Aberdeen at 10:30 p. m. Wednesday, June 25th, and returned arriving Aberdeen at 6 a. m. Saturday, June 28th.

(4) Fore-Wise Officials

of the C. M. & St. Paul have been buying land in Adams County, North Dakota. Lands are cheaper now than ever before.

We have one hundred quarters on our list which are offered too cheap. Be a **Fore-wise Reader!**

When you pass through Hettinger look up the street and see our building.

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Dreams of more comforts, more luxuries!
Dreams of more of those things that make life worth living!
Dreams of—
But Why Dream?

Why not put Montgomery Ward & Co.'s new 1000 page catalogue back of your dreams and turn dreams into realities?

Why not harness every one of your hard earned dollars and make them yield for you more value in the future than in the past---and *then* your dreams will come true.

The conservation of the dollar is a vital issue in these days of high cost of living.

And the Montgomery Ward & Co.'s catalogue is the great text book that will help more than any other book to solve that problem. It tells how to purchase your foods, furniture, clothing, farm implements, luxuries, everything for the home, farm or field at the lowest prices, with all the useless middleman's profit left out. It has a thousand pages, with a hundred thousand opportunities for saving.

This great text book is free for the asking. All you need do is to write us a note today saying: "Send your new 1000 page book without cost or obligation to me!"---and it will come by return mail.

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MONTGOMERY WARD & Co.

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B. OF R. T. PICNIC.

Lodge No. 456, B. of R. T., gave their annual picnic at Funks Grove, Shermerville, Saturday, July 19th, and everybody reported that they had a good time. Froggie Howard was "Master of Ceremonies." There was a good baseball game between the Franklin Parks and a picked nine of engine men and switchmen, the picked nine losing in the 13th inning through an error on the part of Tony Hurst in letting a man steal home. Score 1 to 0 in favor of Franklin Park. The fat men's race was won by Joe Scott; prize, silk hat. The lean men's race was won by Thos. McGuire; prize, auto. The three-legged race was won by Wm. Ready and J. McNulty; prize \$50. The thin ladies' race was won by Mrs. J. Scott; prize, a diamond necklace. The heavy ladies' race was won by Mrs. Green; prize, barrel new potatoes and three bushels of cherries. The single ladies' race was won by Miss Mayme Cowder; prize, silk umbrella. The balloon race was won by James Cowder and he had a narrow escape from death by landing in Shermerville creek. The prize waltz was won by John Kirby and Mrs. Wm. Gee, the prize being a \$20 gold piece.

Mr. Oscar Schilling has taken the position as material clerk in the roadmaster's office, made vacant by the promotion of Roy Stahl, who is now pay roll clerk in the superintendent's office.

TERMINAL LOCALS.

J. L. Brown.

August Schumacher, one of our old-time section foremen, has been appointed assistant roadmaster in the Chicago Terminals District in position vacated by D. P. McCarthy, who has taken service on the Coast Line.

Trainmaster J. Costello has returned from a short vacation spent at Excelsior Springs.

Miss C. M. Bartel, stenographer, employed in superintendent terminal's office, has returned from her vacation, having spent a most delightful time in the vicinity of Beaver Dam and Columbus, Wis. From reports that reach here it leads us to believe there is some attraction in the direction of Columbus.

Mr. R. G. Williams, our popular general yardmaster in the coach yard, has returned from a ten days' vacation and reports fishing in northern Wisconsin good. At this date we are trying to locate Bob Walker, the milk agent, who we understand left with Mr. Williams, but are unable at this time to locate his whereabouts.

Mr. D. O'Mara, train director at Tower A-2, was recently called to Rockford, Ill., on account of the death of his father, and Mr. Geo. Stimpson, third trick leverman at the same point, recently was called to Milwaukee on account of the sudden death of Mrs. Stimpson's brother, Mr. A. Brown. We extend to them our sympathy.

SCRAPS FROM THE WEST END.

J. H. Ginet, Jr.

Mr. H. R. McCann, at present Traveling Freight and Passenger Agent for the Milwaukee at Bellingham, Wash., has been appointed Local Freight Agent for our lines at Spokane, Wash., effective August 1. Mr. McCann's many friends will, no doubt, be glad to hear of his promotion, and we all wish him the very best of success in his new undertaking.

W. F. Mapes, City Ticket Agent, Everett, Wash., is some fisherman. He recently exhibited, with very apparent pride, what is probably the largest black-mouthed salmon that was ever caught in this vicinity. It weighed fourteen pounds. Mapes insisted that he caught the fish and this may be so as one of his friends saw him leave a local fish market and it is quite possible that Mapes was capable of catching the package containing the fish when thrown to him by the fish monger.

The following changes in the Seattle Freight Department become effective August 1: L. S. McInty, now employed in the office of the Chief Clerk of the Freight Department becomes Chief Clerk to Mr. F. D. Burroughs, General Freight agent. Mr. E. J. Hyett is promoted to Assistant Chief Clerk of the Freight Department. Mr. E. A. Krueger, of St. Louis, becomes Chief Rate Clerk of the Freight Department. The above promotions are only a few of the daily evidences which we have that loyalty in the services of the "Milwaukee" has its reward.

Mr. H. L. McLaughlin, Commercial Agent at Everett, Wash., recently gave us additional evidence of the fact that he is some "business getter." In a recent contest for the securing of new members for the Everett Commercial Club Mac won a life membership in the organization. He secured the largest number of new members. When the Everett people get to know Mac as we know him they will stop wasting their time trying to do the impossible—he can't be beat.

