



EMPLOYEES' MAGAZINE

1913





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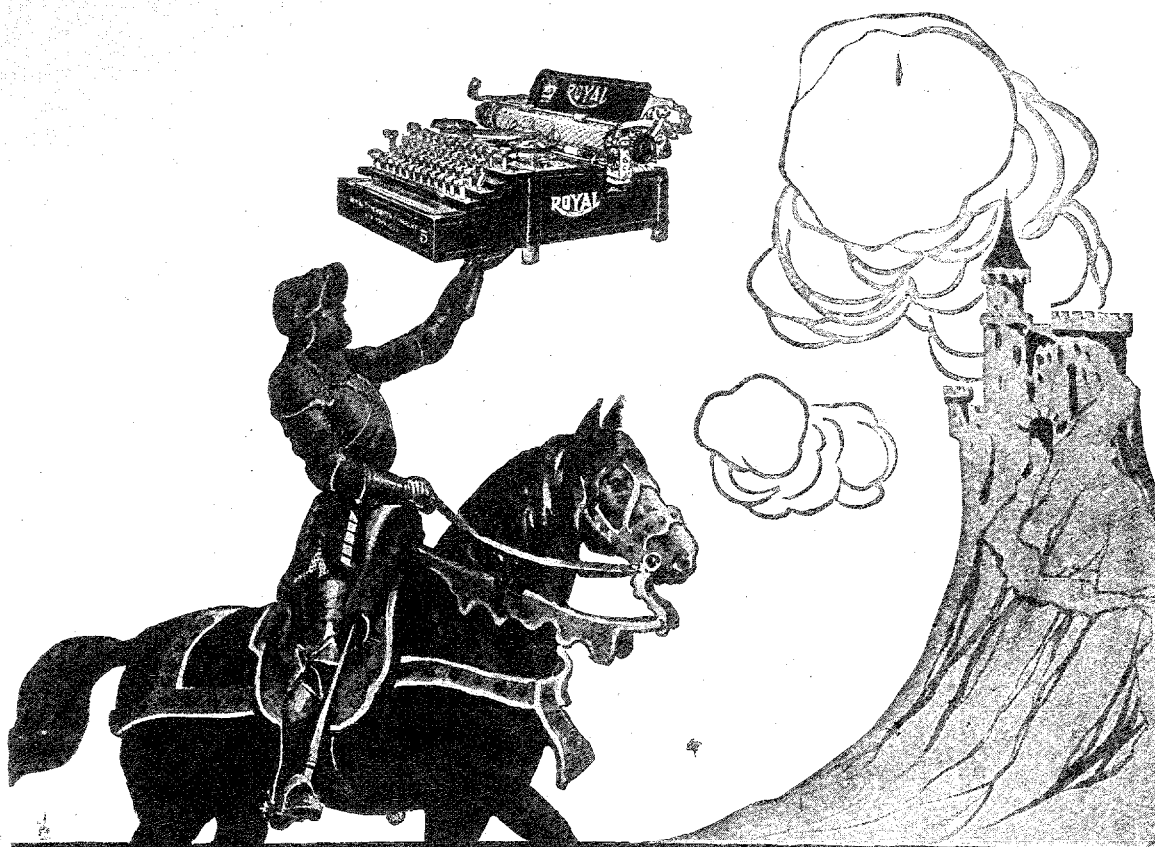
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CARPENTER KENDALL, Editor.

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 I

SEPTEMBER, 1913

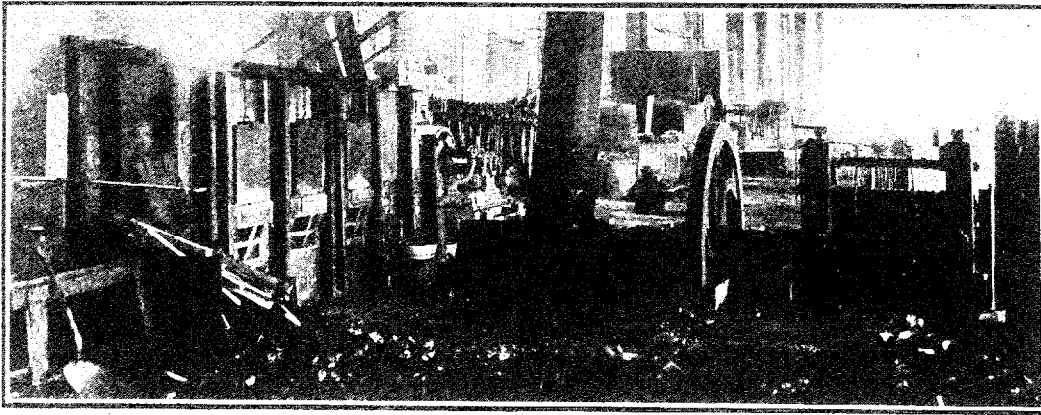
NUMBER 6

Who Will Write a Story?

THE EDITOR believes that among the thousands who read The Magazine there are good story-writers if the latent talent could be induced to turn its attention that way. Therefore, The Magazine offers two prizes—first, fifteen dollars; second, ten dollars, for the two best Christmas stories written by employes or members of employes' families. Preferably, they should be, in a way, railroad stories, and must center around the Christmas sentiment.

The stories must be in the hands of the editor by November 1, when they will be submitted to a committee and the prizes will be awarded in accordance with its decision. Due notice of the award will be made through The Magazine.

Manuscript submitted should be on one side only of the sheet, and every contribution must bear the name, address and occupation of the employe who submits the story, or the member of his or her family doing so.



Rolling Mills at Railroad Scrap Docks. Economy Effectuated

By G. G. Allen.

It has well been said that "necessity is the mother of invention," and this saying is particularly true in connection with the addition of the rolling mill to the list of devices and methods originated by railroad men, and adopted by railroad companies, for reclaiming old material. By these devices and methods wonders have been accomplished and vast amounts of money have been saved the railroads.

The story of the introduction of the rolling mill to the railroad scrap dock is one that has always been very interesting to me, and believing that it will interest you also, I will tell it. Many years ago the Chicago, Milwaukee & St. Paul Railway Company had installed a lot of wooden Howe truss bridges on its various lines and branches, and along in the early nineties they removed a large number of these, replacing them with more modern steel structures. The tension members of these trusses were wrought iron rods, varying from one and one-half to three inches in diameter, or thereabouts. As these old bridges were taken out, the old truss rods gradually found their way to the scrap dock. Having been rolled thirty years or more previously, when there were not so many kinds of iron as there are now, these rods were of a quality far superior to the general run of iron of the present age, brands that are not now manu-

factured. The question naturally arose as to the best disposition to be made of these old rods. They were good and sound, of full section, and with practically no deterioration on account of their thirty or more years of service. They could be used in place of new iron for any purpose where the sizes were suitable, but, unfortunately (or perhaps I should say, fortunately), the sizes, with few exceptions, were not suitable for any standard purpose. A small proportion of these were one and three-fourths inches in diameter, and these disappeared very rapidly, as that size was standard for freight car center pins, draw bar spindles, etc., but the pile of unusable sizes kept increasing until it amounted to about fifteen hundred tons.

This fifteen hundred tons of old rods was a special prize, but just how to make the best use of them, was the all-absorbing question. The little rolling mill was one of the results. That was the beginning—the mill was built primarily to reduce that lot of old rods to usable sizes.

The original rolls were for round bars only; later on rolls for flat bars were added, which made possible the reworking of a large quantity of arch bars that had accumulated from destroyed freight cars. Other uses for the mill kept developing; old car truss rods and other rods were rerolled for bolts; old-style train frogs were rerolled into one and

three-quarter round for center pins; old boiler and smoke arch braces; iron and steel scrap and cuttings from boiler plate suitable for brake shoe chills, engine wrenches, spring hangers, spring hanger gibs, piston keys, etc., were selected and rerolled for these purposes, and the mill has been in almost constant operation ever since its installation.

The mill is operating in the locomotive department blacksmith shop at Milwaukee shops. The general arrangement of the mill allows space for storing billets as well as the rolled iron. The mill proper, which rests on a concrete foundation, is composed of two cast iron housings, set on rails similar to the rails of a motor, allowing of the adjustment of housings to accommodate different lengths of rolls. The housings are designed with rectangular openings which allow of fastening the bearings in which the rolls revolve. The bottom roll, being connected to the driving shaft, is fitted with a gear wheel which meshes with a gear on the top roll. These gears vary in diameter as the rolls vary.

The rolls are made of cast iron, designed with ends grooved to act as key seats, and connected to the driving shaft. In order to accommodate the different kinds of iron, several rolls are used as follows: To roll flat iron from $1\frac{1}{2} \times 1\frac{1}{2}$ inches to $1 \times 3\frac{1}{2}$ inches; to roll flat iron from $\frac{1}{2} \times 3$ inches to $1\frac{1}{4} \times \frac{1}{2}$ inches.

One roll is used for making up rounds in sizes ranging from $\frac{3}{4}$ inch to $1\frac{1}{4}$ inches, and square bars from $\frac{3}{4}$ inch to $1\frac{1}{2}$ inches.

Another roll, with grooves arranged for round bars only, but for which we have no drawing, will roll round bars from $\frac{3}{4}$ inch to $2\frac{1}{8}$ inches diameter. The contour of the grooves in this latter roll follow along the same general lines as are shown for the round bars.

Washer plates are made from rolls having grooves.

The corners of the rolls for round iron are chamfered off to prevent the forming of fins or burs as the iron passes through them.

In front of the mill are placed guides with ends closely connected to rolls. These guides are shaped the same as the passes in the rolls, that is, half-round for round iron, and one-half the thick-

ness of flat iron rolls for flat iron. These guides prevent the iron from turning back, or taking the path of the rolls.

The driving shaft is made in two pieces and is four inches in diameter. The shaft rests in pillow blocks, which are bolted to a concrete foundation, and it is fitted with a pulley thirty inches in diameter by sixteen-inch face, a fly wheel six feet in diameter by five-inch rim, and a clutch. The clutch is arranged to allow of operating the driving shaft separately from the mill.

The machine is belt driven, operating at the rate of 135 revolutions per minute and is driven from a line shaft in connection with four 100-pound cushion hammers, and a four-inch forging machine, by $29\frac{1}{2}$ -horse power motor, the driving pulley being eighteen inches diameter by sixteen-inch face, and the driven pulley thirty inches diameter by sixteen-inch face. The mill requires fifty to sixty amperes running loaded and twenty to thirty amperes running light. A current of 220 volts is used.

The straightening table is a cast iron block five inches thick, three feet wide and eight feet long, and is located directly in front of the mill.

The furnace is of brick work and cast iron plates, securely bolted together, and occupies a space at the side of the mill seventeen feet seven inches by six feet. It is arranged with one firing door and three material floors. Youghiogeny coal is used for fuel.

The initial cost of installation, which includes patterns and experimental work, is as follows:

Rolling mill	\$ 939.00
Furnace	450.00
Motor	669.00
Total	\$2,058.00

Following is operating expense per nine-hour day:

Roller, $33\frac{1}{2}$ cents per hour.....	\$3.01 $\frac{1}{2}$
Heater, $33\frac{1}{2}$ cents per hour.....	3.01 $\frac{1}{2}$
Catcher, 24 cents per hour.....	2.16
Straightener, 24 cents per hour...	2.16
Common labor, about.....	2.00
Fuel, power, etc.....	6.00

Total

\$18.35

The billets used are from twelve to twenty-four inches long and the output of the machine varies from three to six

tons per day, depending on the size of the material rolled.

Various tests made from time to time have demonstrated the fact that the re-rolled iron is of good quality and usually superior to the ordinary grades of new iron, the improvement being due to the additional rolling. Some 1-inch and 1¼-inch round bars tested recently developed tensile strength in pounds per square inch of 53,300, 53,700, 49,500 and 49,400, the per cent of elongation being 26, 28, 30 and 30, respectively. This compares very favorably with our specifications for new iron, which are as follows:

Grade—	Tensile—	Elongation—
No. 1	50,000 pounds	28 per cent
No. 2	48,000 pounds	22 per cent
No. 3	48,000 pounds	18 per cent

Naturally, however, the quality of the rerolled iron must depend to a considerable extent on the material of which the original bar is composed and could be determined only by a test of each piece, which would be impracticable. This element of uncertainty therefore, as a rule, precludes the use of the product of the mill for the more important work, the exceptions being instances where the material in the billets is known to be good.

No very extravagant claims are made for this contrivance, but it has proved to be a very convenient and economical method of utilizing old material that would otherwise be sold for scrap. It is probable that if it were not for the fact that this road is such a large consumer of scrap in its forge shop for frames, rods, driving axles, etc., for new locomotives, it would be possible to materially increase the output of the mill, perhaps double it, with a night shift, but between the forge shop and the rolling mill practically all of the accumulation of wrought iron scrap is used, sales being confined to the lower grades.

In computing costs and figuring profits, we have endeavored to be conservative. Scrap has always been charged at higher than market prices and all legit-

imate items of expense added. The cost of rerolling, not including value of scrap, is from \$3 to \$6 per ton, according to size of iron rolled, and the profits will average \$10 per ton.

"Hints to the Traffic Getter"

W. F. Mapes, Everett, Wash.

We all have seen the effects upon the business of an institution or store where a customer is sold goods inferior to what the salesman claimed for them. It is the same in railroading—a passenger is promised, if he uses our line, that he will receive better treatment or make better time than via another line, but, after purchasing his ticket, he is forgotten, the baggageman weighs his baggage and informs him that he must pay for twenty pounds excess weight. This, of course, is right and proper, but the baggageman does not use diplomacy in explaining to him why he should pay the excess going east, although, perhaps, he did not pay any westbound. The reason for this may be that he has been making some purchases—and if he is treated in the proper manner will pay the excess without question. If, however, he is antagonized, he will appeal to the ticket agent, who will find it difficult to convince him that he is being treated fairly.

Every employe, from the ticket seller to the porter, should realize that the sale is not completed until the passenger is landed at his destination and satisfied. Making a friend of a customer is building an endless chain of future business for our line. Cultivating friends, not with the aim that they will some time use our line, but with the idea that friends are always desirable, is the best way to employ your own and the company's time.

Investigation of complaints and a personal interest in your customer's welfare is a sure way of holding his friendship and always remember if a passenger has a pleasant trip once he will be certain to remember you and speak of the road to his friends. This is an age of co-operation, and you will find people belonging to any organization inclined to be clan-nish. They should be cultivated. I have in mind one case where an organization published a weekly paper and asked me



to secure them a little advertising. I gave them a small ad. once or twice a month, and when that organization held its annual convention at Indianapolis I secured six round trip fares, amounting to about \$500, and since that time have sold more than that amount to individual members of that society. In every instance they have mentioned the ads. we gave them, when purchasing tickets.

Again, courtesy to elderly people and women with children brings a harvest of business every year. Men have called to thank me for the attention shown their wives and families while making a trans-continental trip and have shown me letters from their loved ones. One of these that I recall in particular had the following to say: "I can certainly recommend the Milwaukee to all my friends when I return. I thought that the first conductor was nice, but I have found each succeeding one more courteous than the last, if that were possible."

Enthusiasm and loyalty for the company for which you work is a magnet which draws. Everyone will agree with you if you can tell them that your line is the only one and believe it yourself when you say it. Individual credit is very encouraging, but to sink yourself in the company's welfare will make you known as the representative of the company, and will be much more profitable to both.

A few rules that might be applied in dealing with the public may be of assistance.

Be courteous.

Promise nothing that you cannot furnish the passenger.

Be enthusiastic.

If you promise to send telegrams, do so.

Be a mixer.

Assist old people and women with children on and off trains, or see that it is done by others.

Men and women become attached to a railroad as they do to a tailor, barber or merchant. Hold their patronage.

A boor will never be acceptable to the traveling public.

A rude person should never find a place in the Passenger Department.

New Passenger Station for Stoughton

The Engineering Department has just completed plans and begun the construction of a new passenger station at Stoughton, Wis. It will be ready for use this fall.

The plans call for a modern station in all respects, which will be a credit to the railway company and to that enterprising, prosperous little city.

The exterior walls will be built of vitrified hollow tile, with a cement finish, trimmed with pressed brick for the water table, window sill and cap courses.

The roof is to be red shingle tile, which will make a pleasing contrast with the gray stucco walls and pressed brick trimmings.

The interior finish will be of fir stained, and the waiting-room floors of maple.

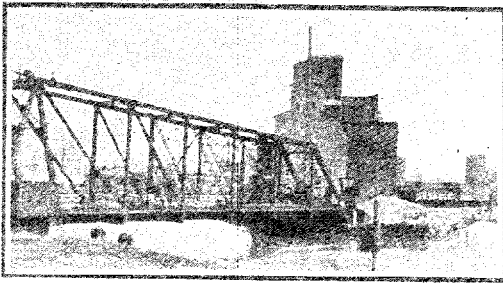
The station will be 27 feet 6 inches in width by 102 feet in length, with a pavilion at the south of street end 21½ feet wide by 27½ feet long.

The waiting-rooms are conveniently arranged and of ample size, and will have attractive settees. There will be a toilet-room connected with each waiting-room, provided with modern plumbing.

The building will have hot water heat and will be lighted by electricity.



YARD CREW, AUSTIN, MINN.



ENTRANCE TO GOOSE ISLAND.

Goose Island in the Heart of Chicago

"Chicago's Busiest Switching Yard."

This island is 5,100 feet long and 1,800 feet wide, bounded by the North Branch of the Chicago River and the North Branch Canal; situated just south of North Avenue and one block west of Halsted Street.

The only railway connection with the island is over a one-track draw-bridge at North Avenue, and over this one track all trains are received and broken up on the classification track. Unfortunately, North Avenue is a busy street, with a heavy street car traffic, which means that we cannot block the street to exceed a few minutes.

All business for the North Side of Chicago is received and forwarded from here, and, as this is the manufacturing side, it makes it one of the busiest sections on the Chicago, Milwaukee & St. Paul Railway, there being 161 different industries, with side track capacities varying from one to fifty cars, also eight team tracks, with a capacity of 260 cars. Here also is situated the largest and finest hay team tracks in the City of Chicago, holding 160 cars, and used exclusively for that commodity, no other class of freight being delivered from these tracks.

On the island are also five large grain elevators: The Atlantic, capacity, 150,000 bushels; the Minnesota, capacity, 500,000 bushels; Minnesota Annex, capacity, 1,500,000 bushels; Armour A and B, capacity, 2,000,000 bushels; Armour Annex, capacity, 3,500,000 bushels. This last is one of the largest elevators in the world. It keeps one engine busy the entire day making deliveries and taking away cars from these elevators.

The yard proper consists of four receiving tracks and thirty-one classification and storage tracks, and is under the direct jurisdiction of Assistant General Yard Master Frank Cusack, who has grown gray in the service.

When you take into consideration the above conditions and that we are now handling on an average of 20,000 cars in and out per month, I think you will agree that there is little lost motion.

My Motto

To do the right thing at the right time in the right way; to do some things better than they were ever done before; to eliminate errors; to note both sides of a question; to be courteous; to be an example; to work for the love of the work; to anticipate requirements; to develop resources; to recognize no impediment; to master circumstances; to act from reason rather than rule; to be satisfied with nothing short of perfection.—*Selected.*

Why Many Men Fail

Ordinary men work on an average of eight hours a day, sleep eight hours at night and the greatest problem of life is what to do with the other eight hours. These eight hours are the ruination of many men. They use them for their downfall when they ought to use them for extension of knowledge and recreation. Every man should always have some definite plan of what to do with these eight hours. They should give part of it at least to mental and physical culture in the form of a recreation.—*Exchange.*



CONDUCTOR R. D. MILLER'S CHICKEN FARM, C. & M. DIVISION.

The Twin Cities

J. T. Conley.

A brief description of the railroad situation at the Twin Cities and the industrial characteristics of the cities themselves may be of interest to readers of the magazine, and especially to those located on the system outside the immediate northwest.

Minneapolis and St. Paul have a combined population of 610,000, and are increasing at the rate of 30,000 per year.

By rail from the Union Depot in St. Paul to the "Milwaukee Depot" in Minneapolis the distance is ten miles. By trolley the distance is somewhat shorter.

The territory between the cities, however, is so thoroughly built up that one cannot tell where one town ends and the other begins in traveling between.

Physically, therefore, "the twins" constitute one great center.

There are nine railroads penetrating the Twin Cities: the Chicago, Milwaukee and St. Paul, Northern Pacific, Great Northern, Minneapolis, St. Paul and Sault Ste. Marie, Chicago, St. Paul Minneapolis and Omaha, Chicago, Burlington and Quincy, Chicago Great Western, Chicago Rock Island and Pacific and the Minneapolis and St. Louis.

The general offices of five of these roads are located in the Twin Cities: the Minneapolis and St. Louis, Minneapolis, St. Paul and Sault Ste. Marie, Great Northern, Northern Pacific, and Chicago, St. Paul, Minneapolis and Omaha. The general headquarters of the others are located in Chicago.

Four operate through to the Pacific Coast and the mileage of each to the principal western terminal points is as follows:

(From Minneapolis.)

	To Miles						
	City	Butte	Missoula	Spokane	Seattle	Tacoma	Portland
Via C., M. & St. P.	700	1104	1223	1490	1763	1781	1830
Via No. Pac.	735	1118	1240	1497	1897	1893	2000
Via G. N.		1234		1460	1804	1845	1845
Via Soo				1472	1894	1935	1970

Six of the roads operate through to Chicago: the C., M. & St. P., Omaha, C. & N. W., C., B. & Q., C. G. W., C., R. I. & P., Soo (Chicago division), and the M. & St. L. operates to Peoria.

The total mileage of each system follows:

	Miles.
C., M. & St. P.	9,359
N. P.	6,233
G. N.	7,714
Soo Line	4,000
C., St. P. M. & O.	1,744
C., B. & Q.	9,003
C., R. I. & P.	7,566
C. G. W.	1,496
M. & St. L.	1,586

The volume of freight interchanged between the Twin City Lines, that is, through freight passing from one road to another, amounts to approximately 4,839,000 tons per year.

Practically all of this tremendous tonnage is interchanged at what is known as Minnesota Transfer, located midway between the cities. The Minnesota Transfer Railway Company is owned jointly by the nine terminal roads and was organized in 1883 for the purpose of facilitating and expediting the interchange of through freight, and to relieve congestion in the St. Paul and Minneapolis yards.

