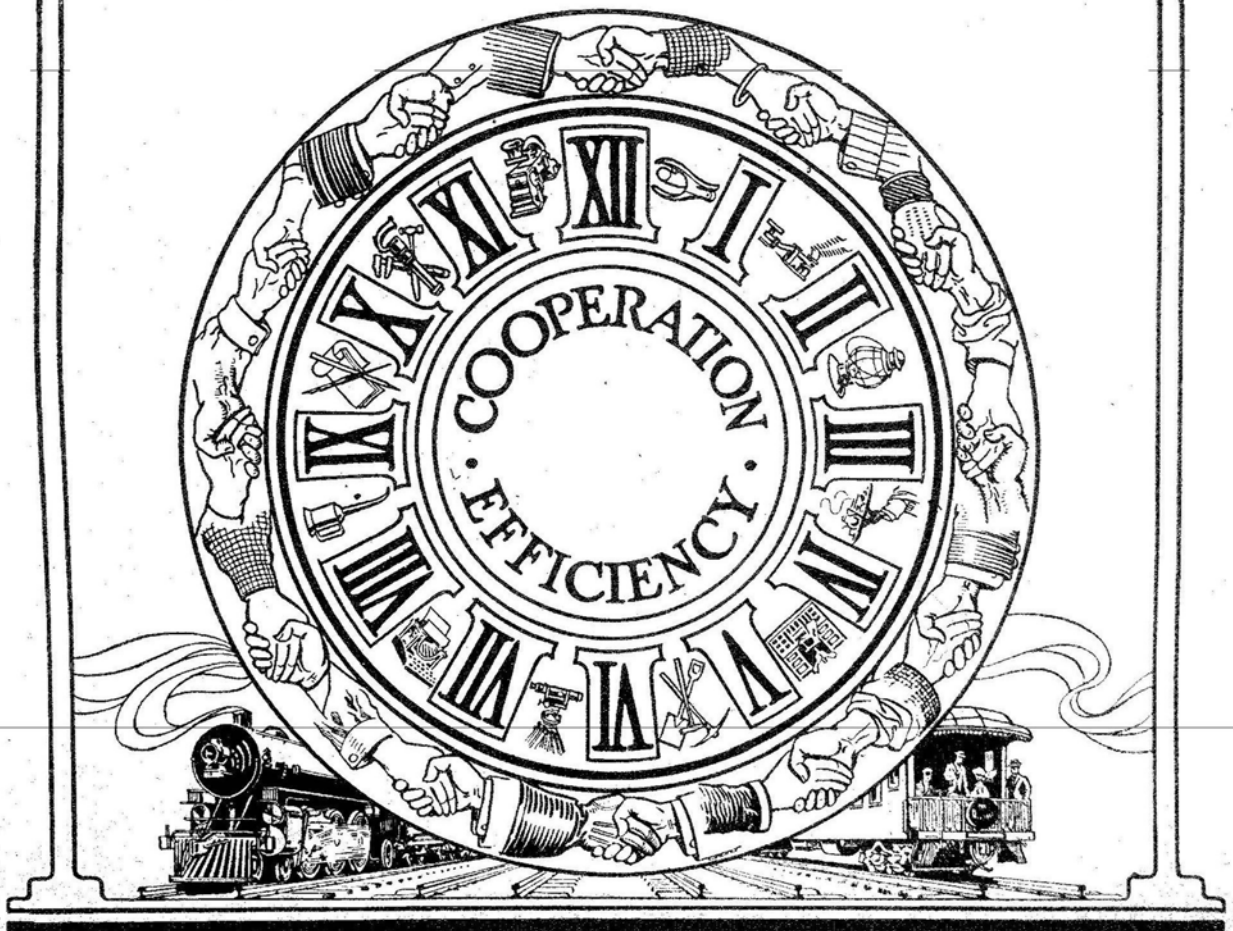


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

June

1913



VOLUME 1

No. 3

BEST TO THE
NORTH WEST

TACOMA

The OLYMPIAN
The COLUMBIAN
Chicago
Milwaukee & St. Paul
Railway

THOS. CUSACK COMPANY

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.
GENERAL PASSENGER DEPARTMENT

THOS. CUSACK COMPANY, Chicago, Ill., March 4, 1913
15th and Throop Streets,
Chicago, Illinois.

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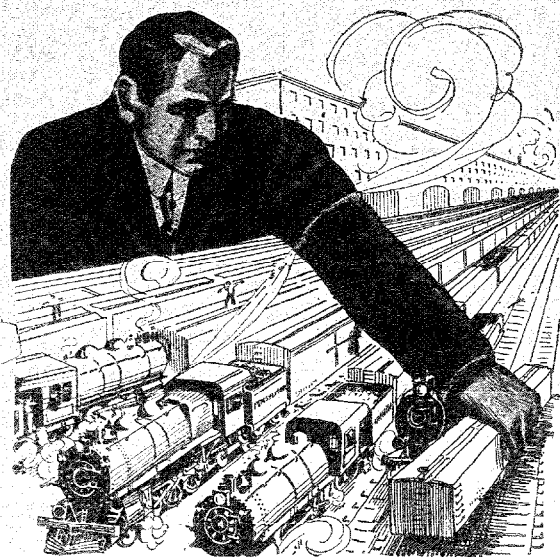
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Ed Miller

Passenger Traffic Manager



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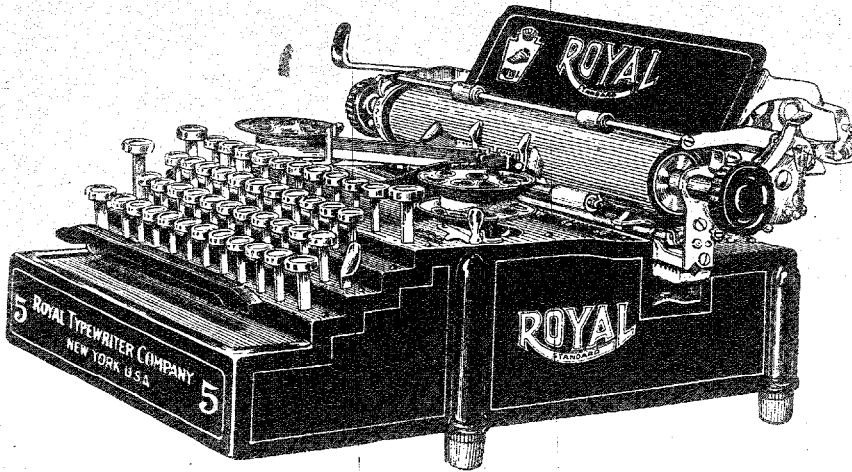
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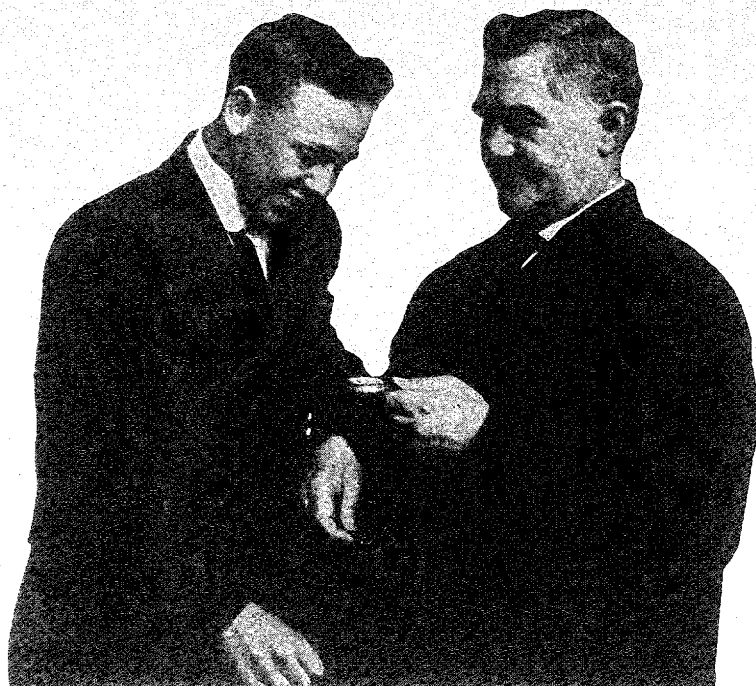
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"I BOUGHT it when I started railroading twenty years ago. It has been a splendid timekeeper. You are old enough now to give a watch good care and the wearing of it will help you to be more prompt and exact. Then, too, I want it to remind you every day that your old father cares for you. I am getting a new watch that answers my purpose better because it has a clear distinct figured dial that I can see in the dark, an extra hand that tells me when to wind, and an unexcelled reputation for timekeeping."

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HARRY BROWN, Manager

749 Railway Exchange Building, Chicago

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

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CARPENTER KENDALL, Editor-in-Chief

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

JUNE, 1913

NUMBER 3

HARRY BROWN

Greeting from the Wells-Fargo Messenger

The Magazine regrets to announce the death of its manager, Mr. Harry Brown, who died on May 28th, of pneumonia, after a short illness.

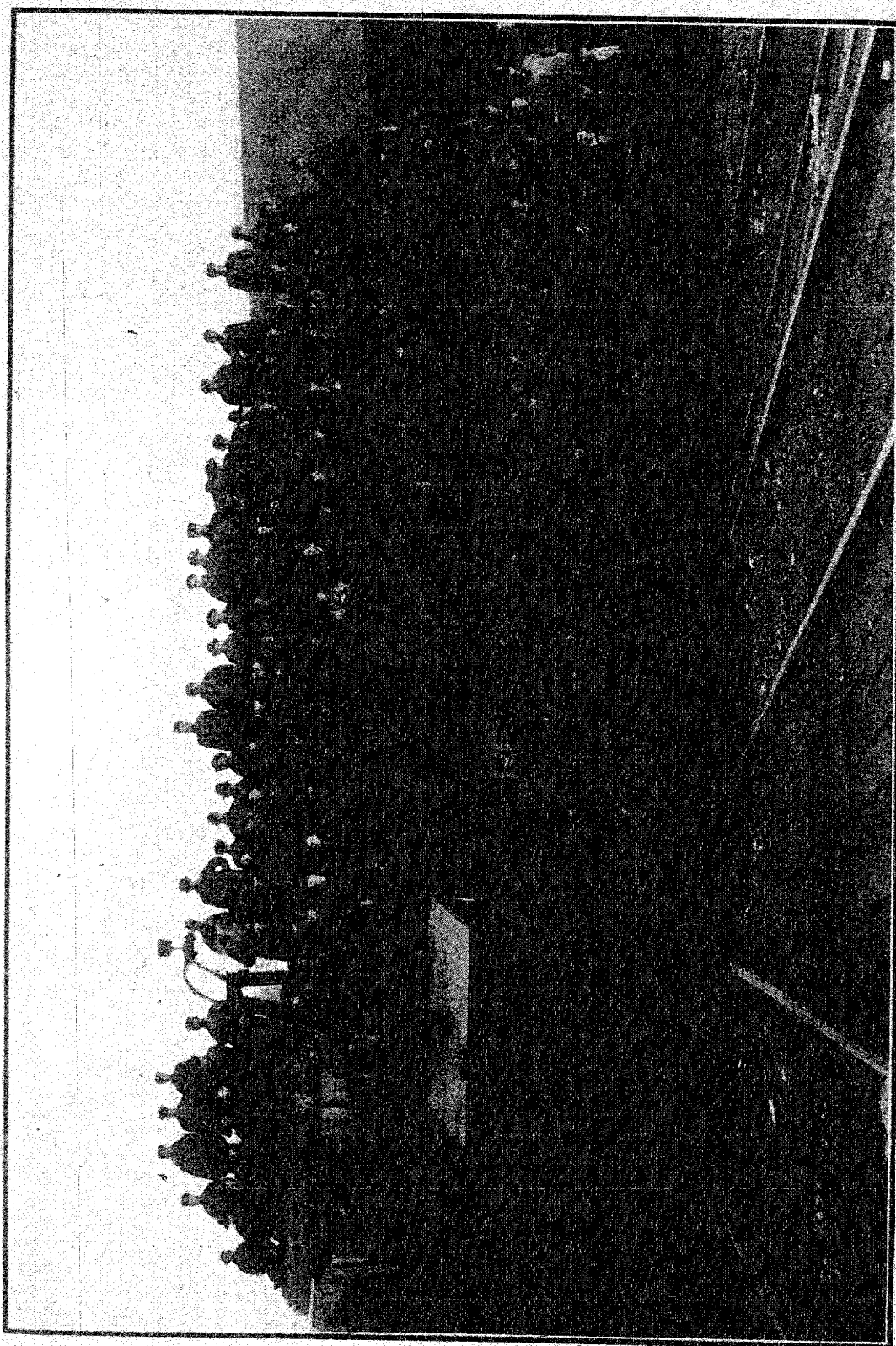
Mr. Brown was an old and well known advertising man,—a man whose probity and ability were recognized in the business world, all over the United States; and his place will be filled with difficulty. Advertising was his life work, and he had been connected for many years with the New York World. Later, he came to Chicago and assisted in starting the Santa Fe Magazine.

Mr. Brown was singularly interested in creating for THE MILWAUKEE, a successful and popular advertising medium. As our manager his policy was liberal, and had he lived, we should all have had the satisfaction of having contributed to his dearest wish,—that of having our magazine the best among a company of high-class periodicals published by the various railroad companies in the United States.

Timely and interesting is the first issue of the Messenger's latest contemporary—the Milwaukee System Employees' Magazine—which appeared in April. The new publication will doubtless receive marked attention from Wells Fargo men, especially those operating on this great contract road of our company; while, needless to say, it has been enthusiastically welcomed by all of the Milwaukee System's railroad men.

The new magazine has indeed a splendid field, and is similar to publications issued in behalf of their men by other of our great carriers, notably the Erie and the Santa Fe System. If all of the subsequent numbers are to be good as the first—which is more than assured—the Milwaukee Magazine should earn a prominent place among other railroad publications of its kind. President Earling's personal note in this first issue calls upon his men to put their shoulders to the wheel for a greater Milwaukee system, always better, always safer, always sure—a splendid slogan.

The Messenger extends its congratulations to the new magazine.



SAVANNA ROUNDHOUSE EMPLOYEES

Electrifying the Puget Sound

C. A. Goodnow

The adoption, by the Directors of the President's recommendation that the Puget Sound lines be electrified between Avery, Idaho and Harlowton, Montana, a main line distance of 440 miles, including sidings 450 miles, at a cost of several millions of dollars is the most progressive step toward general electrification yet taken by any steam railway and undoubtedly foreshadows the electrification of the entire line from Harlowton to the Pacific Coast, a main line distance of 865 miles, including the line to Tacoma.

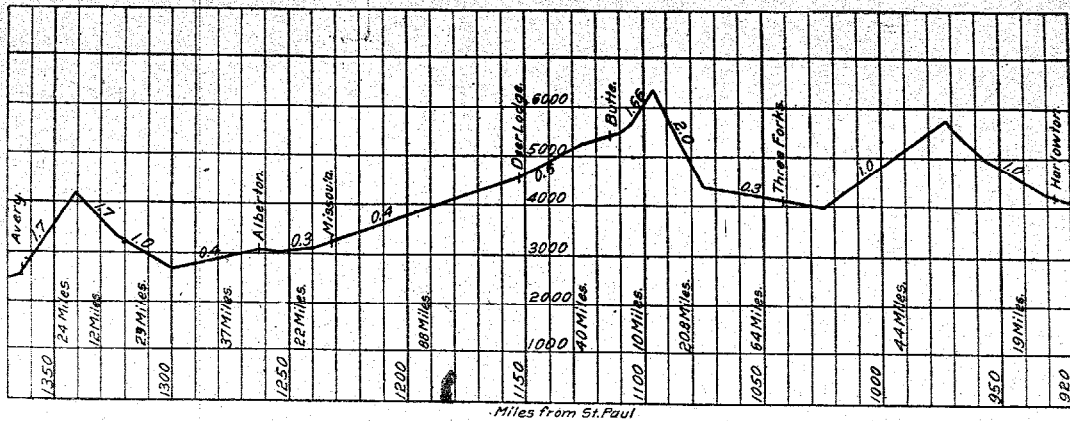
There are many short stretches of main line in the United States, previously operated by steam, which are now successfully operated by electricity. The most important installations of this character are the B. and O. Ry. Tunnel at Baltimore 1.2 miles; Grand Trunk St. Clair Tunnel 1.2 miles; Great Northern Cascade Tunnel in Washington 2.6 miles; Hoosac Tunnel, Massachusetts 4.75 miles; Michigan Central Tunnel between Detroit and Windsor 1.5 miles and the New York terminals of the New York Central and the New Haven Roads and the Pennsylvania. In all the tunnel installations referred to both freight and passenger trains are handled. The New Haven road has moved its passenger traffic between New York and Stamford, Connecticut (33 miles), by electricity for several years and is proposing to extend this service to New Haven (75 miles), and to handle its freight traffic also. Some steam lines abroad, notably in the mountains and tunnels between Switzerland and Italy, have been electrified and passenger and light tonnage freight trains are handled, but nowhere is there a proposition for electrification approaching in magnitude, both as regards length of line and tonnage per train, that proposed by the Milwaukee Company.

As the accompanying profile shows, the line of the proposed electrification crosses three separate mountain ranges; the Bitter Roots; the Rocky Mountains and the Belt Mountains all within the territory known as the Continental divide with many miles of three tenths, four tenths and six tenths per cent gradients between the ranges. The

line at the summit of the Bitter Roots reaches an elevation of 4,170 feet; at the summit of the Rockies 6,322 feet and at the summit of the Belts 5,788 feet above tide water. The controlling East-bound gradients are Bitter Roots 1.7% (24 miles in length; Rockies, 1.66% (10 miles); Belts 1% (44 miles). West-bound, Belts 1% (10 miles); Rockies, 2% (21 miles); Bitter Roots, 1.66% (12 miles). The territory between Avery and Harlowton comprises four subdivisions with division points located at Alberton 100 miles East of Avery, Deer Lodge 111 miles East of Alberton and Three Forks 113 miles East of Deer Lodge and 114 miles West of Harlowton. Across this ragged profile, with gradients varying from three tenths of one per cent (16 feet per mile), to two per cent (106 feet per mile), it is proposed to haul freight trains consisting of two thousand tons behind the locomotive at a speed of from fifteen to eighteen miles per hour and passenger trains at a speed of from twenty-five to thirty miles per hour, the electric locomotives being designed to develop this speed ascending maximum gradients.

The Milwaukee Company has entered into long term contracts with the Montana Power Company and the Thompson Falls Power Company for the electrical energy necessary to perform the services outlined. This energy will be delivered at seven points between Avery and Harlowton from the Power Companies transmission lines carrying alternating current of one hundred thousand volts, which will be transformed to such voltage as will best meet the requirements of the Railway Company and sent along the transmission system of the Railway Company to the trolley wires and thence to the locomotives. The power plants are located at Thompson Falls, Montana, on Clarks Fork about 15 miles from St. Regis station on the Milwaukee line; Madison River Canyon about 30 miles from the Milwaukee Line at Three Forks; Helena 54 miles from the Milwaukee Line at Lombard; and Great Falls, Montana 140 miles from the Milwaukee Line at Harlowton. Plants are

MILWAUKEE RAILWAY SYSTEM



in operation on the Madison River and at Helena and it is proposed to construct plants at Thompson Falls and at the lower falls at Great Falls. At the latter point, which is by far the largest proposed installation, it is expected that there will eventually be developed, in addition to the present development at Rainbow Falls (the energy from Rainbow Falls being entirely consumed by the mines at Butte), about one hundred thousand horse power and that the energy from all the plants will be connected and form one tremendous reservoir of electrical energy from which may be drawn any amount of power necessary to operate the Railway.

Near the headwaters of the Madison River a storage reservoir covering an area of many miles has been constructed by means of which sufficient water will be impounded to furnish the power plants at Madison Canyon, Helena and Great Falls with an average flow of water during the dry months of the late summer and during the winter months when the usual flow is at a minimum.

Thompson Falls on Clarks Fork will be protected by Flathead Lake, a very large natural body of water lying East of the Falls and forming the headwaters of the Flathead river, one of the principal tributaries of Clark Forks. These arrangements for the protection of the power plants during the summer and winter minimum flowage makes it apparent that ample provision has been made for the electrical energy necessary to work the Railway under all conditions.

Within the electric zone (Avery to Harlowton), it is proposed that all passenger, freight, helping and switching service shall be performed by electric locomotives. A

single freight locomotive will be capable of handling 2,000 tons trailing on 1% grades and two will handle the same tonnage on 2% grades at a speed from 15 to 18 miles per hour. Specially designed locomotives will be required for passenger service, but the type of locomotive designed for freight service will also be suitable for and will be used in helping and switching service so that but two classes of engines will be required.

Experience on the short passenger runs in the New York terminals has demonstrated that electric locomotives can be run two thousand miles without inspection under the conditions existing there. It, therefore, seems probable that the electric engines, which will be placed in service on the Puget Sound line, can be relied on to make from two hundred and fifty to three hundred miles at the outset and as there will be no delays on the road for coal, water, cleaning fires or waiting for steam, it seems a fair conclusion that the tonnage will be handled with fewer locomotives, higher average speed and with a regularity which will result in a better physical condition of engine and train crews and greater satisfaction to the shipper while the passenger will be able to enjoy the scenery without the annoyances incident to steam locomotion.

The reliability of the electric motor has been demonstrated in many ways and for many years and it is interesting to note that while the steam locomotive is at its worst in cold weather the colder the weather the better the electric locomotive performs since practically the only difficulty with electric motors is to keep them from heating when doing maximum work and naturally the colder the weather the easier it is to keep them cool.

