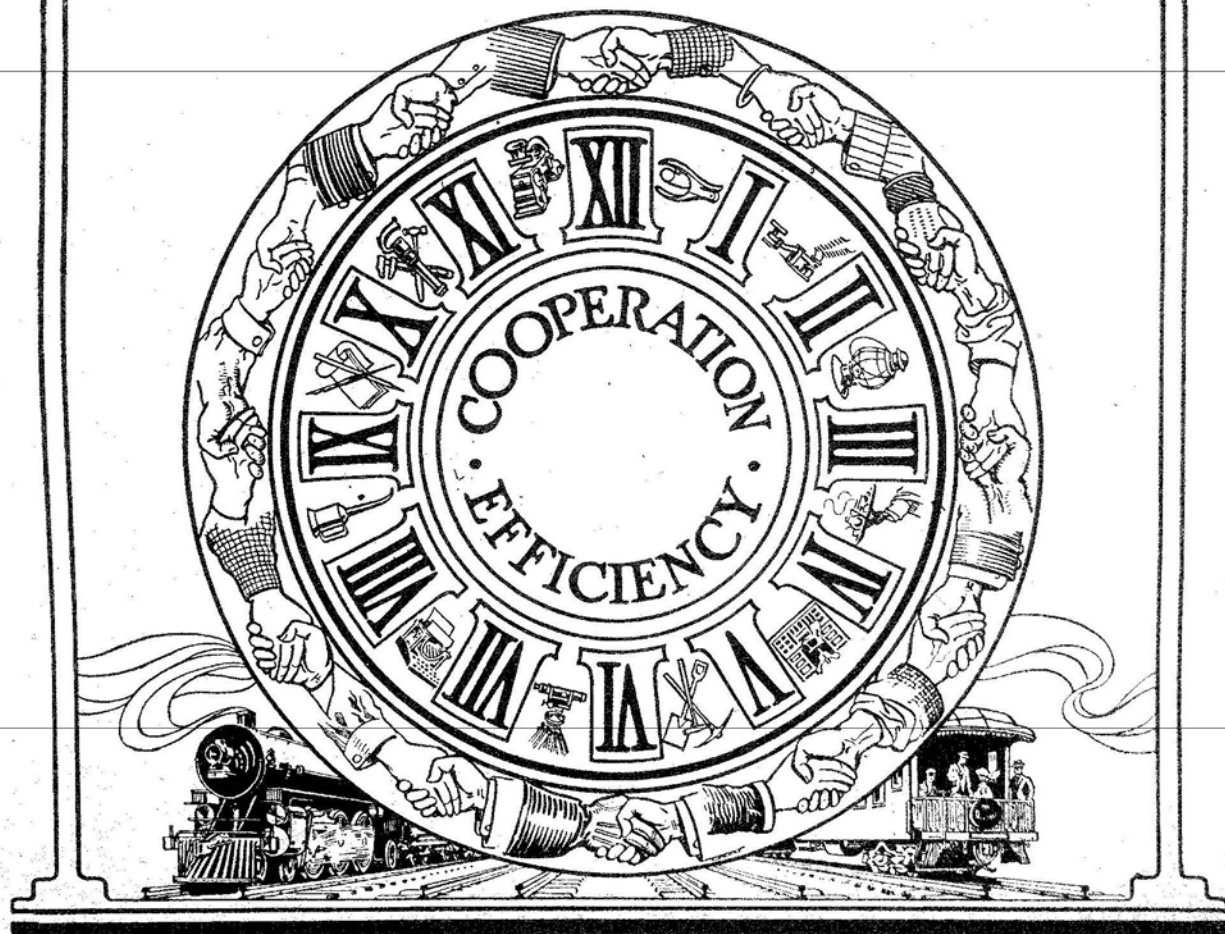


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

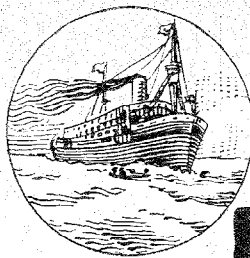
June

1914



VOLUME 2.

No. 3

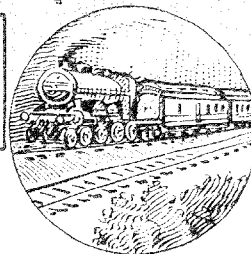


If your local dealer can not supply you send us his name, or the name of a good wide-awake dealer, and we will send him a supply.