It owns eighty-seven miles of track and these tracks are reached by all roads.

Thus, a shipment of machinery via "the Milwaukee" from Chicago to Winnipeg, for example, is delivered by the "Milwaukee" to the Minnesota Transfer Company and in turn by the latter to the Soo, G. N. or N. P., according to the routing north of the transfer.

In the reverse direction, a shipment of "spuds," if you please, from Grand Forks, N. D., to Kansas City would be delivered by the G. N. or N. P. to the

Minnesota Transfer Company and by the Transfer to the "Milwaukee" if so routed.

With the exception of perishable freight, such eastbound shipments of

live stock as stop to feed, or to be marketed at the South St. Paul Stock Yards, and C., M. & St. P. freight to and from the head-of-the-lakes all through shipments delivered by one road to another are interchanged at Minnesota Transfer.

C., M. & St. P. freight to and from head-of-the-lakes points—Duluth, Superior, and beyond, and Cloquet and Carlton—moves through St. Paul on C., M. & St. P. billing in connection with the head-of-the-lakes line. This freight should not be billed to or via Minnesota Transfer.

It should also be understood that C., M. & St. P. freight to and from C., M. & St. P. points East and West of the Twin Cities, as for instance shipments between Chicago or the East and Seattle, do not go to Minnesota Transfer. This and all freight to and from C., M. & St. P. stations passes through over its own rails. No *through* freight is delivered or received at Minnesota Transfer by this company, excepting that which is delivered to or received from another road.

At Minneapolis this company established about two years ago the "Twin City Transfer." This is a merchandise concentration station to which is sent less than carload freight, where it is sorted and reloaded via the various divisions. St. Paul and Minneapolis outbound merchandise is received direct from the drays into van cars in the up-town yards which are switched to Twin City Transfer from each city three times a day and transferred "across the platform" into through cars loaded in division and station order.

All St. Paul and Minneapolis merchandise is forwarded from Twin City Transfer on night trains the same date as received from the drays. No freight is left over.

A total of 125 merchandise cars are concentrated and loaded at Twin City Transfer daily.

This system has resulted in a much heavier load per car of less than carload freight than formerly and a great improvement in the time in the movement of each shipment from shipping point to destination has been effected.

No freight should be billed from outside stations to Twin City Transfer. It is a billing but not a receiving station.

Freight for St. Paul or Minneapolis proper should be billed to those stations.

The organization at Twin City Transfer consists of an Agent—Geo. A. Brewster, and an office force of eighteen. The platform crews comprise an average of 100 men.

Minneapolis and St. Paul represent the largest manufacturing and jobbing center west of Chicago.

All staple goods are included in the jobbing lines and the jobbing houses are among the largest in the country.

There are in the two cities upwards of six hundred manufacturing concerns, each employing from 20 to 1,500 hands.

Some of the manufactured products for which the towns are noted consist of flour and other grain products, linseed oil, heavy and ornamental machinery, numerous brands of stock food, underwear, agricultural machinery, carpets and rugs made from grass twine; and these articles are shipped to every state in the union and large quantities are exported.

Like Milwaukee with its beer, Minneapolis has been made famous by its flour. It is celebrated as the greatest flour milling center in the world, as well as the largest primary grain market in the world.

The output of its mills amounts to eighteen million barrels per year, and its grain receipts 175 million bushels.

The vast sum of 100,652 cars of flour and by-products was shipped by the Minneapolis mills during the year 1912 and found a market in every part of the world.

It will be gratifying to all "Milwaukee" men to know that this company participated in an appreciably larger proportion of this great tonnage than any other Minneapolis line.



BURNING OF MOBRIDGE ICE HOUSE,
MARCH 4, 1913.

Electric Train Haulage

By Walter S. Goll

(Concluded)

The electrification of the Cascade Tunnel, on the Great Northern Railway, is of peculiar interest, as it is the first three-phase railroad in America.

The initial equipment included four 115-ton three-phase electric locomotives, three 2,000 K. W. waterwheel driven generators and a transformer substation.

Power is transmitted from the power house to the mouth of the tunnel, a distance of 33 miles, at a potential of 33,000 volts and at the tunnel it is stepped down to a trolley voltage of 6,600 volts.

The tunnel and its approaches, which are equipped electrically, involve about 21,000 feet of right-of-way and about six miles of single track, including sidings. There is a continuous grade in the tunnel of 1.7% and a ruling grade in the yards of 2.2%.

Trains of 2,000 tons are hauled up the grade at 15 miles per hour.

The locomotives and entire electrical equipment were furnished by the General Electric Company.

In this connection, it may be interesting to note the conditions which led to the electrification of the Cascade Tunnel and to learn something of the method of generating and transmitting the power in this, the pioneer installation in America of a three-phase (alter-

nating current) traction system. This tunnel had become the limiting feature of the capacity of the railway for through traffic, owing to the difficulty of handling the heavy trains on the steep grade through the tunnel.

As these conditions are common to most of our trunk lines, and the electric installation has successfully overcome them, the Great Northern's electric system is of interest as an object lesson, to show

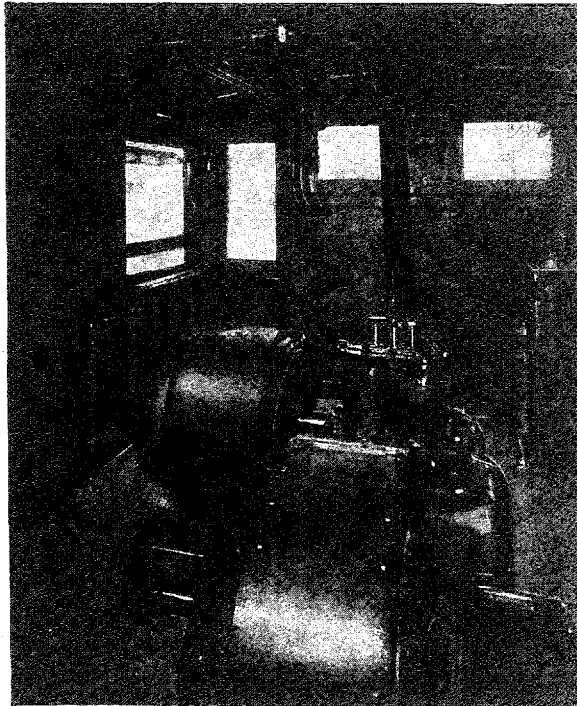
the ability of electric traction to increase the capacity of sections of railroads where, owing to certain physical conditions, operation with steam locomotives has reached its limit.

The conditions which prevailed previous to the electrification were as follows:

The heavy freight trains, coming from the western terminus, on reaching the

steep grades of the mountain section, required the service of from two to four of the heaviest locomotives, and even these could not haul the trains faster than about seven or eight miles per hour.

When the tunnel itself was reached the operation became still more difficult. The grade was steep, the smoke and steam from the locomotives coated the rails with a damp greasy soot, which caused the wheels to slip, and



MOTOR DRIVEN BLOWER.

the locomotives filled the tunnel with the noxious gases of combustion which would nearly suffocate the train crews and make the operation positively dangerous.

It was attempted to mitigate these conditions by using special locomotives and specially selected coal for the tunnel, but even then the conditions were far from satisfactory, and the capacity of the whole road was limited by the ability to get the trains over this short section.

To meet this condition of affairs it was proposed to haul the trains through the tunnel by electric locomotives, which would completely eliminate the delays due to the bad atmospheric condition in the tunnel, while in addition, a further gain was made owing to the greater power of the electric locomotives by which they were able to haul the trains at double the speed of the steam locomotives.

The Cascade tunnel is 107 miles east of Seattle on the main line of the Great Northern Railway. From Seattle eastward the line is practically level for forty miles; for the next forty miles to Skykomish the ruling grade is 1 per cent. From Skykomish to the tunnel there is a practically continuous grade of 2 per cent and a ruling grade of 2.2 per cent. From the tunnel eastward for about thirty miles there is an average of 1.7 per cent down grade.

The tunnel itself is about 14,000 feet long, perfectly straight, and has a uniform grade of 1.7 per cent. In the yards at each end of the tun-

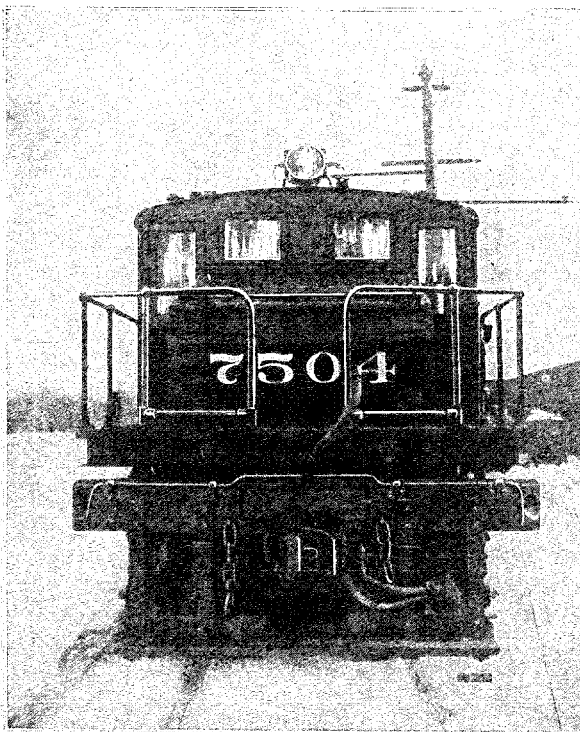
nel there are grades of 2 and 2.2 per cent on which all the trains must be started.

In the preliminary study of the proposition the project of equipping the whole section, from Skykomish to Leavenworth, 57 miles, including the worst grades, was kept in mind, as it is considered probable that this extension will be made in the near future. For the present, only the tunnel and its approaches are equipped, involving about 21,000 feet of the right-of-way and about six miles of single track, including sidings.

The territory through which the railroad passes includes many waterfalls suitable for power development, a number of which are controlled by the railway company. This in itself naturally makes the adoption of electric traction attractive.

A hydro-electric power house has been built at Leavenworth on the right-of-way about 30 miles east of the tunnel with a present capacity of 5,000 K. W., and an ultimate capacity of 7,500 K. W. This plant operates under a head of 180 feet and is equipped with two 4,000 H. P. waterwheels, each

wheel being directly connected to a G. E. 2,500 K. W. (approximately 3,300 H. P.) 6,600 volt, three-phase, 25 cycle generator running at 375 R.P.M. For use in connection with these alternators there are two 125 K. W. exciters each driven by its own waterwheel, either exciter having sufficient capacity to supply the excitation current for both generators. This plant is equipped, of



END VIEW ELECTRIC LOCOMOTIVE.

course, with elaborate switchboards, high tension switches and other devices for controlling the output of these machines, including a voltage regulator, by means of which an absolutely constant voltage pressure is maintained, regardless of variations of waterwheel speed, due to changes of load, etc.

The voltage at which this electrical energy is produced, 6,600, is not suitable for economical transmission for a distance much exceeding six miles, and this energy is therefore transformed or stepped up to 33,000 volts in a bank of four water-cooled transformers of 850 K. W. each, three of which are used in normal operation, the fourth being maintained as a spare. These transformers and the high tension switching apparatus for controlling the output of the station are installed in a special room separated from the main generating room by a fireproof wall.

This system is so arranged that when a train is descending a grade the motors on the electric locomotives become generators converting the energy of the train moving under the influence of the grade into electrical energy, the motors acting under these conditions as generators or dynamos. This arrangement serves two purposes, one the retardation of the train, saving excessive wear on the air brake equipments, and the other the return to the electric system of the energy developed by the train descending the grade. If it should happen that at the same time there is another train on any part of the system ascending a grade, a part of the energy required by its locomotive will be furnished by the motors of the descending train. If there should be no other train on the system demanding power at the particular time, this energy would be absorbed in two large water rheostats located at the power station, consisting of concrete tanks in each of which are suspended three tubular electrodes so arranged that they may be automatically raised and lowered as may be necessary to absorb the power being delivered into the line.

From the step-up transformers, the 33,000-volt current is carried 30 miles across country on two circuits, each consisting of three No. 2-B. & S.

stranded, hard-drawn copper wire. Each circuit is in a vertical plane on one side of the pole, permitting the use of short cross arms. The poles are 40 feet long, placed 6 or 7 feet in the ground, the tops being from 10 inches to 12 inches in diameter and carry a telephone line in addition to the transportation line.

At Cascade, that is, at the east portal of the tunnel, is located a substation containing four transformers identical with those in the power house, three being in service continuously, and the fourth being held as a spare. These transformers reduce the voltage from that of the line, 33,000, to 6,600 volts, at which pressure it is fed into the distributing system at the tunnel.

Power is distributed to the locomotives by means of two wires strung overhead and rails of the track which serves as the conductor for the third phase. Outside the tunnel the overhead wires are supported either on a bracket projecting from a pole or from a cross suspension between two poles. They are approximately 25 feet above the top of the rail and 5 feet apart. In the tunnel, these conductors are supported at intervals of 50 feet by means of clamps and insulators properly secured to the roof. They are 17 feet 4 inches above the top of the rail and are spaced 8 feet apart to permit the train men to walk on the tops of freight cars and operate hand brakes. From these conductors the current is collected by two ordinary swiveling trolley poles and wheels.

The original problem was to provide equipment to handle a train having a total weight of 2,000 tons, excluding the electric locomotives, over the mountain division from Leavenworth to Skykomish, a distance of 57 miles. The system was to be first tried out at the Cascade tunnel.

The tractive effort required to accelerate a train having a total weight of 2,500 tons on a 2.2 per cent grade, using 6 pounds per ton for train resistance and 10 pounds per ton for acceleration, making a total of 60 pounds per ton, is 150,000 pounds; this would require four locomotives of a tractive effort of 37,500 pounds each. The railway company's engineers limited the

weight on a driving axle to 50,000 pounds; therefore, four driving axles per locomotive are needed, giving a coefficient of adhesion of about 19 per cent. This is a measure of the maximum power required. The locomotive, therefore, was designed to give a continuous tractive effort of approximately 25,000 pounds, and it was expected that four of them would be used with a train of maximum weight. However, the locomotive as built greatly exceeds this specification.

The specification of the motor required an output of 250 H.P. continuously for three hours, with 75 degrees C. temperature elevation when supplied with not more than 2,000 cubic feet of air per minute. The test results of the motor show a continuous output of 375 H.P. at 500 volts with 1,500 cubic feet of air, and 400 H.P. at 625 volts, with the same amount of air; the one-hour rating of the motor at 500 volts with 1,500 cubic feet of air per minute is 475 H.P.; the ratio of continuous output to the hour-rating with 1,500 cubic feet of air is therefore 79 per cent. The continuous output at 500 volts corresponds to a tractive effort of 9,350 pounds per motor, and the one-hour output to a tractive effort of 11,900 pounds per motor. The locomotive, therefore, will give 37,400 pounds tractive effort in continuous duty, or 47,600 pounds tractive effort for one hour.

The locomotive has been tested to a maximum tractive effort of nearly 80,000 pounds, corresponding to a coefficient of adhesion of nearly 35 per cent; with 60,000 pounds, or 29 per cent, each locomotive can accelerate the train of 885 tons trailing on a 2.2 per cent grade using 60 pounds per ton as the total tractive effort; or, in other words, the train that a locomotive can haul, as determined by the average duty and safe heating limits, is just about equal to the train that it can accelerate on the maximum grade.

The writer wishes to acknowledge his obligation to the General Electric Company at Schenectady, N. Y., who furnished the cuts and data used in this article.

Co-operation and Efficiency

E. Clemons

On the front cover of our Magazine, in the center, and around which the emblems of our different departments are pictured, are the words "Co-operation" and "Efficiency." Have the readers of the Magazine seen these words and thought carefully of their meaning, both to the company for which they work and to themselves? When we carefully consider the good that cannot but result from being efficient, there is much to it. If an employe is efficient, that employe is the one that is surely going to be considered when our officers are casting around for a man to fill a position of trust and responsibility. It, therefore, behooves one and all, from the youngest employe to those nearer the top and older in service, to make themselves efficient in their particular line of duty, to the end that, when wanted for more important positions, they will be fitted to take up the duties and carry them along as their predecessors have, and to better the position if can be. If improvement is made it cannot but be noticed, and that man will certainly be considered for further promotion.

Co-operation tends to make efficiency. No man can accomplish all results without help from others with whom he is working, and all of us should first consider our own line of duty and strive to make that a success, and in doing so help others with whom we come into working relations, that they, in turn, will help us. We can learn from others, no matter how long we have been in the service or in what branch of the service it may be. By getting ideas from those you are working with, those you are working for, and ideas from those working in similar positions on other roads or other divisions of your own road, you can make yourself more efficient. Employes on some divisions of the road are oftentimes too apt to think that by helping employes on other divisions they are not helping themselves or the company. You can always help the company by co-operating with your neighbors in service and thus help

(Continued on page 24.)

Solicitation

By T. W. Proctor.

A great deal can be said for and against solicitation. Railroads designate certain men as solicitors, which means that their duties are the business of securing freight or passengers for the line they represent, but in reality the entire personnel of the railroad are solicitors, no matter how high or low their title places them. A successful solicitor shall be a man trained to meet the public in a gentlemanly and intelligent manner, and impart such information regarding traffic or passenger service as may answer the questions put before him.

My experience has taught me that we do not secure the largest tonnage from our intimate friends, but almost exclusively through the methods of modern business:

1. By handling matters intelligently and earnestly.

2. By never forgetting to answer requests for information. If you don't know the answer ask your superior officer and always furnish what is asked for; and

3. I believe the most important duty of a solicitor is to leave before you have outstayed the time limit, in order to be again welcome. Don't sit around because a man seems inclined to treat you kindly. He may be very busy and not show it. In other words, get out before you become a nuisance. Too many times we wait for the Traffic Manager or proprietor to indicate that the interview is

ended. If you do this don't be surprised if you get the busy signal next time you call.

Politeness will cover up a large lack of knowledge.

Every man has a hobby. Ride it. If he fishes, be a fisherman, but get the business. More bass have been caught in our inland lakes "in conversation" than would supply the Chicago market.

Don't take "No" for an answer. It is always easy to sell goods to a man that wants them. We, as solicitors, are employed to sell transportation over our line to men that don't always want it, but a business man who resents a call from a railroad representative is not alive to his own interests, and a Traffic Manager who doesn't know how to treat a caller should not be occupying the position.

The Milwaukee is, and always has been, a popular line to work for. Our officials have met the public and paved the way for the solicitor. They have made it easier for him to do his duty. The actual work of solicitation is probably one of the hardest of a railroad man's duties, the wheels never stop turning, freight and passengers must be put into the cars, and the tonnage report always shows up.

Neatness in dress might be mentioned as an asset, but no more so in this than any other line of work.

No man can be slovenly and be a success.



MASON CITY ROUNDHOUSE FORCE.

Our Oriental Traffic

G. E. S.

In August, 1909, the Tacoma Maru arrived in Puget Sound on its first trip across the Pacific Ocean in the service of the Osaka Shosen Kaisha, the new trans-Pacific connection of the Chicago, Milwaukee & St. Paul Railway Company. The Tacoma Maru was the first of a fleet of six steamships built by the Osaka Shosen Kaisha for the purpose of establishing a permanent line of steamers between the orient and the United States. In addition to these six steam-



TACOMA MARU.

ers for the regular trans-Pacific line the Osaka Shosen Kaisha has a large fleet of coast-wise steamers operating between the principal ports of call, such as Kobe, Yokohama, Shanghai, Hongkong and Manila, and all of the principal coast cities in the orient as well as the vast territory tributary to the Yangste River, which is navigable for hundreds of miles into the interior of China.

The extension of the Chicago, Milwaukee & St. Paul Railway to the North Pacific coast made it desirable that a connection with a trans-Pacific steamship line be formed which would provide for frequent and regular sailings from Puget Sound, and contract relations were entered into with the Osaka Shosen Kaisha providing for the through carriage of freight under through bills of lading to and from all of the principal ports in Japan, China and the Philippine Islands.

On her first voyage west-bound the Tacoma Maru carried a total cargo of not to exceed five hundred tons. From the sailing of the Tacoma Maru on its initial voyage up to the present time

there has been a continuous and rapid growth of the oriental traffic, and the business during the last fiscal year at times exceeded in volume the carrying capacity of the Osaka Shosen Kaisha steamers, making it necessary to engage space on steamers of other trans-Pacific steamship lines; so that the wisdom of the managing officers of the Chicago, Milwaukee & St. Paul Railway Company in forming a close alliance for the establishment of a new trans-continental-trans-Pacific route with a steamship company having extensive transportation interests in the orient, has been fully justified by the results thus far obtained.

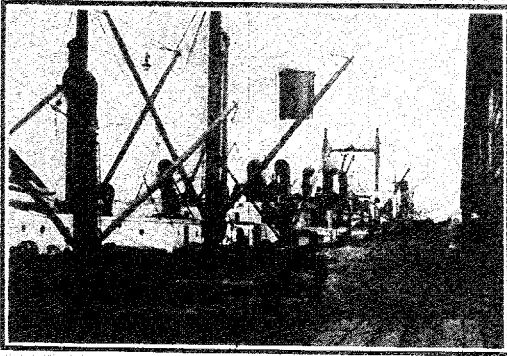
There is a very wide range in the character of freight interchanged between the United States and the Far East. Tea, matting, crockery, curios, etc., are imported into this country and manufactured articles of all kinds are being shipped in rapidly increasing volume from the United States to all far eastern countries.

Machinery, agricultural implements, iron and steel articles, paraffin wax, etc., are being exported to the orient in large quantities.

The Chicago, Milwaukee & St. Paul Railway Company has transported nearly 200,000 bales of cotton in the last two years, which was destined for the large cotton goods mills in Japan. This is a large and growing industry in that country, and will require increasing supplies of raw cotton from this country from year to year.

Staves and heading are being shipped from manufacturing points in the Southern States to China, converted into barrels, and used in the transportation of wood oil, which is one of the principal imports from China to this country.