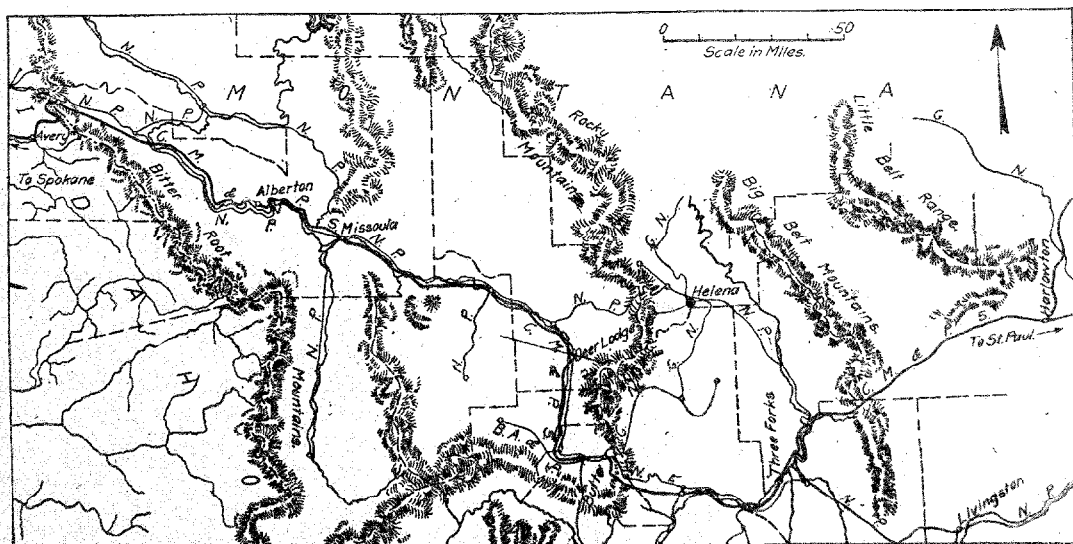
One of the important benefits to result from electric operation is the braking of trains descending mountain grades by reversing the motors on the electric locomotive, making the use of the air brake, except in cases of emergency, unnecessary. "Electric motors" to quote an authority on this matter, "are reversible in their function, that is, while they absorb electrical energy and give out mechanical energy going up grades, they can reverse this operation and absorb the mechanical energy given the train down grade by gravity and transform it into electrical energy. Thus the electric locomotive provides a perfect braking system which is independent and separate from the air brakes. The electric energy so generated can be turned into the trolley wire to assist other trains and reduce the amount of purchased electric current." It is clear that while some economy will result from less wear of brake shoes and wheels the chief importance of electric braking is the elimination of the danger of derailment from broken wheels, due to overheating from the pressure of brake shoes on long descending grades.

There is a phase in connection with train dispatching that is interesting. At the outset but 20,000 Kilowatt hours will be available under the contract. This represents 26,800 horse power hours, but since all meters, whether registering or visual, show only watts and Kilowatts the term horse power will naturally and properly go into disuse. The lowest common term of electrical measurement is a watt. A Kilowatt is a thousand watts. In one horse

power there are 746 watts. A Kilowatt is therefore almost exactly 34 per cent greater than one horse power electrically.

As the dispatcher will have only the 20,000 Kilowatt hours available he must figure to move his traffic and not use electrical energy in excess of that amount. To this end he not only must have the entire situation clearly before him so that trains will not be started from termini at hours when they will be unreasonably delayed intermediately waiting for current, but he must supervise their speed since the speed of trains on ascending gradients exactly represents the electrical energy used. In order to push an important train across a mountain range at maximum speed it may be necessary for the dispatcher to slow down other trains or he may order one or more trains to move at maximum speed to provide for the prompt movement of subsequent trains. A train making a given distance in one hour will use the same total electrical energy if it makes the run in thirty minutes. In other words if a run is made at a speed of $7\frac{1}{2}$ miles per hour the same total number of Kilowatts will be used if the run is made at the rate of 15 miles per hour. While twice the amount of current is used at the higher speed it is in use only half the time.

The necessary attention to electrical details by the Train Dispatcher would seem to add to the complexities of his duties. In a measure this is true but there are large compensations to him in the knowledge that under electrical propulsion a train, when ordered forward, will move at speed



Location of That Portion of the C. M. & St. P. Which is to Be Electrified.

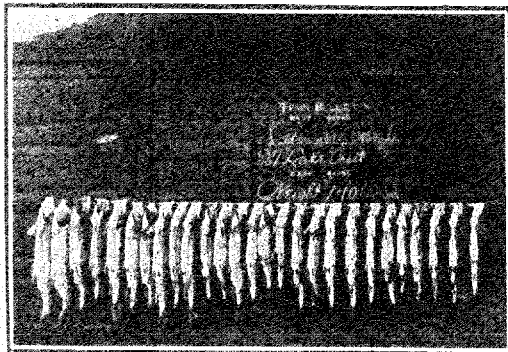
and that meeting and passing points may be figured to the minute; that there will be no delays for coal and water or for cleaning fires and in the further fact that an electric engine will be ready for service at terminals as soon as another crew can be provided.

To the engineer who has had to contend with the difficulties incident to steam locomotives in all their various phases the prospect of electrical propulsion must seem ideal since cold weather holds no terrors and there is no danger from frozen pipes, frost in the fire box or the boiler and leaky flues, cracked side sheets, disabled crown sheets and broken grates, have no place in the electrical vocabulary. It seems probable that the oil can and monkey wrench will be known only in the inspection pit and the repair shop.

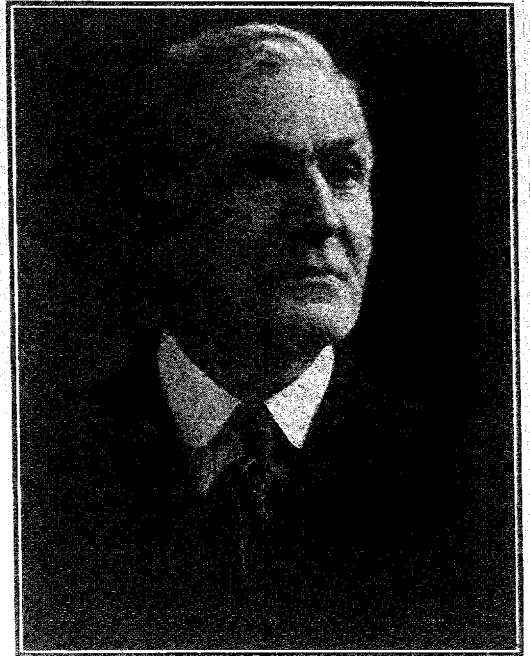
But if the engineer will have "smiles all over him," what condition of mind and being will overtake the fireman who has had to shovel from fifteen to twenty tons of coal per trip, hot or cold! Naturally he will be graduated into the "biled" shirt contingent and will always be "dressed" when he reaches the end of his run. Just what excuse will take the place of the ancient "I was just putting in a fire," has not yet been evolved.

It now seems probable that a start in electrification will be made in 1914 and that each year will see a subdivision equipped, but this is by no means certain since the financial situation may make it impossible to go forward so rapidly with the work.

The accompanying profile and map are reproduced from the Railway Age Gazette, from data furnished by our Engineering Department—(Editor).



ONE DAY'S CATCH, CLEAR LAKE, WASH.,
BY MRS. F. L. CLOVER, FIRST TRICK
OPERATOR, KAPOWSIN, WASH.



Edward A. Wright

Mary C. Sullivan

On May 6th, 1913, Conductor "Ed" Wright celebrated his 49th anniversary in the service of the Milwaukee railroad, 23 years of which were spent as Locomotive Engineer and 26 years as passenger conductor.

In 1864 he left the Illinois Central R. R., where he had been employed as Engineer, to enter the service of this company. He commenced running an engine on the old Prairie du Chien Road on the 6th day of May in that year and, of the 35 to 40 engineers who were running at that time, he and three others are the only ones living, the other three being John C. Fox of Janesville, Sol Tuttle of Madison and Thomas Carroll, formerly of the C. & M. Division, but now retired.

In talking over the early days Mr. Wright says:

"In 1866, Selah Chamberlain, one of the directors of the La Crosse and Milwaukee and Prairie du Chien, commenced to build a road from Minneapolis to Faribault. I went up there and ran the engine on the construction train. We built the road that summer and I had the honor of running the first engine into the city of Minneapolis over what is now the I. & M. Division of the C. M. & St. P. Ry. I got homesick for the old Prairie du Chien road and came back there and ran an engine until the com-

pany commenced to build the Chicago and Milwaukee division. I was then transferred to the C. & M. and ran construction, gravel trains, etc. until the road was completed. I then ran freight and later passenger. In the spring of 1887, the company put on more passenger trains and I became Passenger Conductor.

"There is some difference between the years 1864 and 1913; then, on the old Prairie du Chien road, the engines were all small, 15 in. cylinder, mostly all Breeze and Kneeland make—some smaller from the Morris Works, which were used in switching. I remember well Thomas Carroll running the old Iowa switch engine at Prairie du Chien."

Mr. Wright is still running trains 24 and 21 between Milwaukee and Chicago, hale and hearty, and can well boast of the fact that, in his 29 years of service on the C. & M. Division, there has never been a mark against his record. It is loyalty and service such as this which is the backbone of a railway company and, let us hope, that in 1914, we will have the pleasure of seeing him round out his fifty years of service, enjoying, as he does today, the same good health, and the esteem of all who know him.

Be Kind

By E. G. Edwards

First Telegrapher, No. McGregor, I. & D. Division

We can all make life some brighter,

By helping someone on his way;
We can't know all his sorrow
Nor how burdened, day by day.

Speak then kindly to your fellows,
As they pass along their way,
It will not hurt you, e'en a little
And may help them through the day.

When you're asked some trifling favor
By one in rags, who looks forlorn,
Remember, boys, that he is human
And he's got to push along.

Do not jeer him, but speak kindly,
He has a heart as well as you,
One kind word, then, well spoken,
May do more good than gold can do.

So let's be kind to one another,
Help each one as we may,
It won't hurt us, not a little,
And will help along life's way.

Getting the Business

F. W. Kinne, Othello, Wash.

The following clearly demonstrates that, no matter what department you are in, there is always a chance for you to corral business; take it right away from your competitive road.

The telegraph office at Othello, Wash., is across the tracks from the agent's office. One day a man came in and sent a message to Cornell on the Northern Pacific, reading as follows:

Agent N. P. R. R., Cornell, Wash.: Can you set a flat car in at Bruce to load a threshing outfit for Spokane?

"Are you not the man who is shipping an outfit from here?" I asked.

"Yes sir," he replied, "but this other outfit is only half a mile from Bruce and six miles from here."

Later in the day the agent at Cornell replied:

Cannot set a flat in at Bruce; have none in the yard.

This is where the agent of the N. P. at Cornell lost out. He didn't go after the business. When the shipper came for his reply, I said "How long will it take you to go after that threshing outfit?"

"Oh; six or eight hours, why?" he replied.

"Go after it and bring it here. I will have a flat for you to load it on early in the morning."

In ten minutes he was on his way and he knew where he was going too.

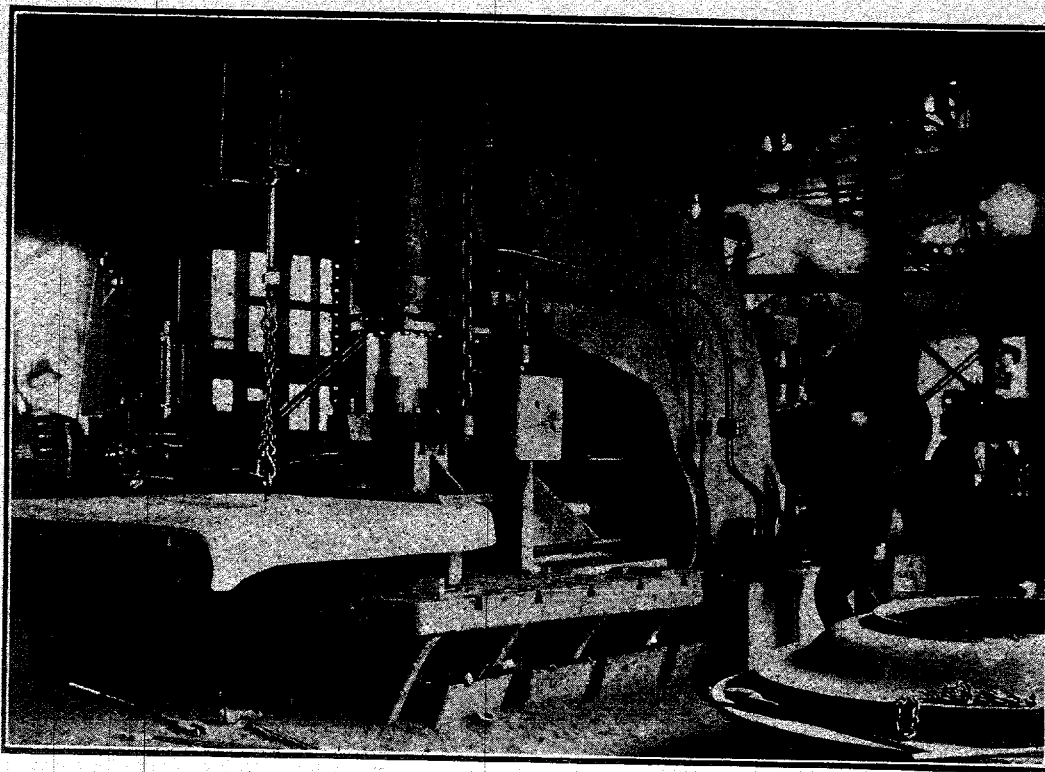
"I then got hold of Chief Despatcher W. J. Jordan at Malden and told him that I had got a shipment away from the N. P. and that, as we didn't have a flat in the yard, it was up to him to furnish one.

He replied: "You shall have that flat if there is one in the State of Washington."

The flat arrived on the first train, the shipper came in from Bruce with his outfit and that night, two flats loaded with threshing outfit, instead of one, went east to Spokane.

This incident shows that the way to get business is to go after it.

The N. P. man didn't go after it.



NEW SECTIONAL FLANGER.

Locomotive Building at West Milwaukee

By C. H. Bily

It is an interesting fact that The Chicago, Milwaukee & St. Paul Railway Company is one of the very few railroad companies which design and build a great number of their own locomotives.

At the Milwaukee Shops, which are the largest on the System, and where new locomotives are designed and constructed, 587 locomotives, made up of seventeen different kinds or classes, have been built since 1881. Between 1881 and 1900, however, there were built only on an average of three new engines per year, all of which were of the older, light class, and most of which are now obsolete. Commencing in 1901, the construction of new engines was gone into more thoroughly than ever before, and from that time on to the present we have been designing and building locomotives of the most modern type and adapted to all the different kinds of service.

A switch engine designed in 1901, and known as the class 1-5 proved so efficient and economical that it has been adopted as the standard switching locomotive for the

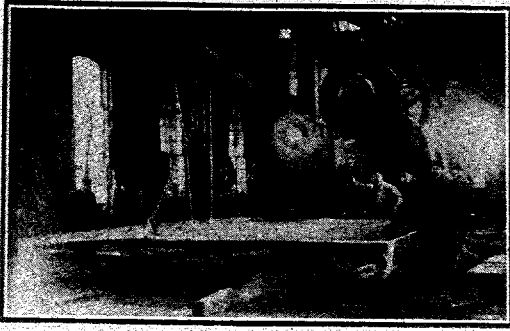
entire system; and each succeeding year has seen the construction of more of this type, with practically no change whatever in the design, until today there are 139 of them in operation and some now in the work.

The greatest number of engines built in any one year at Milwaukee Shops was in 1909, when 91 were built, as follows: 25 class 1-5 switchers, 25 class G-7 ten wheelers, 20 class K-1 Prairie type, 1 class C-2 Consolidation and 20 L-1 Mikado type.

A table of the number and different classes built may be of interest and is given:

No.	Class	TYPE	No.	Class	TYPE
19	J-2	4 wh. sw.	25	C-2	Consol
42	I-4	6 " "	5	C-5	"
139	I-5	6 " "	70	K-1	Prairie
1	H-4	8 wheel	1	F-2	Pacific
8	H-5	8 " "	25	F-4	"
31	G-6	10 " "	15	F-5	"
73	G-7	10 " "	20	L-1	Mikado
5	A-2	Atlantic	40	L-2	"
65	C-1	Consol			

Figures however are dry detail and often not altogether informing, so it may be said by way of illustration that if these engines were all coupled together and the draw bars



PUNCHING HOLES FOR NUTS AND STAY BOLTS.

would stand the strain, they would exert power sufficient to haul a train of freight cars composed of 40 ton cars, and weighing 4,000,000 tons at a speed of 10 miles per hour. The train of this size and capacity cars would contain 200,663 cars, the length of which would be 1733 miles or long enough to reach from New York City to Aberdeen, South Dakota.

In addition to the construction of entirely new motive power in the Locomotive Department, here, we make general repairs of locomotives operating in this district, often practically rebuilding them; and we also manufacture for distribution over the entire system, certain locomotive supplies, such as oil and grease cups, gauge cocks, blow-off cocks, safety valves, boiler checks and numerous other small fittings which are constantly being used in the repairs of locomotives.

The number of men employed in the construction and repairs of locomotives at Milwaukee Shops are approximately as follows: 479 machinists, 499 handymen and helpers, 117 blacksmiths, 227 handymen and helpers, 106 boilermakers, 313 handymen and helpers.

This represents the principal crafts only, and does not include that proportion of help employed as moulders, pipe fitters, carpenters, tin-smiths, painters, etc.

Few people outside of those actively engaged in their construction or handling have any conception of the enormous amount of labor and the intricate tools necessary in the building of locomotives, from the time the preliminary designs are being prepared in order to decide upon the best type and proportion for the service wanted, until the completed machine moves away under its own power.

One of the first considerations, therefore, in the building of an engine, is the type

which will best adapt itself to service conditions, such as grades, curves, quality of fuel, speed, character of traffic, weight of rails, strength of bridges and the clearance limits of permanent structures on the right of way of the division over which it is expected to operate. The engine will also be required to handle a specified tonnage over the ruling grade at a stated minimum speed, and this must be taken into consideration as well as its maximum power.

These preliminaries decide the weight of the engine which can be made to furnish the tractive power necessary to perform the work required,—the size of cylinder and boiler having to be figured in this item.

The Mechanical Department then proceeds with the designs and the preparation of detailed specifications and drawings, which in the average locomotive takes not less than four hundred of the latter. A bill of the material is also prepared, containing the list and description of each and every part used on the locomotive, together with the sizes of same, in order that the different departments may place requisitions for the material needed.

Steel for boilers and tanks is first ordered and drawings for the large castings, such as cylinders, deck plates, steam pipes, etc., are furnished in rapid order to the pattern shop, as it requires some little time to make patterns for these large castings, a finished cylinder of the Mikado type, for instance, weighing 21,500 pounds. By the time the boiler material has been received, the blacksmith shop has started the work on the heavy forgings, like the mud rings, axles, frames, rods, etc.

More wrought iron parts are probably used in locomotives built at Milwaukee Shops than is the practice in the shops of the exclusively locomotive builders; the reason, principally, for this being that it allows us to use up or reclaim tons of the wrought scrap which is returned from all over the system.



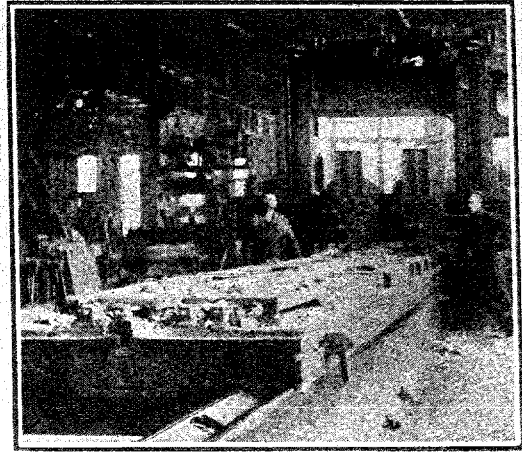
COMPLETED BOILER AND CREW ON TRANSFER TABLE.

MILWAUKEE RAILWAY SYSTEM

A few of the different operations in the construction of a boiler are illustrated. The sheets are first trimmed, then laid out and holes for rivets and staybolts punched, as shown in No. 2. One of the latest acquisitions to the boiler shop is a sectional flanger which is used in flanging the back head, a work that was formerly done by clamping the heated sheet over a cast iron flanging block and turning the flange by wooden mauls and sledge hammers. In the new machine, vertical and horizontal rams replace the work done by the mauls, and while it has been in service but a few months, it has shown a considerable saving in time and labor over the old method. The front end ring is also shaped with one heat and with one movement of the ram. This machine is shown in cut No. 1.

After the sheets have been formed and punched, the boiler is assembled and the rivet holes reamed, when it is transferred by means of a 25 ton electric traveling crane, into a 17 foot gap triple riveter, which drives in all but the mud ring rivets at a one hundred pound pressure. It is then placed on trucks and the firebox which has in the meantime, been fitted up, is pushed into place and riveted by means of a ten foot gap, 60 ton mud ring riveter. With firebox in place, the braces and staybolts are next applied, and tell-tale holes are drilled. This practically finishes the boiler, and it is then run on to a transfer table and moved to the erecting stall in the machine shop.

While the boiler has been under construction, the foundry has been turning out castings, the blacksmith shop preparing the forgings and the machine shop is at work boring and planing cylinders, slotting and drilling frames, turning axles and tires, finishing rods, building the trucks, tanks, cabs, mounting wheels on axles and balancing the same; and finishing all the minor parts, too numerous to specify.



72X26 FOOT PLANER.

Here we might call attention to the frames of the L-2 engines, which are made in the blacksmith shop, and which are a one piece forging weighing 11,000 pounds; and which we believe is the largest forging made in any railroad shop in the country today. In this shop is a 6000 pound steam hammer to work the upper rail of one of these frames into shape, also a 1600 pound single frame steam hammer for welding or jumping on the legs of the main frames. The frames are planed by means of a 72 by 26 foot planer, shown in cut No. 4. There is also a triple head slotter, each head being individually driven, and which does the slotting on four frames at a time. The frames are drilled on a five spindle drill, each one being operated independently.