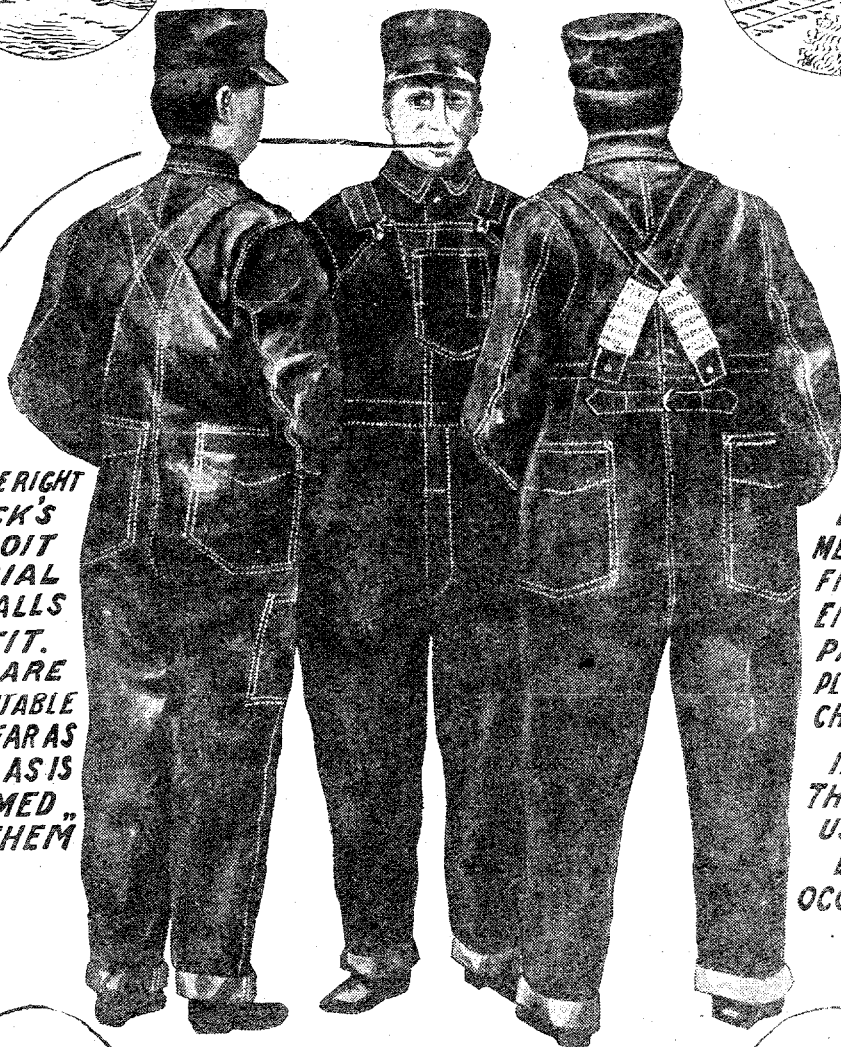
COUPON

In the mean time if you are in a hurry for a pair send us \$1.00 and we will send a pair at once.

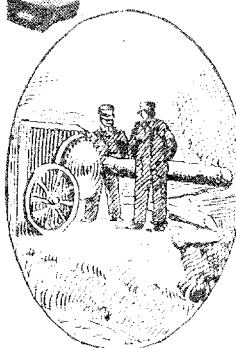
My measurements are: Waist _____ Inside Leg _____
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The Milwaukee Railway System Employees' Magazine

Railway Exchange Bldg., Chicago

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CARPENTER KENDALL,
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VOLUME II

JUNE, 1914

NUMBER 3

The Personal Equation In Loyalty and Team-Work

A. J. H.

One of the strongest factors for good or evil in the relations between railroads and the traveling public is the passenger train conductor, and it is to him this article is particularly dedicated; although all other employes who come in contact with our patrons can help the cause by adopting the ideas herein to their particular branch of the service.