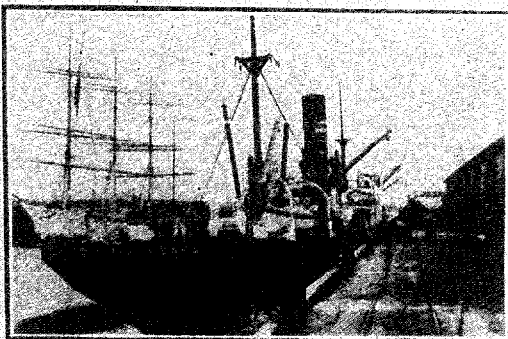
Large quantities of hemp from the Philippine Islands are brought into port, and forwarded to various rope and twine manufacturing points within the United States as far East as the New England States, and from these manufacturing industries the product is wide-



ly distributed, portions of it even being exported via the railway company and its trans-Pacific steamship connection to Siberia.

Silk from Japan and China is received at Tacoma on every incoming vessel of the Osaka Shosen Kaisha, and is immediately forwarded by expedited train service to New York and other Eastern manufacturing points in the United States. The value and liability to damage of silk shipments make special train service on this business of great importance. The service rendered by the Chicago, Milwaukee & St. Paul Railway and the steamship company in the handling of the silk business since the railway company engaged in the oriental trade has apparently been very satisfactory to shippers and consignees. In fact the service rendered on all classes of export and import freight has been satisfactory, and by reason of saving of time as against the service via the Suez Canal route, the business has been built up to its present large proportions.

The trade-mark of the Chicago, Milwaukee & St. Paul Railway, carried conspicuously upon the bridge of the steamers, is now a familiar sight in the harbors of the principal ports of call in Japan, China and the Philippine Islands.



It ought to be a matter of pride to every employe of the railway company, who is a loyal citizen of the United States, that the Chicago, Milwaukee & St. Paul Railway has become so important a factor in bringing the orient and the occident in closer touch.

Before the Wrecker Comes

By Geo. E. McKay.

There perhaps is no organization to which that element known as co-operation or team-work is a more essential factor than in the operation of a large railway.

This is true at all times and under perfectly normal conditions, but doubly so when some unforeseen occurrence arises to interfere with the natural course of business.

It is at such times that the existence or lack of a real "esprit de corps" will be apparent.

Railway accidents come under two general classifications: one the failure of material, such as breakdowns of equipment or roadbed; the other, the failure of the human element.

Probably the hardest type of accident to completely eliminate are those of the first class; in spite of care in providing sound equipment and rigid inspection thereof, mechanical parts will unknowingly grow weak or be subjected to strains they were not designed to withstand and accidents will result.

The first thing of importance after an accident is the relief of suffering, either human or animal.

Second of importance comes the resumption of traffic, that the necessary function which a railroad plays in the complex civilization of today be as little interfered with as possible.

"Esprit de corps" or loyalty to the service at such times plays a very important part.

Very often the number of men comprising the train and engine crew of trains in difficulties is not sufficient to accomplish much in the work of clearing, but if all employes have a desire to see traffic again opened they will (as witnessed in a recent case of this kind) volunteer their services to the conduc-

tor or yardmaster in charge of the work. And in doing this they perform a work of real value. Under modern conditions with the extreme size and weight of present equipment a derailment of any serious proportions is a matter to be handled by the "big hook."

However, in the interval between the occurrence of a wreck and the arrival of the steam derrick from a distant terminal, there is much that may be done to make easier the work of the wrecker when it arrives.

Obstructions of lesser weight may be worked clear of the track, and larger objects such as pieces of machinery, cars or heavy building stone which are deeply buried in the ground will be handled with considerably less delay if the dirt has been dug away for the convenient passage of chains or collar to be used in lifting.

There recently occurred a wreck of minor importance, that, owing to location and time of occurrence, caused a delay of several hours to the most important passenger train on the division.

There were in all about a dozen obstructions effectively blocking both east and west main lines. The work of clearing was directed by a young conductor, acting as yardmaster at one of the intermediate yards on the division,

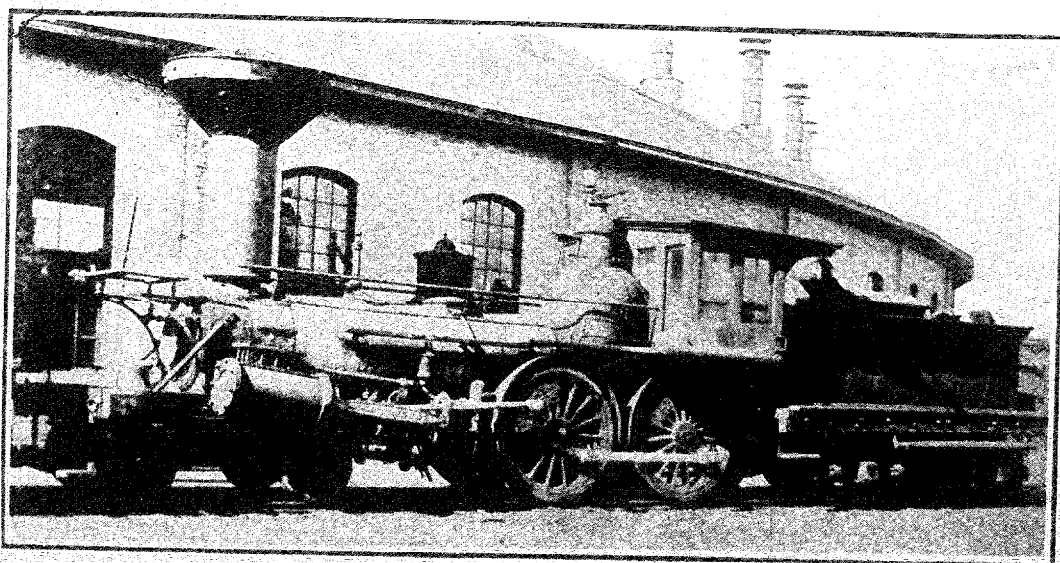
and with the limited means at his command he accomplished a great deal.

The writer wishes to submit a suggestion of a simple device which, if kept at one or more points farthest from the terminals, would greatly facilitate the work of opening the road before the arrival of the wreckers. This device would consist of a snatch block and about one hundred feet of wire cable, having a hook at one end and an eye at the other.

The object and advantage gained would be that by staking the snatch block at a convenient point at side of track the pull from an engine would be so changed in direction as to move an obstruction directly clear of track. This could be more quickly accomplished by the use of such a device with the additional advantage of elimination of damage to track, as is almost invariably the result when heavy objects are dragged over the ties.

Such a device would be of particular value where the electric block system is in operation, as it would lessen the dangers of severing the numerous electrical connections.

When not in use the cable and block would be left in charge of a section boss, who, on being notified of trouble on his own or neighboring sections, could, with the aid of the motor car, quickly dispatch it to the scene of the wreck.



OLD P. & C. ENGINE NO. 1, "BOB ELLIS," IOWA, ETC.

His Kingdom

Dedicated to the Craft.

In a lone cottage by the river side
 The toiler's wife prepares the evening meal;
 Across the darkness glimmer far and wide
 A thousand lights, and o'er the waters steal
 The waning tones of wheels within the mill—
 The signal whistle blows, and all is still.
 His honest stipend earned, the toiler lies
 Along the bridge and up the beaten path
 To one within whose breast his treasure lies—
 His bank account of peace and all he hath.
 His queen, who reigns and wears his signet ring,
 In robe of purple greets her royal king.
 The children leave their little tasks undone,
 With eager clamor for the promised kiss;
 A word, a smile, are given one by one,
 Each knows the charm that wins a heart in this.
 Here is his throne! Crowned in life's little span
 He wields a scepter, more than king,
 A MAN!

—E. W. D.

Co-operation and Efficiency

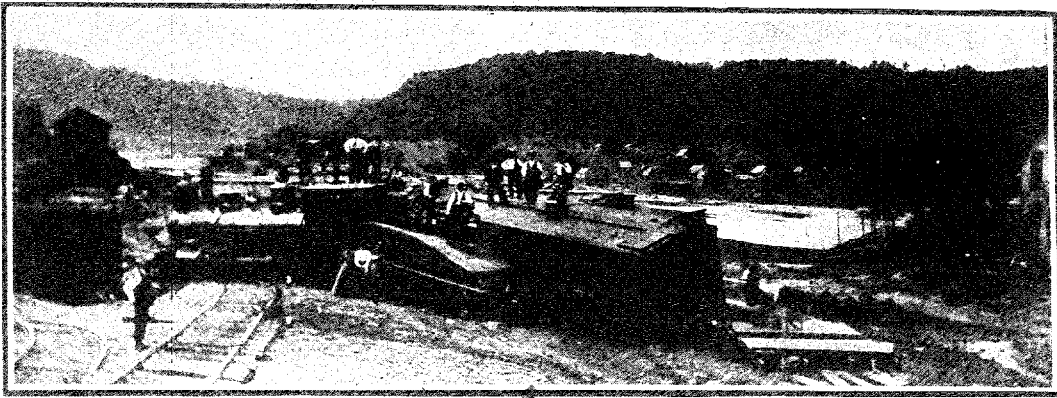
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yourself. If your neighbor gets into a pinch, help him out; you are liable to meet such conditions yourself and will need help, and he will surely help you. Each and every one of us should work for the good of the company. What we have to work with belongs to the company, and should be used to further the company's interests anywhere on the company's lines. To do this is co-operation, and this same principle applies as between employees of all departments; it is a feeling that I am sure our president wants to exist all over the road. Make yourself efficient in your own particular field of duty and study other lines, thus making yourself more efficient, and you can accomplish a whole lot in this direction by good, sensible and honest co-operation. An employe in a minor position who does his work well and does all he can, and gives good, honest service and shows a disposition to help others, cannot but be recognized and advanced.

Some employees complain of the wages they get. Stick by the job; make yourself so valuable that your employer will recognize you and you will get more wages. Thus efficiency helps the employe as well as the company, and an efficient employe is being looked for at all times by the heads of all departments from the track up.



CAR DEPARTMENT, MANILLA, IOWA.



FLOOD TIME AT MCGREGOR, IOWA.

The Twenty-five Years' Experience of a Round House Foreman

Frank B. Felt.

In the twenty-five years of my service as a round-house foreman many changes have taken place in methods of doing work, as well as among the men with whom I have been associated in the work.

I went to Calmar, Iowa, to take charge of the round-house in 1887. It was a busy place for those days. We had no modern tools, of course, to work with, but for all that, with ordering some new machinery, and making the best of what we already had, we did a lot of business. I remember that after being there a couple of months road engine No. 273, used in switching service and as a helper on Foote Hill, broke eighteen inches of her right front tire flange.

I removed the tire, and after taking the thickness and size of wheel center, ordered a second hand tire which I put on. It appeared afterward that I was the first man who had ever removed a tire and applied another, in a round-house, on this railroad.

It was at that time I made a set of box shoes to go over fires, which were heated with cotton waste soaked in kerosene. These shoes are made of No. 16 sheet iron to slip over tire, with an eighteen inch opening on top for air. The soaked waste was thrown in on both sides of this opening. The flame

shoots around the tire, which can be heated to shim a two and a half inch tire in 25 minutes. This contrivance is in use at the present day, using crude oil with a forced air draught. It is, now, a simple matter to take an eight wheel engine, remove old tires and apply a new set, including new driver brake shoes, in eight hours, where, heretofore, when tires were badly worn, engines had to be sent to the shop for turning of tires.

I went to North McGregor in March, 1888, when the village had about five hundred inhabitants. We had then an eleven stall round-house, with two machinists, a blacksmith and a boiler-maker—and with running repairs and the care of the switch and road engines, we were busy all the time.

The river floods are and have always been a great drawback at North McGregor, and while I was there, I went through over seventy floods, as many as six in one summer, when there were from two inches to six feet of water running through the round-house. During high water, all the men, mechanics and all, would turn out, often wading knee-deep in water to get trains out. We have turned engines on the table with water running a foot over the table; and then came the mud, which after the water receded was always

from three to six inches deep. I remember very well, the flood of 1896, which capped the climax. It came on May 25th, late in the evening. It had been raining very hard, and shortly before midnight, I heard William Keen, engine dispatcher, and now running passenger out of Tacoma, shouting with all his might that there was a big flood and the eating house with everything around it was going out. I sent my family up on the hill and then ran down to the eating house. Water was all around it and cries for help were heard everywhere. Engineer J. Strayer, Mr. Krohn, the bridge carpenter, and I went up the track and found the water running through the creek at a sixty mile rate and raised fifteen feet. The cars were afloat and some boys were shouting for help. They proved to be four young lads who were "tramping." I guess that night's experience cured them of that, for they barely escaped being carried off in the rush of waters.

We tried to get to the round-house, but found the tracks all washed out and cabooses, wooden bridges, box cars, refrigerators, barns and houses piled in a mass all over the tracks. I remember an old hen with a brood of ten chicks, who sat in the hay at the top of a barn, as unconcerned and contented as possible. We got to the round-house about 4 a. m., walking along the bluffs; the office, store-room, oil-house, sand-house, top of turntable and water tank had all disappeared and no trace of them was ever found.

The next day we received car lots of material from Milwaukee. All the roadmasters were on the ground and ten machinists were sent for. We had fourteen engines to jack up on blocks, take down driving boxes, remove sand and mud; draw pistons to blow mud off steam chests and cylinders; take down air equipment and clean, bore the flues out where the water had been up to the center plates,—and we had all those engines ready in seventeen days. That was a touch of high life, for sure. It was six weeks before we could run a train on the I. & D. division, as it was necessary to rebuild bridges, put in temporary pile structures, etc. This flood was probably caused by a cloudburst up in the hills.

It was probably these floods that undermined my health so that after nineteen years' of service I was obliged to resign my position and take a lay-off. Am now back on my old hunting grounds in Minneapolis shops. I remember all the enginemen, trainmen and employes of the Prairie du Chien, I. & D. and Dubuque divisions with the kindest feeling, and think there is not a better or more intelligent set of men anywhere.

Not a Murder After All

Pelican.

It was in Louisiana. The hard times "cut-off" is a short route across one of the many isthmuses formed by the winding of the Mississippi River. The cut-off was thickly wooded on both sides for half its length of two miles. At that time it was infested by some escaped negro convicts, one of whom had but lately assaulted a colored woman. This was, of course, the cue for sundry wild stories. A full-grown man might not be so sensitive to fear, but not so with a boy of fifteen.

I had gone to a party on the St. Gabriel end, with instructions from my father to return before dusk. One little incident after another, coupled with some jealousy of a rival, caused me to delay my departure. All at once it was dark. The host, a fine old gentleman, requested me to stay all night and uncomfortably remarked there was some danger in traveling through the cut-off at night. The remark was not lost on the girls present, who accentuated it somewhat with doleful forebodings. All the time I was deliberating between a possible holdup in the cut-off and a barrel stave wielded by a strong right hand at the other end, for I had gotten positive orders. From past experiences I elected to chance the holdup. I made most of the incident by an open expression of nonchalance, when, in reality, I was feeling weak from the crown of my head to my seat in the saddle. I reached the cut-off. When I approached the wooden section I began to whistle. I was now well in the woods. Suddenly I stopped whistling. I heard a cry of distress ahead. I don't know how large the pupils of my eyes were, but bella-

donna was no competitor. It must have been cold, for my teeth chattered and malarial chills for once were no rival. Again I heard the call—the cry of distress—a child was being strangled by a ruthless hand. Murder was in the air. I could not have had either strength or presence of mind to pull on one rein, for I would have been going rapidly in an opposite direction. Suddenly right beside me there was a fearful rustling in the bushes—a terrible conflict to the death, accompanied by wild, weird, desperate, incoherent appeals. I must have dug deeply and inhumanly into his flanks, for my horse made no effort to slow up until I halted all too suddenly at the yard gate, and found myself astraddle of his neck.

Old "Saturday," the negro hostler, walked up and opened the gate. He heard the hard breathing of my pony and noticed the distended nostrils. He ran his hand along his side and scraped off the sweat flakes just as old Aunt Mary did off the washboard.

He pulled me out of the seat and said, questioningly, "Why did you run dat dar hoss?" I hesitated. He scented tragedy. "You know yo' pa done tole me to port to him when you scan'lized dat hoss. Ef you don' spit out, you ain't

gwine ter have no skin to sit down on dem school binches tomorrow."

I was cornered. If I didn't squeal to Saturday, I would get just what I intended to avoid by daring into the face of this great murder. I told him. He just grinned a little, then said, "Say dat over ag'in." I did. He now opened his big mouth wide, bent his head convulsively over the saddle, laughed until his old sides ached and said, "You fool chile. Dat was only a screech owl." It was.

Tacoma News.

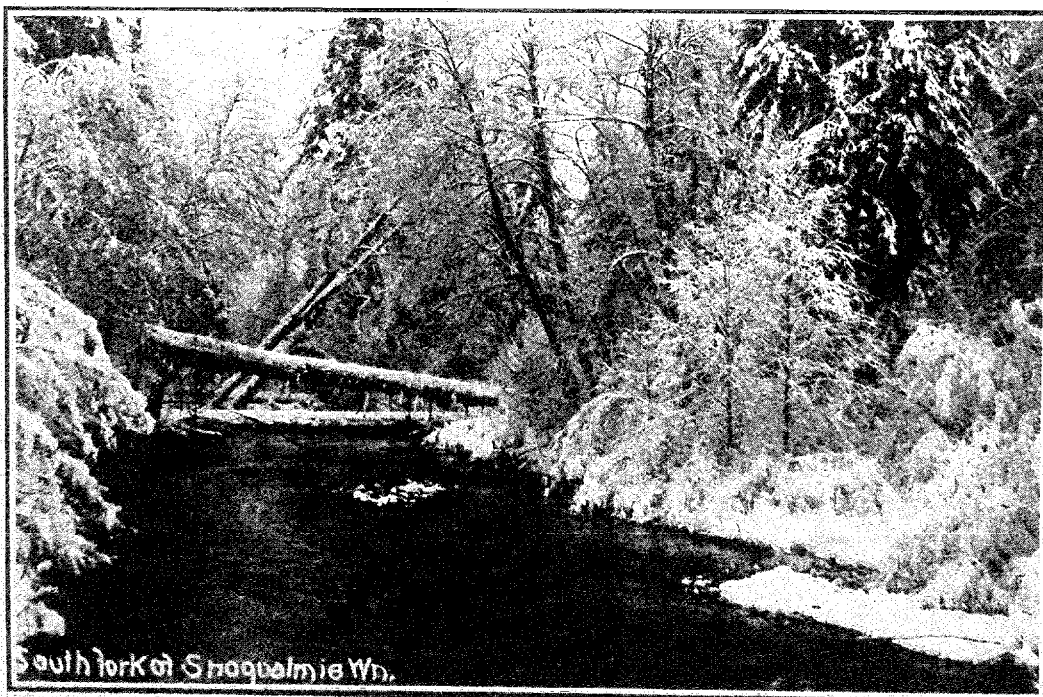
Thomas Hughes.

Mr. Frank Buchanan, Traveling Engineer, Coast Division, Puget Sound Lines, left Tacoma August 3, to be present at Traveling Engineers' Convention at Chicago. Mr. Buchanan visited his old friends at Milwaukee Shops on his way to Chicago.

Mr. Fred Lowert, General Foreman at Tacoma Shops, and Mrs. Lowert left for a vacation on August 3. They visited with old acquaintances around Milwaukee.

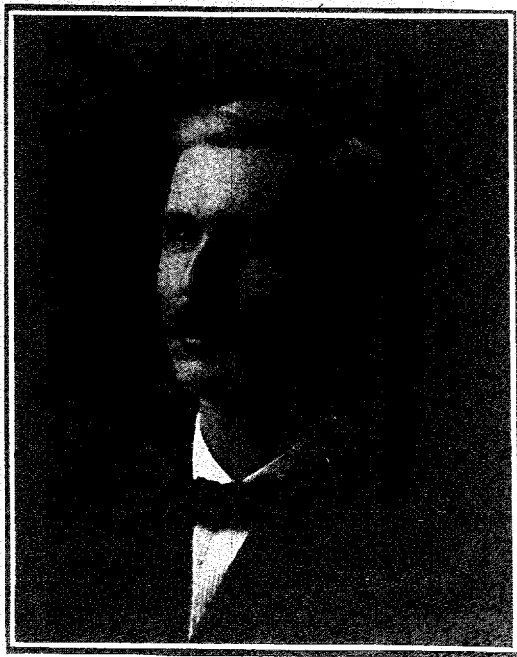
On July 25, Mr. T. McFarlane, Traveling Engineer, Columbia Division, wife and daughter, returned from a trip back East. They stopped at Rochester and other Minnesota points.

Miss Gladys McFarlane, daughter of Mr. T. McFarlane, Traveling Engineer of the Columbia Division, has gone to Moelips, Wash., where she will spend some time at the beach.



South Fork of Snoqualmie Wn.

SNOW IN SEPTEMBER, CASCADE MOUNTAINS.



WILLIAM SHEA.

President of Roadmasters and Maintenance of Way Association of America

William Shea was born about forty-five years ago, the son of John Shea, a well-known railway builder, who constructed many Iowa lines of railroad, including parts of the Milwaukee. He is one of a family of seven sons, all of whom were originally railway men. Since boyhood he has been employed by the Chicago, Milwaukee & St. Paul Railway as track foreman and roadmaster. He at present occupies the latter position of the Middle Kansas City Division. At the 1912 convention of the Roadmasters' and Maintenance of Way Association of America he was elected president for the ensuing year.

Mr. Shea not only is a successful railway man, but also is successful in business, being the possessor, among other things, of a delightful estate of four hundred acres located in the Des Moines Valley close to Ottumwa, where he can retire from the cares and worries of the day and commune with birds and white-faced cattle and the various other comforting things of nature.

The Seattle Yard

J. G. Mitchell

Just a few words from Seattle to let the boys know there is such a place on

the line, the sunset end of the trail.

We have at this time eight crews running out of Seattle on freight and all making good mileage; we have two passenger trains between Seattle and the Gray's Harbor country, one passenger train between Seattle and Cle Elum and one motor car between Seattle and Enumclaw. All the transcontinental trains lay up at Tacoma.

We handle all our passenger trains and passenger engines between yard and passenger station with hostlers and herders; it is a run of about three and one-half miles from Stacy Street yard to passenger station and over C. M. & St. P., C. & P. S. and O. W. R. & N. tracks.

We work five switch engines, three, days and two, nights; we have a staff of seven yard clerks days and two nights under Marvin Nostke, chief clerk. Our night yard is in charge of M. C. Barry, formerly for the C. & N. W. at Boone, Ia., and Carroll, Ia. We have a four stall roundhouse and a very limited amount of trackroom to store away engines, and I want to say right here, it would make some of the old graybeards sit up and take notice the way and the amount of work Jack turns out in these small quarters.