When drilled the frames are moved to the erecting pit where the boiler has been placed and had the studs to which the different boiler fittings are secured, applied; also fitted with dry pipe, throttle pipe, and cleaned out with hot water.

The cylinders are bolted to the smoke box, frames attached, shoes and wedges lined up, waist sheets and braces bolted to



COMPLETED ENGINE READY FOR THE RUN.

the frames, and then, in 'quick succession, there follow the guides, decks and motion work.

About this time a cold water test of 250 pounds per square inch is given the boiler, and then the locomotive is taken to the wheeling pit, where its own wheels are placed under it, when it commences to look like an engine, and hourly after that, more and more so as the erection of the cab and other fittings progress.

The setting of the valves is the next important move, and is an interesting moment in the building of an engine. The main wheels are raised from the rail and driven by a portable electric motor. The rods are next erected and the steam is turned into the boiler to permit it to move itself to the round-house where it is connected to the tender.

Before being turned over for service, the engines are first given a preliminary trial under their own steam, when any leaky joints or necessary adjustment of parts are attended to, and cut No. 5 shows the engine equipped and ready for the run.

Give the Milwaukee the Long Haul

Agent S. M. Division

It has always seemed to me that there is one part of the passenger business that is very important from a financial standpoint which is badly neglected, and that is, agents do not pay enough attention to giving their own road the long haul on passenger tickets. To an agent at an important junction point opportunity is presented every day to observe that if the subject were given attention passengers could be ticketed via C. M. & St. P., and the long haul secured; at the same time making as good if not better time than if sent to junction points to transfer to other lines. It makes a difference whether the company secures 50 cents from a passenger or 50 dollars. I find that agents at non-competitive points do not familiarize themselves with the tariff and are not capable of giving passengers the desired information. If it would be possible to devise some system on a division where the small station could get the desired information about rates and route when they could not figure it out themselves, it would save a great deal of money to the company.

The Old Dubuque & Southwestern

By an Ex-Employee

Through the courtesy of the Editor, I have received a copy of the Milwaukee Railway System Employees Magazine, which I very much enjoyed reading. I was especially interested in Mr. Hunt's story, "Before the Milwaukee Came—and After," referring to the first railroad into Monticello, Iowa, which was the old Dubuque & Southwestern. Mr. Hunt does not give any dates, but I believe my time out there ante-dated his. I commenced braking on the Dubuque & Sioux City Railroad in 1865. Wheat was the chief freight commodity in our territory, and the season was heavy, but short, so that after Christmas, trains would be taken off, and I would be out of a job. During one of these compulsory lay-offs, I had a job of a few weeks on the Southwestern, when a big snow storm came and tied up everything on that road for four or five months. I then went back on the Sioux City and remained there until 1871, when I went to the C. D. & M. and ran the I. & M. train with engine No. 1, pictured in the April magazine, with John Barker as engineer.

I came to the C. M. & St. P. in 1874 and remained with them until 1903 when my railroading ceased.

At the time I was on the Southwestern, J. P. Farley had full control as Superintendent. Two of Mr. Farley's sons, Frank and Charley ran the trains, as conductors, going over the road twice from Cedar Rapids. The trains were mixed, and the locomotives could handle only five or six cars altogether,—one passenger, one baggage and the rest freight. George Farley, another son, was agent at Cedar Rapids, and still another, Harry, was newsboy, so you see it was strictly a Farley road. The old gentleman was one of the old type of railroad men, who built railroads and kept the business running on very primitive and incomplete equipment and facilities. There were, then, none of the modern safety appliances, even telegraphy was crude. Only one operator, located at Manchester, Iowa, could take by sound.

Another time, I hope to have the pleasure to calling up some old remembrances on the Milwaukee, or as I still call it, "The St. Paul."

The Columbia Division—Puget Sound Lines

By M. F. Malden

The question, Why do American tourists in search of scenic beauty travel all the way to the Old Country, at the enormous expense incident to such a trip, when here at home, in the state of Idaho we have scenery as inspiring and beautiful as the most ardent nature lover can desire, but I am not trying to influence the traveling public, certain as I am that out here in the West, there is an unrivalled wealth of wonder and beauty in the hills and lakes and valleys,—the mountains and rivers and the deep forests that are the pride and glory of Northern Idaho.

There are many employes on the parent system, who no doubt, have watched with interest the building of the Puget Sound extension, who have friends and relatives out here and to whom news from this part of the system is welcome. So it is to them I would speak through our Magazine; and if my article entertains them a little, it will have served its purpose.

The Columbia Division consists of the district from Avery, Idaho, west to Malden, Washington, 109 miles; from Malden to Othello, 103 miles and Othello to CleElum at the foot of the Cascade Mountains, 97 miles. Malden is home for the crews on the first and second district; CleElum for the crews assigned to the third district. Seventy-five miles of the first district, Avery to Mowry, is in Idaho, the balance in Washington.

Many of the employes in the train and engine service represent nearly every division of the parent system. They are known as Old Liners. Others are men who can claim no relationship to the old line, but who were fortunate enough to drop into a good job with a good company; and they are known as Boomers. The writer is one of the latter, lucky to have dropped into his good job four years ago this July. I may say, the nick name as it is applied to the boys, carries with it no reflection. It started in the early days of the construction, and has followed along with those of us who were wise enough to see the splendid opportunities for promotion and to realize the advantage and the satisfaction of working for a company whose

reputation for fair and square dealing with its fair and square employes has never been questioned.

Avery, a freight division, is located at the foot of the west slope of the Bitter Root Mountains, crowded into a little flat spot down in a narrow canyon through which flows the beautiful St. Joe Swiftwater; and here coming off from the mountains, the railroad in its westward course, strikes practically water grade, following down the stream, hewed into the rocks on a bench or ledge just high enough above the river to be above high water mark during the spring freshets. Leaving Avery, west bound, we pass through the St. Joe canyon to Ramsdell, 50 miles distant, following the snakey windings of the racing river which comes down the mountains cold as ice and clear as crystal. Farther on down the river, it becomes smooth and reflects the surrounding scenery and the passing train with absolute fidelity. This part of the river is known as The Shadowy St. Joe. I was on the train one day last summer when leaving Avery. Quite a party were on the observation platform when the waiter gave the last call for breakfast. Most of the party disappeared at once, but one man slipped "Mistah Gawge Wash'nton" a fat tip and soon a nice breakfast was brought out and the tray placed on a camp chair, where the delighted passenger proceeded to eat, his mouth working on his breakfast and his eyes on the passing panorama. I told him I was curious to know why he preferred this way of eating instead of the comforts of the diner, and he said,— "Well if I could not be served out here, I would have gone without it. I don't want to miss any of this grand scenery as long as it lasts." This, I think speaks more strongly for our scenic beauties along the Shadowy St. Joe than a volume written on the subject.

While I was a traveler through some of the canyons and mountains of the southwest, I was impressed with the dead stillness all around,—no birds, no animals,—not a living thing,—just massive piles of dull gray rock. It's different in Idaho,—the beautiful green covered hills abounding with

wild game, the sparkling streams alive with trout and the clear bracing air, with the scent of the pines, the hay meadows here and there, the miners chutes, lumber camps, trappers' cabins, all passing swiftly as you go down through the canyon give you a sense of life all about you, even though you are in the midst of the deep forest, and you never tire of it. I do not, and I have been looking at it for three years.

Your vacation out here, would give you a rare treat, and if you are a fisherman, we can show you anything from a black bass that if you hook you are sure to have to fight,—to the elusive trout, abounding here in all varieties. If you like the hunt, come loaded, we will show you anything from a silver tipped grizzly to a chipmunk the size of a mouse; and if you want to see prosperity, why everybody's backyard, even, is full of it. We give it away, here in Idaho, with her wealth of minerals underneath, her unlimited supply of timber on the surface, and her grand climate.

Years before the railroads ever thought it possible to build through this country, prospectors and trappers drifted into the hills, some of them locating permanently, staking claims and in some instances, making a lot of money, either in mining, hay-farming on the river bottoms or in logging. Some of these old squatters still remain,—most of them bachelors who come out of the hills, sell their crops or their spoils of the trap and hunt, get a supply of provisions, probably spend a few days toying with the red liquor, and then go back to solitary existence in their mountain homes. They are usually silent and not inclined to "mix" with the newcomers into their mountain fastness, but if you can get one to talking, you are more than likely to be surprised to find him a very intelligent person. Then you are also likely to jump at the conclusion that he has a history, and probably he has. I have in mind one who has been a trapper and guide in the canyon for twenty-two years. He is a little Frenchman and is called Four Ace Joe. His cabin is close to the track and he has given me many a nice bear steak, piece of venison or mess of trout, and I in my turn have not let him go unrewarded. He has told me many strange stories of early days in the Coeur d'Alenes, where he located a valuable mining claim, selling it to some parties in Spokane. These sharpers framed up a poker game to win back the money they

had paid Joe,—but as luck would have it, they dealt him the only hand which could beat theirs and Joe made a killing. They set another trap in the shape of a beautiful but deceitful woman and Joe fell and fell hard, so that he finally slung his pack over his back and went back over the old trail, to bury himself and his love, as he expresses it. I said once to Joe,—“It must be pleasant for you to see the passenger and freight trains passing your cabin now, and you can run in to Ste. Maries or Avery for your supplies without having to beat the old trail.” “Dam-ze railroad,” said Joe, “I wish she never come, she make too much noise, she scare de deer, she scare de bear, she scare de fish. Before she come I just stand in my cabin door and I shoot what I want. Now I got to go back six, eight, ten mile. Next time I go to Wallace I go see some lawyer and see if I can't get him trow ze dam railroad out.” There's about as much sane logic to Joe's argument as there is to some of the wise contentions of some of our anti-railroad legislatures.

Thirty-three miles from Avery, the canyon widens out to a valley and the little saw-mill city of St. Joe looms up. The road follows close to the river, which by this time is some stream and is navigable up to St. Joe. Passenger steamers ply between this point and Couer d'Alene and some pretty farms are located along through the valley. Twelve miles farther west is Ste. Maries, a modern little city, four years ago a lumber camp. The Milwaukee Lumber Company, which owns and operates the mills at St. Joe have in the last year erected a modern saw-mill, built on a concrete foundation, steel frame and galvanized iron sheathing,—nothing combustible so far as possible, in its construction. The mill is lighted and operated by electricity, the big storage yard is arranged with tracks like a modern switching yard; cottages and bungalows have been built by the company for its employes and no expense has been spared to make the outfit as complete as possible. Approaching Ste. Maries at night, the mill looks like a brilliantly illuminated amusement pavilion, and in a two month's run last summer, running double shift, the mill averaged 300,000 feet a day. One man said “she eats logs like a Mallet engine eats tonnage, and she has an appetite like a Chief Dispatcher.” The Ste. Maries Lumber Company have duplicated The Milwaukee Company's plant in the west

end of town and it starts sawing this summer.

The Ste. Maries River enters the St. Joe at this point and our Ste. Maries branch to Bovill and Elk River connects up with the main line right in town. Building this branch was costly and difficult, but it is a valuable feeder because it runs right into the biggest and finest body of white pine timber in the world.

Going west we follow the river six miles farther to Ramsdell where it empties into Coeur d'Alene Lake, the most beautiful lake you ever looked on,—from three to five miles wide and 28 miles long, surrounded on all sides by green covered hills,—a hunter's and fisherman's paradise. At Ramsdell we start to climb a 1% grade for about 15 miles, edging along the mountains, following the lake shore all the time and crossing gulches on steel bridges. At Pedee, the first passing track up the hill, we cross a viaduct about 1000 feet long and 195 feet high; and about 800 feet above the lake level, from this viaduct, is the grandest view possible, of the surrounding country. With a good field glass you can see the town of Harrison, 15 miles away. The lake is dotted with craft of all sizes and styles,—the little tug boat with its raft of logs, motor boats galore and the big passenger steamers on their way to and from Ste. Maries and St. Joe. The shore is built up with summer cottages and lined with houseboats. I believe there have been more views taken from Pedee viaduct than from any other place on the division. I was piloting one of the new motor cars over the division recently, with the General Electric Company's expert in charge of the car. As we approached the viaduct, he asked me if we might stop long enough for him to get some pictures. He got about a dozen, and as we started along, he said "That beats anything I ever saw." I thought that was saying a good deal for he has been around the country a lot with the electric cars, as expert and demonstrator. This bird's eye view going up the hill is a relief to your neck after the strenuous stretching it got down in the canyon looking at the scenery above you.

Five miles farther on we come to a most difficult piece of railroading, where a wide, deep ravine is encountered. The road swings around into it, following its edge, 1000 feet up in the air, until a favorable place to cross is found. A horse-shoe curve

of 16 degrees on a trestle 150 feet high crosses a narrow neck of the ravine. Here a discouraging piece of work has been in progress for three years,—in order to reduce the curvature and do away with the present piece of temporary track. But the mountain says, no, and as fast as the shovel takes a slice off her face, she gets mad and moves in another good, big bet. But the company is calling all bets out here, whether they be the size of a mountain, or just an ordinary small bluff, and the pesky little Plummer Fill might as well come on into camp. A few miles farther, we arrive at Plummer, the junction of the Spokane Line under construction. At present the Portland and Spokane freight business is here handed to the O. R. & N. and I am told that the volume of this business, notwithstanding that the company has not yet really gone after it is beyond all expectations; and when we get our terminal facilities in Spokane, and the Marengo connection with the North Coast, with that straight shot for Portland, there'll be some warm ones over the Columbia Division.

Three miles west of Plummer we enter the Sorrento Tunnel, 3,000 feet long, at the summit of a low range of hills we have just climbed, and emerging from the tunnel we are in the Palouse country,—wheat, small grain and orchards.

Here is Tekoa, one of those solid, sure growing agricultural towns, and here we cross the O. R. & N.'s Spokane and Portland Line, on a big steel viaduct 1,200 feet long and 70 feet high; and thence, thirty miles to Malden we see the prettiest farming country you would wish to look at, where a hail or severe electric storm would be a curiosity; where cattle and horses are turned loose in the fall and with only the sky above for shelter, they come in from the hills in the spring fat and ready for the summer work or the butcher's knife.

Rosalia is next, another old Palouse town, and here we cross, overhead, the Northern Pacific Railway and the Inland Empire Electric Line, and nine miles distant, is Malden, a purely railroad town, but growing fast.

Malden is the division terminal, and the end of the first district.

From here to Othello a level division of 103 miles is a farming and stock raising country, through the dry farming belt of Lind and Warden, the Moses Lake district

from which much is expected with irrigation, Othello to the Columbia River is an easy grade, crossing the Columbia on a great steel bridge at Beverly. The Hanford-White Bluff's branch leaves the main line at Beverly, and follows the west bank of the Columbia down the river through a promising country. Just after crossing the river on the main line, we start to climb the Saddle Mountains for 20 miles to Boylston a two and half per cent grade, dropping down from Boylston 15 miles to Kittitas, in the famous Kittitas Valley, then to Ellensburg where we parallel the Northern Pacific Railway up the Yakama River to CleElum through an irrigated valley of unlimited wealth and health, CleElum at the foot of the Cascades is reached, and the end of the Columbia Division.

In a later number, I may tell you more for we men on the Columbia Division think we have *the only* line there is, and we want everyone back east to know what we think. Of course I expect some Coast or other division man will rise to dispute my statement, but let him tell then, what they've got over there. We don't deny it's all a good railroad but none of it can really compete with the Columbia.

The May Magazine was guilty of amputating Mr. McCarthy's article on New Passenger Tariffs on Puget Sound Lines. Apologies are due the author and are hereby offered.

Out Where the West Begins

Out where the handclasp's a little stronger,
Out where a smile dwells a little longer,

That's where the West begins;
Out where the sun is a little brighter,
Where the snows that fall are a trifle whiter,

Where the bonds of home are a wee bit tighter,
That's where the West begins.

Out where the skies are a trifle bluer,
Out where friendship's a little truer,

That's where the West begins;
Where there's laughter in every streamlet flowing,

Where there's more of reaping and less of sowing—
That's where the West begins.

Out where the world is in the making,
Where fewer hearts with despair are aching

That's where the West begins;
Where there's more of singing and less of sighing,

Where there's more of giving and less of buying,

And a man makes friends without half trying—

That's where the West begins.

—Exchange.



ENGINEERING DEPARTMENT OFFICE, PASSENGER STATION, ABERDEEN, S. D.

A Cruise in South American Waters

Arthur Miller

After two days at sea, from Panama, arrival at La Guayra was a pleasant experience, especially so because the passage had been rough,—fine clear weather, but heavy seas. The passage southward is among islands, and anyone who has sailed day after day with water in the sea and far perspective, knows the thrill with which they hear the cry "Land, Ho." Of course we were not for long, at any time, out of



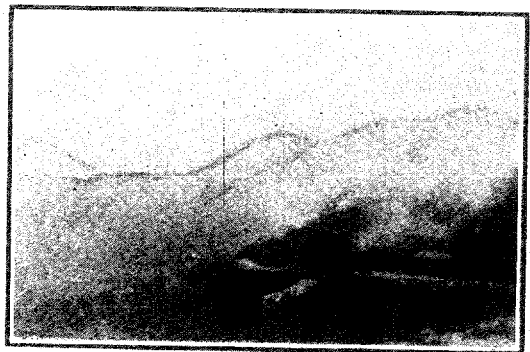
MARKET PLACE, CARACAS.

sight of land, but when the diminutive specks arose on the horizon, gradually grew and revealed themselves with microscopic distinctness in the clear southern atmosphere, and then as slowly faded in our wake, we greeted them all with a feeling of kinship,—like the handclasp of long separated landmen. I remember Anita and Marguerita with especial clearness; Curacoa, unfortunately was passed in the night, so that quaint Willenstadt, as Dutch, they say, as Marken or Amsterdam, resolved itself into a streak of twinkling lights doubled in the water, over the starboard side.

La Guayra, the chief seaport of Venezuela lies on a strip of land at the foot of the mighty Andes which here rise sheer from tidewater, to a height of nearly two miles. The view of the town, to one entering the harbor, is a sight to remain long in memory. Small white houses, which on closer inspection lose a great part of their picturesqueness and become dirty yellow or grey, are dotted here and there up the mountain side, and between them are patches of coffee, sugar cane, bananas and coconut palms.

Caracas, the capital of Venezuela, lies in the mountains, six miles inland as the crow flies. Through and over the mountains, by what is regarded as one of the greatest engineering feats in the world, a railroad runs to the capital. Although, as already said, the city lies only six miles inland in a straight line and is accessible by a mule trail centuries old and twelve miles long, it takes twenty-three miles of railroad travel to reach it. The scenery is superb. Through tunnels and along precipices over whose brink the depth, sometimes 2,000 feet, can scarcely be discerned,—rising steadily, the traveler is borne over the mountain pass, one mile above the strand, and looking directly down upon it. From the summit the railroad winds downward and inland, descending gradually to a height of 3,018 feet at Caracas.

The gauge is three feet, and average grade, 3.75%, although in places it increases to a 4% and the high degree of curvature requires an equipment especially constructed, with regard to length, etc.



RAILROAD OVER THE ANDES,
VENEZUELA.

The engines weigh 36,000 kilos or approximately 75,000 pounds, and were designed especially for the exceptional conditions on this line. The carriages are very short and are built on the American plan.

I believe that the tropical forest through which I traveled to Caracas was more beautiful than any others I had seen. Over our heads were interlacing trees with stems rising clear from the mass of vegetation out of which they sprung, to a height of at least a hundred feet without a single branch. Others were so overgrown and



STREET IN CARACAS.

enveloped by orchid climbers and similar plants that their noble proportions were lost sight of in the more evanescent gracefulness of the parasites, smothering tendrils and life-sucking fibres by which they were surrounded and enfeebled. There were great silk-cotton trees with beautiful foliage and hanging pods; *lignum-vitae*; the roble, a tree very like an elm, and many species of palms. Always there were ferns of every variety and some of enormous size. In the valleys below us we could see lovely mimosas and alcornoques, the feathery heads of which afforded grateful shade to the drowsy herds of long-horned cattle beneath them.

Wild goats scrambled on the mountain sides, and over-head, condors wheeled in wide circles, dipping and rising, as beautiful on wing as they are repulsive and ugly in appearance and habit.

My first glimpse down upon Caracas,—

a bright oasis in a wide, dusty plain, showed it to be a typical South American city, laid out in square blocks, its homes one-storied, white, stone-walled and red-roofed. An occasional church or public building rose above the otherwise totally flat surface of the capitol of Venezuela.

The second day in the city, we were out early, prepared for the pleasures of Caracas, which, as a friendly Venezuelan confidently informed me, was "The Little Paris of South America." Our Hotel fronted on the Plaza Bolivar, in the center of which is an equestrian statue of General Bolivar. On the pedestal the man who proposed to perpetuate the memory and fame of the South American liberator has taken occasion to send his own fame thundering down the ages in distinguished company. The inscription reads:

General Antonio Guzman Blanco

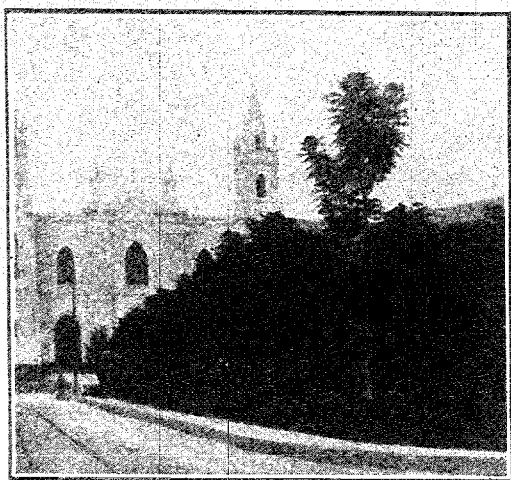
President of the Republic, erected this monument in 1874.