To the passengers, the conductor represents the management of the railway company, and his attitude toward them is interpreted to be the attitude of the officers toward the public in general. To illustrate, if the conductor goes through his train collecting transportation carrying himself generally as though he considered himself a superior being; treating his passengers as though he felt he was conferring a favor upon them by permitting them to ride on his train; answering questions in a short or evasive manner, not taking the trouble to explain something which seems perfectly clear to him but is puzzling to the patron; in short, adopting a "Public be d—" attitude—he is creating the impression with his passengers that that attitude emanates from "the men higher up," and that the latter are not interested in their patrons after having secured their patronage. On the other hand, if our conductors are courteous to their passengers, being careful to answer questions correctly, taking

pains to get the information wanted if they are not themselves in position to give it; paying attention to the physical comfort of their passengers, giving a little special attention to the aged and infirm, to the woman traveling alone with small children, to the young girl traveling unprotected—they leave the impression with patrons that the railroad company is personally interested to give the best of service and in that way make friends for the company, which assists materially in furthering our prosperity. I say "our" advisedly, because there is nothing more certain than that prosperity to our company means prosperity to ourselves.

Another important factor in our success is Loyalty. Too much stress cannot be laid on the necessity of loyalty to the success of our great enterprise. Do you suppose, if our present line of executives had not been loyal to the company, they would ever have reached the pinnacle upon which they now stand? Do you suppose, if they had not been loyal, first, last and all the time, they would have been able to build up this great transcontinental railroad to its present exalted position in the railroad world. We all know the employe who, when he hears the railroad or its management condemned for a delay to passengers or freight-trains, failure to provide what some individual considers a necessary improve-

ment, etc., immediately "gets out his little hammer" and joins the "anvil chorus," leaving the impression in the minds of his hearers that there is a lack of harmony, of loyalty, of *team-work*, of co-operation, between the company and its men.

For an employe to adopt such an attitude is fundamentally wrong. In the first place, he is demonstrating conclusively that he is not the sort of man in whom the officers can place confidence and is not the man on whom to place increased responsibility in the way of a better position. In the second place, there is a moral obligation for him to lend his support to the company which is giving him and his, their livelihood.

Whether a man does good work or poor work—to draw his wages he must put in a certain amount of his time. Is it not a great deal better, while putting in that time, to give the best that is in him, to do his work to the best of his ability, to do where he can, a little more than is required under the letter of the rules, and have the satisfaction of knowing, when his day's work is done, that he *has* done his best and has again demonstrated that his superior officers made no mistake in placing him in the position, he holds; and that he is fitted for something better when the opportunity presents itself?

With the thinking man, the "knocker" is not hurting those he is reviling, hence the saying, "every knock is a boost." He is simply demonstrating, and very conclusively, his own meanness, smallness and narrowness of spirit. The average man has only contempt for the employe who has not manhood and honor enough about him to be loyal to the individual or corporation which gives him his living.

Two recent experiences of a conductor on the C. & M. Division are good illustrations of what can be accomplished by loyalty, team-work and co-operation.

While working his train out of Milwaukee, a lady asked that conductor how far it was from the Union Depot to the terminal of one of our competitors. On inquiry he found she was going to a point on the Pacific Coast, and had not yet purchased her transportation. He then explained to her that we had very good trains to the Pacific Coast and were in position to take as good care of her and

under as good service as any other line. On arrival in Chicago he introduced her to a representative of the Passenger Department, who helped her in arranging for her ticket, reservation, baggage, etc., and saw her safely started on her way. From her destination this lady wrote both gentlemen, expressing herself well pleased with the trip, thanked them and assured them their courtesy had made a staunch friend for the C. M. & St. P. Ry.

In another instance, the same conductor had a young lady on his train who inquired as to the location of a certain nurse's college in Chicago. She volunteered a lot of information as to her plans, which made him suspicious as to the standing of the institution for which she was destined, and so he introduced her to the representative of the Travelers' Aid Society at the Union Station in Chicago. The latter took the girl to the Y. W. C. A. and started an investigation, finding that the alleged nurse's college was nothing more than a scheme to extort money from helpless girls by false pretenses and then leave them adrift and penniless in a large city. The situation was explained to the girl and she was sent back home by the Travelers' Aid Society. She also wrote the conductor a letter of thanks and assured him he had made a lifelong friend for the Milwaukee Ry. In the first case cited, the passenger would undoubtedly have gone to one of our competitors, had the conductor not done a little more than is required of him under the rules. In the second case, had he not shown a little human interest in his passenger, the young lady would have lost her money, and perhaps, worse. In both cases he made good friends for the company.