Our roundhouse is in charge of J. E. Brady. He is formerly of the Prairie du Chien Division and he is a hustler.

Our repair track holds sixty cars and our coach yard forty coaches. At this point cars are inspected thoroughly. This work is in charge of A. W. Keating, who has some thirty or thirty-five men—car repairers, car inspectors and coach cleaners.

Our agent, Mr. E. C. Richmond, assisted by A. J. Shoburg, his chief clerk, has direct supervision over all of us and I will say I don't want to be hitched up with a better team.

I have been with the C. M. & St. P. going on seventeen years and have been in Seattle now three years, and I cannot help but notice and like to talk about the harmony that exists among all different departments out here; there does not seem to be any of that "I am the boss" business. Any and all departments are ready and willing to help the other department at any and all times.

The Get Together Section



PARADE OF THE PIONEERS' CLUB, DEER LODGE.

The Puget Sound Pioneers' Club held their first annual Get Together at Deer Lodge, Mont., on September 10 and 11, and if any one ever entertained any doubts as to the benefit of meetings of this character, he should have had an opportunity to look down the long rows of smiling faces at the banquet board in Milwaukee Hall, the evening of the 11th—the final roundup of the first meeting of the Club.

Feasting and good fellowship was the order of the evening. Every mark of distinction in rank of office or position was laid aside just as it had been in the days they had gathered to commemorate—the days when every man felt the personal responsibility laid upon him and knew that his efforts counted as much as the next man's in the great race to put the Milwaukee's Extension across the continent in so short a time that the country stood agasp with amazement at the very audacity of the idea.

It was an unqualified success—this first outing of the Puget Sound Pioneers. Roughly speaking, there were between three and four hundred present, taking into account the men who came on the first day but were unable to remain over the two days.

The members began to arrive on the 10th, and those who were fortunate enough to have been there on the evening of that date had the pleasure of a short visit with Vice-President H. B. Earling, who gave those who had gathered at the station to greet him on his way east, a little talk. He congratulated them on having so promising a club, predicting its success and wishing for it a long and prosperous existence.

The regular program prepared by the entertainment committee began at 12:30 p. m. of the 11th, with a street parade. Over two hundred members joined in the march, while a number of the ladies of the club followed in automobiles kindly furnished by the citizens of Deer Lodge.

The line was preceded by the marshal of the day and the Deer Lodge Band, immediately followed by the club members,

headed by Superintendent W. H. Molchoir and George F. West, head of the Car Accounting Department in Seattle. Then followed a grader's outfit gayly decked in red, white and blue, and behind them was a miniature copy of "Pile-Driver No. 1" mounted on a hand car. After this was a "dinky" engine, pushing a small flat car, and then the crowning effort of the parade, a representation of old engine No. 60, the first on the Extension in construction days. Real smoke came out of her stack and a real bell changed its warning through the city streets. "60" was mounted on an automobile chassis and Engineer Campbell gallantly pulled the lever while he watched the procession from the cab window. A hospital wagon had several surgeons making the most of one poor patient, while a stretcher carried by four stalwart heroes brought up the rear.

The automobile section, headed by Mr. C. E. Cessford, carried the ladies of the club and a number of the wives of the club members.

The line of march was through the principal streets of the city and was witnessed by practically every one in the town. Immediately after dinner the club members assembled in Masonic Hall for a business meeting, election of officers, etc. Mr. J. F. Pinson of Seattle was elected president for the ensuing year and Mr. Ed O'Malley vice-president. The other officers, consisting of vice-presidents from every division, and the secretary and treasurer were re-elected. A full report of this meeting will appear in a future number of the Magazine.

The great event of the meeting was, of course, the banquet and ball in the evening. The members and their ladies assembled at club headquarters at 8:30 p. m. and marched to Milwaukee Hall, where the tables were laid. The hall was hung with bunting and flags and the three long tables were decorated with huge bouquets of red, white and blue asters. The evening was opened with the singing of the Doxology by the whole company, standing, and led

by Brother Byron, our evangelist-foreman of Alberton. Engineer W. E. Davis of Deer Lodge made a most acceptable toastmaster, prefacing the feast with the following:

"Mr. President, Ladies and Gentlemen, Members of the Pioneer Club, Fellow Citizens and Friends: I am not insensible to the honors conferred upon me and I appreciate it and thank you for it.

Ancient as tradition is the practice of man to commemorate his achievements and successes by feasting and with song. That right tonight is yours.

By your constancy of purpose, strict adherence to duty and intelligent co-operation, you, in the incredibly short space of two years built a transportation line from the banks of the Big Muddy to the shores of far-off Puget Sound. Mighty rivers were bridged, turbulent streams were diverted, the bad lands were conquered, mountains crossed, canyons were spanned, lofty peaks were pierced and engineering difficulties heretofore thought insurmountable, were successfully overcome, and a line of railroad completed that has no superior in the world.

You will ask, "Have I been successful, have I achieved?" I answer "yes." The feast is before you, the night is yours, enter into the merriment, you have earned the right."

A fine musical program was rendered during the progress of the banquet, interspersed with short addresses and recitations by members of the club and citizens of Deer Lodge. St. Germain's Orchestra furnished many excellent selections, but the features of the program were the numbers rendered by members of the club or their families. There were several violin solos by Miss Ruth Ritchie of Miles City, accompanied by Mrs. Dr. Andrus of the same place. Miss Ritchie is a daughter of Conductor Ritchie of the Musselshell Division. She has rare musical talent and is a student under one of the best masters in Cincinnati, Ohio. Mr. Harvey of Seattle, who is possessed of a remarkably fine and well cultivated tenor voice, sang many times, and responded with great good nature to every encore. He was accompanied on the piano by his sister, Mrs. John Scanlon of Seattle.

The daughters of Engineer Rule of Deer Lodge also entertained the company with songs and piano accompaniment. The Malden Male Quartet, consisting of Messrs. M. G. Roper, W. W. Murphy, P. L. Hays and Claude Clark, very acceptably rendered a number of beautiful songs and ended their contribution to the general gayety by an impromptu ode to the Pioneers. It perhaps makes up in sentiment what it may lack in the technicalities of verse making. The words are:

In the Rocky Mountains of Montana,

On the trail of the Puget Sound,

In the Rocky cuts, the Dago mutts

They carved their names in letters round.

Oh, Pioneers, like the mountains, you stand Honor bound, we doff our hats to you,

In the Rocky Mountains of Montana,

On the the trail of the Puget Sound.

The speakers of the evening were Messrs. Joseph Smith of Deer Lodge, who welcomed the club in behalf of the mayor of the city; Mr. W. W. Murphy of Malden, who spoke for the press of the country traversed by the Puget Sound Lines; Mr. W. R. Lanning, who recalled many interesting episodes of construction days; Mr. Frank Rusch spoke of the work of the Pioneers, their sacrifices and courage. Immigration Agent Ginot was very happy in his thanks to the Pioneers for having built the railroad, a kindly act that resulted greatly to his benefit in the present good job he was enjoying. He said that while he was not a Pioneer, he was confident that if all the overtime he had put in could be taken account of, his service would date back at least to 1900. Mr. Ginot was followed by A. J. Hillman, who also thanked the Pioneers for their good work, and hoped they would keep it up, as on their undivided efforts depended his success in "getting the business" and his ability to hold his job. Dr. Willard of Deer Lodge said a few words of greeting. Mrs. Pelarske, who is gratefully remembered by thousands of Pioneers, proposed the following toast: "Here's to the good old days in the east, Here's to construction days in the west, Here's to the sacrifices, pleasures and gain, Here's to the Pioneers' Club, the last of the strain.

Here's to the Earlings: If they take it in mind

To build another transcontinental line, Here's to the employees that will lend a hand,—

And Mike and I'll help build the telegraph line."

Mr. Harry Osborn, manager of the Interstate Cafe in Deer Lodge, who provided the feast, was called, and he thanked the Pioneers for their very evident appreciation of his efforts.

The editor proposed a toast to the women of the Pioneers' Club, the real builders of the Puget Sound Lines, for without their co-operation and heroic self-sacrifices in remaining at the front with their loved ones, the work would have lagged instead of going on at all times with the inspiration and vigor of well cared for and contented men.

Some interesting recitations were given by Mahlon Adams, the young son of Conductor Adams of Malden, and by Mr. D. J. Davis of Deer Lodge. The following letters and telegrams were received and read by Toastmaster Davis:

To the President and Fellow Members of the Milwaukee-Puget Sound Pioneers' Club:

Although prevented by important business engagements from meeting with you today, it is with much pleasure that I am able to extend to you the greeting of fellowship, and to assure you that I take great pride in the fact that I am eligible to membership in this Puget Sound Pioneers Club.

The men who bore the burden and heat of the day when every effort was being exerted to build and equip this as a first class

transcontinental line and do it all in record time, have by their hearty and unselfish co-operation earned the right and title to distinction as pioneers in the great work which was so successfully accomplished.

More than any other railroad, our company enjoys a reputation for its remarkable manifestation of that esprit de corps which marks us all as one family; and the pride which we, as pioneers, take in the work that was done in those few short years of construction is not confined to us alone. It is shared by the members of the loyal old guard who remained at home to do their appointed work on the lines east of the Missouri River while you and your colleagues were fighting the battles incident to overcoming the almost insurmountable obstacles which beset the route all the way from the Missouri to Puget Sound.

The loyalty and the devotion to duty shown at that time was the outward manifestation of a feeling born of the long years of association we have enjoyed together, in which we have seen this railroad advance step by step to the position it occupies today as the leading transcontinental railroad of the Northwest. Having grown up among and with you all, I am proud to be a soldier in such an army.

To the younger men who are training today, to take our places when we shall lay the burden down, I commend your unwavering loyalty as the best and finest example they can have, for in loyalty and devotion to duty lie the highest and noblest attributes of mankind.

A. J. EARLING.

To the Officers and Members Milwaukee-Puget Sound Pioneers' Club:

I had hoped to attend the first meeting of the Pioneers' Club, but find, much to my regret, I shall be unable to do so.

It will afford me great pleasure in the future to meet from time to time with the pioneers who were engaged in the building of one of the greatest railroads in the land.

To them is due the credit for successfully carrying out that tremendous project in a time and manner never before equaled, and of which all the officers and employees of the Milwaukee System have occasion to be and are proud.

My best wish is for the success of the Club and I send greetings to you all.

Sincerely yours,

H. B. EARLING.

Sept. 10, 1913.

Chicago, Ill., Sept. 10, 1913.

E. H. Foster,

Secretary Milwaukee Pioneers' Club.

Regret exceedingly my inability to be present at the initial meeting of the Pioneers at Deer Lodge tomorrow. I predict the meeting will be a marked success, and take this opportunity of extending through you my sincere congratulations to all who are in attendance.

P. C. HART.

Chicago, Ill., Sept. 9, 1913.

E. H. Foster,

Secretary Milwaukee-Puget Sound Pioneers' Club,
Deer Lodge, Mont.

Regretting my inability to be present at the initial meeting of the Pioneers, may I offer through you my sincere congratulations to all who are in attendance upon the formation of the Club, and to predict that it will be an ever increasing bond of good fellowship. As opportunity is the greatest of all privileges,

and constantly changing conditions afford the greatest of all opportunities, surely the old guard of the Puget Sound line should look back with pride and pleasure and appreciation to those early days during which each man was subjected to a strenuous test, and his true measure was found through his industry, endurance and loyalty. How fully the Pioneers realized their responsibilities and embraced their opportunities is evidenced by the construction in record time of that great highway of national and international commerce extending from the Missouri River to Puget Sound, which challenged the commendation and admiration of the railroad world, and conferred untold benefits upon a great section of our country for all time. Viewing the past with satisfaction and the present with confidence, let us not overlook the great opportunities of the future, but strive earnestly to be foremost in each and every thing which makes for the upbuilding of the great corporation we serve, the best interests of which are so largely our own. The manifest destiny of The Greater Milwaukee is to be, and to continue, the leading artery of commerce in the great Northwest. If each of us contributes to the extent of his ability, the goal is ours.

E. D. SEWALL.

New York, N. Y., Sept. 10, 1913.

E. H. Foster,

Care Milwaukee Ry.

I hope that I am eligible for membership in the Pioneer Club. While a large part of the continent is between us my heart is with you always, and I wish you every success.

H. R. WILLIAMS.

The program closed with the singing of Auld Lang Syne by the whole company, after which the room was cleared and dancing followed.

Baseball.

On August 10 the strong baseball team of the Milwaukee local office made a trip to Grayland to play a return engagement with the Chicago boys, which pleasure the Chicago boys had in view earlier in the season.

The players and subs. from Milwaukee were:

Hiltell, c.; Smith, p.; Herald, 1b.; Barbian, 2b.; Kengott, ss.; Cooper, 3b.; Roasch, rf.; Connell, cf.; Buckman, lf. Subs.: Schwartz, Hubert, Kisselberg, Raymond, Reitz, Kane, Griebel, Sells, Colmez.

These, accompanied by the genial Eddie Ross, chief clerk, and other prominent heads of the department to the number of about 75, left Milwaukee at 7:30 a. m., in two special cars. Conductor Mitchell, Engineer Foley, Fireman Collins, Brakemen Vandelind and Epstein, in charge of the train.

The day was very rainy and the boys were unable to get more than three innings on account of the condition of the grounds. The score at end of third was a tie, the Milwaukee boys being on the way to victory.

Both sides were entertained at Mangus Olsen's grove, 42nd and Milwaukee avenues, when the game of ball was called off; the entertainment led to songs, dancing and various forms of amusement, principal being the feature of Mr. and Mrs. Kellerman, who drew great applause by their very clever sleight-of-hand performances.

Chief Clerks Ross of Milwaukee and Bernhard of Union street, Chicago, McPherson of Galewood are entitled to credit for the success of the meeting.

Safety First

A. W. Smullen

Some Safety First Suggestions.

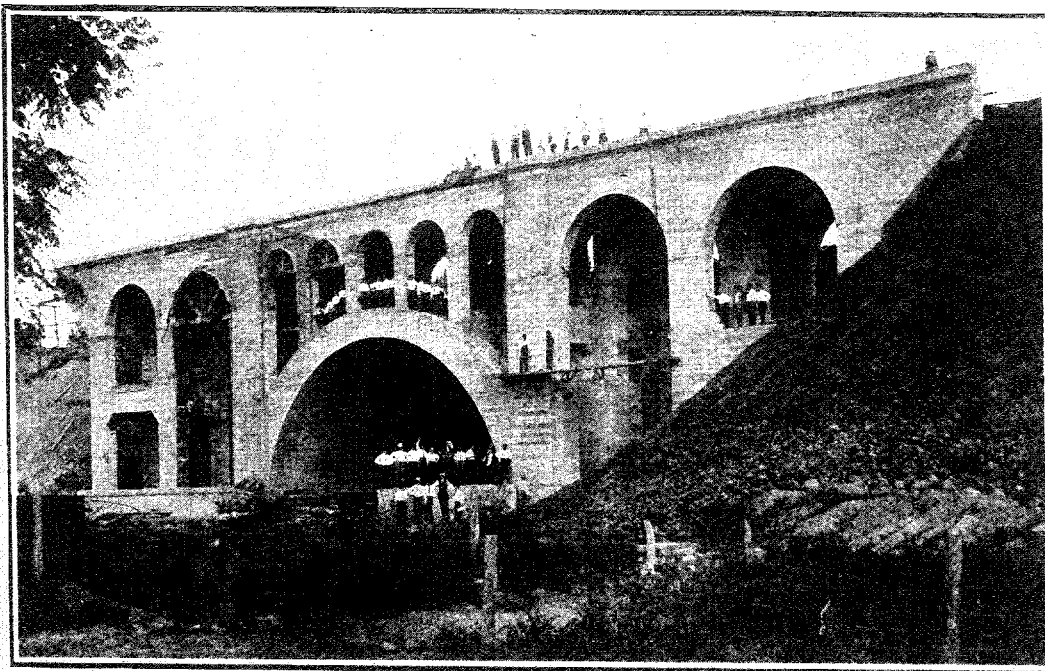
By the Editor.

No employe is expected to take dangerous chances or run the risk of injuring himself, for the sake of saving time or for any other reason. The work has to be done, men say. True, but care and intelligent thought will show how it may be done without taking the dangerous chance. The success of the Safety First movement does not lie wholly with the company. It rests with every man who holds a hammer, who carries a lantern, who "works a trick," who wields a pick and shovel and—who receives a pay check. It is the golden opportunity that knocks at every man's door, to "use his head," cultivate his unselfishness and broaden his view point. Railroad companies are installing safety devices all the time, and are taking extraordinary measures to safeguard the men in the pursuit of their daily duties. They are giving every man a chance to express his views and make his suggestions

at the regular meetings, and all suggestions receive due consideration; but the human error, thoughtlessness, carelessness and indifference is beyond the ability of any official to thoroughly subdue. These things rest with ourselves and that is where our co-operation with our superintendents, our department heads, our foremen and with each other will make fewer cripples, fewer widows and orphans and more happy homes.

The Safety First Movement is about to be inaugurated on the Puget Sound lines, and the general committee has had its representative out there arranging for safety rallies, meetings to organize for work along these lines, appointments of local committees, etc. Before this magazine is in the hands of employes all over the system the safety first headlight will have poked its nose over the mountains and its long rays will be streaming across the waters of Puget Sound.

Following is a circular issued by Vice President H. B. Earling notifying the organization



Recently draftsmen of the engineering department made a trip over the second track and grade revision work on the C. & C. B. Division in Iowa, inspecting many of the structures built and in process of construction from their plans. The trip was a highly profitable one, and permitted the men to see the actual carrying out of the work for which they made the plans. The accompanying photograph shows the party at bridge Z-1040, over Clear Creek, just west of Rhodes.

The photograph shows the bridge as it is nearing completion, some of the false-work and forms being still in place, and the grading at both ends incomplete. The bridge is a double-track, 60-foot reinforced concrete arch and the present operated track can be seen just back of the new bridge.

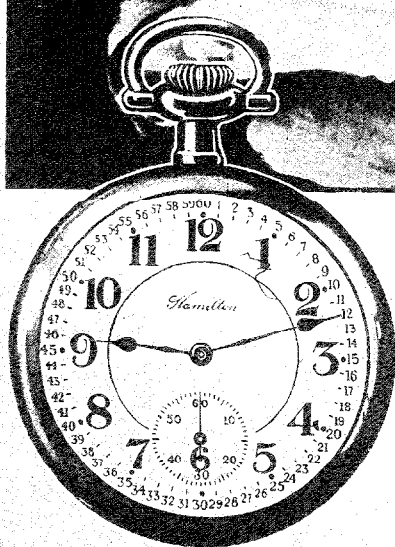
This bridge is typical of the general character of the bridge work being built on the second track work on the Council Bluffs and Hastings & Dakota divisions.



**Engineer Tom Cushing,
of the "On Time Train,"
Burlington Route,**

times his "perfect score runs" with the Hamilton Watch which he has been carrying for years.

Ask any owner of a Hamilton Watch what sort of a time-keeper it is and you will note that the Hamilton gives not only general satisfaction but general pleasure. It is a pleasure to own a Hamilton Watch. As many engineers put it: "My Hamilton is more than a watch, it has been a companion to me for 15 years."



Hamilton Watch

"The Railroad Timekeeper of America"

Over one-half (56%) of the Railroad Men on American Railroads maintaining Official Time Inspection carry the Hamilton Watch.

The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton movement from \$12.25 to \$150.00.

Write for "The Timekeeper"

It illustrates and describes the various Hamilton models and is a book well worth reading if you are thinking of buying an accurate watch.

HAMILTON WATCH COMPANY, LANCASTER, PENNSYLVANIA

Master Builders of Accurate Timepieces

west of Mobridge of the inauguration of the new movement and bespeaking the earnest co-operation and interest of all employes, to the end that safety first may accomplish much good in the pursuit of the various duties of the railroad men:

To All Employes—

Sometime ago an organization known as the "Safety First Movement" was started on the lines east of Mobridge which has been very successful in materially reducing the number of injuries to employes and others, and it has been decided to extend the movement to the lines west of Mobridge.

It has been found that the best results can be obtained by the appointment of committees whose duties are to originate and consider suggestions that may improve our present methods, and with the co-operation of employes and officials secure greater safety to each other, as well as to add to the safety of operation in all branches of the service.

The organization will consist of a general committee with jurisdiction over all lines west of Mobridge, composed of the following:

Mr. A. W. Smallen, chairman general safety committee.

Mr. W. B. Foster, general superintendent.

Mr. E. H. Barrett, assistant general superintendent.

Mr. E. Clemons, assistant general superintendent.

Mr. Jas. Wilson, division engineer.

Mr. F. Rusch, general master mechanic.

Mr. F. M. Adams, general claim agent.

Local safety committees will be formed on each division, and announcement will be made by superintendents of meetings to organize these committees, which will be composed of the superintendent, who will act as chairman, other division officials, and a certain number of employes who may be selected to serve as committeemen.

The members of the general committee, as well as the official members of the division committees, will be considered permanent members of their respective committees; the other members of division committees will serve for a period of six months, the object in changing the personnel being to give a greater number of employes an opportunity to serve.

Each division committee will meet once a month on dates set by division superintendents, and special meetings may be called when considered advisable to do so.

Employes are requested to freely communicate to these committees any suggestions in the direction of safety, and, as the Safety First movement is inaugurated for the express purpose of reducing the number of injuries to fellow employes and others, it should receive your hearty support. We ask your earnest co-operation in making this movement a success.

H. B. EARLING, Vice President.

This movement has been enthusiastically received on the lines east of Mobridge, and on many other railroads, and it is confidently expected that the men on the Puget Sound line, when its aims and objects are explained to them, will take up the work with as much interest as have their brethren in the East.

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S. H. COLLINS, Cashier

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CHICAGO

Safety First—A Woman's Point of View.

It is self-evident that men and women of affairs, in this twentieth century, are giving their attention and approval to the things that tend toward the safeguarding of the home, the church, the body politic, the industrial plant, the corporate bodies, including railway organizations, and are putting strong emphasis on the precedence of safety over many other considerations.