Simon Bolivar, Liberator of Venezuela,
New Granada, Ecuador and Peru,
and Founder of Bolivia.

You have to read the inscription *all* through to realize that the monument is a tribute to anyone but Guzman Blanco.

The real life of Caracas centers around the market place in the morning according to the general Spanish-American custom. All night burro (donkey) trains from the country have been plodding over the hills to the city, bringing in their loads of chickens, ducks, pigs, sheep, native cheese, forage and produce. If you can get a sight of these long trains of patient little beasts, loaded up to the breaking point with enormous packs, nothing but their spindling little legs visible beneath and only their long wobbling ears in sight ahead, you will have a true picture of the transportation question in Spanish America, where the burro is the universal freight train.

All about the market place are native women boiling things to be served direct from the pot,—dulces (candies) and other sweet stuff; and hallaca, a food peculiar to Venezuela and made, I am told of scraps of bacon, raisins, pumpkin, yucca and any other left-overs, all wrapped in a covering of corn meal and boiled in a banana leaf in earthen pots set over glowing charcoal. Really more picturesque than apperizing, but the food is much esteemed by the natives.



CATHEDRAL, CARACAS.

When we left Caracas, the afternoon had drifted on, the shadows were perceptibly lengthened and the deep blue of the sky had changed to a warm amethyst, the glaring red-tiled roofs had mellowed under the sinking sun, and the city glowed like molten copper in its bowl of emerald mountains; and as I listened to the jangle of some cracked and ancient cathedral bells, I thought of what the Venezuelan had said in his pride,—"Paris, Senor, is the heart of the world,—but Caracas, ah,—that is the pulse," and I thought again of the market place and its motley life of chattering peons and bartering Senoras, its street vendors, and its flat, straight walled buildings, giving onto narrow streets and wondered about the Paris boulevards. Caracas has, to be sure, a fine feeling for the higher aims of life,—it has a fine university housed in buildings of rare architectural merit. Its public buildings, palaces and churches are of white marble and beautiful design; and on its Paseo, or main boulevard, of an afternoon, Society drives, as smartly gay as on the Champs Elysees.

Trinidad is the most southerly of the West Indies, the island nearest of all to the Equator. It is not only a charming spot, but it is typical of the tropics and of the West Indies generally. The country is eminently beautiful, a wonderland of valleys and noble peaks and full of splashes of brilliant color. The approach to the island from the Caribbean Sea is through the four Bocas, or Dragons' Mouths,—narrow waterways leading into the Gulf of Paria between towering islands which almost block the passage between Trinidad and the mainland of South America.

Through one of these windy straits we entered the Gulf, thick and turbid with the muddy waters of the Orinoco.

After passing innumerable islands of great beauty, we arrived at Port of Spain, the most prosperous city of the West Indies. Port of Spain occupies a semi-circular plain with a background of hills. The business section is not noteworthy, the main streets being made up largely of modern store buildings, two stories in height, scorched by the sun and richly adorned with de-colored corrugated iron. The sidewalk space is encroached upon by arcades, latticed balconies, sloping sun-shutters, shop signs, palms and telegraph poles. The streets are glaring and noisy with electric cars, a network of which covers the business section. It is just a modern, frontier busy town. The residential section, on the other hand, is generally delightful. On the outskirts, is a wide stretch of green called The Savannah, and it is the delight and pride of Trinidad. It is a level plain surrounded by a semi-circle of many peaked hills covered with trees to their summits. casual paths wander across the savannah, and dotted about are immense trees, the palings and grand stand of a race course,—and strangest of all, a curious, little old-world cemetery enclosed by a high wall. Around the plain are brilliant villas set in more brilliant gardens where bloom in a riot of glory, the blood red poinsetta, the blue bouganvillea, the fan palm, strange cactus plants branching like candelabra and a very jungle of flowering trees.



LANDING, PORT OF SPAIN.

The east Indians of Port of Spain congregate in an untidy suburb called Coolie-Town. Here, surrounded by palms, kerosene cans, children and fowls are lines of huts, some of mud, some of wood, some of corrugated iron. They are all of the packing-case type, and among them are dingy shops where women decked in cheap jewelry squat on the ground before baskets piled high with yarns, bananas, oranges, salt fish,—and reeking of strong odors.

The great natural curiosity of Trinidad is, of course, the wonderful Pitch Lake at LaBrea Point. This is a remarkable deposit of clear asphaltum covering an area of 110 acres. The lake is less than a mile from the landing place on a slight elevation and surrounded by a thin jungle and a number of palms. The surface is black, generally dry and wrinkled like the hide of an elephant. On the shores, it is hard enough to walk upon, although it yields to the tread,—but in the center it bubbles and is in a constant state of slow ebullition. On each side of the trackway I noticed trenches cut by laborers, with picks. These rapidly fill in again, level and solid, and are again dug out, only to close again. Thus day by day, year by year, the lake presents the same picture, although more than 150,000 tons of asphalt are removed annually. Our supply of asphalt in the United States comes almost exclusively from this mysterious pitch lake on the island of Trinidad.

When I first saw it, it had exactly the appearance of a wide, sun-baked plain, wherein were runnels of water, large stretches of what appeared to be a dried



A LITTLE TRINIDADIAN.

mud road and a few small islands. The mud was pitch, the water was from a recent rain, the islands were genuine,—and over it all was the blinding shimmer of a blistering sun. Added to this was the swaying of my feet on the soft places, giving one the somewhat uncomfortable apprehension of being swallowed up by that great, black mystery, as of a strange, living monster.

With Trinidad, the southern cruise of The Moltke was done, and reluctantly our faces turned with the prow, and we were looking northward toward home, with all the wonderful and beautiful things we had seen, and the delightful experiences we had had only the memories of a splendid winter outing.



CAR DEPARTMENT FOREMEN, I. & D. AND BLACK HILLS DIVISIONS.

Co-Operation

By T. W. Proctor

I think we all read with a great deal of interest the President's article in the first issue of the magazine, and it particularly brought to my memory the gist of the meetings held in the past year by the Traffic Department, and recalled specifically the words of our Vice-President and Traffic Manager "get in close touch with the Train Dispatcher and Superintendent of your Division, which simply means "CO-OPERATION."

Do we all appreciate the meaning of "co-operation?" A good many of us are under the impression that it means good-fellowship. Such a disposition, of course, is essential to co-operative work, but it is far from comprising the actual meaning of the word. "Working together" is the most expressive phrase in the way of a definition. In the old days competition was called the life of trade—today it is "co-operation."

After a strenuous solicitation from one of our large firms I received the following letter:

My dear Tom:

Yesterday we shipped via your line, L. C. L. alone from Chicago, 147,030 lbs.

Very truly yours,

Where the familiar sound of my first name would indicate that I was on very friendly terms with the shipper, the real truth of the story is that it took the Superintendent, Trainmaster, Yardmaster and the Switchmen to perfect a service from the shipper's plant to Galewood that would warrant us in securing this tonnage; in other words, had this service not been established and properly conducted this tonnage would have arrived too late to be handled, and instead of congratulations we would have received a strenuous "kick." We find that a part of our every day business is to keep in touch with the Yardmasters and the men actually doing the work in the terminals with a view to securing the proper service which will bring to us the tonnage that goes to make up the earnings of this big corporation; so that in the solicitation of business we oftentimes receive the greatest help from the switch crews. The non-performance of their duties is just as disastrous as the proper perfor-

mance of same is effective; complaints from shippers in nearly all cases means lack of "co-operation," so that in following out the advice of our superior officers and keeping in touch with the men that actually do the work we must find the results beneficial in every respect to the Railroad Company. I am showing that the soliciting force are not alone in securing all of the freight, and incidentally revenue for the Company.

I recently took a trip to St. Paul dining on the Pioneer Limited car, and right across from me I found an elderly gentleman who had just returned from Europe, and his conversation started with this statement:

"I always ride on this road, and my freight shipments all go this way because this dining car conductor takes such good care of me. Why," he said, "I have been away a year and he knew me the minute I came into the car, and I feel as though he is taking care of me exclusively."

This, I felt, answered a question of what constitutes a successful solicitor. Make every man believe that you are taking care of his wants exclusively. As I watched the working of this particular conductor I saw that the waiters unconsciously were doing the same thing, making everybody feel that they were being waited upon exclusively, and I further realized that the co-operation of this dining car conductor and his subordinates were bringing freight to our line and incidentally helping some of us to keep up our comparative statements of freight handled.

The attitude of the "boss" permeates through to the office boy, and his "co-operation" is also necessary in the handling of the company's business so that we become one large family working to one end, co-operating with each other to make the earning power of the property satisfactory to the Executive Officials.

A late announcement is the marriage of Mr. Edward Murray, Assistant Engineer B. & B. at Miles City and Miss Kathryn C. White which occurred in Chicago, June 4th. They will be at home in Miles City.

Old Days in the Milwaukee Shops

By Edward Moran, General Foreman

It is a long way to look back and give an accurate account of the many things that have happened during the time I have been employed by this railroad. I have kept no record of any kind, and my memory may not always serve me correctly in some things.

Somewhere about the year 1858, my father met with an accident which would render him incapable for work for some time, so it was necessary for me to do something to help provide for the rest of the family. I was helped to get a position with C. S. Rice, Master Mechanic of what was then the beginning of the St. Paul Road. I could not have been said to be old enough to labor, but it was a necessity and that settled it.

I began working in the round-house carrying drinking water for the men employed there. The water came from a spring which is still in existence on the south bank of Reservoir Park, north of Commerce Street. The spring was famous for its medicinal qualities and people from all parts of town used to bring jugs to fill for home consumption. The water was so cold that although I had to carry it several blocks to the round-house, no ice had to be used for cooling purposes even on the hottest day in summer.

The men in those days did not drink much water or I should not have been able to supply them as I was only able to carry about half a pail on a trip. Of course there were not many men to supply,—three or four machinists, five or six wipers and the engineers and firemen who always worked on their engines when they were in the round-house.

When I commenced working there were twenty-one engines on the road, and among the engineers whom I remember were Hank Moore, H. K. Bates, George Huntington, Toucey, Warner, Bert Reilly and Jack Holbrook; John Follette and Wirt Thompson and Charles Parker, who afterward became round-house foreman at Portage and later went to the St. P. & P. as Master Mechanic. He was also interested in an iron foundry in St. Paul and

acquired a large fortune. He died a few months ago. The others were Jim Little, Freeman and Hank Osborne. Jacob Clark came out with engines 18, 19 and 20 from the factory and assembled them in the round-house, afterward running one of them for some time. He, later went to work in the shops. He was a first-class mechanic, and was the soul of honor in every respect. His manner was quiet and unassuming and sooner than have an argument with anyone, he would agree by using his favorite expression,—“That’s so by G—d.”

I recall a laughable incident which occurred to him and a friend named Patrick O’Neill. One Sunday in the early spring before the ice had gone out of the river, but was about ready to break up, they had been out looking at some lots they wished to buy. It was a long way to the bridge, so they concluded to cross the river on the ice. They nearly made it, but coming toward the canal locks where there was a strong current, Jake was stepping ashore when he heard Paddy calling “Jake, Jake, I’m drowning.” Jake replied as usual, “that’s so, etc.,” but did not turn around. A second cry from Paddy startled him and he wheeled around in time to see the poor fellow floundering in the water. Jake was a big fellow and Paddy was little, so he soon had him ashore all right.

After working in the round-house a couple of years I wanted to go firing. Everyone told me I was too young and would not be strong enough, but one day Ed. Wilcox said “you can go out on the Portage freight tomorrow with Charlie Parker.” I thought I had a job firing and I was so delighted I did not sleep a wink that night. Bright and early the next morning I got my lunch and overalls and started for the round-house. When I got there Parker was on the engine ready to go to Cherry Street, so I climbed up and he asked me if I thought I could last until we got to Portage. I replied with great confidence “you bet I can,” and you may imagine my disgust when we got to the depot to find Al. Smith, the regular fireman, there, ready to go out. I was determined to go, though, and so stayed on and

Smith let me do all the firing I wanted to, so that when we arrived in Portage, I was glad enough to go to bed. The next morning we started back very early, and when we got to Milwaukee, I had had firing enough for one while.

Shortly after that I went to the machine shop to learn the machinists' trade. Mr. Dwight Goodrich was machine shop foreman. The shop had one long pit that would hold the engines tandem. When an engine was to be repaired she was run from the round-house to the turn table and then to the shop, where she was stripped and two men set on the steam chest and valves, two on the shoes, wedges and driver boxes, two looked after the guides, cross-heads and motion work and one looked after the trimmings which did not amount to much. A few gauge cocks, two heater cocks, a couple of pet cocks, steam gauge and cock and a couple of spring balance scales for the pop valves that could be manipulated at the pleasure of the engineer or fireman, made up the entire list.

There were not many tools in the shops, then,—a couple of planers, a single head wheel lathe, a double head engine lathe, a flat shear lathe which would swing about 26 inches was used for general work and a lathe used for general motion work, and these were about all the machines we had. They were run by as fine a lot of machinists as there were in any shop in the country. Among them were Tom Reed and Sid. Alcott, Bob Humble, Robert Curtis, Bill Kittredge; and among the floor hands were John Duncan, John Humble, Billie and Bob Parkman, George Rodgers and many more whom space forbids mentioning.

As I look at the apprentices of today, I think they do not appreciate what is being done for them by the company. Now they are given a schedule and a time limit on several classes of work and when they have served their apprenticeship they should be first class workmen in every sense of the word. If they are not, it is because they have not embraced the opportunities offered them. Contrast the present plan with that in vogue forty years ago. Then when a boy went into the shop the first thing probably, that he did, unless he had some influence, was to tap nuts. After a while when the foreman saw fit, he was allowed to run a bolt machine, then a drill press after which, perhaps a long time after, he was sent to help a machinist. If the machinist happened to be a good fellow he would give the boy a chance to learn something,—but if he happened to be "a grouch," he was pretty sure to think that if the boy was not the son of a machinist he had no business trying to learn the trade, and most of the chance the boy got was to wipe the grease off the machinery or get some emery paper to clean off the rust.

After I had been working in the shops a couple of years, the shops were removed to Watertown, Wis., with all of the machinery and most of the men. I believe Mr. Lowry was foreman there at that time.

Some notable work was done out there, too. Engine No. 42 the first piston valve engine on the road was built at Watertown. Jim Tremaine, an engineer who had run on the road was the patentee of this feature and from the gossip that was retailed around the shop, she was a very costly engine to build. If I remember rightly, all



CAR SHOP MEN, MASON CITY.

the dome casings, cylinder casings, and cylinder jacket were of German silver. She had also another feature which was unsuccessful,—instead of the old style reverse lever, she was installed with a screw of a very coarse pitch. It was manipulated with a wheel like the pilot wheel of a vessel. This was discarded after a short time and the old style lever replaced.

After remaining in Watertown for about two years, the entire plant was moved to Humboldt Shops and a number of good tools were received from Watertown, and a number of first class workmen, also, among whom were Nat Ellis and Tom Downey. Ellis became Master Mechanic of the West Wisconsin Road and later, a prominent figure on the Northwestern.

After the old shops were thoroughly reorganized, several slide valve and piston valve engines of the Tremaine type were built. Among the number were the S. S. Merrill, L. B. Rock and H. C. Atkins, named after the Manager and two Superintendents. Later the engines were numbers 40, 60 and 80.

The blacksmith shop which was under the charge of Andy McKaig turned out, in those years some of the finest and closest forging I ever saw. I also saw three sets of frames turned out by old Matt Hayes, as he was known, where it is no exaggeration to say there was not over one fourth of an inch reduction on any part. Another job in which the blacksmiths took considerable pride, was the main and side rods of an engine. Owen and Dennis Hogan were experts at this and I have frequently heard Bob Holder, the operator of the long planer say that the rods did not require more than one-eighth of an inch planed off to get them to the proper dimensions.

Sometime during the '70's the foundation for a new machine and car shop was started in what is now known as West Milwaukee, or Merrill Park. As the shops were completed, there was much speculation as to how to get the men out there, Merrill Park being then regarded as out in the country. We were not kept guessing very long, for in the last week of January 1880. I was ordered to go to West Milwaukee to set up the machinery, and was told to go to the foot of Fowler Street, get into the prairie yard where I would find a train to carry the workmen between the city and the shops. This was the most disagreeable thing connected with the new plant,—the

men living in the vicinity of the old shops would have to leave home about 5:40 A. M., plod down the old LaCrosse tracks in all kinds of weather, to get the "cattle train" as it was called, at 6:40. Of course there were stoves in the cars and a man detailed to light them. He would begin lighting the fires at 6:15, but as he had 20 fires to light, you can imagine how warm those cars were on a morning when the thermometer registered from a few to forty degrees below zero, a thing which was not unusual in Milwaukee twenty-five to thirty years ago. This train ran for several years, but was finally abandoned because of several fatal accidents caused by men trying to board the cars while they were in motion. By that time, however, the street car facilities for reaching the shop had greatly improved.

The first morning I arrived at the shop it was very cold, and as only half the windows were in place, you can imagine how I felt. After getting the radial drill press in position, I found the radial arm, weighing about 800 pounds, had been removed before shipping. I hunted up a block and pulleys to lift the arm, and was about to hang it, when the Master Mechanic appeared, and the following conversation took place: "Ed, what are you going to do with that tackle?" "Why hang it up and put that arm in place." "No sir, you will do nothing of that kind, you get some help from John Reider and lift it into place."

I made up my mind I was up against it. You fellows who know what an arm for a radial drill press is, can sympathize with me. Here was an arm about five feet long, with a hub about twelve inches through the center to be lifted by six men, ten feet up into the air, entered on a shaft and let down into place. What I said to the M. M. would not look well in print.

The next job was the counter shaft for the 36-inch lathe. In laying out the holes for the hangers, I got one-half an inch out of place. Before I had it plugged up and another hole bored, the M. M. discovered it. What he left unsaid to me was not much. However I slipped one over on him. I watched until he went back to the old shop, when I got block and tackle, pulled up the counter shaft and had everything in shape when he appeared next morning. He was feeling good when he came around to see what I was doing, and so he said, "You are doing well my boy." There

was one nice thing about J. M. Lowry which was that no matter how severely he reprimanded you he was always ready to forgive provided you showed the proper spirit.

I sometimes wonder if the old man were to return to the shops and see three ton differential pulleys hanging from the eight-inch eye beams, what he would say. I believe he was one of the most economical men that ever held the position of Master Mechanic. I have heard it said that when an aircup was lost on an engine, someone would have to account for the loss before he would allow an order to be issued for a new one.

Well, those good old days are gone and most of the men who came out in the '80's with them, are gone too. I was counting them over today, and find there are only five machinists from the Prairie shops; Jim Howard, Charlie Wood, Harry Dunphy, Jim Garside and George Balzer. From the old LaCrosse shops, Joe Corner, Ed. Allister, J. McWhorter and Paul Wimmeler. Mike Toohey, the locomotive boss painter worked at both shops. Wm. Edwards, the boss coppersmith also worked in the Humboldt and Prairie shops.

This sketch would be incomplete without a brief mention of the coppersmith. He was born, I think, not earlier than the forties,—but if you were to hear all he has done and what he has seen, you would easily believe him to be about one hundred and fifty years old. His native state is Ohio and his name is Edwards. According to his own account he and Barney McNaney put down the rebellion. He enlisted in 1863 in the 88th Ohio, Colonel Humphrey. He served eight months and participated in the battles of Perryville and Stone River. After the last battle he was discharged and returned to Fort Wayne. He enlisted in the navy in Chicago and was sent on the receiving ship Great Western to Cairo and afterwards transferred to the flagship La-Fayette. He was mustered out of service after one year, but during that time he slaughtered thousands of rebels and on account of his signal bravery, the government has continued to pay him for services rendered. This is his army record. He made his appearance in Milwaukee about 1865, and went to work at North Milwaukee shop. After remaining a few years he went to work for his brother in law, C. Parker on the St. Paul & Pacific,

and from there went to California. Returning in '76, he commenced working in the West Milwaukee shops, and has been here ever since.

One other old employe should be mentioned in this list, and here I may say there are a number of others whom I will talk about some other time.

James Trainor started to work in the old Humboldt shops in 1863 soon becoming our teamster. Jim says old engineers can fight about who had the honor of being the first man to run a wood or a coal burner, but no one can dispute his claim to being the first man to run a hay burner, which was the term he applied to his horse. It came about in this way: the old horse was like Jim in some respects, and when he would he would and when he would not, it was the same. He had a mind of his own. One day being more obstinate than usual, Jim lost all patience and concluded to try a fire under him. It had the desired effect, and thereafter the old beast was dubbed a hay burner. Jim continued teaming for many years, but finally he was stationed at North Avenue crossing and has worked there continuously for twenty years, until the latter part of the winter, when he was laid up with a severe spell of sickness. I am happy to say he has fully recovered and returned to his old job. He must be over ninety years old but acts and looks like a man of sixty.



WILLIAM R.
EDWARDS.

MICHAEL
TOOHEY.

EDWARD
MORAN.

Eve's Apple

How many apples were eaten by Adam and Eve? We know that Eve 81 and that Adam 812—total, 893. But Adam 8142 please his wife, and Eve 81242 please Adam—total, 89,384. Then, again, Eve 814240fy herself, and Adams also 8124240fy himself—total 8,938,480.

North Pacific Coast Celebrations

A. J. McCarthy

The "Milwaukee" has announced arrangements for the sale of round trip excursion tickets from points in Montana, Idaho, and Washington to North Coast destinations on account of important celebrations at North Coast points as follows:

GOLDEN POTLATCH, SEATTLE, WASH., JULY 14 to 19, INC.

Excursion tickets to Seattle will be on sale at Ellensburg and points west, and Rainier and points north daily July 13 to 18 inclusive, and at points east of Ellensburg in Idaho and Washington, and west of Rainier in Washington on July 13, 14, 16, and 18. All tickets to be good for return leaving Seattle on or before July 21, 1913. Rate of one and one third fare will apply from all points in Idaho and Washington.