This conductor injects into his work all of the items mentioned in the caption of this article, i. e., the personal equation, by taking a personal interest in his passengers; loyalty and team-work by making the railway company's business his own and taking the same interest in it that he would if he owned the company.

While this article is addressed particularly to the passenger conductor, yet the same principles apply to all of us, whether our position be high or low. The success of any business conducted by two or more individuals, depends largely upon the co-operation of those indivi-

duals. Every man represents a cog or lever in the machine, and we all know that the derangement or imperfect operation of any part of a machine, no matter how small or apparently insignificant that part may be, interferes with the perfect operation of the whole, which, of course, affects the product. It is therefore essential that we all do our full share of the work, and if we really have the interest of our company at heart, we will go a little further and endeavor to bring to a proper realization of his duty the fellow worker who is remiss, who shirks his work, who is disloyal to his company or its officers, who does not co-operate with those working with him, or who does not take a personal interest in his work.

Then, and not until then, can we hope to reap in full measure, the success which surely comes to any organization when the efforts of all are directed along the same lines and when every individual takes a personal interest in the general success.



Engineer Chas. E. Gault, C. & C. B. (Ia.) Div.

Engineer Charles E. Gault, C. & C. B. (Ia.) Division entered our service October 20, 1878 and was assigned to the run on the passenger train between Farley and Cedar Rapids, holding it for nearly thirty years.

June

E. W. D.

The trees have just put on their latest fashion summer dresses:
The brooks are laughing in their sleeves trimmed deep with water cresses;
The thorn and bramble in the hedge have donned their flow'ry bonnets;
The old rail fence along the way is clothed in trailing sonnets;
The lake has set its waves to song with harps on sandy beaches;
The grassy meadows mirror back their rims in sunny reaches;
The winds are out to frolic with the curls of laughing maiden;
The bees fly hungry to the flowers, then live-ward honey-laden;
The butterfly flits idly 'round with an air quite hesitating;
The azure sky in harmony, with no discord worth relating;
What a quiet satisfaction hovers o'er the way unseen!
What a restful tone is given in the tints of gold and green!
While everything in nature's set to some ecstatic tune,
Perfection in the picture and the music, for 'tis June!
'Tis June because the clouds float hazy-lazy in the sky;
'Tis June because the shadows in the woodlands quiet lie;
June because the grass and clover in the meadow growing;
June because we're trusting 'twixt the harvest time and sowing.
Autumn days are coming and will rob us all too soon,
And take away the perfect morning-glory days of June!

New Passenger Department Publication.

The Passenger Department will issue on the 15th of every month a Service Bulletin, for the information of ticket agents of our own and foreign lines. This should be a valuable assistance to ticket agents everywhere, enabling them to keep on file late and accurate information of all matters of time, tariff and routing; also matters concerning the handling of tickets, which means "getting the money" for The Milwaukee. Stanley D. Roberts is Editor, and even though at this writing the new publication is not on the press, "Stan" is already persuaded that "the Editor's life is not a happy one."

The Psychology of the Traveling Public

J. J. Krizek, Ticket Agent, Union Station, Milwaukee

The study of humanity and human nature is, and always has been a wonderful one. In almost all walks of life one will find a great variety of temperaments, in persons similarly situated and who are practically performing the same kind of tasks. Take for instance, three of four professional men, such as physicians, lawyers, teachers, and so on, and no one of them will under the same peculiar or sudden circumstances say just the same thing or act in the same manner as the other.

While there are many vantage points from which the various sides of the human element in mankind can be seen and judged, the ticket agent in the railroad station in a large city, has probably greater opportunities than any one else to watch an ever moving procession of humanity. He is compelled to listen to tales of sorrow, smooth the way for the man in trouble, and jolly with those who are happy. A smooth remark or a smile just at the right time steals the thunder from the man with the grouch, for it is a daily occurrence to have the passenger who got up at five-thirty to make the six-fifteen train get to the station at six-twenty, find it gone and then claim that that particular train never had left before six-twenty. He knows because he had been in the habit of going on it for years, and besides, the clerk at the hotel told him that that was the correct leaving time.