This doctrine of safety is certainly one of the strongest in the great gospel of conservation—that word, which we used to think belonged only to forest reserves and waterways, but which we now apply to everything we have and hold; using, not wasting that which is good, not only for our own benefit, but for our contemporaries and those who come after us.

Statistics show that thousands of men, women and children are sacrificed year after year, because some one blundered, or did not know, or did not care, and we are finding out the necessity of teaching rules of prevention, of demonstrating methods of safety and of making these so plain that "he who runs may read."

Leaving to others the summing up of the opinions of the great traveling public, who appreciate this broadcast movement, "Safety First," we want to call attention to the other side of the problem that which concerns the railroad men themselves, and because of husbands, fathers, sons and brothers who are "on the job," most surely concerns the women. There are in the United States about two hundred and fifty thousand miles of railroad and over a million and a half employees, including every department; about 50 per cent of this number, from the nature of their employment, engine and trainmen, shopmen, trackmen and some others, live in towns from seven or eight hundred to as many thousand in population. These places are either freight or passenger terminals, and are from one to two hundred miles apart—scattered over the whole country, from Maine to California, from Minnesota to Texas.

Go with me to one of these railroad towns—three-fourths of the population are employees and their families; most of the remaining fourth, from storekeeper to barber, from preacher to funeral director, depend absolutely on the "pay envelopes" of the others. Did you ever dream of the minor chord, almost tragical in its sadness, that runs through the lives of the women here, how unconsciously they illustrate those lines of Charles Kingsley, as he wrote of the "fisher-folk":

"For men must work
And women must weep—"

In the silent hours of the night, the tele-

The State Bank

La Crosse, Wis.

"Pays You to Save"

This bank offers to C. M. & St. P. Railway employees exceptional facilities for savings accounts.

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We also solicit your inspection
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223 W. Jackson Boulevard

CHICAGO

phone rings and the superintendent's wife wakes with a start—she learns that "fast mail" has been derailed, or that No. 2 has gone over an embankment. Involuntarily she asks, "Anybody killed?" and a "Thank God," if her husband says, "No." Another time the answer may be "Yes," and Johnny Regan, who left his home, his wife and sleeping children, hardly an hour ago, can never tell how he was straining every nerve to get to the "Junction" on time, as marked up on the new schedule; a victim, in this case, to the giant we call "SPEED"—the curse of the generation, as well as one of its blessings.

And Johnny Regan is but one of many, for every man on the payroll, from the helper in the roundhouse to the man in the cab of the engine, from the callboy to the general manager, from the laborer on the track to the chief engineer, has "women folks," whose thoughts follow those "who go forth in the morning," praying that "they may come back at night."

In a group of children on their way to school there will be some little girl whose father was "killed in a wreck"—the words sound commonplace, they are repeated so often. A lad you see across the street has two big brothers in the little cemetery over the hill—freight brakemen, they were, steady and hard workers—"somebody's negligence"—and the mother of these has forgotten how to smile. Another will tell you of her mother, who has never been the same since Dad was killed. That mother's life remained a blank, until death came to her in the asylum—her children dependent on strangers, until they, too, can go to work.

Where is the remedy, and how is it to be applied? In a list of causes of accidents for one year, the greatest number were under the headings—Negligence, Recklessness, Disobedience of Orders, and Incompetence. Do you not believe the women will find the key to the solution? Our men and especially our growing boys, must be taught, must be trained to stop—look—and listen—must be made obedient in the home and in school, so that it becomes second nature, must "be good" in order to "make good."

Prevention is so much cheaper, and so much more satisfactory and, when we know that during the year 1912 one trainman out of every 192 was killed, and 52,215 employees on duty were killed, and that twenty-eight millions of dollars were paid in claims for damages to the public, can we not see the pressing need of the SAFETY FIRST signal all along the line. May the million or more railroad women of the country see their duty in this matter, and though the results may not be exploited with shouts of victory and a parading band, there will be heard from ocean to ocean, and from the Great Lakes to the Gulf, a song of hopefulness, which will make for happiness.—*Railway Record.*

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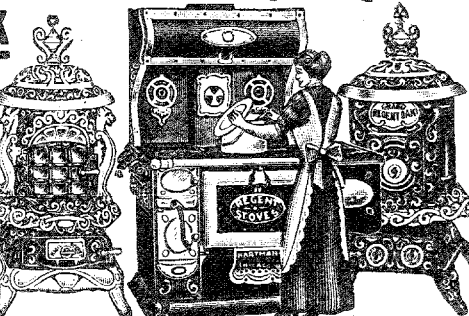


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HARTMAN'S 408 Page Catalog - Chicago

Smiles

Telegraph Operators.

By George Fitch.

A telegraph operator is a man with a little, flexible wrist and an enormous capacity for going without sleep.

Most telegraph operators are employed by railroads. Their duties are to send and receive messages, sell tickets, make out reports in carload lots, set out semaphore lights, hustle baggage, deliver express and keep the railroad property in a neat and orderly condition. After a telegraph operator has done these things a few years he knows more about the railroad than the president and has to be promoted in order that the company may make use of his knowledge. Most railroad officials were once telegraph operators.

There are two kinds of operators—day operators and night operators. The latter work all night and play ball all day. A night operator can get along without sleep at all, except what little he is able to snatch in the depot while the train dispatcher, a hundred miles away, is trying to wake him up.

The telegraph operator in a small station leads a care free and romantic life, communing over the wires with the whole railroad system, and calling for help when bound and gagged by train robbers by pounding his telegraph key with his ear. The small town telegraph operator is the biggest hero in town to the small boy, except the man who plays the cornet in the band, and can always get most of the work around the station done free of charge by boys who hope to be able some day to receive long messages with an important air, while seventeen passengers are pounding frantically at the ticket window.

If the operator becomes very skillful, he gets good wages and goes to the big telegraph offices, where he leads a life of toil. If he remains a plug in a small station, he gradually learns the other branches of railroading and becomes station agent or superintendent. It is the ambition of every telegraph operator to so rise that he may some day be able to look down upon a train dispatcher and tell him to go to and have a ride in his new automobile.

A negro who had been placed in the county jail at a small town in the south for some misdemeanor was gazing wistfully through the bars one balmy June morning, and seeing an acquaintance strolling leisurely by, he said:

"Oh, Mose, what time is it?"

Mose stopped, glanced up at the iron grating and replied:

"Say, nigger, what difference do it make to you what time it am, you all ain't goin' nowhere no how."

Mike had been "hitting the booze" pretty hard for some months and his parish priest had made him promise to let it alone. Not long after, however, the priest saw Mike emerging from a saloon and accused him of

drinking again. Mike denied it, at the same time hiding a package in his hip pocket. The priest made him produce the package, and finding it contained whisky, ordered Mike to pour it out on the ground. But Mike said:

"I can't, father."

"Why not?"

"Because half of it is Pat's."

"Well pour out your half."

"I can't, father."

"Why not?"

"Because my half is on the bottom."

The following conversation was overheard in a railway station between a customer and an office clerk:

Customer: "Here is a package I wish sent away in a hurry; get it out ahead of everything."

Clerk: "Alright, we will put it on the pilot of the engine."

The Columbia Division dispatcher recently sent a message to the conductor of the east bound way freight reading: "Pick up poles between Herrick and Avery." The receiving telegraph operator made it read "Pick up six Oles." The train crew seeing no "Oles" along the right of way disgustingly notified the dispatcher from Avery "that there wasn't a Swede on the pike."—E. P. T. Rosalia.

He was Right.

A man who is constantly traveling over the same railroad had become well acquainted with the porters of the sleeping cars. On a recent trip he hailed his porter exuberantly, and said: "Hello, Matthew! I have some good news for you. We've had a birth in our family since I saw you—twins." Matthew grinned. "Well, sah," he said, "I would not call dat no birth, sah. Dat am a section, sah."—Exchange.

Laid Up for a Yawn.

A couple of young men from England, who were plainly in the class known as "remittance men," took up some land near Calgary some years ago and made an attempt at tilling the soil or subduing the wilderness as far as their limited ability in that direction permitted. A neighbor, after paying them a visit, tells how hard it was for them to meet their new condition in life, by the following incident:

They had to put the bridle on a high-headed old horse which they had lately acquired. The horse, who was evidently wiser than he looked, stood off their attempts by holding his head high and refusing to open his mouth to take the bit. First Harry tried, then Jack tried, but the horse was steadfast in his refusal. Finally Jack exploded, after an extremely laborious attempt, "Blarst it all! Arry, do you suppose we'll have to wait until the bloomin' brute yawns."

The following hale old rhyme is still going the rounds, quite as funny and quite as popular as it was when it set the last generation ago in, "as minny a railroader's been agin."

Finnigan to Flannigan.

Superintendent wuz Flannigan;
Boss of the siction wuz Finnigan;
Whiniver the kyars got offen the thrack
An' muddled up things t' th' devil an' back,
Finnigan writ it to Flannigan.
Afther the wrick wuz all on agin—
That is, this Finnigan
Repoorted to Flannigan.

Whin Finnigan furst writ to Flannigan,
He writed tin pages, did Finnigan,
An' he tould just how the smash occurred,
Full minny a tajus blunderin' wurrd
Did Finnigan write to Flannigan
After the kyars had gone on agin.
That wuz how Finnigan
Repoorted to Flannigan.

Now Flannigan knowed more than Finnigan;
He'd more idjucation had Flannigan;
An' it wore 'm clane and completely out
To tell what Finnigan writ about
In his writin' to Muster Flannigan,
So he writed back to Finnigan:
"Don't do sech a sin agin;
Make 'em brief, Finnigan!"

Whin Finnigan got this from Flannigan,
He blushed rosy red, did Finnigan;
An' he said: "I'll gamble a whole month's
pa-ay

That it will be minny and minny a da-ay
Before sup'rintindint, that's Flannigan,
Gits a whack at this very same sin agin.
From Finnigan to Flannigan
Repoorts won't be long agin."

Wan da-ay on the siction of Finnigan,
On the road sup-rintended by Flannigan,
A rail gave way on a bit av a curve,
An' some kyars went off as they made the
swerve.

"There's nobody hurted," sez Finnigan,
"But reports must be made to Flannigan,"
An' he winked at McCorrigan,
As married a Finnigan.

He wuz shantiyin' thin, wuz Finnigan,
As minny a railroader's been agin,
An' the smoky ol 'lamp wuz burning bright
In Finnigan's shanty all that night—
Bilin' down his report wuz Finnigan,
An' he writed this here: "Must Flannigan—
Off agin, on agin,
Gone agin—Finnigan."

STRICKLAND W. GILLIAN.

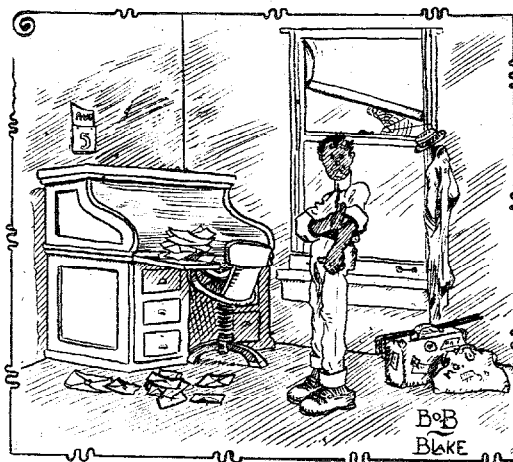
"C" stands for Chicago, the Queen of the
West,

"M" stands for Milwaukee, where the beer is
made best,

"St." stands for Saint, don't think it means
street,

"P" stands for Paul and the name is complete.
You have listened to me and I have told you
them all,

The king of all railroads is the C., M. & St.
Paul.



"GEE! BUT I'M GLAD TO BE BACK."

The correspondent of the Pioneer Railway Craftsmen's Club of this system in Chicago writes as follows:

"Chicago, July 16.

"At our meeting, June 21, we received six applications for membership. On July 5 four more were added. This makes to date a membership of one hundred and twenty.

"On July 13 we held our first outing at Forest Glen and in point of attendance and enthusiasm it was a grand success. Races of various kinds were a feature of the day. The officers' race was won by Brother Grovendale, the prize being a fine pocket knife. The prize in the egg race for women and girls was captured by Mrs. Heller. Brother C. F. Smith was successful in the longest throw of the ball. Dorothy Cobb won the 50-yard race for girls, and Alfred Recker the 75-yard race for boys. A 75-yard race for men was won by Brother George Smith and Mrs. J. Smith won the 50-yard race for women. Our president, Brother Bernhard, and Brothers Reed and Menkenell, chairmen of the entertainment committees, exercised every care and thought for our pleasure and comfort. Brother Nagle, our treasurer, was always on hand and his hearty laugh was an excellent accompaniment to the "good eats" we enjoyed."

Fullerton Avenue Notes.

On August 24th Miss Elizabeth Otto was married to Mr. Ralph Moore.

Miss Otto has been an employe in the Interline Department of this office for seven years and made many friends during that time, all of whom join in best wishes for the future.

On Saturday, August 23, a team composed of players from the offices of the Road Accountant, Car Accountant and Ticket Auditor played a team from the Freight Auditor's Office, when a splendid exhibition of ball was produced, the score being 5 to 3, in the ninth inning.

Carney and Miller were the battery for the Freight Auditors, while Woods and Gresham performed for the opponents.

At Home

Anna M. Scott, Editor



MISS OLYMPIA ROBINSON, BORN ON THE OLYMPIAN SEPT. 18, 1912.

Ideas in New Fall Styles.

An increasing tendency toward elegance and beauty is expressed in the rich fabrics that the stores are displaying this fall. Velour de laine in plain, striped and checked colors is prominent. Peau de peche, another foreign fabric, is especially favored in lovely colors, such as Russian green, prune and the new browns.

Russian blouses are one of the leading styles for both waists and coats for autumn wear. Plaids will be more used this fall than for years past and in all kinds of materials. They are used for separate skirts to wear with plain-colored coats, for one-piece gowns and for blouses to wear with coat suits.

Wraps are short and of three-quarter length, and will be much worn with one-piece silk or wool gown.

The newest sleeve fits the forearm closely, coming well down over the hand, where it is finished with a cuff. From the elbow upward, the width increases and, being a combination of the kimono bodice, there is no seam at the shoulders.

Sashes are another important thing in the new fashions. The newest is fashioned of two strips of folded satin, or velvet, and is covered in front, the end terminating on the corsage in two flat bows.

For the Young Girl.

There are so many things which a young girl going away to boarding school needs. It would be a very wise choice to have one tailored suit and several one-piece dresses of heavy linen, cotton crash, woolen, ratine or serge. The cotton crash materials are far better for winter school days than for summer, as they are both heavy and warm. A dainty evening frock of figured voile or crepe de chine, with trimmings of net, is attractive and in good taste. Best effects are a new feature of the autumn fashions and are particularly attractive for youthful figures.

For Baby's Wardrobe.

The shops are displaying the daintiest sacques for the tiny baby. They come in albatross, cashmere, crepe de chine and lamb's down.

Another pretty thing for baby is the hood-cape. It is made of white cashmere, embroidered with pale blue or white silk.

Crocheted Cord for Lingerie.

T. Nelson, 1146 Thirty-Third St., Milwaukee.

Here is a good idea for a corset cover: Use No. 40 white crochet cotton. Make a chain of necessary length; work back in this a row of single crochet. If No. 60 or 70 thread is used, work another row of single crochet. This forms a cord or braid that can be used to draw through beading in place of the usual ribbon. Make a rose or ball for each end to keep the braid in place, and the corset cover can be washed without the bother of taking out the ribbon each time and replacing it again and looks ever so much neater and nicer in comparison with faded or yellowed ribbons that have been left in and washed either by mistake or through carelessness. To make the rose, chain 6, join first round: 5 loops of 4 ch. in ring. Second round: Fill each loop with 1 s. c., 4 d. c. (thread once over needle), 1 s. c. Third round: Chain 4, catch between petals with s. c., allowing the chain to lie back of petals, 4 ch. and repeat around. Fourth round: Fill each 4 ch. with 1 s. c., 6 d. c., 1 s. c. Fifth round: Chain 4, catch between petals, ch. 4 and repeat around. Sixth round: Fill each 4 ch. with 1 s. c., 8 d. c., 1 s. c. The rose as shown was made with a very fine needle and No. 40 thread and the braid with a coarse needle. If a smaller rose is desired, No. 60 or 80 thread may be used, still using No. 40 for the cord. Make rose first, then, without breaking thread, make cord. The second rose is made separately and fastened with needle and thread to the other end of the cord, after the cord has been drawn through the beading. Use a small safety pin for this. To make the ball, crochet a ch. of 4, fill with single crochet and work around until there are six or seven rows. Break thread, leaving a short length. Thread the end into a needle and gather the disk together, stuffing with a small piece of cotton. Sew together tightly, catching each little ridge to make a smooth finish. Sew a ball at each end of cord or braid, after drawing through the beading. For a gift, a set may be made as follows: One cord for a corset cover, a pair for drawers and one with larger roses for a nightgown. I saw a very pretty one in slip-over style, with crocheted lace at neck and sleeves and a spray of embroidery each

side of the front. In place of an embroidered flower a rose had been crocheted and sewed in place, three on each side, in graduated sizes, while the leaves and stems were embroidered as usual. The lace was the plainest of crochet lace, the loop lace, once popular for handkerchiefs. There were six rows of the loops and through the third row the crocheted braid was drawn.

Good Things to Eat.

Spice Cake.

One cup granulated sugar, one-half cup butter, one-half cup milk, two cups flour, two eggs, one heaping teaspoon baking powder, one-half teaspoon each of cinnamon and cloves, a little nutmeg. Break eggs in batter after flour has been put in.

Mrs. H. L. N.

Green Bay.

Oatmeal Cookies.

Cream two-thirds cup of butter (or shortening), scant, with one cup of sugar, add two well-beaten eggs, sift three-quarters teaspoon of soda into two scant cups of flour, one-half teaspoon salt, one good-sized teaspoon cinnamon. To this mixture add two cups of oatmeal, one cup raisins, one-half cup of chopped nuts. Soak raisins in hot water before using.

ADA H.

Milwaukee.

Graham Tort.

One-third cup butter, one cup sugar, yolk of three eggs, three-fourths cup of milk, twenty-two graham crackers, with two teaspoons baking powder. Mix well one-fourth teaspoon salt, one cup chopped walnuts and one teaspoon vanilla, whites of eggs added last. Very good. G. E. P.

Milwaukee.

Mocha Frosting.

One cup powdered sugar, white of one egg, two tablespoons water. Beat all together and add melted chocolate and a little vanilla.

ALICE B.

Portage.

Good Things to Know.

Mildew is obstinate and difficult to remove. If lemon and salt or javelle water do not remove it, nothing will.

Rub grass stains with molasses, and wash. To prevent custard dishes or cups from cracking when pouring boiled custard into them, place the dish or cup on damp cloth.

A mixture of kerosene and ammonia cleans porcelain bathtubs and sinks instantly and does not injure them as greatly as acid substances do.

If hot vinegar is used instead of cold when making meat sauce, it will greatly improve the flavor and give the sauce a better color.

Egg stains should be soaked in cold water before being washed as hot water sets the stains.



SAFETY FIRST

Here Is An Instance That Saved An
Employee's Eyes By a Cautious Fore-
man Who Was On The Job

On June 17th, a handyman at the sintering plant was pouring babbitt into a bearing, and did not have on a pair of goggles. Foreman Spiller saw him in the act and ordered him to stop work until he had provided himself with goggles.

The man wanted to finish the bearing which he was ready to pour, before obtaining the goggles, but the foreman insisted that he get the goggles first, and he did.

The man returned to the job, and had not been at work a minute before the babbitt exploded, plastering the goggles with babbitt.

Both the foreman and the handyman are well satisfied with the results.—*Safety Bulletin, Illinois Steel Company.*

Ask your Watch Inspector
for Engineers No. 284

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BEWARE OF IMITATORS. Take no substitute. We were the originators and all our goods are stamped **NON-STRAIN**. If your watch inspector cannot supply you, pin a one dollar bill on your letter and we will send a pair to you prepaid.

OPHTHALMUSCOPE CO., 440 N. Dorr St., Toledo, O.

Some Canning Suggestions.

Select good fruit, not too ripe, and put on stove to cook. Have your cans in pan of cold water and let them heat gradually until water is very hot. Lay the rubbers and covers where they will be hot. One can use old rubbers if two are used. Do not boil fruit too long, as it makes it tasteless.

Corn and Tomatoes.

In canning tomatoes and corn, put on stove in separate vessels and cook ten minutes. Then fill cans half full of corn; the rest tomato. This is nice for table use and for vegetable soup.



Minneapolis, Minn, June 23, 1913.

To the Editor: We are herewith sending a picture of the office force which operates the shipping department of the Minneapolis storeroom.

As we take a keen interest in all railway business, we are very much interested in the affairs and doings of the people we hear so much of and correspond with. These things are very clearly illustrated in the Railway Magazine and are appreciated greatly by us.

Now, you can take a good look at us and think of us as the ones who are kept busy supplying your wants. We often meet with difficulties in doing so, but we try our best to overcome these by treating all our thirty car and roundhouse foremen alike. Our motto is: "There Are Others."

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out of your Work or
you will never know
what real Happiness is.**

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Shop Kinks

The New Perry Roundhouse.

By Ruby Eckman.

On August 6th, without a moment's delay to either freight or passenger business, the old roundhouse at Perry was abandoned and the new roundhouse put in service.

At 6 a. m. the whistle at the new roundhouse was blown and the men started their work and continued doing so as though there had been no change from the day before, although within a short time they realized the improved working conditions, the commodious shops, the improved machinery and all that which goes to make up a complete new equipment.

The new roundhouse and shops consist of a modern mechanical coal shed, with a capacity of 400 tons; steel water tank, with a 150,000-gallon capacity; machine shops, 60x90, equipped with modern machinery; blacksmith shop, 30x90; thirty-stall roundhouse with a special stall for the steam derrick; roundhouse heated and lighted by their own plant, one of the most improved.

General Foreman G. F. Hennessey was on hand in charge of the move, assisted by A. M. Lawrence, who was then in his old position at Perry. Previously orders had been issued that after 6 o'clock on the 6th all incoming engines would be received at the new house, so that all concerned knew the layout and were prepared for it. The engine for No. 26, eastbound, was the last to leave the old house, and within a few days after the move the place had the appearance of a deserted village.