MONTEMARO FESTO, TACOMA, WASH., JULY 2 to 6, INC.

Excursion tickets to Tacoma will be on sale at Ellensburg and points west daily



Illinois-Springfield Watches

Write for a Lincoln Medal
and a descriptive folder of
these watches.

**ILLINOIS WATCH COMPANY
SPRINGFIELD**

THINK

Over 100,000 Cash

**Purchases were
made last year**

at

THE CROSSING STORE

**36th and Canal St.
Milwaukee**

QUALITY COUNTS

July 1 to 5 inclusive, and at points in Idaho and Washington east of Ellensburg July 1, 2, 4, and 5. All tickets to be good for return leaving Tacoma on or before July 7, 1913. Rate of one and one third fare will apply from all points in Idaho and Washington.

ROSE FESTIVAL, PORTLAND, ORE., JUNE 9 to 14, INC.

Excursion tickets to Portland will be on sale at all points in Washington and Idaho on June 8, 9, 11, and 13, good for return leaving Portland on or before June 16, 1913. Rate of one and one third fare will apply from all points in Idaho and Washington.

CARNIVAL, SPOKANE, WASH., JUNE 16 to 21, INC.

Excursion tickets to Spokane (or to Rosalia if line is not completed into Spokane), will be on sale at all points, Missoula to Ellensburg, inclusive, June 15 to 20, inclusive, and at all points west of Ellensburg on June 13 to 18, inclusive. All tickets to be good for return leaving Spokane on or before June 23, 1913. Rate of one and one third fare will apply from all points.

Safety First

A. W. Smallen

On Safety First

O. Carlson, Roadmaster, Sioux Falls.

I wish to say a few words in regard to the Safety First movement so successfully started on the C., M. & St. P. Railway.

This, I think, is one of the grandest undertakings the railroads have ever inaugurated, and I hope that all employes will take enough interest in the matter to make it worth while. I know that if we all put our shoulders to the wheel we can make it go around.

Our Superintendent, Mr. Beardsley, has always instructed us to be careful and to do our work properly so that no accidents will occur, and I believe every employe on the S. C. & D. Division is trying hard to have this division at the top of the list. Then let us all work together, and look out for one another, and so avoid the little accidents that cause so much trouble, pain and death. A little care on the part of each one will bring this about.

Heavier power and rolling stock requires better track, and the cost to the company for these improvements is enormous. We, as employes, should, therefore, do our best to assist in keeping up our part of the work and work toward a safe and efficient way of handling the company's property.

To you, Section Foremen, when you go home at night, see that your switches are set and lined up for proper tracks,—and main line switches locked. Also see that switch lights are burning clear, so when trains approach the stations there may be no doubt that everything is safe ahead.

At this time of the year, we are apt to have heavy rains, which disturb the roadbed. Go out and watch these places, for upon this, a lot depends.

Don't neglect to do your duty to yourself and to your fellow-employes, for I am sure that if a passenger train should be derailed on account of your failure, and people killed thereby, you would remember it all the days of your life. Why not then, take the safe way and not wait for an accident to occur, which will be a perpetual reminder, and not a pleasant one.

If you discover anything wrong, do not wait until too late to repair it. Notify the proper official at once, and then take every precaution possible until the damage is repaired.

Every section that is well kept up and where the men are all interested in making a good showing, is a credit not only to the company, but to the men themselves; and if we show the proper interest in our work, we can just as

easily as any other get the reputation of having the best kept section on the road,—and that will not do any of us any harm or be against our records with the Superintendent.

I hope to hear from some other track men through our Milwaukee Magazine.

We know that the railroads have done or are doing all in their power to eliminate the large number of injuries to their employes. But notwithstanding the accidents have steadily increased. On investigation it is discovered that regardless of all safety devices installed, such as automatic couplers, air brakes and better working conditions in general, the great majority of railway employes on the railways of this country are injured by negligence or carelessness in what is known as little accidents.

One class of accidents that we hope to eliminate from the list of injured through the Safety First movement is that of coupling and uncoupling cars. It is a foregone conclusion that accidents of this kind cannot, in any large measure, be done away with by the employer. The best of safety devices have been installed, but still men will persist in going between moving cars or using their feet to adjust draw bars, and one of the strongest arguments with the Safety First movement on the railroad is to discourage this practice, explaining at the Safety First meetings the great danger in this practice. Another is using literature and showing stereopticon pictures of the safe and unsafe way of doing this work; in other words Safety First means the breaking up of dangerous practices of working and discouraging the chance taker.



ADJUSTING A DRAW-BAR WITH HIS FOOT.

Mr. B. J. Oakley, of Dubuque, Ia., gives thirteen good Safety First rules, which are:

1. It pays to think before you act.
2. The prevention of accidents and injuries by all possible means is a personal duty which everyone owes, not to himself alone, but also to his fellow workmen.
3. Do not go into dangerous places until you are absolutely sure they are safeguarded. Caution others against like risks, unless convinced of proper safeguards.
4. Remember it is better to cause a delay than an accident. It is cheaper in the end.
5. Small neglects are apt to cause serious accidents. Be cautious.
6. Let every employe make himself a committee of one to prevent some one accident.
7. The failure to obey *safety rules* endangers the life of yourself and fellow workmen alike.
8. One man's effort toward safety may seem little, but the combined efforts of all can accomplish much. Every effort in this direction helps.
9. Be sure everything is safe, then proceed.
10. Help to prevent accidents.
11. Look out for the other man. You might hurt him. Try to avoid accidents—this means **YOU**.
12. Do not work with unsafe tools. Tell your foreman.
13. Every injury, no matter how slight, should receive immediate and proper medical attention.

F. C. Mason, Sioux City, sends in the following: This "Safety First" idea is very popular. It is disliked only by doctors and lawyers, who, if everyone adhered strictly to its principles, would soon be out of business. Sherman said, "War is hell," but the idea of Safety First is to put the "ell" into fight and make a fight instead.

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ORIGINAL WINDOW DISPLAYS

DESIGNS AND DECORATIONS

Kirkman's Science of Railways

Invaluable Text
Books for Enginemen, Shopmen, Trainmen and other Railway Employees. For Particulars Write

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TRIBUNE BUILDING, CHICAGO

Many Railroad Men Who, Five or Ten Years Ago Bought Land, are Now Rich. Your Savings, properly invested, should in a few years make you wealthy.

If does not matter so much whether you

GO WEST

The section of the West advancing most rapidly today is Montana, properly called the Treasure State. This company owns hundreds of fine tracts which are described in our booklet, "Upland Farming."

OR EAST

Only act—progress!
Do Something Now.

Many eyes have recently been turned towards Northern Wisconsin and the next few years will show wonderful development in that state. Why not get "Forty Acres and Independence." Our booklet called "Orchard Valley" tells you how.

MINNEAPOLIS.

DANAHER-HOLTON CO.
306-311 PLYMOUTH BUILDING

MINNESOTA

Several members of our company were formerly Railroad Employees and we especially cater to Railroad Men. Enclose this ad. giving name _____ and address _____ for information or booklet and get reply by return mail.

Among the ardent exponents of the Safety First idea is Mr. August Erlich, the efficient janitor at Sioux City roundhouse. From the roundhouse to the street car line, a distance of about two blocks, there was formerly an almost impassible mud hole and on a dark night it was really a dangerous place. But Mr. Erlich, by his untiring efforts and a supply of good cinders judiciously distributed, has provided the employes with a fine, level walk. The boys showed their appreciation by coming across with a neat little purse of \$14.00. Mr. Erlich is now sighing, not like Alexander the Great, for more worlds to conquer, but for more cinder paths to build.

Some valuable suggestions for track men have been received from an employe with over thirty-four years' experience in track work, and who is thoroughly competent to give suggestion, and one whom, I believe, we all know, especially on the C. & C. B. in Iowa, Nick White, section foreman at Manilla.

A few on Safety First:—

When holding a chisel handle or punch the striker should stand out opposite, but quartering to avoid hurting his partner as the maul or sledge may slip off or handle break.

When pulling a tie or timber under or from a rail, picks should be placed opposite each other, so in case one should slip no danger of anyone falling upon his partner's pickpoint and getting hurt, but not string along the timber or tie where picks are used.

When a sharp worn or sharpened shovel is used and you lay it down, turn shovel back up, not the blade up, yourself or your partner is liable to stumble and fall, cutting your arm or wrist badly.

In switching yards where the same tie bed is used several times in re-laying rails, it is necessary to adze each time to give the rail proper bearing. That leaves some part of the ties above the base of rail. Such ties should be removed entirely or adzed about level with base of rail to prevent someone stumbling. ITS SAFETY FIRST.

A very successful Safety First rally was held at the New Grand Theatre on May 14th. There was a large attendance in spite of the threatening weather, and the meeting was a credit to

the committee in charge. Engineer W. H. Gardner was chairman of the evening. The following interesting program was rendered:

Selections by Orchestra.

Address—Hon. Mayor A. A. Smith.

Instrumental Music—Miss Marie Murphy.

Reading—Miss Catherine Cline.

Vocal Selection—Mrs. T. H. Thompson.

Reading—Miss Marie Murphy.

Vocal Selection—Mr. Edw. Kelliher.

Reading—Miss Donabel Carney.

Selections by Orchestra.

Address, Safety First—J. A. Hinsey, engineer.

Address, Safety First—Ben Bowen, conductor.

Selections by Orchestra.

Addresses, Safety First—Other speakers.

Stereopticon Pictures—A. W. Smullen, general chairman.

Such meetings as this cannot fail to arouse the interest and appreciation not only of the employes, but the general public as well, and a return engagement is awaited with interest.

The following recommendations by Division Safety Committees and the action of the General Committee is the result of a meeting held in Chicago on May 13, 1913:

Recommendation—That general rules be amended requiring the numbers of train orders to be shown on clearance cards to enable engineers to check all orders delivered to them by conductors.

Action—Will be taken up in connection with the adoption of standard rules which are now being considered.

Recommendation—That catches on windows of passenger equipment be given better attention.

Action—The Superintendent of Motive Power will receive instructions to arrange a more rigid inspection of window fasteners.

Recommendation—That the throwing of mail sacks on platforms by mail clerks, before trains have come to a stop, be discontinued.

Action—The attention of Superintendents of Railway Mail Service will be called to the complaint.

Recommendation—That trucks of all kinds be kept at a safe distance from tracks, properly secured when not in use and avoid pulling trucks on the platforms as much as possible when passengers are getting on and off trains; also to pull trucks a safe distance away from trains when trains leave station platforms.

Action—Conditions vary at different stations and on different divisions. The local committees with the Superintendent should prepare such instructions as will best control the practice.

Recommendation—That projections and obstructions of cars loaded with emigrant movables, stock and other commodities, placed on cars by shippers be removed.

Action—There are so many cars of emigrant movables and stock loaded by different shippers that conditions of this sort frequently exist, and the most effective way to prevent it is for the Division Safety Committee to give such loading attention and insist upon the obstructions being removed before the car is moved from the loading point.

Recommendation—That pulleys be placed in the left back corner of engine cabs for bell cords in place of the usual staples, placing the bell cord within easy reach of the engineer and insuring the ringing of the bell when firemen are otherwise engaged.

Action—Engines will be equipped with pulleys for bell rope, when not equipped with bell ringers, as engines pass through the shops.

Recommendation—That the practice of permitting injectors to overflow, spilling water on brick platforms, causing formation of ice during the winter months, be stopped.

Action—The present instructions prohibit the use of injectors while passing or standing at station platforms, and this is a matter that local committees should undertake to correct in order to avoid personal injuries.

Recommendation—That section foremen occupy a position on the engineer's side of passing trains and be on the lookout for dragging brake beams or rods, hot boxes, open doors of cars containing brick, coal, tiling and commodities that will fall out, and signal the enginemen and trainmen to stop, if, in the foreman's judgment, any accident is likely to result.

Action—This subject is covered by the general rules and it is hoped that the various committees will encourage the observance of this rule for the sake of safety.

Recommendation—That side windows of engine cabs be equipped with storm sash to enable enginemen to locate landmarks in foggy and stormy weather, and to prevent running by stations, crossings, draw-bridges and fixed signals.

Action—It is the intention to apply more frost glass to engines.

Recommendation—That blow-off boxes be provided at engine terminals, minimizing the necessity of blowing off engine on the road, or that pipes be arranged to blow straight back instead of the side.

Action—Additional blow-off boxes are being installed at various places. It is necessary to have blow-off pipes on the outside to reach the blow-off boxes. Safety Committees should correct the unnecessary blowing off of engines at points where such practice will cause personal injury.

Recommendation—That all overflow pipes on engine be lengthened to prevent water from dripping on steps of tenders, thus endangering life.

Action—The Superintendent of Motive Power will investigate to determine what can be done to keep the steps dry.

Recommendation—That air hose be made three inches longer to compensate for contraction in cold weather, thereby eliminating a dangerous condition due to air leakage.

Action—Will be given consideration.

Recommendation—That air testing plants be installed on repair tracks at terminals for testing triple valves and piston travel with a view of minimizing emergency applications of brakes and resulting damage to property and injuries to persons.

Action—This matter is receiving consideration to the extent that additional testing plants are being installed.

Recommendation—That water troughs or catch basins be placed under water tanks to prevent the dripping of water on tracks, resulting in formation of ice thus creating a condition dangerous to life and property.

Action—A drain is provided in a number of places to prevent ice forming on the track. Investigations generally develop that employees are responsible for the accumulation of ice because of carelessness in taking water. Division Safety Committees should keep this in mind and reduce the danger to the minimum.

Recommendation—That torpedoes be painted a bright red color instead of the black-brown color, so as to be easily identified and lost torpedoes be picked up by section men and others to prevent them getting into the hands of children or persons unfamiliar with them.

Action—This matter will be investigated and considered.

Recommendation—That classification signals or blizzard lamps be lowered to a point below the line of vision of enginemen in cabs and the track ahead to enable enginemen to more readily distinguish objects or obstructions on the track and to remove the delusions which at times occur.

Action—The Superintendent of Motive Power will investigate and report to the General Safety Committee.

Recommendation—That the Company adopt a "Safety First" mailing card similar to the card now in use by the C. & N. W. Ry.

Action—A mailing card will be furnished to report unsafe conditions or unsafe practices that may come under the observation of employees.

Recommendation—That Safety Bulletin Boards be placed at terminals and that Safety



SOUTH MINNEAPOLIS SHOP MILL CREW.

First matter be posted thereon for the information of all employees, the object being to keep such matters separate from general instructions and train orders relating to operations.

Action—The adoption of Safety First Bulletin Boards will be given consideration.

Recommendation—That the hanging of mail sacks on mail cranes long periods of time in advance of the arrival of passenger trains be discontinued, in order to avoid the possibility of injury to engine and trainmen of freight trains running ahead of passenger trains, due to the small clearance between cabs and mail sacks on cranes.

Action—There are so many reasons for hanging mail sacks before the train arrives that Division Safety Committees should give each case consideration and undertake to correct abuses.

Recommendation—That loose wires used to secure stakes on flat cars and gondolas be removed before cars are billed in order to remove the possibility of employees falling over them or striking members of a crew on an adjacent track.

Action—The obstructions referred to are dangerous and the local committeemen representing the car men, yard men, station men and trainmen, should take some action that will clear the decks of cars before moving them, and in any event see that they are removed before car is placed for reloading. The local committees can accomplish more good in working with the shipper to correct this practice than in any other manner.

Recommendation—That inflammable placards be removed when cars are unloaded. Failures to remove such cards lead to confusion and result in employees becoming careless, due to the fact that placards are found on cars of lumber and other commodities that should not be placarded.

Action—The recent instructions issued relative to removing old cards on cars on arriving at destination will correct this and the local committee should see that the instructions are complied with.

(Continued on page 42.)

Mr. W. F. Drew, of the Minneapolis Terminals, reports the spirit shown by the men on the Twin City Terminals as follows:

All employees in the Twin City Terminal are giving their hearty co-operation to the Safety First movement. Practically all the suggestions made at the meeting of Terminal Safety Committee held May 8th, 1913, have been acted upon and good results obtained.



THE RIGHT WAY FOR CAR MEN TO WORK UNDER CARS.

At Home

Anna M. Scott, Editor

Dear Editor:—The accompanying picture will recall your visit to Miles City last March and you will remember on our walk from Supt. Spencer's office to the shops the conversation which we had regarding the most wonderful Baby in the world, of which I am the proud Daddy.

Yours very truly,

J. S. COWARD.



Young J. S., Jr., is the first baby to honor the magazine with his picture. Daddy should file this number with the young gentleman's sayings account.

PRACTICAL SUGGESTIONS.

A soft rag moistened with lemon juice and dipped in silver whiting will be found excellent for cleaning piano keys.

Mustard for table use is very much improved if mixed with milk instead of water. A tiny pinch of salt added to it brings out the flavor.

When a kitchen table gets badly stained and the marks won't yield to ordinary scrubbing, try a little chloride of lime in the water, or spread a stronger solution. Cover the stain and allow it to remain for some time, then scrub and rinse in the ordinary way. The same method can be employed to wooden floors that have got grease-bespattered and stained.

COOL CLOTHES FOR WARM DAYS.

Fashion, like time, is always on the wing, and we continually contemplate new style ideas, with the passing days; and now, with the ap-

proach of warm days, we begin to think of something cool to wear.

There are white voiles in plain and crepe effects, nets, square-meshed and round, and shadow laces, altogether fascinating, for dress up occasions—and there are linen suits, made in tailored fashion for more serviceable wear. One particularly smart model is of tan linen bound with wide brown silk braid, cutaway coat and short skirt. Large, round glass buttons of brown and yellow are used on coat and skirt.

That the separate coat is prime favorite this summer is apparent. It is shown in many styles. Those of eponge reaching below the hips, cut on straight lines, buttoned with big bone buttons and having a breast pocket and long sleeves are favorite. Also longer coats of thinner cloth, made double breasted and with long, wide sleeves, are shown in a variety of colors and for women of all ages. Hip length matelasse cloth coats and those of silk poplin are worn with afternoon frocks. And then there are linen coats worn with separate linen skirts, and blazer coats for the young girls who always look well in them.

SUMMER FANCY WORK.

As porch days come on, it is surprising to note the widespread interest in needle craft of all kinds. Cross-stitch, favored of olden times, has come into its own again. For a long time, cross-stitch appeared principally as adornment to kitchen aprons or to initial the dish towel, but now it is seen on the finest kinds of linen, is used on table runners, bureau scarfs, fine hand towels, work bags and sofa pillows. And it is so easily and quickly done. You can complete a good sized motif in an hour and it requires no skill. You can buy a good book of cross-stitch patterns, take a piece of canvas large enough to work the pattern selected, choose your threads, baste the canvas in place and follow the pattern, which is done by counting the stitches and working in your colors as shown—or all in one color if you have decided to use a one-color scheme. Your work will show as perfect as that of the most expert embroiderers.

Punch work is another one of the favorites. It differs entirely from drawn work, weaving, cut-work and other forms of modern needle craft. The work is mainly in the background, serving to set off the design proper, which is, itself, developed in outline or solid embroidery. The design is stamped on linen, including the dots which show where the holes are to be punched for the background. An open weave linen is the best, so that the threads may be pushed apart in the punching and drawn together in the working of the background stitch. The background dots may not all show

in exact position in the stamped design, owing to the unevenness of linen weaving. This can be overcome in working the background by here and there punching a hole a thread or two away from the dot, the mark of which will, later, be covered by the stitches.

Punch work may be done on the sheerest of linens, lawns or even batiste. Where the material is very sheer, the needle must be fine, this always to be determined by the weight of the material. The background must not be slighted, the thread must be drawn firmly and evenly from hole to hole, but a little practice will soon perfect one in this fascinating work.

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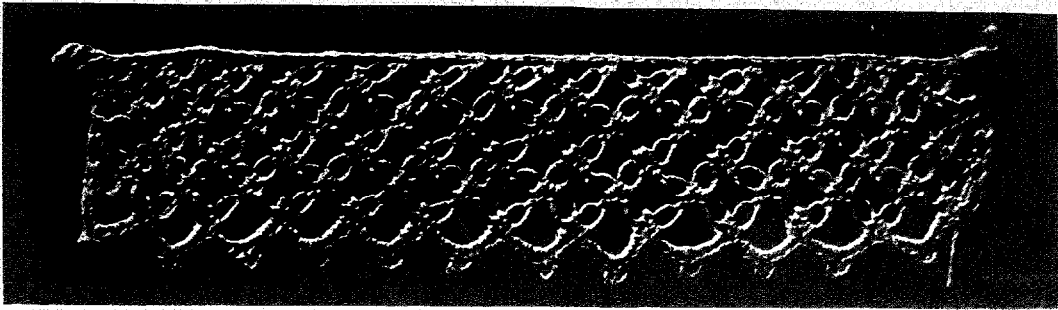
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PATTERN OF CROCHETED EDGE.

Explicit directions for this work may be secured from the embroidery sections of the department stores, where stamped patterns with materials and directions are put up ready for the beginner.

Crocheting is always fascinating, and the latest in this line are the crocheted edges, which are used on everything.

The pattern here given is a universal favorite and one that can be easily mastered. It may be worked in fine or coarse thread.

Make a chain any desired length for double stitch. Pass hook through the material, picking up thread. Cast off two loops. Pass hook under material. Pick up thread and cast off two loops.

Turn second row; make a long double loop, double back on the one thread. Double into the third double on the material. Repeat across. Make four rows deep.

The edge is called knot stitch edge. Make five chains from knot to knot. Repeat across. Turn. Cover the five chains with four doubles—one picot—four doubles. Repeat across. This finishes the edge.

THE COST OF LIVING

Extracts from an article by Winifred Harper Cooley in Sunday Record-Herald.

It is not the high cost of living, but the cost of high living.