In his occupation seldom a day passes during which he does not see the happy wedding party come down to see a timid bride and her better half start on their life's journey with a trip on the Yellow Cars. Rice and old slippers fly around in profusion, every one in the party gay and nothing but unlimited joy in sight. The bridal party is hardly out of sight when along comes another party. This time however, their garments denote mourning, and their faces bespeak grief and sorrow. One of their loved ones is being escorted on the last journey, probably to the childhood home, to be placed in the little plot of ground where those who had gone before, are resting.

Next in line we see the wealthy man with his family ready to take the train down to southern climes, to escape the rigors of our northern winter. There they will bask in the sunshine and play golf and, in other ways, kill time. Immediately after they are gone, some poor old man, whose overcoat has several patches, and who is shivering with cold, meekly steps up to the window inquiring how much it will cost to take him to a certain town where an old friend of his lives, who will grant him the hospitality of his own meager home. When this old man hears what the necessary amount is, he turns away sadly muttering something about the Alms House being his only chance.

Then again, we see the cheerful young man, with a fishing outfit, starting out on his vacation, looking forward to a great time out in the country. His fine complexion and superb physique indicates health, and a good prospect of a long and vigorous life. This man is closely followed by another still very young man, whose features show indications that the dreaded white plague has already taken a strong hold. This man is not looking forward to a pleasure trip, but is on his way down to some southern, sunny country, which holds out hope to those afflicted as he is. Chances are that the next ride he will take will be the same as most of them do, the Baggage Car Route, back home.

And thus they come and go every day. The man behind the cage sees them, talks to them, shares in their sorrows and joys, and often ponders after his day's work is over, as to why we can't all be happy.

A man came one day, evidently laboring under a great mental stress, and wanted to know the quickest possible way to get his son home. This boy had run away a few days before that, and the father had just received a message from him from a small town out in Kansas.

This was late Saturday afternoon, and the town was located on a small branch, where there was no Sunday Service. With the best possible connections there

was no chance of the boy being home before Monday noon.

After making arrangements for the transportation the father left, saying the boy's mother would be disappointed, as she was sure they could have him home for breakfast on Sunday morning.

This boy evidently did not appreciate his parents as he should have, or he would not have caused them such anguish.

The absent minded person is very much in evidence at a railway station ticket window.

A couple came up one day, the man buying a ticket for his wife, and putting down a bill, said to her: "Mary, you wait here for the change, I will be right back."

After taking up the change, she looked around her somewhat excitedly, and said: "Here, Mr. Agent, you did not give me my ticket."

The agent was endeavoring to explain to her that the ticket was passed over all right, but she would not listen to anything, and was just beginning to work herself up into a nice fit of excitement, when her husband came back. He saw that she was very much perturbed about something. As soon as she spied him she began to complain to him about the impudence of employes who take your money and then refuse to deliver the goods, etc., when he asked her what it was she did not get.

"Why, this man refused to give me a ticket after we have paid for it."

"Why, my dear, I have your ticket, and have had it all the time. I had to have it to check your trunk with."

At another time, a very prosperous looking old gentleman bought a ticket to Chicago. This time there was no lady in the case. He got his ticket, placed it in his vest pocket, something, as he explained afterward, he was never in the habit of doing.

When he came out to the gate he looked for it in the pocket where he usually put his tickets, did not find it there immediately came to the conclusion he did not get one, and came back to the window and demanded it.

What he said at that window, when he found he could not get another ticket, would not look good in print. It took some persuasion on the part of the ticket seller, to induce the old gentleman to make another systematic search, which he would not do until convinced it was a case of either buying another, or finding the first one.

After finding his ticket he went away happy, leaving a fine "perfecto" to heal the agent's wounded feelings.

A fellow, who had evidently been out with some convivial friends all afternoon and evening, came down to take the night train to St. Paul. When buying his ticket, he discovered he was a little short of the necessary amount, and asked the agent



Roundhouse Force, Othello, Wash.

if there was not some possible way of being trusted. He could get all the money he wanted on the other end, and he just simply had to go.

The agent explained it was absolutely against the rules to let tickets go out of the office without the money. The man thought awhile, then took off his diamond ring, said:

"Shay, m'friend, would you take this stone as security, till I get home?"

The stone looked pretty good, the agent took it in, and was just about to hand out a ticket, when something happened to the light plant, and all the lights went out, leaving the entire depot in utter darkness.