In connection with the move from the old house to the new, many of the old-time employes had some interesting stories to tell of the changes in conditions then and now. The old roundhouse was put in service in Perry thirty-one years ago, and Engineer John Leaf, who ran the first engine into the old house, was given the honor of running the first engine into the new roundhouse. At that time the entire roundhouse force would not number twenty-five, now the force consists of 165. Where there were four machinists then there are twenty-four now, with other increases in the same proportion.

John Eisle, who is now head machinist in the shops, celebrated his twenty-eighth anniversary as a machinist with the company on August 25th and knows as well as anyone the changes which have taken place in those years. When he started work, the 16-inch cylinder engines were considered monsters. Now they look like watch charms alongside of the real monsters in freight and passenger service. Mr. Eisle has watched the increases in the size of the power and the attending increases in wages, etc., in the Perry roundhouse, along with Abe Rouse, who started his work in the roundhouse in August, 1885; Eli Brotherson, who started in September, 1882; Richard Barker, who started in May, 1882; J. E. Kent, who started in December, 1885, and Theo. A. Dunbar, who started in April, 1884.

Mr. Rouse and Mr. Brotherson remember well the day when there were a total of



CARSMITHS AND CARPENTERS, DUBUQUE SHOPS.

twenty-eight engines assigned to the Middle and Western Division, with only that many engineers and a few more firemen. When an engineer laid off or his engine was in the shop for repairs, the engineer and firemen both were out of work, unless by chance there should be some vacancy on one of the other engines, as each engine had a regular crew and there were no extra engineers. There are now about 135 engines assigned to the two divisions in and out of Perry, and considerably over three hundred engineers and firemen.

J. E. Kent who is in charge of the storeroom, dispensing the oil and waste, has the distinction of never having missed a payday since he started to work in December, 1885. He passes out and keeps record of an average of 65,000 gallons of oil a year and about 40,000 pounds of waste. Richard Barker, who has charge of the oilroom nights, does not have quite the same record as Mr. Kent, but is one of the steadiest workers on the roundhouse payroll.

When Theo. Dunbar started his work at the roundhouse in 1884 as boiler washer, he was the only man on the day or night crew, and many a time has been called out at night four and five times, even during a bad blizzard. The boiler washing force now consists of two gangs of four men each. In the early days the boilers were washed only when the engineer reported same as necessary. Now they are washed in accordance with schedule set down by state laws.

No doubt some of the old-time laborers who assisted in turning the engines on the turntables in the early days would stand in open-eyed wonder at the sight of the table moving around now by the mere touch of an electric button.

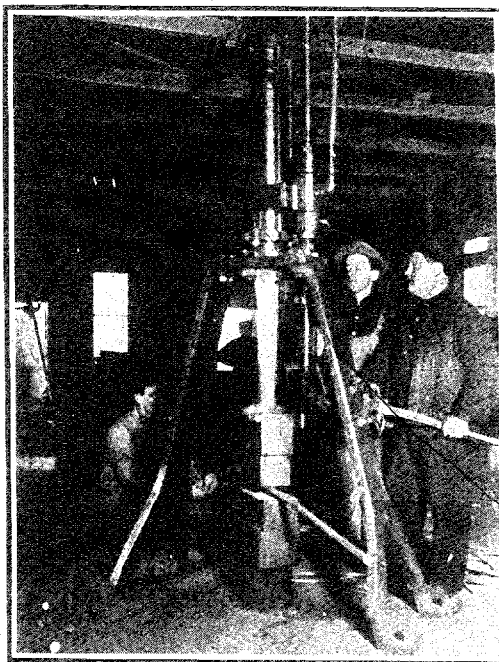
Colonel J. E. Banyard, whose duty it is to make the grounds around the roundhouse present a fine appearance, has not had sufficient time to work his usual wonders about the place, but already has a good start and has his fountain, with the ducks and surrounded by its bed of flowers. Next year he promises to get an early start and make the place look beautiful. Mr. Banyard is also one of the old-timers, and signed the payroll first in September, 1882.

The roundhouse foremen, who have been in service in Perry from the time the old roundhouse was a big wonder to the city up to the present time, were: Mr. Moore, George Lamb, S. A. Southern, Henry Hickman, George Chapman, W. A. Jones, T. Jenkins, Tony Fay, W. S. Templeton, W. H. Washburn, Charles Phifer, W. B. Weaver, Ed Evans, William Preston, James Jackson, W. S. Corbett, W. H. Thompson, W. Liddell, J. Aide, C. Lundberg, A. M. Lawrence and the present roundhouse foreman, P. L. Mullen.

The old-time engineers, all of whom are in passenger service and whose dates run back more than a quarter of a century, are:

H. A. Clarke, 1878; J. Ahern, H. Nichols and L. M. Rice, all of 1881; L. F. Johnson, J. T. Deland and Ben Moore, 1882; George Hardy, John Rogers and Mel Foster, 1883; Fred Daly, 1884; Lon Morgan and W. D. Rait, 1885; M. O'Laughlin, William Bloomfield, P. Donovan, W. B. Howe, W. Caldwell, J. Conway and J. Brown, 1887.

All of the roundhouse employees, as well as the engine men, have a pardonable pride in the new roundhouse and shops, and a visit to the City of Perry is not now complete without a survey of the buildings and grounds.



AIR HAMMER, DUBUQUE SHOPS.

Air hammer used in repair yard blacksmith shop. Under this hammer arch bars, truss rods and all brake rod welding is done; also all bent forging, such as center pins, carrying irons, body transoms, brake hangers and rods, and all second-hand bolts straightened for use again.

Shows press for driving coupler rivets up to 1 $\frac{3}{8}$ -inch diameter, with one stroke. Built and used in repair yard at Dubuque shops.

Perry Car Department.

The month of August found us with a very heavy business—150 box cars on hand and 20 to 30 cars shopped daily. Our force was increased from 32 to 44 men. The yard men, consisting of two air brake inspectors, two oilers and three car inspectors, managed to repair from 20 to 30 cars daily with light repairs, while 40 to 50 were disposed of by men on repair tracks. The repair track work was handled by our distinguished Foreman, G. Anderson, and Assistant Foreman, Dan Cam-

cron, Percy Mills assisting. When Mr. Cameron was out wrecking, Peter Slater had charge of the yard works, recently accepting this position in preference to following the wrecker. He is being assisted by his brother George, inspecting air brakes.

The night force consists of four inspectors and two coal cleaners, in charge of Foreman Will McLaughlin. Bill is an old timer and we hear no complaints from that source.

Ralph Dine, assistant on-wrecker, has just returned from Canton, O., where he paid a short visit to his mother. He reports an enjoyable time.

Locomotive and Car Department.

Manilla, Iowa.

Former Roundhouse Foreman J. H. Lord has been transferred to Ottumwa, and has been succeeded here by J. H. Bell, formerly roundhouse foreman at Council Bluffs, Ia. Both men received a promotion with a few extra nickels for their work. George McDermott, car foreman at Manilla for the past ten years, is expecting a vacation in the near future. He is very quiet about where he is going or who might be going with him. One thing sure, should George spring a surprise on his many friends, he will have the best wishes for a long continuous siege of blissful happiness in his new venture.

Manilla is what is known to some as the place where all engine crews tie up for rest in bad weather and in cases where our dispatchers are unable to get them over the road. It is a common occurrence to have from fifteen to twenty engines lined up here waiting for crews' rest, and causing the roundhouse men grief caring for same, as the turntable is too light to turn with power and it is necessary to herd them outside.

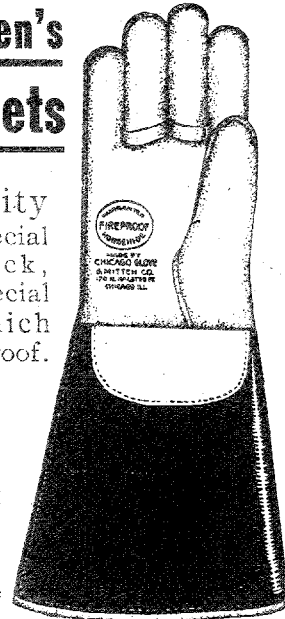
Machinist Richard Kling renewed cylinder packing on engine 8095 Aug. 28th in one hour and thirty minutes, out on the high line while the engineer was waiting for orders to get out on train No. 70. This may not sound like a high ball job to one who has the modern appliances with which to do the work, and a good experienced helper, but this man did the business a block and a half from the roundhouse and was compelled to roll the cylinder head on the ground. Engineer Colburn helped out in a good many ways, as he was the only available helper.

Engine 1136 turned in at 10 A. M. with front pilot beam and plate badly smashed up, also both tongue frames bent. Two men with the use of a tire heater straightened frames, re-cut and drilled new plate and buffer beam. We have no drill press here, so it was a case of strong arm and ratchet. Engine was O. K. for yard service at 12 o'clock midnight, equipped with new pin lifter, grab irons and all other appliances which make a switch engine passable to a government safety appliance inspector. Boiler washed and flues worked the same day.

Firemen's, Engineers' and

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Extra quality
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process which
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Can be washed.
Always soft and
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For Domestic Use

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GREAT NORTHERN BLDG.
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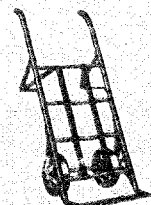
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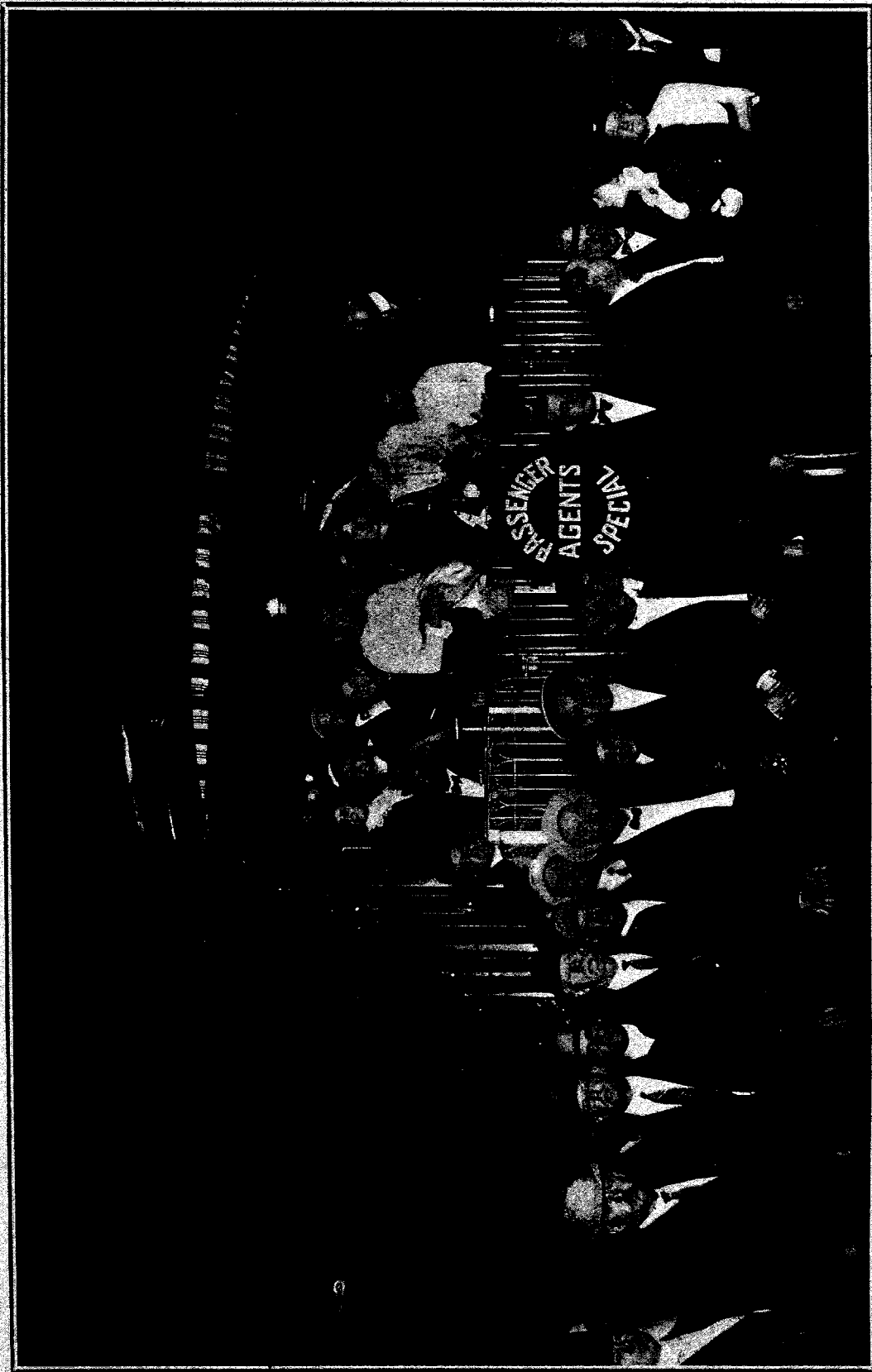
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store Hand Trucks, of every
description. Special designs
to order. For Domestic Use.

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SOLICITED**





The Passenger Agents' Special

Geo. E. Waugh

Passengers in the Union Depot Saturday night, Sept. 6th, were startled by the vociferous cheering of 125 members of the American Association of Passenger Agents. Frequently the air is rent with lusty voices and hats are thrown in the air when a train comes into a depot, but you will always find the governor of the state, the president or some celebrity on the observation platform bowing and smiling in recognition of the enthusiasm of the crowd. It is their presence that generates the enthusiasm. But when you find more than a hundred men, whose livelihood is made in talking trains, riding trains and looking at trains of all descriptions, cheer at the top of their voices at an empty train backing into a station, the conclusion quickly follows it must have been out of the ordinary. It must have been "some train." Well it was. "The Passenger Agents' Special" from Chicago to St. Paul was operated for the exclusive accommodation of passenger agents and their families attending the forty-first annual convention held in St. Paul, Sept. 8th and 9th.

The train was made up of eleven steel cars, two diners, a parlor car and observation car and six sleeping cars. "That's the best looking train in the world" was the enthusiastic declaration of one of the oldest members of the organization. With modesty we acquiesce in this expression. Every car in the equipment glistened like a mirror, even the screens in the windows were new and their copper hue suffered none in comparison with the polished windows. The interior of the train was singularly beautiful and impressive. The observation and dining cars were decorated with flowers.

The menu card was a unique design, cleverly worked out, making a border of the menu with the trademarks of a number of different railroads. On the inside cover was Joe Kathren's famous description of "The Passenger Agent." It is reproduced because it enlightens

one on the human interest side of the passenger agent's duties.

"The passenger agent is one of the most versatile of men. He is the originator and fountain head of good stories. He is the perpetual distributor of sunshine. He is like the Protean actor—in the morning, perhaps, he is called upon to visit the bereaved widow; in the afternoon he may be called upon to visit the "high kickers" to arrange for the movement of that chorus of gay girls. From the Brewers' convention he may go to the meeting of the Ministers' Association, and from there to a gathering of Undertakers, and then wait upon a delegation from the Brotherhood of Carpenters or the Daughters of the American Revolution. He must see that the prize-fighter and his trainer and backers are comfortably off for training quarters, and in a like manner make certain that the bride and groom are properly ticketed on their first trip. He travels with the President of the United States when passing through his territory, and with the emigrant when necessary.

"There is no situation too solemn and no occasion too frivolous where people are moving that does not call for the passenger agent, with a quiet dignity or a jovial smile, as the occasion may demand."

If there is any truth in the aphorism, "The way to win a man is through his stomach," the dining car department of the Chicago, Milwaukee & St. Paul Railway surely can claim the undying gratitude of every one on the train. O. L. Swanson, assistant superintendent of dining cars, accompanied the train. He and his efficient assistants are entitled to well merited praise for the excellent manner in which they handled their important work.

Geo. B. Haynes, General Passenger agent; W. J. Cannon and W. P. Dixon, assistant general passenger agents; and S. D. Roberts, general advertising agent, accompanied the party to St. Paul.

Special Commendation

Mr. F. A. Schrader, the active and live agent at North McGregor, met with a pleasant experience a few days since, when he received words of cheer and appreciation from one of our patrons moving over the road, complimenting him on excellent service rendered. Mr. Al Cowles, the party interested, was so well pleased that he addressed a letter expressing his appreciation, and for which we thank him. Following is the letter:

"Arcadia, Ia., Aug. 23, 1913.

"Mr. H. I. Prusia, Correspondent, Railroad Men's Magazine.

"Dear Sir—We would appreciate it very much if you would publish the following in the Railroad Men's Magazine, heading it 'Freight Service on the Chicago, Milwaukee & St. Paul R. R. Almost as Quick as Passenger Service.' I take this means of complimenting the Milwaukee R. R. Co. on the excellent freight service given my shows.

"I shipped from Stillwater, Minn., on one Monday, the car leaving Stillwater at 1 o'clock p. m. and arriving at North McGregor, Ia., at 3 a. m. Wednesday morning, only three hours difference in the arrival of our company and the car and we wish to compliment the freight agent of the Milwaukee Road at Stillwater, Minn., and also the agent at North McGregor, Ia., on the excellent way in which this car was handled.

Yours truly,

AL. COWLES,
Mgr. King Kols Ko.

608 Hill Ave., Wilkesburg, Pa., July 12, 1913.

Dear Mr. Cunningham—We had one grand trip east. There were four of us in our party, two going to Pittsburgh, one to Schenectady, N. Y., and one to Boston.

My friend, Mr. Shaw, and myself left the others at Minneapolis.

The scenery was simply great and your company's engineers certainly had an eye for beauty. The service could not have been better and we are all loud in our praise of the "Milwaukee."

The weather in the eastern states was very warm, but the electric fans and other conveniences on the car made travel exceedingly comfortable.

We are now settled to our work and enjoying it greatly. Sincerely,

GEORGE TRIPPLE.

R. Cunningham, Esq., Seattle.

Dear Sir—Your esteemed favor of June 3 came to hand this a. m. with enclosure, for which please accept my thanks.

My trip to Chicago was ideal in every respect, such service as your company renders must in itself make it the controlling factor in railroad travel. Long live the M. & St. P. R. R. and its officers. Yours truly,

D. L. GARLAND.

Conductor Hunter, on engine extra west, August 24th, meeting train No. 64, Trans-Missouri Division, at Buffalo Springs, discovered a dragging brake beam on right hand side of fifth car back of engine in No. 64's train as No. 64 passed them. Hunter at once telephoned the information to operator at Scranton, who stopped No. 64, and found right hand end of an iron brake beam down, just ahead of last pair of wheels on car 501906, caused by a bolt having dropped out.

Brake shoe was crowded close under wheel and dragging along on top of rail. Conductor Steinsra was obliged to remove the brake beam, delaying train twenty-five minutes.

Conductor A. Chamberlain and Brake-man Smith, of the same crew, Trans-Missouri Division, received a letter of thanks from Superintendent Hill for their prompt discovery of a dragging brake beam on a car in train 64, July 30th. Their attention to duty undoubtedly prevented a serious accident.

On July 31st D. R. Hitchcock at McFarland noticed the brake rods down on three cars on extra west, and succeeded in stopping the train.

There is no question but what he prevented a very bad accident, and a merit record has been made for the same. A mention in the magazine would be appreciated.

N. P. THURBER.

A WELL KNOWN HOTEL MAN LIKES OUR PIE.

IMPERIAL HOTEL.

Portland, Ore., Aug. 1, 1913.

George W. Hibbard, C., M. & St. P. Ry., Seattle, Wash.

My Dear Mr. Hibbard—Mrs. Shafer and I arrived home safely, and we certainly enjoyed our trip on the Olympian.

Just a word about pie. I fear the officials of the "Milwaukee" do not realize that the great American public are fond of pie, and mother even on her best days could not make the delicious pies that the chef on the Olympian served our party. I only yesterday received a card written in New York, from a passenger on the Olympian with us, saying "I have not had as good pie in New York as that served us on the Olympian," so let the other roads have their "great big potatoes, etc.," but please, Mr. Hibbard, keep up that delicious fresh apricot pie.

Again thanking you, and with kindest regards, I remain, Yours very truly,

(Signed)

C. H. SHAFER.

Foreman James Cowder writes that while taking a train of company material for track elevation over to the material yard on the Dunning Line last week he discov-

ered "twenty car doors and eighteen end doors lying in the grass alongside of the Carey brick yard loading track, which were thrown off by some of Carey's employes in opening the cars to load the brick. These car doors are worth with the labor to make them \$20 apiece, the end doors \$4 apiece, and the company receives \$4 a car switching charges from Carey Brick Co. For every car handled where the door is thrown off the company is \$16 loser; for every car handled with the end door thrown off the company handles the car for nothing. This is not very profitable business for the company."

The terminal work train picked up the doors at the Carey brick yards and brought them over to the Galewood repair track and Mr. Cowder deserves high commendation for his devotion to the company's interest.

"On our coast train, the Columbian No. 17, of August 6, Fireman Nelson Ware in looking back over the train two and one-half miles east of Odessa, Minn., noticed fire flying and had the engineer stop the train. When the train was stopped it was found that the springs on the head truck of the second head car had struck some obstruction which had twisted the springs around in the frame with the coil spring rubbing against the wheel, and the truck sprung out of line about four inches. They took the car very slowly into Odessa and set it out without accident.

Fireman Ware is entitled to credit for prompt action in this case, as the condition of the truck indicated that a derailment would have occurred had the truck been allowed to go very far in this condition.

On August 14, Section Foreman H. Loer, at Red Wing, discovered a brake beam dragging under train 68 just east of Eggleston and his prompt action in signaling to the engineer and having the train stopped very likely avoided a serious accident.

River Division Brakeman H. Reinbold has been given a credit mark for prompt action in stopping train at Weaver, July 4, when he discovered something wrong under car 101372. When the train was stopped it was found that the sand board was down, and his prompt action saved a probable derailment.

A credit mark has been given Station Baggage-man Langdon at Faribault for his prompt action in saving an intoxicated passenger from an accident and possible death while the lat-

ter was attempting to board train 8 at Faribault, July 31. The man was attempting to get on after the vestibule doors had been closed.

Bob Cunningham of Seattle is a sure favorite with the teachers on vacation trips. His summers are gladdened by the receipt all through vacation of such letters as the following:

The Olympian.