We hear innumerable complaints soaring up heavenward regarding the increased price of rents and clothes and food, and most city people consider themselves very much abused. No one denies that city living is more expensive than that of small towns, and that twentieth century living is more expensive than eighteenth century living—but did it ever occur to you that most of this is your own fault?

It cannot be denied that our standards of living have been sky-rocketing the last few years. People once were contented to dwell in thatched cottages and sleep on straw. Now they demand porcelain bath-tubs at \$60 each, gas ranges, electric lights, hardwood floors and food in fancy bottles.

I assert that a young couple can live nicely in New York, or any big city, on \$100 a month and enjoy some luxuries.

To be sure, there are a great many unjust conditions which press upon all of us, and

make us pay an enormous amount, all out of proportion to the cost of production. For instance, it has been worked out that the eggs are handled eight times from the farmer in Long Island to the consumer in Manhattan. All sorts of commission merchants, wholesale and retail dealers, and unnecessary "middlemen," pass the eggs on from one to another, each taking out a profit on every dozen. There is no doubt that co-operation, and the demand of the public, eventually will lower some of the prices which now harass us. But these economic problems cannot be solved by small groups of hysterical housewives making raids on innocent butchers; or making spasmodic efforts to do their own marketing from a central market situated fifteen miles from their home, and impracticable for them to visit daily.

This study is of the senseless wastefulness of all of us as individuals, with suggestions as to how every man and woman can curtail his regular expenses.

To begin with, all of us are ridiculously, stupidly and almost hopelessly extravagant. We are in mortal terror of the opinion of our neighbors. We like to speak loftily, as if we were possessed of large, certain incomes. A man on a \$200 salary speaks of giving a dinner to friends, and "doing it right." "Right" means, to him, doing it in the manner of a millionaire. He desires to show people (who probably know his income perfectly!) that he is quite conversant with all the habits of the rich and well knows how an expensive dinner should be ordered.

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Again, all of us deceive ourselves into thinking we are obliged to have many things which we can well get along without.

Some woman wrote to a New York paper recently, complaining that her income had been reduced to \$65 a week for running her home, and asked helplessly if the editor could suggest ways and means to her for meeting this vital problem. The paper at once interviewed half a dozen prominent women, especially versed in "domestic science" matters. Each of these, with great gravity, gave her opinion as to whether or not this poor woman could manage to feed her family upon such an income! An absurdity like this is only a symptom of our modern snobbishness. Every one of us knows full well that a woman can and does administer her home on much less than \$65 a week, and her family is in health and comfort.

Nobody wants to stint himself to such an extent that life is unbearable, but all of us can do without dozens of things which we now possess, and still be extremely healthy and happy. Let us take up a few reductions of expenditures.

* * * * *

Household economists have figured what proportion of one's income should be expended on rent. I believe that they usually figure one-third or one-fourth. On the basis of \$1,200 a young couple would therefore pay \$400 or \$300 a year rent. I should say that one-fourth was the better estimate.

There is no doubt that the modern woman is lured into laziness by the attractiveness of manufactured products. In many cases they are quite as inexpensive, or even cheaper, than she could prepare the same product for, because the manufacturer buys in large quantities and takes advantage of the latest inventions of science. But in other cases we are constantly tempted by fancy bottled foods, selected dates, nuts, etc., which are extravagant for people of small income. Meats, too, are bought with reckless extravagance. It is not necessary to consume a porterhouse steak nightly! The cheaper cuts of meat are quite as nutritious and can be prepared by cooking many hours in the fireless cooker. Generally speaking, the simple and cheap foods are far more digestible and tissue-building and health-giving than are the elaborate concoctions by expensive chefs. Stewed prunes (suffering a bad reputation from their frequent use in boarding-houses), apple sauce, baked apples, whole wheat bread, cereals, lamb and veal stews and wholesome fresh vegetables and salads are far better for people than hot biscuits, fancy desserts and pastries, elaborate combined foods, whose ingredients usually cost so dearly.

The gas bill often mounts up because we think we have to have many kinds of food which require hours and hours of cooking. To reduce this we need only use the fireless cooker. It cooks our cereals beautifully while we sleep, and presents them to us in the most

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nutritious state in the morning; or prepares our complete evening dinner while we are gone all day at the Suffrage Club! I defy anyone to claim that the fireless cooker does not pay for itself many times over. Again, it is most extravagant to cook such things as baked beans on a gas stove, when such perfect products can be had as several manufacturers offer us for 10 cents a can.

Our electric light bills can be reduced considerably by a little care in turning off the flow every time we leave the room. To be sure, a 16 candle bulb costs but a cent an hour, and most people would laugh to scorn any suggestion that they save a fraction of a cent by turning this off. If one does so continually, however, many dollars are saved yearly.

If we will choose our path, and deliberately follow it along most of the above lines, there is no doubt that we can save many hundreds of dollars yearly.

No matter how small your salary, or how great your temptation to extravagance, there is no excuse for not living within your income.

Of course, all of us would like the fun of spending large amounts of money—at least until we are satiated and had ruined our digestion; but as long as we are limited in our income, we must limit our outgo. Sickness and accident and old age menace every one of us, and there is nothing so comfortable in the world as the complacency induced by our knowledge of a bank account. After we have arrived at "Easy street" it becomes a positive joy to accumulate, if for nothing else than to experience the pleasure of an occasional extravagance, such as a summer vacation, travel, or the purchase of some coveted possession.

THE PICTURE BELOW SHOWS

Employees at Minneapolis station in the year 1892. The unassuming gentleman standing at the right hand of the "man with the broom" is our genial general superintendent, W. B. Foster, and the one with the fierce moustache, standing at the left hand of the trainmen in uniform, is our assistant general superintendent, E. Clemons, a good friend to all of the boys.

C-H Tie Tongs

Patented

Standard Railroad Device

For Inserting Ties and for Handling Ties in Double Track Work.

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The Grip That Holds



THE CAFFERTY-HAYDEN TIE TONGS

The teeth at the angularly-bent portions do not track, thus preventing the gripping jaws from slipping, and doing no damage whatever to the tie. The strap which prevents the handles from dropping too far apart adds greatly to its convenience. The tool is made of steel, weighs only nine pounds. Saves ties, time and labor in handling cross and switch ties in track work.

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Buckeye Yokes
Buckeye Truck Bolsters
Major Couplers

619 Ry. Exchange Bldg., Chicago

Main office and Works:

COLUMBUS, OHIO



(Continued from Page 36)

Recommendations—That lumber and poles be loaded lengthwise on flat cars and gondolas for the reason that lumber or poles loaded crosswise are liable to work off or project sufficiently to strike trains on an adjacent track.

Action—It is generally understood that any car not properly loaded should be set out. This is particularly important when the load is liable to shift to one side of the car.

Recommendation—That grab irons be placed on each end of cars about four or five feet above bottom grab iron to enable men to get from box cars to flat cars or vice versa without danger.

Action—Covered cars are being equipped with end ladders as prescribed by the Safety Appliance Act.

Recommendation—That the practice of placing open cars of ties loaded crosswise in night trains be discontinued.

Action—The rules require that flat cars loaded with ties crosswise of the car are not to be hauled in night trains.

Recommendation—A member of the Safety First Committee observed the following on a foreign double-track line at a station where he was waiting to board a train: An eastbound train arrived and stopped to unload and load its passengers; before the train came to a full stop the fireman was on the seat box holding a burning fuse as a warning to trains on the westbound track, and the Committeeman was quite impressed with the idea for the protection of the passengers.

Action—Revised general rule No. 69 would take care of this. The action of the fireman on the train referred to was commendable if safety required it.

Recommendation—Attention is called to the fact that on some cars the position of the top grab iron does not indicate whether the ladder is located on the side or end of such cars, causing a confusion which is regarded as dangerous.

Action—The equipment of all lines is being changed to conform with the Federal Safety Appliance Act.

Recommendation—That refrigerator car doors be securely fastened or hooked when they are left open while switching, in order to prevent the possibility of injuries to persons walking on side of tracks or damage to property. A committeeman recently had a narrow escape from personal injury by a refrigerator door swinging open while car was being handled in a switching movement.

Action—The experience recited is evidence that there is work for all of the employees as well as the local committees in undertaking to avoid such occurrences. The rules do not seem to be sufficient.

Recommendation—That a better grade of signal oil be furnished, complaint being that poor oil causes lamps to smoke, materially reducing their efficiency and making lamp signals unreliable.

Action—Specific cases should be reported with full information as to quality of oil and when and where drawn.

Recommendation—An engineman when backing out of a yard was sitting on the arm rest of the cab to enable him to see the brakeman, and had a narrow escape from being injured by a loose section of tin roofing projecting from a car on an adjacent track.

Action—Instructions require that the roofing of cars be inspected at repair points. Local committees should not fail to observe such matters and insist upon inspection that will avoid personal injuries. Trainmen should take necessary action to protect against injuries between terminals and make proper report on arrival to insure repairs being made.

Recommendation—That the practice of piling boards or material of any kind on roofs of cars be discontinued because of the liability of shaking off when cars are moving and tending to produce personal injuries.

Action—Employees should not move such cars until they have removed such obstruction in order that personal injuries may be prevented.

Recommendation—Attention is called to the fact that the locking devices on a great many of the older refrigerator cars are in a dangerous condition. The rod that passes upward from the lever of the door to the catch above the door is so connected that if the lever is thrown above a certain point the end of the rod drops out of the protecting band at the extreme top of the door and it is known that a number of persons have narrowly escaped personal injuries due to falling locking rods.

Action—The Master Car Builder will give this matter attention with a view of correction.

Recommendation—That the practice of loading beer kegs, particularly at Milwaukee, without the use of lumber or bracing be corrected, complaint being made that loose kegs in the top tier roll about and against side doors and when cars are opened roll out endangering the person opening the door.

Action—The matter of securing safer loading has been taken up with the brewers.

Recommendation—That the roundhouses at Madison and Jackson be equipped with devices for blowing steam out of the building and that electric lights be installed.

Action—This is receiving consideration.

Recommendation—That a better grade of lamp chimneys be provided as considerable trouble is being experienced with chimneys breaking, claim being made that the glass is too thin.

Action—The attention of the General Storekeeper has been called to this matter.

Smiles

"Tis easy enough to be pleasant,
When life goes by with a song;
But the man worth while
Is the man who will smile
When everything goes dead wrong."

Pat Cary and the E. T.

By G. E. M.

One needs only to say the name Patrick Carey to know that Pat's ancestors did not come from sunny Italy.

Pat has an ample fund of that humor for which his countrymen are noted, and one trip while firing for him, I had an opportunity to test the versatility of Irish wit.

We left Chicago about one o'clock with a long drag of empty stock cars behind us. The engine was one of the first to be fitted with the new E. T. equipment. Leaving the city, Pat told the conductor he had better tie himself down as he did not know for sure how the new fangled affair was going to work. Arriving at Elgin and getting clear for No. 35, Pat made as nice a stop as you would ever want to see. When the conductor reached the lunch counter he congratulated Pat on his achievement. He told Pat, G. R. M. would be putting him on passenger if he knew how smooth he was with the air.

Leaving Elgin Pat called over to me, "Sure, Birdie, and will you look back and see if the castle is coming; and is the Duke out on the battle-mints?"

When we were making a stop for the coal chute at Kirkland, it looked as if we were going to run by. Pat pinched up a bit close with the straight air and we stopped all right for the chute. After we got into clear for No. 23, the conductor called out to Pat in the cab window, "You better stay on freight a while longer—the stop here would hardly do for passenger." As soon as 23 had gone we pulled out to go to Davis Junction for 5 and 11. When the block was cleared and we were again on our way, Pat called over and said, "Sure, Birdie, and will you look back and see if the residence is coming; and is the gentleman on the front porch." At Monroe Center we picked up a permissive card informing us someone was working on the main line at Davis Junction. It was now dark and as we neared town I told Pat there was a rear end up pretty close to the depot. Then I proceeded to put in a good fire as we had but little headway to carry us up the grade at that point. You may imagine my surprise when I again looked out the window to see the red lights of a caboose not ten car lengths ahead of us, with a man on the top swinging stop signals. Pat, leaning well out his window, saw them at the same time, standing out redder than one of Joe Cook's carnations. In another second the brake-valve handle was around to the big hole, air was hissing as it escaped from the pipe and

the driver brakes were tightening on the tire. The engine stopped, and as soon as the slack ran out of those sixty cars, the caboose also stopped. By that time we had rounded the curve enough to see that the caboose ahead was on the other main track and the brakeman had been signalling his own engine, not us.

As we started out again, Pat called me over to his side, "Say, Birdie, I wonder what kind of a stop they got on the rear end. But you know, Birdie, it's better to be safe than sorry." I shall not attempt to quote the remarks of the conductor when he limped up to the head end. He and the rear brakeman had had a game of leap frog all over the stove.

As we pulled out of town again, Pat called across, "Sure, Birdie, and will you look back and see if the dog house is coming; and has that bull terrier got his snout showing anywhere?"

MR. BEECHAM'S FAVORITE STORY.

Mr. Beecham is one of the best story tellers we have, and the following is one he is fond of telling, which he does with excellent effect. It is one of the innumerable Lincoln anecdotes.

It is said that President Lincoln one day sent an Orderly to the office of Secretary Stanton with some directions he wished to have carried out. The Orderly duly repeated his instructions to Mr. Stanton, and Mr. Stanton listened with his usual patience where anything connected with the President was concerned. When the Orderly had finished, said Mr. Stanton: "Did Mr. Lincoln send these instructions?" "Yes sir," replied messenger, "those were his orders." "If Mr. Lincoln sent those orders," said Mr. Stanton, "you can go back and say that he is a d—n fool." The Orderly saluted and left. Presenting himself to Mr. Lincoln, later, the President inquired if his instructions had been transmitted to the Secretary. "They have, sir," said the Orderly. "And what did Mr. Stanton say," inquired the President. With a blush and an apologetic salute, the Orderly replied, "Mr. Stanton, sir, said I was to come back and say you were a d—n fool." "Did Mr. Stanton say that?" said the President. "Yes sir." "Then if Mr. Stanton said so it must be so."

Johnny heard his father remark to a friend that he always took two drinks, one as a nip and the other for a chaser. The next time the family had pie for dinner Johnny promptly laid away the first piece and called for a second.

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GEO. G. MASON, President
S. H. COLLINS, Cashier
R. P. ROBERTS, Asst. Cash.

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20 Ounces Net

In All the World no Candy Like This

Guaranteed to be fresh and as represented no matter where or when purchased. Each box contains an assortment of fruit, nut and cream centers coated with the finest chocolate possible. **Chocolates Supreme are made for those who appreciate the very best.** If not on sale in your city, send one dollar in stamps and we will send you, parcel post prepaid, one full dollar box

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Basin Territory**



UNITED

INSTRUCTIONS IN FINDING RATES UNDER
INTERSTATE COMMERCE COMMISSION

In case of inquiry, ask someone. It will take a deuce of a long time to find what you want, besides showing your ignorance.

If necessary to rely on your own resources, do not render an opinion under four days, and charge double merchandise, and mark it "to apply."

If you can't find what you want, wire destination for rate and charge the same as if coming this way.

In handling live stock, feed and water before figuring rate. They will die of starvation and old age and you will be humiliated before your patrons and fellow employees.

In case of perishable matter, deliver free and sue consignee for any blamed thing you can get. It will be better than letting it spoil while trying to figure a rate.

If you find anyone who claims to know how to figure a rate, send him to an asylum. He is a dangerous man to have around. Something is the matter with his wheels.

In making a trip over the division shortly after his appointment, our popular trainmaster, "Al" Hasenbalg, had occasion to stay over night in one of the towns on the Janesville line. He asked the proprietor of the only hotel in the village if he ran his hotel on the American or European plan, to which question the lord of the manor replied, "I run it as I — please; I own this place."

Right-of-way Agent Mahaffie is responsible for the following: What is the difference between a railroad switch and ladies' switch? One is used in connection with a frog, and the other with a rat.

(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.

PAUL M. BROWN, Pres.

FRANK RHODA, Cashier

Hettinger State Bank

Capital, Surplus, Profits, \$32,000.00

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North Dakota



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Adopted by The Pullman Company and All
Railroads as Standard. Send for Catalog

White Enamel Refrigerator Co.
St. Paul, Minn.

Shop Kinks

Some Shop Kinks

*Arthur Bennett, General Foreman Blacksmith,
Milwaukee Shops.*

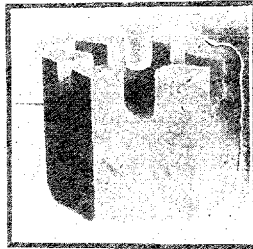
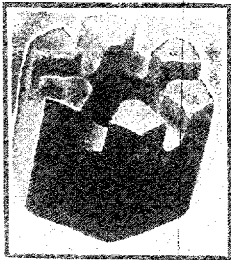
Forging castle nuts on our 4-inch Ajax forging machine at Milwaukee shops locomotive blacksmith shop.

The largest nut we are making is 3-inch. These nuts are made from $3\frac{1}{2}$ -inch round bar iron. They are shaped, punched and slotted in one blow of the machine. We heat in coke furnaces and turn out about eight per hour.

The $1\frac{3}{4}$ -inch nut is made on the same machine in one blow. This nut is made from $2\frac{5}{8}$ -inch stock. We turn out 24 per hour with one operator and helper.

The 1-inch nut is made on our 2-inch Ajax machine. We turn out 30 per hour of these.

The dies for large machine are made of cast iron and faced with axle steel. The dies for small machine we forge from axle steel. The header we forge from axle steel with tool steel dowels dovetailed to form the slots in nut. The punch is also made from tool steel, tapped in header to punch the hole in nut.

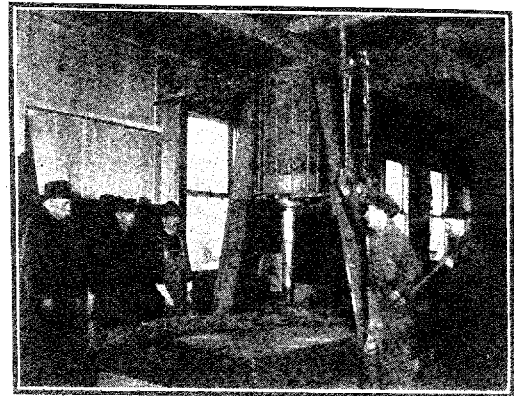
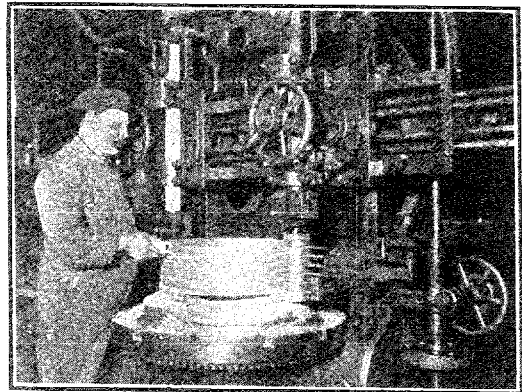


The smallest nut we make is $\frac{5}{8}$ -inch. The castle nuts are made from round bar stock, the bar being marked at the proper length to form the different size of nuts before being heated and the nut being forged on the end of the long bar after which it is sheared off as soon as finished on a small shear forming part of the forging-machine. These nuts are all formed in one operation. After the two dies close up and hold the round bar, the header, or the plunger, comes forward, punching a hole of the proper diameter for the tapping of the nut, which extends into the bar one-quarter of an inch beyond the thickness of the nut. The punching of this hole serves a double purpose account of it not being necessary to drill the hole for the tapping and also filling out the extreme corners of the hexagon and thus saving just this amount of material should it have been drilled. The header, equipped with bosses which form the slots for the spring cotters. After being sheared off from the stock bar, the nut is ready for the tapping machine.

Castle nuts are used on all parts of motion work on modern engines as well as on the column and arch bar bolts of tender trucks.

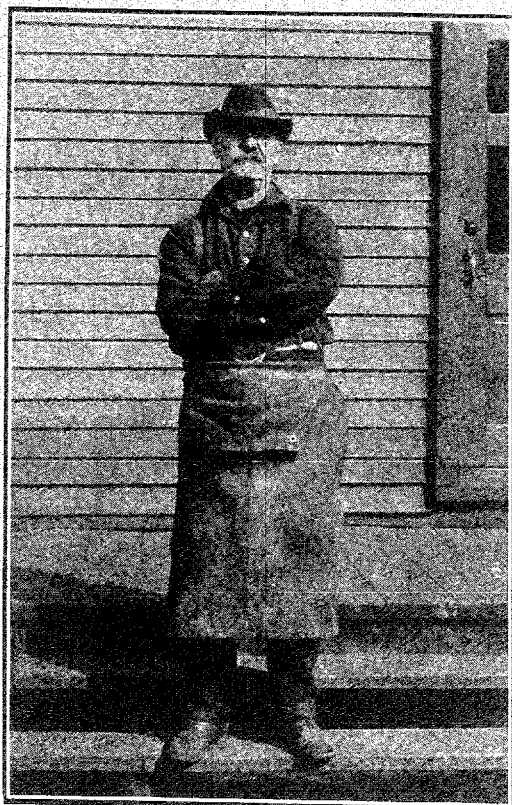
Cutting off Cylinder Packing Rings

The accompanying cut shows a boring mill at Dubuque shops on which packing rings are turned and a gang tool cutting the rings off. The operator is gauging the thickness of the ring as they are being cut off. The principal feature of this gang tool is that the cutter can readily be removed for grinding in a few moments by unscrewing the lock nut and six rings are being cut off at one time.



Shows $16\frac{1}{2}$ " x 36" air cylinder and face plate built under supervision of J. E. Ricketts and used in repair yard at Dubuque shops for straightening steel cars (1) beams channels and bars; also press steel bolsters, Fox truck sides and other steel parts of cars.

Night Roundhouse Foreman F. M. Buehler, of Sioux City, who has held that position for the past three years, has resigned and gone to Dubuque, where he will engage in another line of business. Mr. Buehler has made many friends while here, who are sorry to see him go. He is succeeded by Mr. Chas. Horsley, of Dubuque.