"Here," shouted the man, "What kind of a game is this. I did not think I was in that kind of a joint. Put on those lights, and give me my ring back, or I'll call for the cops."

Then the lights went on again, but our friend would take no more chances, as he had been up against that kind of a game before, took his ring, and the company lost a passenger.

A lady asked all about the procedure necessary to bring a corpse to Milwaukee from some town down East. The agent explained to her that, among other things, it would be necessary for some one to accompany the corpse, as a railroad would not carry a corpse in the baggage car, without such other person to take charge of it, but being transported alone it would have to go by express.

The lady remarked that in this particular case, the corpse would have to travel alone, and it did not make any difference to her, in the baggage car or by express. She then said that she was the prospective corpse. She was on her way to this town to have a very difficult operation performed upon herself, and was getting this information to know just how to get back, dead or alive. We could go on filling many more pages with anecdotes, more or less interesting, but space forbids. When the day's work is done and the ticket agent can go home fully conscious of the fact that all the people he handled at the windows went away satisfied with the treatment they received, and that they got just what they wanted, and furthermore, that when they want to travel the next time, they will again patronize the good old "St. Paul," and

last, but not least, that his cash does not check up short, he considers his work that day a success.

The Benefits of Co-Operation

Dan Gorman, Roadmaster Trans-Missouri Division.

I started to work on the I. & M. Division between the rails in 1891, when only a small boy, and often when coming home at night, said to my fellow-men, "This is too hard a job for me." I thought I could never stand the work, but I have never missed a check from the Milwaukee Road from that day to this. I made the best of everything, and always tried to do my work, and do it well, for we knew nothing else would pass on the old I. & M. There were foremen there who watched the rail for forty years and more. Our roadmaster was T. Ahearn; he was always fair with us, but the work we did was the only standby we had.

I was sent out to the Coast Extension in 1907, and landed on the Trans-Missouri Division, where I have been up to the present time. The first fifteen months I ran an extra gang of one hundred and thirty foreigners; the first day I surfaced 750 feet of track, and worked mighty hard, but each day we raised a little more until we surfaced 9,000 feet a day with the same gang. This is another case of the long time in service; the long time man is the man. He learns his work better every day, and gets to feel more at home every day. If a man means well and does his best, help him along, and if you do this with all your men, you will soon have a bunch of men that any roadmaster may be proud of.

When I took charge of this division there was little or no gravel; of course, the track was just laid a short time, but now we have a very fine track, and are handling the fast continental solid steel trains that run through from Chicago to the Pacific Coast, and we make the time, and make it right along, and it is the good work of our section foremen that keeps these high class fast trains on the rail.

It is co-operation that has made our division one of the banner divisions on the Puget Sound lines, and I have never regretted the schooling I have had in track work on the old I. & M. Division.

Reminiscences of a Woman on Construction Work

E. H. W.

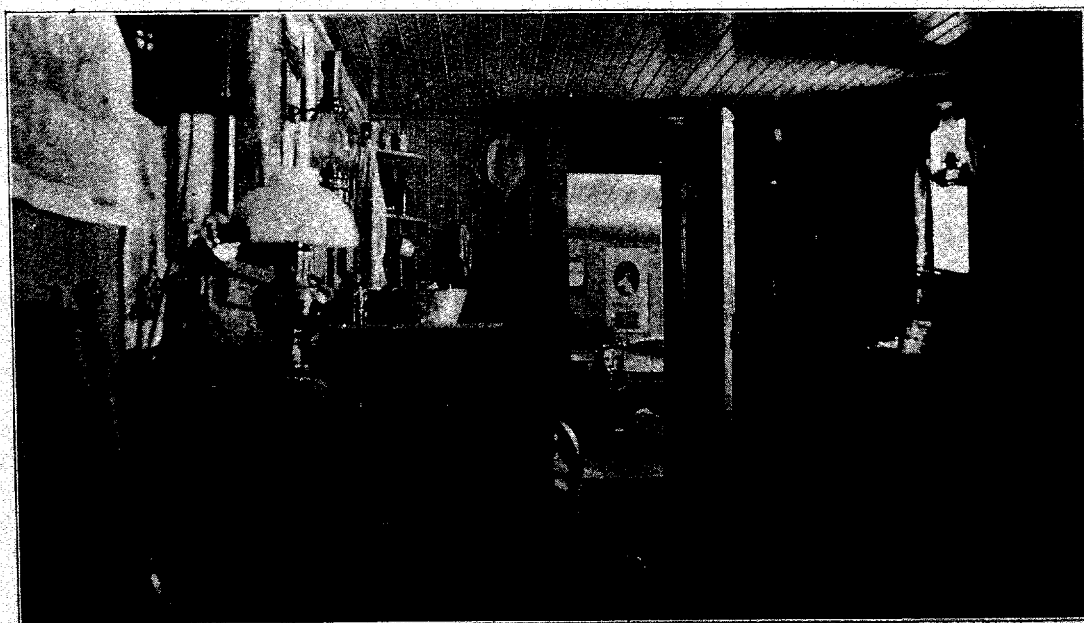
When I came to Pontis, about December 5, 1907, the passenger trains were running as far as Lemmon, S. D. The Missouri river bridge was being built and you could hear the air compressor working constantly supplying air to the "sand hogs" working far beneath the surface in the caissons. These men were shipped out by carloads, but the depth was such that the greater number of them would not try to work under the air pressure. A great many of them suffered with what they called "The Bends" and those able to be around used to walk the others up and down in the open air, one on each side, practically carrying them, as they seemed to double up and have no control of their legs or arms.