Dear Mr. Cunningham—

We have had such a delightful trip on our journey east that we felt we had to write to show our appreciation of the good times and excellent service. At the suggestion of the conductor we held a very enjoyable song service Sunday evening. We have received only kind and courteous treatment from all connected with your road.

We shall certainly boost for the C., M. & St. P.

(Signed)

Sincerely yours,

FLORENCE E. POUCHER.

RENA PENFOUND.

VERNA E. CLEMENT.

KIZZIE GAMBS.

ORPHA TIMMONS.

MARY B. FASSOLD.

Dining and sleeping-car conductors who contributed to the enjoyment of this trip were H. C. Frank and F. Earnest.

If it had not been for the prompt action on the part of the cook in boarding camp at Grays Lake, who discovered the depot on fire a few nights ago, the building would have burned to the ground. He called Foreman Behrens, who, with the assistance of a few of his men, soon had the fire extinguished.

Practical Co-Operation.

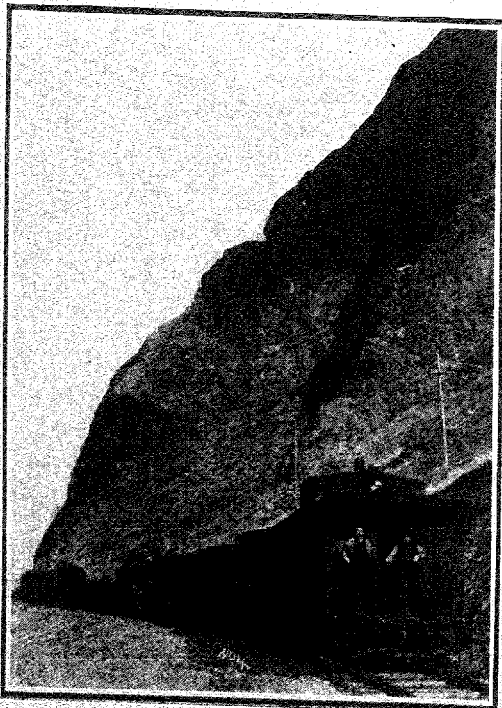
On Sunday evening, August 24th, the rear platform of the observation car on the Eastbound Olympian, out of Lind, Wash., was crowded with passengers eager to enjoy a most beautiful sunset. Mr. S. Cutting, rear-end brakeman, noticed that the awnings were still down over the observation platform and proceeded immediately to roll and strap them up. It was only a matter of five minutes work for him but it enabled the passengers on the platform to have a much better view and they all showed their appreciation. The point, however, is that a "train employee" went out of his way to do something for the passengers that was properly the duty of the observation car porter, who for the minute was no doubt busy in another part of the car. It was in fact a very practical case of co-operation. On how many trains throughout the country would you find that kind of co-operation? Very few, but it is becoming quite common on the "Milwaukee." Of course it is not always a case of 'awnings' but there are innumerable opportunities for similar co-operation between employees to the advantage of the public whom we are trying to serve.



ORNAMENTAL GATE, MOBRIDGE STATION.

E. B. Thomas, agent, Rosalia, Wash., recently took a very active and commendable part in the capture of the murderer of E. B. Irwin, station agent of the Spokane International Ry., at Grand Junction, Idaho. C. M. Anderson, alias J. H. McDonald, an operator out of a job, had been loafing around Grand Jct., several days during the early part of July and as he was broke, Agent Irwin had furnished him meals and a place to sleep and had assisted him in securing odd jobs of work. On the night of July 9th when closing up Irwin had about \$200 cash on hand and instead of placing it in the safe as usual he hid the money in a sack among some old files. Late that night Anderson shot Irwin three times, killing him instantly. Failing to find the money, he skipped. Descriptions of Anderson were published in the papers and a reward of \$500 was offered for his capture by Mr. D. C. Corbin, President of the S. I. Ry.

Several days afterward a man answering Anderson's description was seen loitering around some box cars near the Milwaukee depot at Rosalia. Agent Thomas immediately telephoned the sheriff, placed a revolver in his pocket, and in company with the N. P. agent, who happened to be near, went out and offered the man a job as operator. The fellow was promptly arrested by the Sheriff on arrival at our Rosalia depot, and was later identified as Anderson. Thomas and Mr. Horn, the N. P. agent, then wrote a joint letter to President Corbin of the S. I. Ry. claiming the \$500 reward and authorizing him to pay the same to the widow of the murdered man.



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Your Local Watch Inspector

**Diamonds
Railroad Watches**

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

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Total Assets over \$4,900,000

JAMES D. HOGE, President
N. B. SOLNER, Cashier

We solicit your Northwest business. We pay 4 per cent on saving accounts

On the Steel Trail

C. & M. Division.

M. C. Sullivan

Brakeman Wm. A. Gannon joined the ranks of the benedicts on August 12th, when he took for his life's partner Miss Mamie Zilles of Green Bay, Wis. The ceremony was performed in St. Mathew's Church, Milwaukee, by the Rev. Father Ryan.

Brakeman Earl Stone served the groom as best man and the bride was attended by her sister, Miss Edith Zilles. After the ceremony, the bridal party left for Green Bay, Wis., where a reception was held at the home of the bride.

Our hearty congratulations are extended to Mr. and Mrs. Gannon and we wish them many years of happiness. They will be at home after October 1st at 646 Scott Street, Milwaukee.

Another wedding of interest was that of F. P. Woda, operator Pacific Junction, who, on August 11th, was united in marriage to Miss Mary Richards of Patriot, Ohio. They will reside in Forest Glen.

Congratulations and best wishes are extended them.

It was our privilege in the past month to handle between Chicago and Milwaukee. His Eminence, James Cardinal Gibbons, the foremost prelate of the Catholic Church in the United States. He was accompanied by the Most Rev. James E. Quigley of the Chicago Archdiocese and several other ecclesiastical dignitaries.

Trainmaster Hasenbalg accompanied the party in both directions.

On August 9th two special trains bound for Denver pulled out of the Union Depot with the Columbia, Montjoie and Woodlawn Commanderies of the Knights Templars. The special handling Columbia Commandery No. 63, was in charge of Conductor F. B. Wheeler, Fred Falk, dynamoman, and E. B. Owen, flagman, all prominent Knights. Both commanderies returned to Chicago, August 18th, and from the accounts of the boys their week in Denver was one of pleasure from beginning to end.

Has any one names to suggest for the twin boy and girl born to Mr. and Mrs. Charles W. Alberths at Walworth, Wis., August 17th?

As this is the second pair, we assume Charley is having a hard time thinking up suitable names. Suggestions received up to midnight, September 30th.

Congratulations to the parents and we hope the twins will grow up to be a blessing to you both.

Operator C. H. Phillips of Rock River Tower is the happy father of a baby girl, born July 27th.

And still another! Operator G. F. Root at Bardwell was heard congratulating

Phillips and, at the same time, telling what a wonderful boy had arrived at his home on August 3rd.

Our heartiest congratulations to both Mr. Phillips and Mr. Root.

Mr. M. W. Spoor, agent Rondout, will leave within a few days for an extended trip through the West. He will be relieved by Operator H. F. Guyot.

"Al" Kirby, conductor on the Deerfield run, with his wife, enjoyed a week's vacation making the trip to Stoughton in their "Ford."

Brakeman J. E. Noiseux and wife have just returned from Northern Michigan, where they have been spending three weeks or more with friends.

We were pleased to see again our old friend F. J. Alleman, now agent at Tacoma, Wash. He was called to Libertyville on account of the serious illness of his mother, who is slightly improved at this writing. (Mrs. Alleman's death occurred at 4 a. m., September 2. Her family were all at the bedside when the end came.—Editor.)

Operator G. F. Root of Bardwell has been given a credit mark for discovering brake beam dragging on car while train 166 was passing Bardwell tower and reporting same to conductor.

If any one wants a good box of candy, we'd suggest looking up our popular motor car inspector, C. B. Skelton. Just get him to bet with you on the next auto race and the rest is easy. We know, because we've just finished a two lb. box of Huyler's and another coming.

Dispatcher George Carroll is enjoying his two weeks' vacation at home. Dispatcher Woodworth is next on the list.

Conductor Taintor is raising some fine corn this year. We've had a few meals of it and it sure was good.

The Chicago air, we know, is conducive to a good appetite, but we never imagined it was so much more so than the air in Marion. Since her arrival in Chicago, Miss Merrill has demonstrated this fact and her middle initial has been changed to H—she now goes by the name of "Hungry Hazel."

Roy Dougherty, the "society" representative of the Southern District, entertained his best girl at the Elgin races on August 30th and at a theatre party in Chicago, the night of the 31st. The unfortunate part of it is, Roy lost his first set of tickets and had to "put up" for four more. He is now living on love and scenery.

"Tom" Nugent, the good-natured fat man in Gen'l Supt. Cooper's office, has shed his coat, now that the cool (?) weather has arrived. With the thermometer at 100, Tom was always "there" with his coat and vest. Is this the rule of contrariness?

M. C. S.

Kansas City Division.

F. R. Moore.

The work of re-ballasting between Ottumwa and Kansas City is well under way.

Train Dispatcher J. G. Upp and wife are touring the Great Lakes.

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

Surplus and Capital
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Kansas City Roundhouse Items.*Chas. A. Holcer.*

Will H. Fletcher and wife have just returned after a couple of weeks in Seattle and Tacoma. Will says, while he had a very enjoyable time, he did not stay as long as he had at first intended, for the reason that he had read in the magazine of McCoy's fish, and felt that it was safer back in Missouri.

Mr. and Mrs. John Dider have returned after a couple of weeks' outing in Michigan and Wisconsin.

Engineer E. C. Van Buskirk and family have returned after several weeks' outing in Wisconsin, Michigan and Illinois. They spent a week on the Great Lakes, cruising from Chicago through the North Channel, Georgian Bay and returning to Chicago.

Miss Mable Standart has returned home, after spending her vacation in Denver.

Miss Ruth Watson and Mariellen Anthony are spending their vacation in Oconomowoc, Wis. They expect to be gone several weeks.

Engineer John T. Seenev was in Marion, Ia., a few days, shaking hands with friends and relatives.

General Yardmaster A. T. Kimmey, who has been ill for some time, though able to get out to the office occasionally, is now confined to his room. We hope that he will soon improve and be able to be on the job again.

Mrs. Frank P. Miller, wife of General Foreman Miller of Dubuque shops, has been visiting friends in Kansas City.

Kansas City Local Items.*W. L. Richards*

Chief Yard Clerk Platt, of Broadway Yard, returned Thursday from his annual vacation spent at Noel, Mo., in the wilds of the Ozark Mountains, where no cars are to be carded or switched or reported. We all had a small bass, of course!

General Agent J. S. Adsit returned Wednesday after a three weeks' vacation in Martinville, Ind., with his family and reports, after all tire troubles, night joy rides of Ohio and Indiana, sticking in roads and digging out,

he at last decided to return to a good, comfortable home and rest up.

The lawn surrounding roundhouse is receiving favorable comment from trainmen and passengers riding Mo. Pac. and A. T. & S. F. trains which pass it, and demonstrates what can be accomplished by the right kind of men, even though originally an acre of cinders, clay and weeds. Roundhouse Foreman Davies and Chas. Holcer started their flower decorations in the home-made hothouse last fall, now having six flower beds of great assortment, arranged with taste around a fountain built of old boiler tubes and cement. Cement letters C., M. & St. P. are laid in raised beds at each corner and all serves as a place for recreation at noon hour.

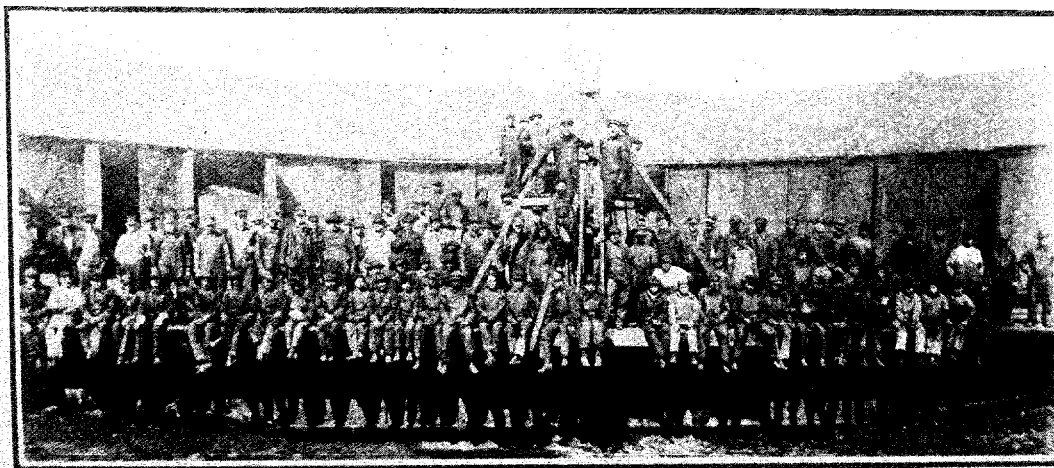
The Bill Clerks' Bureau here has shown such good results that eight of the larger Eastern cities, Philadelphia, Buffalo, Boston among them, have asked for a copy of the working plan and the Bureau has received an invitation to meet with the Freight Claim Agents' Association to further discuss its future plan of work.

The "Over" items called at each meeting average 640. One K. C. line saved payment of three claims for complete loss, aggregating \$973.00, which shows that much can be saved our companies if such bureaus were installed in all cities having three or more lines. This is the first bureau established and operating without expense to the companies. A copy of our plan may be had by addressing agent of this line at Kansas City.

The Road Department baseball team of Chicago defeated the Accounting Department team on August 2 at Lincoln Park by the score of 15 to 10, and on August 9 defeated the team of the Valuation Department, at the same place, by the score of 17 to 7.

The games were featured by the heavy hitting of Craine, Kinsella, Ciesinski, Moore, Moran and Keller of the Road Department.

The boys are open to meet all comers. Address J. B. Moran, care W. M. Harvey, Auditor of Material Accounts.



DAY FORCE, PERRY ROUNDHOUSE.

Miles City Shop Locals.*J. S. Coward.*

Mr. Thos. Steffens has resigned his position as stenographer in District Master Mechanic Anderson's office at Miles City, Mont.

Mr. Cecil DeGuire resigned as round-house clerk at Miles City to accept a position with the Time Department at Milwaukee. Mr. DeGuire made many friends at Miles City, who will be sorry to hear of his leaving. However he has the good will of all who know him and hope he will succeed.

Floyd Mason, the well known messenger boy of the Miles City Shops, has just returned from a trip back to New York, his old home, where he has been visiting friends and relatives. He being a baseball enthusiast, reports having witnessed some of the high class games between New York and Brooklyn and other National League teams.

Mr. Preston Kane, foreman of the Miles City Woodworking Mill, is now the father of a 12-pound boy. Cigars were in evidence so it was concluded he is a very happy daddy.

Mr. Alex J. Smith has returned from a trip to his old home in Minneapolis where he advises us he spent a very enjoyable two weeks' vacation.

Miss Gertrude Nason, stenographer in the District Master Mechanic's office at Miles City, left for her vacation September

1st, to visit Miss Bernice Chittick, who at one time resided at Miles City. As Miss Chittick lives in Chicago, Miss Nason contemplates a very good time.

David Donovan, blacksmith foreman at Miles City, is now away enjoying his vacation in the east. Mr. Donovan is the official umpire of the baseball games in Miles City, and it is noticed since Mr. Donovan has been away Miles City has lost every game it has played.

Scraps From the West End.*J. H. Ginet, Jr.*

Stanley Roberts, adv. agent, Chicago spent several days on the Coast during the latter part of August. His Seattle friends say that while there he "went some" and that while on a visit to "the mountain" he "went some more."

J. G. Thomson, special passenger agent, Seattle, has well earned the title "Bravest of the Brave"—Single handed and unarmed (except for his naturally taking ways with the ladies) he recently escorted a party of one hundred and forty-three ladies (school teachers) on a trip to Mount Rainier. Jim sure is some 'Lady Manager'.

On Saturday afternoon, August 16th, the Seattle Genl. Office ball team took a fast game from the crack Rochester team: score 12 to 4. Hanson of the Milwaukee team got five hits out of five times at bat.

Mr. E. K. Garrison, D. F. & P. A. Portland, left the Coast on the Olympian

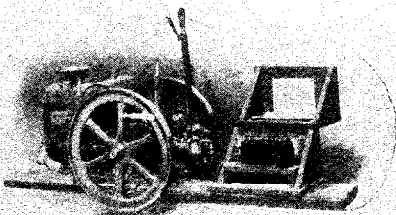
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August 24th with the Portland Fire Dept. Band—forty-two—en route to New York City in a chartered sleeper, via the Milwaukee to Chicago. The firemen are to attend the International Convention of Fire Chiefs, Sept. 1-6. The boys were very liberal with their music all along the line, and apparently enjoyed the trip thoroughly. Both Chief Dowell and Battalion Chief Stevens were very much pleased with the Milwaukee service. Mr. Spence, Asst. Supt. Sleeping and Dining Cars, Tacoma, accompanied the party as far as Butte.

Notes From Council Bluffs.

Mrs. Helga Hackstock.

Mr. G. F. Hennessey, General Foreman, spent August 25th to 27th at Council Bluffs installing our new roundhouse foreman, Mr. Arthur Yates. It has kept Mr. Hennessey busy for some time getting things lined up after so many changes.

Mr. J. J. Connors and Mr. E. Z. Herman-sader paid us a visit on August 28th.

Switchman H. Leffert and wife and little daughter are enjoying a vacation. They are on a trip through Washington and Oregon.

Foreman J. H. Bell, formerly of Council Bluffs roundhouse, has been transferred to Manila, on this division.

Mr. J. T. Walker, who has been a switchman in the Council Bluffs yards for about twenty-five years, has been confined to Mercy Hospital here for several months. He is suffering from an aneurism.

Dr. and Mrs. A. V. Hennessy of Council Bluffs are mourning the loss of their only child, Cornelius Hennessy. The little one was only sick for a week. He was the grandson of Conductor C. R. Cornelius of this division. We extend sympathy to the bereaved ones.

William Baker has been appointed as foreman of the new coal shed here. He was formerly employed in the roundhouse. He seems to be handling his new job very successfully.

Engine Dispatcher John Patterson has just returned from a three weeks' trip to the coast and Oregon points. Mr. Peterson reports everything lovely along the line. While away he visited his son, and met many old-time friends formerly on this division and now located on the Puget Sound Line. Mr. Peterson has been in continued and faithful service of this company for over a quarter of a century.

Night Machinist William A. Failer is enjoying a two-week vacation.

Construction Foreman R. E. Tanner is very busy installing the scales in the new Council Bluffs yards.

While in Council Bluffs recently, Mr. Hennessey built a new shower bathroom for the use of the engine men and also for his own accommodation while at this point Mr. Hennessey is some carpenter, eh?

Mr. John Klinker, the water supply man, is at Council Bluffs installing the pipes for the drop pit rams.



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OSCAR A. OLSON, Cashier

Southern Minnesota Division.

T. P. Horton.

Wish every one on division would send me all items of interest in their vicinity, and in that way we would be able to make a good showing for our division which would be interesting to those who have left for other divisions on the Milwaukee.

Superintendent Atkins was called to Oconomowoc on account of the sudden illness of his father-in-law. In his absence every one has their shoulder to the wheel and everything moving satisfactorily.

We recently had some hard rains and the section men are to be complimented on the prompt manner in which they went over sections and discovered the washout west of Peterson and the washout east of Iona Lake, either of which might have caused a bad wreck.

Conductor James Rickard, on the Mankato Line, and Roadmaster Thos. Hines are off for their pilgrimage in search of relief from the hay fever.

While Mr. Hines is away Roadmaster Lus-kow has charge, Ramsey to Wells, and Roadmaster McGee, Fairmont to Mankato, and things are going along smoothly.

Work is progressing rapidly on the filling in for the new Albert Lea depot. The concrete gang has completed its work and gone to Minneapolis, and the Albert Lea bunch will be in their new quarters before snow flies.

Pump Repairer Sorenson was recently injured quite seriously while on his way to Madison on a motor car. He was struck by an extra east coming down Colman Hill. Trains are not so numerous on this piece of track and as a matter of "safety first" it seems as though it would have been a very simple matter for him to have ascertained where trains were.

Brakeman Thomas Fairbanks of Austin, Minn., one of the "old timers" who has been braking on the east end way freight since "yours truly" was a barefoot kid around Spring Valley, had the misfortune to fall from the top of a caboose on train No. 90 just west of Whalan, injuring his spine very seriously. Last report was that he was to be taken to Rochester for treatment. We all hope for his recovery, as he has been a good and faithful worker.

Conductor Steve Severson, formerly on west end, died at his home in Madison, August 26.

Operator Stevens, relieved at Wells for a few weeks while Operator Berg was off, is at present working at Winnebago in Bobby Canfield's place. "Bobby" is going on a six weeks' trip out in sunny California to have a good time. "Bob," don't let the wind blow you into the Pacific, for you aren't very big.

Joe Kalaher, clerk at Wells, who recently took his wife to the hospital at Minneapolis, visited friends and relatives in La Crosse before returning to work.

George Flynn, operator at Fairmont, is spending a well earned vacation in Montana, looking over the country along the extension.

(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!**

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PAUL M. BROWN, Pres.

FRANK RHODA, Cashier

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old stand

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and save
money

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La Crosse Division Notes.*H. J. Bullock.*

Night Yard Master D. J. Devine and Yard Clerk P. J. Keaveny, spent Sunday, August 9th, in Milwaukee.

Paint Foreman Fred Reiboldt and crew are applying the brush to switch targets in LaCrosse yard.

Gen'l. Yard Master J. H. Lutiger has returned from a business trip to Chicago.

The funeral of Chas. Butsch, who was drowned in Black River, was held at his residence on Gould street, at 2:30 p. m., August 9th. Funeral was in charge of the Brotherhood of Locomotive Firemen, followed by a number of Knights of Pythias, Rev. M. E. Fraser officiating. Charles was an honest worker and a true Christian and his loss is keenly felt by all who knew him best.

Train Dispatcher W. G. Bowen gave us a pleasant call recently. Mr. Bowen acted as chief in the absence of E. E. Peters, during the vacation period on La Crosse Division.

Agt. C. L. V. Craft, has returned from a recent vacation.

Switchman John Domstrich, who is in the hospital, is reported getting along nicely.