THE OLDEST EMPLOYEE OF SAVANNA
ROUNDHOUSE.

Regeis des Parois, commonly known among the workmen as "Nels," started to work for this company in the fall of 1871 as blacksmith helper at Savanna when the shops were located about three blocks north of the present roundhouse; in 1876 he was promoted to blacksmith and given charge of a fire; since that time he has worked at Sabula, Oxford Junction and Milwaukee Shops, last returning to Savanna in 1893, where he has been employed ever since. During this 41 years of constant service Mr. des Parois has had no accidents of a serious nature, always considering the safety of himself and helpers first. Aside from being the oldest employee here he is also one of the steadiest workers. Every day, including Sunday, finds him with apron on ready to begin work when the whistle blows. All through the day he toils faithfully and steadily, answering inquiries and taking orders with a smile and good nature that has always characterized him. Too much cannot be said of his efficiency as a blacksmith, as the work he turns out proves skill and accuracy.

THE RAIL SAW MILL AND RAIL STORAGE YARD, SAVANNA, ILL.

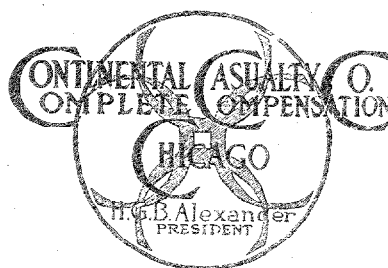
This plant consists essentially of a storage yard for rails and track fastenings, a system of skidways, compressed air hoists and overhead tracks for handling the rails, a straightening machine for straightening rails, friction

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**Insures more Railroadmen
Pays more Railroadmen
Employs more Railroadmen
THAN ANY OTHER
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Before I'm hurt
tell me how little
Income Insurance
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**The Varnish that
lasts longest**

Made by
Murphy Varnish Company



Dreams of a better, bigger home!
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 conversation 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.

You have had the dream of better living, of getting more comforts for all the family than you have had in the past. Why not let this dream come true? Why not send for the book to-day—Now while you think of it!

MONTGOMERY WARD & CO.

Chicago

Kansas City

Ft. Worth, Texas

saws for sawing off battered ends or defective parts of rails, drilling machines for reborring the rails for joint fastenings, and punching and shearing machines for the purpose of reclaiming second-hand angle bars. The plant is driven by steam power. The purpose of the plant is to assemble the rails and fastenings removed from track at one point, to have them sorted as to quality, repaired if fit, and stored for scrap ready for market if not.

KANSAS CITY ROUNDHOUSE NEWS.

Chas. A. Hulcer.

Engineer Miron L. Coad, who has been on the sick list for some little time, has reported for service.

Edward Keating is attending the locomotive firemen's convention at Washington, D. C., as delegate from the local lodge.

Machinist William Melon, after an absence of ten days, is again back at work.

Engineer Charles Hayes is building an eleven-room modern home at 535 Newton avenue.

I understand that Engineer Joe Fitzgerald will soon buy an automobile, that he may more thoroughly enjoy the many nice boulevards of Kansas City. Joe says that is the only way he can get even for the tax he has to pay.

Mr. S. J. O'Gar, general foreman, Ottumwa Junction, Iowa, was in Kansas City, May 3rd, in the interest of "Safety First."

Engineer John T. Sweeney of Chillicothe, Mo., who is a candidate for councilman at large of that city, is off duty for a few days, looking after the interest of his candidacy.

EASTERN DISTRICT—TRANSMISSOURI AND MUSSELSHELL DIVISIONS.

J. S. Coward, Miles City, Mont.

Mr. Jos. Hillian and Miss Grace McMillan were united in marriage at Miles City, April 29th, 1913. Mr. Hillian is a very popular boiler-maker at this point and has a wide acquaintance.

Mr. Einar Trandum, formerly with the office force of the Store Department, has accepted a position as clerk in Mr. Murray's office, assistant engineer B. & B. Department at Miles City, Montana.

Mr. Ed. Lester has prepared himself for the hot season by digging up an old straw hat. I have heard that the boys in the ticket office where Mr. Lester works have complimented him upon his courage in appearing so early with a summer lid.

Geo. H. Lintelmann, car foreman at Morbridge, S. D., has been appointed chairman of the City School Board. Some dignified position for a little fat man.

Special Commendation

Superintendent W. E. Tyler has given special credit to Brakeman Matt Truchetti, of the Rochelle & Southern, for discovering a broken flange on a train just ready to leave the station at Mendota, May 6th. He says: "Had it not been for his (Truchetti's) painstaking care in the inspection of the train whenever opportunity presented itself, there is no question but what a severe wreck would have occurred." This inspection was made at Mendota while engine was taking water, and notwithstanding the fact that the regular inspection had taken place at the terminal before the departure of the train, this brakeman, instead of remaining idle, walked back and inspected the cars again, with the result as stated. If more employees would take the same interest that this man does in his work there is no question but what many derailments, if not more serious wrecks, would be avoided.

General Foreman George F. Hennesey of Marion reports the following:

On May 6th, as train No. 3 was about to leave Marion depot, Car Inspector William French detected a broken flange. About eighteen inches was broken off, and the car was immediately set out. Mr. French is entitled to special commendation for his good work, as thereby a very serious accident was averted.

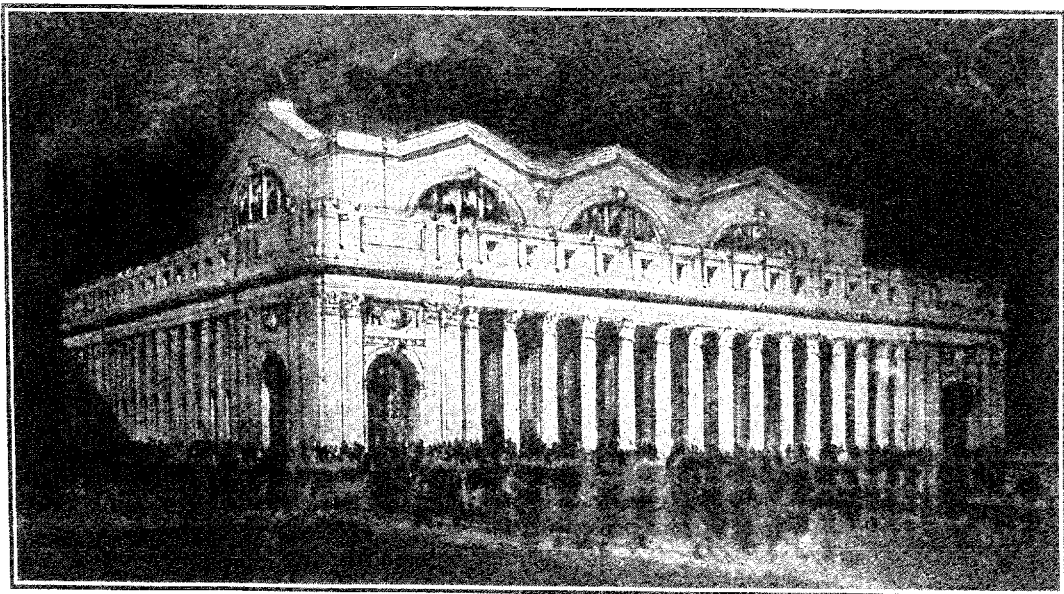
M. J. O'Keefe, F. R. Wilson and G. E. Hawkins, conductors of Sleeping Car Department, deserve special commendation for their good work in serving the Sioux City Commercial Club on its recent trade excursion.

Conductors Upton and Taylor deserve special credit for noticing the first and second cars in No. 18 uncoupled and train being hauled by the safety chains, while pulling out of La Crosse. Train was stopped at Grand Crossing and the trouble remedied with slight delay.

Operator R. E. Tahwell, working at Melbourne, discovered a hot box on a car in train No. 3 when passing his station May 1st. He notified the conductor at the next station and the car was set out before any damage resulted.

Operator J. Cunningham at Huxley and Operator Hale at Cambridge did a little quick work the night of April 29th, probably saving a serious accident. A connecting line crew were delivering some cars to this company and one car got away from the train men, ran down through a switch onto the Milwaukee main line at Huxley and started for Cambridge. The operator at Cambridge was notified and threw the derail, derailing the car before it collided with a west bound train which was coming into Cambridge.

Stewart Steele, one of the civil engineers in charge of the work at Perry terminals, discovered an open switch just before the arrival of a passenger train April 29th. The boys in this crew have all been in the limelight for such discoveries, which shows they are a wideawake bunch and looking out for the interest of the company.



PROPOSED NEW UNION PASSENGER STATION, CHICAGO.

Letters to F. W. Getty, Superintendent S. & D. Cars

BIG CREEK TIMBER COMPANY

Aberdeen, Wash., May 8, 1913.

Dining Car Supt., Chicago, Milwaukee & St. Paul Ry., Union Station, Chicago, Ill.

Dear Sir:—We recently came from Chicago to Seattle on the "Olympian" and enjoyed the trip very much.

We especially wish to commend the courtesy, attention and services rendered by your dining car, under the charge of Mr. P. Emanuel.

The whole trip was delightful, and we are very glad to recommend your road.

Yours very truly,

(Signed) D. W. BEATY,
M. D. CRARY,
F. A. ROCKWELL.

Tacoma, Wash., May 13, 1913.

Mr. A. M. Ingersoll, Vice-President C., M. & St. P. Ry. Co., Tacoma, Wash.

Dear Sir:—I recently came over your road and C., M. & St. P. from Chicago and had the most enjoyable trip. In the last ten years I have made as many as twenty trips each way between here and Chicago, and feel it might be of interest to you to know that on none of these trips have I had as good and efficient service in a dining car.

Mr. C. E. Taylor was in charge of the car and there seemed perfect harmony and good management displayed all the way through.

He seemed to play no favorite, as the passengers all were highly pleased with the treatment they received and it gives me pleasure to say a good word for your road and C. E. Taylor.

Mrs. Jones, who accompanied me, joins in above sentiments.

Very truly yours,
(Signed) WM. JONES.

Mr. F. W. Getty.

Dear Sir:—April twenty-second mother and I left Seattle, enroute to New York, over your line. I take great pleasure in writing these few lines, wherein I wish to tell you we have made some thirty or more trips in the last few seasons and have never enjoyed such splendid service as we did this trip over the C., M. & St. P.; every employe was anxious to serve, especially may I make mention of Mr. H. C. Frank in charge of the dining car—especially courteous, anxious to serve patrons and employer—a change of menu every day, eatables—oh, so good, and the kitchen and cooks immaculate; in fact, we cannot say enough for the service rendered over the C., M. & St. P.

Respectfully,

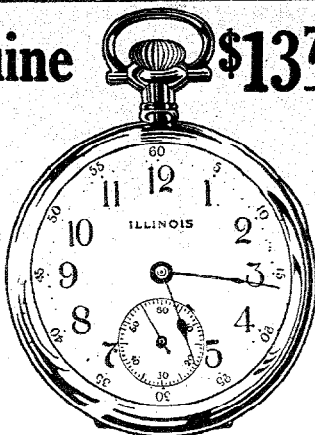
(Signed) AGNES BERRY,
Chicago Grand Opera Co.

202 West 103rd, New York, N. Y.

May 2nd.

Switching Foreman Oscar Swanson of the River Division is one of the company's live wires, and through his energetic solicitation we recently secured two passengers from Winona to the Pacific Coast.

A Genuine Illinois Watch \$13.75 \$1.00 Cash



I have decided to make employees and readers of the Chicago, Milwaukee & St. Paul Ry. Employee's Magazine this watch offer that is the sensation of the watch trade. I have enough of these superb watches to satisfy all who order promptly. Don't wait until the last day the offer closes.

Arthur H. Spiegel
Pres't & Gen. Mgr.

Here's the chance for every employee, no matter what his income or financial condition may be, to own a really fine time-piece. Think of a genuine "Illinois," made by the Illinois Watch Co., of Springfield, Ill. 17-jewel movement, 20-year gold-filled case, and only \$13.75, on easy credit terms of \$1 a month.

17 Fine Jewels. The movement is the highest type known, containing 17 jewels, which means perfect running qualities. Will give as good service as the highest-priced watch.

20-Year Gold-Filled Case is a beauty, made in open-face style, with handsomely engraved back. It is warranted for 20 years. Being screw back and bezel, it is dust-proof.

Guaranteed 25 Years. We send you a certificate with this watch that positively guarantees it for 25 years' service. Think of a watch sold for only \$13.75 that is guaranteed for almost a lifetime of usefulness. No watch selling for \$100 or more is any more perfect time-keeper. Ask anyone who knows watches.

Big Jewelry Book FREE

In our special jewelry catalog are many other styles and sizes of high-grade watches, also some wonderful diamond and jewelry values, all sold on credit. You should have this book, because we can save you money on all jewelry.

Tear Off This Blank and Mail

NOT GOOD AFTER 30 DAYS

SPIEGEL, MAY, STERN CO.
3522 Wall Street, Chicago

I enclose first payment of \$1.00, for which send, express paid, the 17-jewel Illinois Watch No. X1275, described in your advertisement. If I keep it, I will pay \$1 each month until \$13.75 has been paid. If I return it within the 30-day trial period you are to send me back my \$1.

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Postoffice.....

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Spiegel, May, Stern Co.

3530 Wall St., Chicago

(422)

Herbert Keiffner, engineer in charge of the new terminals at Perry, figured a hero in a shooting affray which resulted in frightening away some burglars. Mr. Keiffner was in his room when the landlady called his attention to the fact that some men were making an entrance to the cellar of the house next door, where the people were out of the city. Herbert armed himself with his automatic, went to the side of the house, and it took only a couple shots for the fellows to learn that he meant business, and they made a hurried get away.

As train 92, April 28th, was pulling out of Faribault, Operator G. W. Cook discovered a heavy truss rod broken under one of the cars. At considerable inconvenience to himself, he notified the conductor, thus preventing a possible derailment. Operator Cook's action was very commendable.

Superior Division train No. 10, in charge of Conductor F. E. Dubois, Engineer Wm. Karn, while passing Nett river bridge, May 10th, discovered a low spot in track, or possibly a broken rail in their opinion. Same was reported to train dispatcher, who notified crew on train No. 9, in charge of Conductor D. W. Kane, Engineer P. J. Bergan, who received orders to proceed cautiously at this point. They discovered that one and one-half feet of the rail were missing one-fourth of a mile east of the bridge above mentioned. These men have been complimented for their action.

H. & D. train Extra East, March 10th, 1913, met Extra West at Bowdle, S. D. As Extra East was pulling out of Bowdle, Brakeman Henneberry on Extra West noticed a broken spring hanger on PS car 101039, the sixth rear car in the train, which consisted of 61 loads, 2,800 tons, and he stopped the train. The conductor of Extra East was on the engine and there was no one in a position to discover the condition of this car except Brakeman Henneberry. When he had the train stopped, knowing it was impossible for them to back up to set the car out, he cut the engine off Extra West, and without instructions from either conductor took the bad order car out of the train, placing it on the house track, thereby saving a serious delay to Extra East. Brakeman Henneberry is surely entitled to credit for the way he acted on this occasion, and we are pleased to recognize the merit of the act.

Wm. Lee, foreman of the Shingle Yard and Ice House at Aberdeen, S. D., is entitled to a credit mark and favorable mention in the Employees' Magazine. On May 20th, while walking up the main track through Aberdeen Yard he discovered a joint without any bolts in it. The joint was in a crossing where it was not liable to be noticed and was also on the outside of a curve at a point where trains run quite fast. He reported the matter and repairs were made before an accident occurred.

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

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Correspondence Solicited

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The Cook-Reynolds Co. LEWISTOWN MONTANA

Dear Editor:—Below is copy of letter written to Mr. C. N. Curtis, Division Freight and Passenger Agent, by the Secretary and Chairman of the Sioux City Commercial Club.

The train consisted of a dynamo baggage car, one tourist car, four standard sleepers, one dining car and one cafe observation car, solid steel and electric lighted, which was chartered by sixty-eight jobbers and manufacturers and live stock men of Sioux City, accompanied by Reeds Military Band of twenty-one pieces, covering 800 miles in South Dakota.

We would be pleased to have this printed in the next issue of the Magazine.

Yours truly,

Train Master.

Sioux City Commercial Club.

May 13, 1913.

Mr. C. N. Curtis, D. F. & P. A., C., M. & St. P. Railway, City.

Dear Sir:—In behalf of the Trade Extension Committee of the Sioux City Commercial Club, I want to express our most sincere thanks for the splendid equipment furnished for the South Dakota Trade Excursion, May 6-9, and for the excellence of the service rendered.

This excursion was unanimously voted to be the most successful and delightful ever run out of Sioux City.

The maintenance of the train schedule, at all times, the comfort and security enjoyed in the magnificent steel sleepers, the excellence of the cuisine and service in the dining cars,

and the unfailing courtesy of the train crews could not have been improved upon. Especially do we wish to commend the services of Dining Car Conductor Floyd R. Wilson, who won the high personal regard of every member of the party.

Please accept our most sincere thanks for your personal interest in the success of the excursion, which was greatly appreciated by all.

Respectfully yours,

(Signed) E. C. CURRIER,

(Signed) W. E. HOLMES,

Chairman.

Secretary.

A few months ago, the Continental Casualty Company, whose advertisement appears on another page of this Magazine, and which writes accident insurance on the Milwaukee System on the payorder plan, offered some prizes to be competed for by its several hundred agents, most of whom are ex-railroad men. The prizes were awarded on a basis of increased number of applications for insurance taken, and among the prize winners were two agents who solicit business upon the extreme western and eastern terminals. One of the prize winners was Richard A. Mann of Seattle, Wash., a member in good standing of Puget Sound Lodge No. 196, B. of R. T., and at one time secretary of that organization. The other prize winner was our friend George M. Kough, who solicits Continental policies around the Chicago terminals. Mr. Kough is a member of At Last Lodge No. 456, B. of R. T.

P. G. Miller, second trick operator at Tower A-68, has been given a merit mark for discovering sand board down on car in a passing train April 18th, thereby preventing what might have been a serious accident.

Dear Editor:—Magazine No. 2 is received. When No. 1 had been here long enough to get acquainted with, the general verdict was that it was all right. No. 2 is just as good, and a great many have so expressed themselves.

An interesting feature is the letters from the old-timers, telling of their early experiences, and giving days, dates, engine numbers, etc. These call to the minds of the readers incidents that may inspire them to write you for publication.

The start you have made is good, and your friends on Puget Sound wish you success, and stand ready to help you in any way they can.

Let the good work go on.

Yours very truly,

E. CLEMONS,
Ass't General Superintendent.

Dear Editor:—I have just received a supply of the "May, 1913," Milwaukee Railway System Employees' Magazine for employees at this point.

While I have not as yet had time to carefully peruse its contents, I have already seen enough of it to be very pleasantly surprised, both as to the size of the magazine and also as to the bright, catchy, interesting articles contained therein, and many excellent cuts.

Very truly yours,
R. W. CORNELL, Agent,
McIntosh, S. D.

PAUL VALENTINE WINS TWO PRIZES.

The American Engineer of New York—one of the oldest magazines of its kind published—has adopted a novel scheme of securing treatises on the execution of work in the different railroad machine shops of the United States. They recently assigned as a subject the question of lathe work. We are gratified to learn, in reviewing the May issue of the American Engineer, that Paul Valentine of the mechanical engineer's office in Milwaukee, won both the first prize \$20.00, and the third prize, \$10.00, for the most comprehensive and instructive statement as to the utility of the lathe.

Entering a field where every mechanic in the railroad shops of the country is eligible to compete, Mr. Valentine's prizes are an eloquent tribute to the mastery and skill of the Milwaukee shopmen's knowledge of their work.

QUESTION BOX EMPLOYEES' MAGAZINE.

Is it not feasible to blow dust lignite coal into engine firebox for fuel? If so, will a steam jet or air blast be best when it is delivered in blow pipe?

Respectfully,
E. S. H.

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Tacoma's Oldest Bank
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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.

WM. BARNES, Supt. Railroad Dept.

Insurance Exchange Building, Chicago

The Get Together Section

FOLLOW THE GOLDEN RULE.

In looking over the long list of recommendations and action before the meeting of the General Safety Committee, the thought occurred that in many ways it would be possible for employees to overcome some of the difficulties and correct some of the things they would like to see corrected by the exercise of their own native common sense. Why should it be necessary to have a special rule, for instance, requiring one to pull out a rusty nail to prevent the next man who walks up the platform, and who might fail to see it, from stepping on it? Why should we have to have special regulations about keeping the right-of-way picked up and orderly? These are trifles, and there are many more, and if we put only a certain amount of intelligent thought into our work, remembering the Golden Rule, we will do these things of our own will, so that the little details that take up the time, and, in a measure, retard the progress of the new movement, will be unnecessary.

The good book teaches us that we are, in a certain sense, our brothers' keeper, which means that we owe it not only to our brothers, but to our own self respect to do the little things which will make them safe and happy, and by which, in so doing, we contribute to our own happiness. If we stop to think now and then of the days as they go by, will it not occur to us that those in which we have done some worthy thing, something for the good of a fellow being, are the days that look brightest to us? It is idle to say that these little thoughtful acts of ours are wasted—they are not; the bread that is cast upon the waters comes back, and the deeds of common humanity, which at the time, perhaps, seem to go unheeded in the busy work days, will return some time to our credit. So it seems to me that it is worth while to be unselfish, and if we see a place where a word or a suggestion to a fellow worker might make him more careful, where some slight act of ours would be a benefit, we should feel that it is up to us to make that suggestion and give the idea expression just among ourselves. It will make us better men, and no one need fear that he will not be given due credit, because in making ourselves better men we enhance our value as employees. Every man in this good old country of ours can be a gentleman, and if he has the right definition of a gentleman, he will understand that it is being just a plain, straightforward, square-dealing, right-thinking man.