Jack Miller, of the Car Service Department, Seattle, was recently called to his old home in Chillicothe on account of the death of his mother. Mr. Miller has the sincere sympathy of all his friends and fellow workers.

C. H. Winters and C. H. Mulligan, of the Car Service Department, have just returned from vacations and report having had a very enjoyable time.

Claude Pike, clerk and steno. in the Seattle General Passenger Office, recently claims to have been touched—at any rate he stated to a fellow employe that some one stole from his pocket two cents' worth of four-cent car tickets.

Arthur Teake, clerk in the General Freight Department, Seattle, and Miss Flora Walker, of Seattle, who were married August 2, have just returned from their honeymoon trip.

K. C. DIV.

Roundhouse Foreman P. L. Mullen of Kansas City is on a tour of the Pacific Northwest.

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ADAMS STREET ENGINEERING DEPARTMENT NEWS.

Speaking of vacations, dire things always seem to result from such. Our stenographer over in the Valuation Department, Otto Lamberg, returned from his vacation a benedict. Our sympathy is extended to him.

J. M. Sorenson, an old-timer with the company, has just returned from a four months' sojourn in his native country—Denmark. He says that he enjoyed the trip very much, but that there is no place like the good old U. S. A.

S. C. Anderson, another draftsman, has just been promoted to the position of foreman for the Valuation Department. We wish him luck in his new position. As he made the recent trip to the Snoqualmie Pass Tunnel out west, he is, no doubt, used to roughing it.

Our stationery clerk, H. G. Bock, otherwise known as the "Champion Tennis Player of Rogers Park," issues a challenge to anyone desiring a friendly little game of tennis. He is some tennis player, too. He insists, however, that the game must be played on the home grounds, Rogers Park, that delightful suburb of Evanston.

C. R. Wilhelm, the artist of the department, is rapidly developing into a motion picture play writer. We are liable to see his name on the screen most any day now.

It has been noticed that L. J. Bodeewes, whom we have styled the "Hand Railing Engineer," on account of long and continued figuring on same, has been going to Milwaukee quite often of late. What seems to be the attraction, Bud?

NO. LA CROSSE.

H. J. Bullock.

W. N. Upham, agent at West Salem, has returned from an extensive trip to eastern and southern points.

Master Mechanic H. M. Hauser is enjoying a vacation at Waukesha, Wis. He is relieved by Thos. French.

General Safety Appliance Foreman M. J. La Court transacted business here recently.

Train Dispatcher T. C. Welch, of C. & M. Division, is visiting friends and relatives here.

W. G. Bowen is acting as Chief Train Dispatcher La Crosse Division during absence of E. E. Peters and Sam H. Hunter is filling third trick dispatcher.

East Yard Foreman Nicholas Weber and wife have returned from a trip to Chicago.

Switch Foreman John F. Downs is critically ill with paralysis and recovery doubtful.

Road Master P. H. Madden is back on the job after much needed rest. Mr. Madden is the inventor of the three man rail laying machines which are made in La Crosse.

Assistant Claim Adjuster C. M. Griswold rounded up some important business here recently. C. M. is one of the lively men and is not only an able adjuster but also a Doctor of Medicine.

Road Master M. J. Brennan, of Dubuque Division, was around on important business a few days ago.

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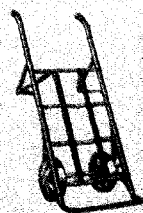
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Mr. Percy, an old time passenger engineer on River Division, gave us a pleasant call recently.

RIVER DIVISION.

Mr. C. E. Prichard, chief clerk in Superintendent Thiele's office has just returned from a trip over the Southern Pacific lines and reports that he was much impressed with the great interest in Safety First out there. He has sent The Magazine a copy of a bulletin notice sent out on the Coast Division of the S. P. and calls attention to the Safety First caution at the bottom of the page. It reads:

"SAFETY FIRST"

There is always a BEST WAY to do things.
Learn the BEST WAY and become
Efficient and Safe Employees.

Mr. Prichard says this is written on every bulletin that is sent out all over the System, and that in talking with train and station men, he found them one and all very enthusiastic on the subject of Safety First.

ROCKY MOUNTAIN DIVN.

C. G. Bleichner.

Construction work on the Great Falls Grass Range and Roy Lines is progressing rapidly and trains will be in operation into Great Falls by January 1st, 1913. The Grass Range and Roy Lines will be completed early this fall. Fourteen construction trains and about 2,000 laborers are at work hurrying the work as much as possible.

C. L. Whiting is in charge of all the construction work and M. J. Welch, formerly first trick dispatcher at Three Forks, has been appointed chief dispatcher, with jurisdiction over all lines out of Lewistown with the exception of the Harlowton-Lewistown Line.

All indications point to a record-breaking crop on the Gallatin Valley Railway and in the Judith Basin. About 3,000 cars of grain are expected from the Gallatin Valley Railway and between 3,500 and 4,000 cars from the Judith Basin.

The construction of our own line through Silver Bow Canyon (Cliff Jct. to Colorado Jct.), a distance of thirteen miles, is practically completed and trains will be in operation by August 20th. The work has been exceptionally difficult. Four crews with a large force of men have been working continually since September 1st, 1912.

The new line will parallel the Northern Pacific and Butte, Anaconda and Pacific the entire distance.

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