J. W. Cary is acting as yard master during the illness of J. H. Lutiger.

Claim Adjuster P. S. Mantoya, put in two days here recently on important business.

Section Foreman F. Fischbach, declares there are eight days in the week.

News From the Chicago Terminals.*J. B. King.*

Miss Kathleen O'Neil, stenographer for W. C. Bush, Assistant Superintendent of Terminals, returned from Salt Lake City, Utah, Wednesday, August 20th, where she had been spending her vacation visiting relatives. Kathleen reports having a fine time and will resume work after seeing the Elgin road races at her home town.

Mr. A. F. Miller, night general yardmaster, has resumed work, after spending his vacation at Amboy, Ill. He reports fishing and prairie chicken plentiful in that part of the country, and he gained ten pounds while he was off, and is now in fine condition to handle the Montana stock trains.

Mr. J. C. Logan, yardmaster, has returned from a fishing trip in northern Wisconsin and made one of the finest catches of the season, to-wit, 26 wall-eyed pike, 23 black bass, 17 pickerel, 33 German carp, 40 bullheads and 10 dogfish. All the boys in the terminals have been eating fish for the last week.

Mr. William Whitmore, switchman, better known as Time Card Willie, has returned from the Masonic Conclave at Denver, and reports having lost \$500 while riding one of the donkeys up Pike's Peak. Any one returning same will be cheerfully rewarded.

**BOHN SYPHON REFRIGERATORS**

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

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RAILWAY EXCHANGE, CHICAGO****VAPOR SYSTEM**

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for Cars and Domestic Use
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Side Lift Couplers

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610 Railway Exchange Bldg.

Mr. E. Delaney, foreman transfer track at Galewood, was kicked by a mule while transferring a car load of mules, August 24th. It is reported he is doing nicely.

Mr. P. Schwartz, chief clerk to T. O'Brien, Galewood Hill, was bit by a copperhead snake, August 20th, while feeding a car load of Texas steers at Galewood stock chutes. The snake was hidden in a bale of hay which Pete was feeding to the steers. Peter is getting along nicely.

Mr. Robert Stankey, switchman at Galewood, is laying off for thirty days, touring the western country, and it is reported a well-known railroad man's widow has been kidnaped by Robert, as she disappeared about the same time Robert did. The boys in the terminals wish him all the luck in the world.

Mr. Charles Dunn, switchman at Galewood, has returned from Tacoma, Wash., where he owns a fine walnut farm, and he reports an excellent crop this fall.

Mr. James Kerr, rate clerk at Galewood, left suddenly last week, and Kate, the cook in Morgan & Christensen's restaurant, left about the same time. It is reported that Jim became infatuated with Kate's cooking and they eloped to St. Joe and were married. Every one wishes them a long and happy life.

Iowa and Dakota East Division.

H. I. Prusia.

After a prolonged absence in California, Mr. Collins is back again on the Iowa & Dakota Division. Many a glad hand is extended in welcoming his return. Heartfelt greetings and the smile that won't come off are seen on the face of every man you meet.

One of the very best tonics for the employees on the division is the presence and kindly greeting of W. W. Collins.

August number of the "Magazine" arrived and is being mailed out. The boys are beginning to look for the issue and are seen with a copy in hand as they go about their duties. It is quite evident that it would be greatly missed, and speaks well for the movement.

C. & C. B. (East) Iowa.

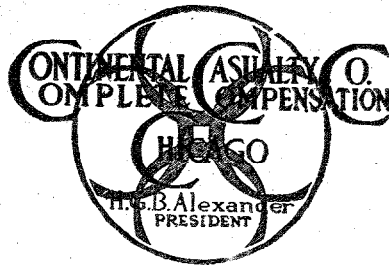
P. J. Harlem.

C. T. Rowe, clerk in the office of Supt. Van Vliet, and wife have returned after a two weeks' vacation passed among the mountain resorts of Scenic Colorado.

"Hatch," chief clerk to Train Dispatcher Turner, the official recognized authority on baseball "dope" stands ready at any time to wager three to one on pitcher Johnson of the Washington Club, with plenty of offers and no takers.

Leonard Hewitt, a former attache of the office of Supt. Van Vliet, has been transferred to the office of Chief Train Dispatcher Turner.

Miss Laura Landis, stenographer to Supt. Hennessey of the Car and Locomotive



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**Creosoted Wood
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Durable Smooth Sanitary Noiseless

**Creosoted Timbers
and Piling**

**Ayer & Lord Tie Co.
Railway Exchange, Chicago**

tive department, has returned after an extended vacation spent among relatives in Salmon, Idaho.

Mr. V. M. Reichert has succeeded to the position vacated by the transfer of Leonard Hewitt to Dispatcher Turner's office.

Miss Edith Sinclair, stenographer to Roadmaster Barnoske, passed her vacation with relatives at Dolliver, Iowa.

Harry Murphy, chief clerk to Roadmaster Barnoske, and family are home after an extended absence in Minnesota.

Chief Clerk Franz of Supt. Van Vliet's office attended a meeting in the General Manager's office in Chicago recently, relative to the distribution of the Work Journals and Time Books recently adopted by the Accounting Department.

Chief Dispatcher Turner and wife were recent visitors with relatives of the former at Waverly, Ill.

Dispatcher J. T. Raymond made a brief business trip to Wieboux, Montana, where he owns a fine farm and reports everything encouraging in that highly favored country.

Gen'l. Supt. W. S. Cooper of the Southern district stopped off here between trains the 23d.

Dave Saunders, porter on Supt. Van Vliet's car, and family are taking a much needed rest at Battle Creek, Mich. Dave has been busily engaged wrestling with M. C. time tables during the past month.

Red Morrison of Perry and Rob. Smalley of Topeka were recent callers on old-time "pards" in this city.

T. M. Division West End News.

M. A. Tripp.

Agent B. E. Campbell of Faith, S. D., has taken an extended leave of absence and is recuperating in Washington and Oregon.

A. L. Dembowski, head boiler-maker, left Marmarth roundhouse July 31st to accept a similar position in the Miles City roundhouse. Andy has made good, and we are all glad to hear of his advancement.

Conductor Al Gates came near losing his life in an accident near Buffalo Springs, N. D. While riding on the pilot of the engine an air hose broke, stopping the engine suddenly and throwing him off the pilot. Had the engine moved forward a few feet farther it would have resulted in the loss of his life. Conductor Gates is recovering speedily and in a short time will be back at work.

Following weddings among railroad men occurred since last news was reported:

Mr. Lewis Sproule, machinist, to Miss Nellie Telford, at Fort William, Ontario, Canada; June 24, 1913.

Mr. Richard H. Laird, operator, to Miss Edna Kibbons, at Waldron, Ill.; June 25, 1913.

Mr. Glenn A. Stinger, safety appliance inspector, to Miss Ida Woods, at Sioux City, Iowa; June 25, 1913.

Mr. George W. Schlöng, special officer, to Miss Birdie Jackson, at Selma, N. D.; June 28, 1913.

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Malden, Wash.

A Strong Bank—A Booster for
the Milwaukee Road and
Milwaukee Men

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ORGANIZED 1887

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

Open your account with us.

H. B. Wiley, Cashier

TELEPHONES:**Harrison 5504, 404, 405 and 406****Automatic 51526****Magner, Winslow & Co.****WHOLESALE AND RETAIL****PROVISION
DEALERS****440 to 446 South Clark Street
Chicago, Ill.****ERNST HEG, Prop.****Established 1854**

On July 1, 1913, the Wells Fargo & Co. Express placed in operation a partial set of new forms of accounts and reports, in conformity to the rules of the Interstate Commerce Commission, applicable alike to all express companies. This departure has for its object a uniform system of accountancy. A close study of the system shows that it is superior to all former plans. This is suggestive to the station agent of a time when railroads will, so far as possible, adopt a uniform system throughout its system of accountancy. We believe it would be a step toward economy and proficiency.

H. C. Buchholz is acting chief carpenter at Mobridge, vice W. H. Lanning, temporarily transferred to the R. M. Division.

On July 8th Auditor of Material Accounts W. M. Harvey of Chicago called into convention at Mobridge agents at coal stations, employees of Road and Track Department and Operating Department officials for the purpose of discussing ways and means of greater efficiency in accounting for company coal. As this item is the greatest single item of expense, much benefit was derived from the gathering. Mr. Harvey intends holding like meetings on the entire P. S. Lines.

News Items on Dubuque Division.*C. E. Mutschler.*

L. W. Obershaw has been appointed agent at Dubuque shops in place of J. M. Trayer, who has resigned.

The different departments at Dubuque shops have organized baseball teams. On Sunday, August 17th, the Car Department defeated the Store Department by a score of 5 to 4. The game was hotly contested, but by better team play the Car Department was able to win. We expect the freighthouse to organize a team and clean up any of the teams at the shops.

Miss Bessie Hahn, stenographer and clerk in the Superintendent's office, Dubuque, departed August 13th for a two weeks' vacation trip to Minneapolis, Milwaukee and Chicago.

Victor McCurdy, operator in the dispatcher's office, Dubuque, spent a week visiting friends at Bellevue.

C. J. Boxleiter, train baggageman, and Miss Nora Breen were married at Dubuque at 8 a. m., August 19th. After a short wedding trip they will return to La Crosse, where they will make their future home.

V. G. Drumb, agent at Clayton, has departed on a business trip to Fort Myers, Fla. J. J. Degnan is relieving him.

Crop conditions on the Dubuque Division still continue good. Several nice rains received. Threshing is in full blast. The yield is on an average with other years and of good quality.

C. E. Lyman has resigned as agent at Cascade. L. E. Webb has been appointed in his place.

Miss Marie Clifford, stenographer and clerk at the Dubuque freighthouse, has re-

"Read This!"

Of Interest to All Railroad Men

A good live business, largely in the control of railroad men, a greenhouse at Libertyville, located on the tracks of St. Paul road, is making good. In three years it has increased from one small building to a six-acre proposition. New additions this year is the reason for placing new stock on the market. This stock has realized for the stockholders 22 $\frac{1}{3}$ per cent in three years and has been in the process of construction all the time. The stock is non-assessable, sells at \$10.00 per share and guarantees 7 per cent dividend.

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

MEREDITH FLOWER AND VEG. CO.,
Libertyville, Ill.

J. E. Meredith, President.
C. W. Stent, Secretary.

Fun Costs the Young Man

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

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

It requires money to enter business.

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

We encourage young men to save.

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

Your Savings Account may be open by mail, if desired

Merchants National Bank

CAPITAL \$2,000,000.00
SURPLUS and PROFITS \$2,000,000.00
St. Paul, Minn.

turned to her work again, after a two weeks' visit with relatives and friends at Rockford.

Toney Schmidt, who was employed as bill clerk at Dubuque, has resigned and goes in business with his father.

Earl McAlleece, employed as brakeman, has departed for Rochester, Minn.

John Masters, employed as clerk and foreman under Chief Carpenter H. A. Cameron, has departed for England, where he will visit his aged mother.

Michael Kieffer, section foreman, who was injured at South Junction, Dubuque, some time ago, is slowly recovering from his serious injury. He is now at home and able to move around the house in a wheel chair.

W. O. Cooper, conductor, is now at Excelsior Springs, seeking relief from a serious attack of rheumatism.

Mr. John Palmer is acting as stenographer and clerk in the division freight and passenger office, Dubuque, in place of Miss Pearl Burrows, who is on an extended leave of absence.

The gasoline motor car, which has been in operation on the West Union Line since July 14th, has been taken off and an engine and coaches put on in its place.

C. A. Bohmler, claim agent, had the misfortune to absent-mindedly strike one of his big toes on his traveling bag when he hurriedly arose from his slumbers the morning of August 19th and tore off the entire nail. Although the injury is very painful, Mr. Bohmler is able to attend to his duties without the aid of a cane or a crutch.

Frank Noel, timekeeper for T. Rourke, ex-gang foreman, and Miss Stella Noel, residing at Massey, stole a march on their friends and were quietly married August 12th.

The gasoline-electric motor car, manufactured by the Barber Motor Car Company, is being given a trial on the Turkey River Branch of the Dubuque Division, running between West Union and Turkey River, making one round trip a day, excepting Sundays, giving the people along that branch a chance to come to Dubuque and return the same day, allowing five hours in Dubuque. This is a privilege they have not before had. It is being well patronized and the patronage is increasing.

IOWA & DAKOTA EAST AND MIDDLE DIVISION

H. I. Prussia

The boys on the I. & D. are very much interested in the Safety First movement. While there is not much noise or display made, the quiet observer notes with pleasure many things that indicate a live and active interest, and there is already improvement in conditions, not only in the mind of the employees, but in the physical conditions, of yards, shops, buildings, bridges, tracks, etc., etc.

Our last committee meeting of the East and Middle Division showed a full attendance, with a number of visitors present who mani-

fested a keen interest for the improvement of conditions, as well as more loyal service on the part of each one for the mutual good of all concerned. We note with pleasure the alertness of the men who have to do with the track and right of way, and many small matters are being taken care of that will do much to improve conditions. This means much, for the road bed is the very foundation.

At our general meeting held in the assembly room of the court house at Mason City, July 18, the new committee for the ensuing six months was elected and preliminary steps taken to hold a general meeting and public rally later in the fall.

Mr. Charles Kempley, of Green Bay, Wis., spent a day in the city visiting old friends and his sister, Mrs. Joe Soli. Mr. Kempley is on his way to Long Beach, Cal., to bury his aged father and on his return will stop a few days here. Charley was an I. & D. boy that made good and went to the Superior Division twelve years ago, and is just the same today. He will always find a glad hand in his old field.

The crops along the I. & D. can't be beat anywhere. It has been hot the past week, but plenty of moisture, and, as our friend A. N. Anderson, the good-natured agent at Garner, says, "the corn is humping itself right along." We look for a good fall business and every one is lined up to keep the equipment moving to take care of it. "Get that car unloaded and moving" is a familiar sound.

Dispatcher M. J. Ramsey has just returned from a two weeks' vacation and says he had a fine time and is ready for good business.

W. W. Choate, the gentlemanly agent at the famous summer resort, Clear Lake, Iowa, is greatly pleased, anticipating the manner in which he will be able to handle the heavy summer tourist business when the new depot and passenger station is completed. The force there deserves better facilities and it surely will be "some class" in the new quarters. By the way, the fishing has been fine there this season.

C. & C. B., Iowa Division West.

Ruby Eckman.

Dispatcher J. J. Kindig of the West Division at Perry took his annual vacation the first two weeks in August and with his wife went to Minneapolis, Milwaukee and Chicago to visit with relatives and friends.

Engineer Charles Hunt and wife were visiting with relatives in Pennsylvania the latter part of July.

Stewart Steel, one of the members of one of the engineering crews who had charge of the work at Perry Terminal, has been given a position at Miles City and left Perry the latter part of August to commence his work. The position is in line of promotion and his friends are all glad to see him progress.

Dispatcher Peterman's wife and baby have been visiting with relatives in Wyoming for a couple of weeks.

Fireman Ralph Shaw was in Milwaukee the latter part of August and passed the mechanical and air brake examination. He will take the time card examination in a short time.

George Engstrom, the resident engineer at Vining, was united in marriage August 23 to Miss Nina Reed of Marion.

Starting a Savings Account

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The Cook-Reynolds Company
LEWISTOWN, MONTANA

Machinist John Eisle of the Perry round-house force had the misfortune to lose part of one finger while at work at the round-house.

S. Benton, a stenographer in the office of John Osmund, resident engineer at Tama, deserted the ranks of the bachelors the latter part of August.

Operator Charles Kinner of the Perry office has been visiting with relatives in Delmar.

Foreman Charles Natzel, with his gang of 275 men, have been doing some good work on the east end of the Western Division and now have the double track ready between Dawson and Herndon, the temporary track ready between Herndon and Coon Rapids, and will have the permanent west bound main line in service from Bayard to Coon Rapids in a few days.

Engineer A. S. Monroe, familiarly known as "Dad," has returned from seeing the sights in New York.

P. H. Curran, operator at Portsmouth, has been on the sick list a few days.

Agent Calkins of Panama has been taking a vacation. He and his wife have been in Canada.

Agent W. C. Bliss of Persia took his vacation in August. He was relieved by D. A. Aarsmith, who in turn was relieved by Operator Patton.

Miss Pearl Doyle, operator at Neola, has been laying off for a short time.

Agent C. W. Hall of Templeton has been taking his annual vacation. He was relieved by Operator Bliven.

Miss Olive Bloomfield, stenographer in the office of Chief Dispatcher Richards, has taken a vacation. Her place is being filled by Miss Grace Thornbrue.

Mr. R. A. Slack, who has been working as third trick operator at Bayard, has been appointed agent at Dunbar.

Alphonso Elder, second trick man at Perry yard office, has been working third trick in Perry office for a few nights during the absence of Mr. Kinner.

Conductor R. L. McGuire and Brakeman L. G. Honomichal went to Salida, Colo., the latter part of August and accompanied Mr. McGuire's family home. They had been visiting there for a few weeks.

Machinist Harry Sanford welcomed a baby boy into his home the latter part of August. Mr. Sanford is one of the Perry force.

Switchman R. W. Johnson of Perry yard was the hero of the hour while a member of a camping party at Coon River near Perry. Through his timely efforts he rescued one of the ladies of the party from drowning after she had gotten beyond her depth.

W. W. Speakman, L. A. Hulbert and W. H. Janes of the Middle Division were promoted to the rank of conductors in August.

C. W. Harris has taken a position as bill clerk at the Milwaukee station, taking the place of Brooks Cross, who resigned to take up his school work.

Miss Catherine Ruvane of the depot force has been off a few days on account of sickness.

Brakeman W. O. Harris welcomed a baby girl into his home the forepart of August.

Engineer George Wickersham has been quite sick and unable to work.

Conductor William Barker left Perry recently for a visit with relatives in Pennsylvania. His wife and son had been there some time previous and will return home with him.

Brakeman I. E. David took a thirty days' lay off and has gone to New York to visit his mother.

Misses Bertha and Ruth Mahaffie, daughters of the Right of Way Agent, have both been elected to positions in the Madrid schools for the coming year.

S. C. Carter, instrument man with the engineering crew at Jamaica, was called to Jerard, Ill., recently.

C. H. Van Sise was called to Pennsylvania in June by the sickness of his mother.

Right of Way Agent Mahaffie had a peculiar job during August but one which he handled very successfully. The new main line for the Milwaukee near Madrid ran through an old cemetery which had to be moved. Mr. Mahaffie was assigned the task of supervising the moving of the bodies, and while the cemetery was established over sixty years ago, Mr. Mahaffie got into communication with relatives of all the deceased and had one or more of them present when each body was disinterred. He used a force of sixteen men and had two and three autos in use all the time, bringing relatives to and from their homes to witness the work. There were 83 bodies all told which were moved and the work was done with perfect harmony to all concerned. Lots were purchased in whatever cemetery the relatives chose and deeds were presented them for the new lots.

George Tomer, at one time a caller for the Milwaukee at Perry, but who developed into quite a baseball player, is making a name for himself in one of the Kentucky leagues, and there is talk of selling him to one of the larger leagues.

A change in roundhouse foremen was made the middle of August, which shifted the men at all the roundhouses. Charles Lundberg went to Dubuque from Savanna, A. M. Lawrence from Perry to Savanna, Paul Mullen from Ottumwa to Perry, J. H. Lord from Manilla to Ottumwa, J. H. Bell from Council Bluffs to Manilla, and Arthur Yates, a machinist from Perry, went to Council Bluffs. The changes make promotions for all the men.

Thos. Bloomfield, who has been acting as night clerk at the roundhouse at Perry, has resigned. His place is taken by Orlan Lutze.

Howard Donnelson, Freight Agent at Soo Falls, stopped off at Perry August 29 for a visit with old friends. Howard was on his way to Chicago on his vacation. He was formerly cashier at the Perry station.

Boilermarker Wm. Powers was in Minneapolis the forepart of August, having been called there by the death of a relative.

Engineer Osborne and Engineer Hulburt have just completed new homes in the vicinity of the new roundhouse.

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C. & C. B. (East)

Star Kink, chief clerk to J. F. Young, assistant engineer, has deserted the ranks of single blessedness and was recently united in marriage to Miss Bertha Busby, a young lady of rare social and attractive qualities. Their future residence will be on South Eleventh street.

E. L. Sinclair, late assistant engineer at Tama, has received a well-merited promotion as assistant to District Engineer Wood, with headquarters in Marion.

J. W. Heed, third trick dispatcher of the C. & C. B. division, and family enjoyed a two weeks' vacation recently at Niagara Falls and Washington, D. C.

R. L. Taylor, assistant chief operator, was a recent visitor to Lake Wapsie in the vicinity of Waubeek, where it is said he left some good sized holes in the water, the "big" one as usual, making its customary escape.

Lawrence McKee, of Cedar Rapids, is a recent acquisition to the force of stenographers in the office of Supt. Van Vliet.

Claim Agent Glynn recently accompanied an injured section laborer to his home in Georgia, going via Cincinnati, where he witnessed an absorbing baseball game between the Cincinnati and New York clubs. He also is enthusiastic in his praise of the many varied types of Southern beauty which he encountered on the trip.

Miss Alice McGuire is assisting as stenographer in Engineer Young's office.

C. E. Kinney, stenographer to Supt. Marshall at Perry, made his customary weekly pilgrimage to this city recently. Evidently "some class" to Marion attractions, eh!

G. E. Simmons, chief clerk to Supt. Marshall, has moved his family to this city from Des Moines, having purchased property on South Ninth street, where he is now comfortably housed. His familiar "phiz" is sadly missed by his associates at the "beanery" where he formerly satisfied the inner man.

In the game of the Freight Claim Department and Freight Auditor's Office, at Bensenville, Ill., on Saturday, August 1, 1913, Freight Auditor's Office were victorious by a score of 8 to 0.

The game was featured by thrilling plays throughout, while the pitching of Carney for the Freight Auditor's Office was excellent, and he was well supported. Pitcher Heinz for the Freight Claim Department also pitched excellent ball, but did not receive the support he deserved when the runs were needed.

Players Fishleigh and Stenstrom pulled off a remarkable double play in the third inning, and are to be congratulated for their fine work.

Mr. L. C. Sievert, who officiated as umpire, is to be commended for his professional services.

Refreshments, coffee and lemonade were served during the game, while a few were observed drinking cold tea from brown bottles under trees in the distance.

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Every Living Man

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