One of the oldest and most popular of our conductors, who is no longer living, made it the rule of his life to do the things he knew how to do, without waiting for special orders, and by his prompt and intelligent insight into the details of his life work, with always a generous thought for his fellow workers, he went to his reward beloved by every man on

the road with whom he ever came in contact—from the highest official to the call boy who summoned him to his run. It is a fine thing to build up a record like that, and we can all do it as he did—by making the Golden Rule, and the faith of the Great Emancipator, "With Charity for All and Malice Toward None," his whole Book of Rules.

J. T. GILICK.

THE MILWAUKEE-PUGET SOUND PIONEERS CLUB.

The meeting for organization of the Milwaukee-Puget Sound Pioneers Club was held in Deer Lodge on April 29th, resulting in a successful inauguration of the club. Following is the report of the meeting:

The meeting was called to order at 8:45 p. m. by Chairman C. F. Wilder. It was agreed that the Club be known as "Milwaukee-Puget Sound Pioneers Club." It was decided that the line from Mobridge to the Coast be divided into two districts and that employees and officials who entered the service of the company east of Butte up to July 27, 1908, and all those who entered the service of the company west of Butte to the Coast up to May 23rd, 1909, be eligible for membership. Membership fee, \$1.00 per year. All employees who returned to the lines east of Mobridge of their own accord or who were dismissed during the construction period be excluded from membership.

Mr. C. F. Wilder, conductor on the Missoula Division, was elected president by acclamation; E. H. Foster, of Deer Lodge, 1st vice-president; Mr. John Quinn, locomotive engineer of Malden, Wash., 2nd vice-president; Mr. J. P. Gallagher, conductor of Seattle, Wash., 3rd vice-president; Mr. J. W. Ross, of Three Forks, 4th vice-president; Mr. E. L. Dunlap, engineer of Miles City, Mont., 5th vice-president; Mr. W. R. Lanning, of Mobridge, 6th vice-president; E. H. Foster, of Deer Lodge, secretary and treasurer. Deer Lodge was selected as the place to hold the first annual meeting, date to be decided upon later by the Board of Control.

From the interest manifested at this meeting, and the way all of the pioneers are talking of the matter since, we feel sure that this Club will be a grand success.

E. H. FOSTER, Secretary.

In view of the general and widespread interest among our employees in the old-timers and their service, the editor desires to call for the names of those who have served continuously with the company for a period of thirty-five years. Names and dates of service, with capacity in which employed, will be published from time to time as the list grows.

THE BASE BALL CLUBS

There is a pleasing disposition on the part of some of our boys to go into athletics. Baseball, of course, and we have a number who play a good game and are aspiring to great things.

The St. Paul freight office has an excellent team, a picture of which will appear in a later issue. Mr. McGaven, agent at St. Paul, is much interested in this team, and writes of their hopes and accomplishments:

"Several of the different freight stations also have baseball clubs, and an effort is being made to form a league of such clubs and a regular schedule, that games may be divided equally among the various clubs during the season and a prize offered to the winners when the season is over.

Although this has been talked of considerably the past two years, we have as yet been unable to bring it about, although we hope to do so later.

We have also made a few trips out of town to meet other railroad clubs, which has afforded us a great deal of amusement and pleasure.

While some of the other railroad clubs also have uniforms, none of them make as good an appearance as ours have, and wish to call your attention to the C., M. & St. P. emblem in regulation colors and form on each suit.

I believe this is an excellent method of furnishing ourselves with a great deal of enjoy-

ment and enables us to meet and get acquainted with those with whom we have business relations, not only in the city, but in the outside towns on our line as well.

We are very unfortunately situated at St. Paul, however, inasmuch as there is no ground vacant near the freight station, where the boys can get out and practice during the noon hour and, therefore, the only time they get to practice is Sundays.

I might add that our record for the last season our club played, they participated in twenty-five games of which they lost two."

Chicago Freight Office and the Milwaukee Terminal boys also have good teams, and on May 25th they played one of a series to come off this season. Chicago went to Milwaukee on a special train provided by the Superintendent, accompanied by their sisters, cousins, and aunts—not to mention sweethearts. They picnicked a while before the game, and although the weather was a trifle cool, not many were found who complained of the coolness of the day. It was a warm time all around.

The game was played in the afternoon, resulting in a score of 8 to 0 in favor of Chicago. Milwaukee, however, had some good players, and they promise a different showing in the next game. It was also highly courteous on the part of Milwaukee to treat their guests so well.

Their picture will also appear in a later issue.

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CHICAGO

On The Steel Trail

DUBUQUE DIVISION.

C. E. Mutschler.

Roadmaster John Whalen spent a few days visiting friends and relatives at Lansing, Iowa.

Engineer Frank Grandgenet of the Dubuque division was found dead near the C. G. W. tracks at Sanford Ave., Dubuque, about three A. M. May 23rd. From all appearances he was struck by some passing C. G. W. railway train, but just how the accident happened nobody seems to know. His body was badly mangled. Mr. Grandgenet was 26 years of age, unmarried and resided with his father and mother at Dubuque. He was a very industrious and capable worker and his death is mourned by all.

The newly appointed superintendent on the River division, W. J. Thiele, was formerly employed as chief dispatcher on Dubuque division. His many friends on Dubuque division wish him success.

Carl Danglemeyer, employed as clerk at Dubuque, has resigned account of failing health and J. L. Ziegler succeeds him.

A. A. Dwark and wife have returned to Guttenberg after their honeymoon trip through Wisconsin. He is employed as operator at that place.

KANSAS CITY DIVISION.

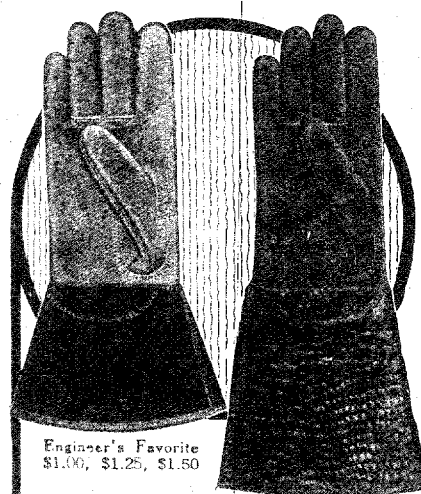
F. R. Moore.

Conductor Addison Hardy of the West division has a new typewriter, which will facilitate his extensive correspondence.

First Trick Telegrapher C. C. Carnes of Chillicothe, Missouri, was married Wednesday, May 7th, to Miss Irene M. Losey of Fairfax, Iowa.

Conductors Chas. Sperry and F. H. Hahn are in Detroit, Mich., attending the O. R. C. convention.

The telegraphers of the Kansas City division held a very interesting meeting at the Ballingall Hotel, Ottumwa, Sunday, May 4th, Chas. F. Cochran, Agent Seymour, presiding. Many interesting topics were brought up for discussion and those present expressed themselves as well satisfied with the meeting.



Engineer's Favorite
\$1.00, \$1.25, \$1.50

Firemen's Glove
\$1.25, \$1.50, \$1.75

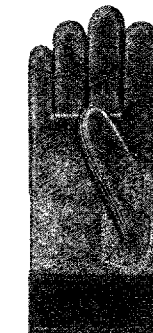
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MINNEAPOLIS TERMINALS.

F. W. Drew.

Our genial station master, J. L. Cook, went to Montevideo with the Mahrah Temple No. 77, D. O. O. K., of Minneapolis, where they piloted seventy candidates across the "hot sands." Mr. Cook as Mokanna, Chief of the Arabs, was a feature of the parade. "Judd" weighs 340 pounds and the walking was fun for him.

Mr. F. E. King, district carpenter of the Western district, has moved his family from Milwaukee to Minneapolis.

Announcement is made of the marriage of Miss Florence Nagler to Mr. Walter A. Pettis, of Minneapolis. Miss Marjorie Nagler, sister of the bride, was bridesmaid and Mr. Roscoe Davis, cousin of the bridegroom best man. Messrs. Carl Pettis and Donald Burn acted as ushers at the ceremony, which occurred at Wesley Methodist Episcopal church.

Miss Nagler has been employed as comptometer operator in Minneapolis freight office, and has always been a popular worker among her associates. She was much entertained previous to her marriage, one of the principal functions given in her honor being a parcel shower given by Miss Frances Leonard on the evening of May 1st.

Work on the depression of track at 29th street, Minneapolis, commenced April 7th and is progressing rapidly, one cut being made on one side of the main track from Lyndale Ave. to Nicollet Ave., a distance of one-half mile, about 3,500 cars of dirt being removed. Roadmaster Claus Lind has charge of the work, with steam shovel No. 23, Fred C. Lantz, engineer; John Sustman, cranesman; John Peterson, fireman, and Fred Carmier, watchman.

CHICAGO TERMINAL NOTES.

Horace Good has returned from an extended trip in the West and reports the Pacific Coast the only place to live. He and Mrs. Good went to California about March 1st via the Santa Fe, stopping at Grand Canyon, where Mrs. Good went down Bright Angel in spite of the dangers of a snow-covered trail and the imminent fear of going off over the pony's head. Horace does not say whether or not he went down, too. Discretion has always been one of Horace's commendable characteristics. They toured the entire length of the Pacific Coast, going over into lower California, from San Diego, and crossing the northern boundary to Vancouver. Of all the places they saw throughout California, Oregon, Washington and British Columbia, they liked the Puyallup Valley the best. Horace now wants to go berry farming in the Puyallup.

The many friends of Insurance Inspector Geo. J. Consigny, Sr., will be interested to learn that he celebrated his golden wedding on May 27th, at his home in Cedar Rapids, Iowa. His children and grandchildren, old friends and neighbors, were present to offer their congratulations and to wish the bride and groom of fifty years many more happy anniversaries.

COAST DIVISION.

J. S. Eceles.

Our new superintendent, Mr. J. F. Richards, was united in marriage with Miss Lillian E. Harrington, of Tacoma, on Thursday, April 24th, 1913. They are now at home at Woodstock Apartments, Tacoma.

Former Trainmaster Willard, now superintendent of the Missoula division, Missoula, Mont., dropped in on us recently to say "hello." He is here to make a short visit with his daughter, Miss Glayds Willard.

NORTH LA CROSSE, WIS.

H. J. Bullock.

Conductor Dan Smith was married at Portage recently. The cow-bell brigade headed by Capt. Jerry Lyman called and extended congratulations. They were received by Dan with his usual good nature.

While running at moderate and safe speed and on correct side of street, General Yardmaster J. H. Lutigers' auto was struck by another machine coming down Main street at terrific rate of speed, and evidently, in making a turn for 6th street, skidded and drove into the side of Joe's car, doing considerable damage to both. No one was injured. It is said, however, Joe's car was partly blue in color when he reached home. He now suggests the name of some streets be changed to read Destruction street, Brimstone avenue and Asbestos boulevard.

Colonel J. L. Taylor gave a lecture on the safe transportation of explosives and other dangerous articles Friday evening, May 27th, at the Y. M. C. A. building, 7th and Main streets. Meeting was well attended. Mr. Taylor is a fine talker and the lecture proved interesting and instructive. Those from out of town attending meeting were Supt. J. A. MacDonald, Trainmaster D. E. Roissiter, Station Agent J. P. Gibson of New Lisbon, Agent Z. Baehler of Bangor.

Ticket Agent F. R. Hartwell has returned from Seattle.

MADISON, WIS., NEWS ITEM.

Mr. James F. Coleman, the day ticket clerk at the West Side passenger station at Madison, Wis., has been granted a leave of absence of five weeks, during which time he will spend his annual vacation with his aunt at Paraiso Hot Springs, Cal. Mr. August W. Schultz, the night man at East Madison ticket office, will assume the work in Mr. Coleman's absence.

FROM MILES CITY.

Mr. Wm. Craig, formerly with the station force, ticket agent at this point, but recently a clerk in the First National Bank at Miles City, resigned that position to become time-keeper in Paragon Pit.

H. HAMMERSMITH**JEWELER**

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Exchange Building offices.This better telephone service insures this great
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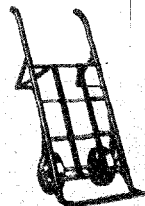
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CORRESPONDENCE
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SUPERIOR DIVISION.

C. S. Christoffer.

Here is a little history of an occurrence on this division on the morning of February 21, 1912.

It appears rather improbable that a train should derail a car, and conductor not discover it, however, the conditions and circumstances in this case were such that the trainmen are excused.

This train in charge of Conductor D. C. Tibbetts, Engineer J. Whitney, with thirty-one cars in train, and St. Paul 26742, sixth car from the engine, train running at the rate of thirty-five or forty miles per hour.

When three-fourths of a mile west of Saukville train parted. This car, from all appearances, derailed and tipped over, clearing track on account of an obstruction dropping onto rail. When train stopped conductor walked from rear end, and brakeman from head end on the opposite side from where car was lying.

When they reached the point in train the head portion, and the rear portion were so close together that a man could not pass between couplings. Conductor concluded that the air hose had somehow or other parted, stopping the train; they made the coupling and proceeded to Milwaukee.

Nothing was known of the fact that this car was derailed until Extra West, J. Smith conductor, at about nine o'clock the next morning reported to the train dispatcher that the car lying on its side three-fourths of a mile west of Saukville did not clear his engine and knocked steps off same.

Conductor Tibbetts did not believe that he lost this car until convinced by seeing the car at that point on his return trip, and knowing that he had the same in train leaving Kiel.

This demonstrates the fact that in some instances a man might lose a car from his train and not know it. I believe that this is the first case on our railroad where an occurrence of this kind has happened.

C. & M. DIVISION LOCALS.

Mary C. Sullivan.

On June 2nd a wedding of interest took place at Janesville, Wis., when John H. Valentine, second trick dispatcher on the "Milwaukee" line, was united in marriage to Miss Mary E. Gage of that city. Following the ceremony a reception to about sixty guests was held at the home of the bride.

Mr. and Mrs. Valentine are at present enjoying an extended tour of the East, where they will visit the Falls of Niagara, Boston, New York, Philadelphia and Washington. They will be at home after September 1st at 4540 Hazel Avenue, Chicago.

The best wishes of John's many friends on the C. & M. division are extended to himself and bride for many years of happiness.

Conductor Wm. A. King is enjoying a two weeks' rest in Excelsior Springs.

Conductors Chas. W. Mitchell and J. W. Hare attended the O. R. C. convention at Detroit.

Jacob R. Alleman, operator in the general office, is an applicant for the position of postmaster at Libertyville. "Jake" has lived in Libertyville for several years and is a staunch democrat. We wish him success.

New 75 lb. steel is being distributed on the Janesville line; rail will be relaid from Rondout to Fox Lake.

P. C. Sullivan, section foreman at Grays Lake, and his wife, were recently called to Minneapolis on account of the death of Mrs. Sullivan's brother. We extend them our sympathy.

Engineer James Lee, who has been unable to work all winter on account of rheumatism, is much improved and has resumed work.

William Monohan is again located at Avalon as section foreman.

We are glad to hear that Conductor J. E. Tobias, of the Libertyville switch crew, is convalescing from an operation at Monroe Street Hospital.

Engineer F. G. Cleveland has been re-elected as alderman at Libertyville; this is Frank's second term.

Assistant Roadmaster of Chicago Terminals D. P. McCarthy has moved his family to Libertyville.

COLUMBIA DIVISION.

C. E. Molander.

Dispatcher L. V. Curran has been visiting in the East the past month.

Mrs. R. C. Peterson and two children have been visiting the past two months at St. Paul.

J. H. Little and K. P. Houseman, engineers, visited Spokane a few days. Their behavior, we hope, was good.

Conductor G. A. Murcar and wife are attending the O. R. C. convention at Detroit.

Engineer John Quinn attended the pioneers meeting at Deer Lodge April 29th and reports success in every way. This is a good thing; let us all join hands and make it a roaring success.

Engineer A. A. Lindley has purchased an automobile. Up to the present time he has only given his closest friends a ride in it. Engineer Dick Swift informs us that the machine is perfect in every way and that Mr. Lindley certainly knows how to run it.

Mr. and Mrs. R. A. Nelson entertained a very pleasant birthday party Sunday, May 11th. Persons present: Jack Sleavin, J. Bryant, W. P. O'Day, Ray Shook, Mike McCormick, Richard Rounsvell, Miss M. Cadzew. May 11th is the birthday of all these except Jack Bryant, whose birthday comes on February 29th. Suppose Jack was invited because he only has a birthday every four years and someone had to take pity on him. Everybody reports a dandy time.

C. J. Hensley, cashier at Ellensburg, is building a bungalow for a permanent home here.

John Dorsey, son and clerk of Roadmaster Dorsey, won the 220-yard dash and shot-put at the high school team meet—Ellensburg, North Yakima and Sunnyside participating.

Tom Stimson, signal helper, has been promoted to signal maintainer at Laconia, Andy Cross being assigned to the vacancy at Ellensburg.

Mr. Thomas McFarlane, our genial traveling engineer, recently received a flash light from Tacoma, for use in night inspection.

L. L. Hearn, third operator at Ellensburg, is laying off a few weeks, farming.

Nick Carter, formerly employed in the civil engineering department, is now city engineer of Ellensburg. He steps in occasionally to inquire after old friends and read the magazine.

NOTES OF THE TRAINMEN.

P. J. Gallagher, Conductor, Seattle.

Conductors Edw. O'Malley, George Murcutt, Malden; C. F. Wilder, Deer Lodge, have been attending the biennial convention of the Order of Railway Conductors in Detroit, Mich.

Conductor Sam Clayton, of Everett, has returned from a thirty days' vacation at his old home in Des Moines, Iowa.

Conductor W. S. Greeley, of Deer Lodge, has taken an indefinite leave of absence and is resting up in Seattle.

Conductor Gephart, of Deer Lodge, Montana, is spending a vacation in the East.

C. & C. B. IOWA MIDDLE AND WEST DIVISIONS.

Ruby Eckman.

Conductor H. W. Lee, of the middle division, is on the lay-off list account of an injury sustained April 25th. The derailment of a car in his train caused him to be thrown down in the caboose in such a manner as to dislocate his right shoulder.

Earnest Pike, a member of the car men's union, who was employed for some months in the Perry repair yard, died very suddenly April 25th after a very short illness. Earnest was the sole support of a widowed mother and two sisters and his death will make quite a struggle for the family.

Harry Emberling is now a full fledged call boy, employed in the train service at Perry. Harry is a great help to his widowed mother, and everyone is glad to see him doing so well.

R. E. Fitzgerald, the veteran operator at Perry, who is always on hand to fill in in case of vacancy, has been under quarantine account of small pox, but was released May 17th. His wife was ill with the disease.

A. J. Elder and C. R. Posten, the extra train dispatchers at Perry, have been having considerable extra work account of sickness in the families of the other dispatchers.

A. G. Elder, who has been operator at Woodward, has moved to Perry and has taken the extra work in Perry yard office for the summer, while his brother, A. J. Elder, is working as extra train dispatcher.

Harry Padgham has taken a position as abstract clerk in the freight office at Perry and L. A. Lair has been made bill clerk to fill the vacancies made by the resignation of J. H. Muhs and Mrs. J. H. Muhs.

M. I. Sharpe, who is employed at the Milwaukee depot at Perry, has been in Chicago some time by the serious illness of his son and daughter-in-law, both of whom are in the hospital.

The many Perry friends of O. C. Anderson were glad to hear of his promotion to the position of chief dispatcher at Dubuque. Mr. Anderson did his first train dispatching in the Perry office and is still considered one of the Perry boys.

The Ladies' Auxiliary to the O. R. C. at Perry gave a very pleasant party May 1st in honor of Mr. C. McMillen, who moved from Perry to Council Bluffs. Mr. McMillen has been assigned to a passenger run with the lay-over at Council Bluffs and has moved there. They have made their home in Perry for about twenty years and the family will be greatly missed by their friends.

A. E. Coltrin left Perry May 12th to be in attendance at the convention of the B. of R. T., which will be held in Frisco this year. He goes as a delegate for L. B. Beardsley Lodge. He will also visit some other points of interest in California.

Dispatcher A. J. Krohnke, of the Perry office, was called upon to mourn the death of his mother on May 11th, at Keystone. She has been ill some time and A. J. was with her during the last week of her illness.

Dispatcher H. L. Hill has been ill for a few weeks and away from his desk in the Perry office.

Conductor W. C. Hayward and wife will be in attendance at the O. R. C. convention at Detroit this year. They have been spending some time in the New England states before the convention.

J. W. Sheplar, of the Bridge and Building Department, has returned from a very pleasant visit with relatives in California.

Agent P. S. Mozeney, who has been located at Louisa, on the C. B. Ia. middle division for a number of years, has taken a three months' leave of absence, during which time he will visit relatives in the west.

SIoux CITY LOCALS.

F. C. Mason.

Engineer David Thompson, who is on the wav freight between Sioux City and Manilla, and who has been laid up with a broken ankle, has returned to work.

Passenger trains 131 and 126 between Canton and Egan are now handled by one of the gas-line electric motor cars which has been on this run for about a month. Engineer Wm. Schumacher is the operator. This is a 78' car with baggage and passenger compartments, and has been giving satisfactory service. Another car has just been installed on the Armour line between Tripp and Stickney.

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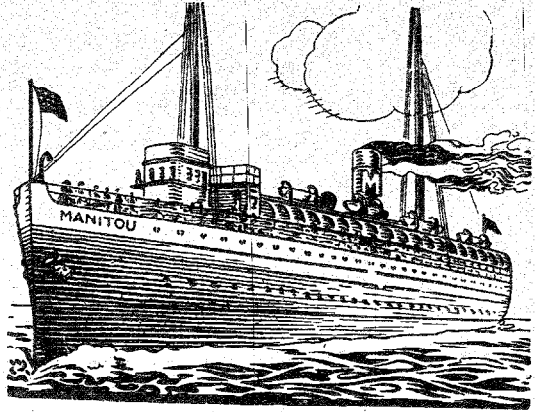
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