There was a big camp over by the river occupied by the Bridge and Building Department, and southeast of that, along the temporary track, was the camp of the Division officials, consisting of box cars sealed and fixed up to live in. Our car was a 27-foot box car, and 10 feet of that was my husband's office. In the remaining 17 feet we had to cook, eat,

sleep and live. The car was really as convenient as it could possibly be fixed. The water was very hard, and at that time I knew nothing of how to break it; and after trying to do one washing, which looked worse than before undertaking it, I sent it to eastern Minnesota to my mother and had her laundress do it for me.

Shortly after this first attempt of mine a woman from the camp came over to see if I would do her washing. As I was living in a car, she thought I might be glad to do it. She lived in a shack. This greatly amused the young men and they were always sending the boys to me after that to see if I would not do their laundry.

We had a very open winter and used to take long walks over on the Standing Rock Reservation and watch the men doing the revetment work on the west side of the river to prevent the current washing out the bank and undermining the bridge. They wove willows, making a network, which they sunk, and covered with rock, and this protected the bank.



"Home" in a Box Car.

Occasionally we went to Wapakala on Ration Day. All the Indians would come there after their rations, and the women did all the work while the men sat around and smoked.

The first bread I baked after coming to Pontis I thought would be my last, as I could not find a spot to lay it after I took it out of the oven, but I finally fixed it on the bench in the office. I had heard of people putting their bread on the bed to cool, but that did not appeal to me. In my part of the car I had my kitchen cabinet, gasoline range, heating stove, sanitary couch, steamer trunk and another trunk, and for a dining table used a little folding card table.

We planned to have company for dinner Christmas day, and the day before we had the worst dirt storm I ever saw, so I could not get any of my baking done, as the dirt sifted into the car until everything was covered a half inch deep. The dirt also formed a cloud over the river, so low that you could not see across. I used the office table for a dining table Christmas day and only four could be seated at once, and two of those had to be seated before we set the table. There were to be three guests, but as one of them left on the noon train and another could not come until the train departed, we had room for the four, and my husband and the other guest ate continuously to keep them company.

Mr. Morrison of the Y. M. C. A. was at Pontis at this time, and we had a program in the camp dining room for every one in the camp.

There was a dance in Mobridge one night and my husband thought to show his appreciation of my coming down to

live in a car by taking me, as I was fond of dancing. We went over on a speeder, up hill all the way, (and I was not very light). It was the darkest night I about ever saw.

As my husband's work followed the track laying machine, early in January our car was coupled to a west bound freight and we went as far as Lemmon, S. D. the first day. Two engines off the track just west of Lemmon kept us there until the next day, when we went on to Marmarth.

We arrived there late at night on the first train to carry revenue freight to that point, and it was the first trip my husband and the train crew had ever made there. He asked the train crew to set us where we would not be in the way. About 2 a. m. we were awakened by a terrible jolt, and upon investigating found we were on the wash-out track with an engine on each end of us, headed in opposite directions, so that when the hostler gave a signal each engine started. It was a wonder we were not seriously injured, and what my husband said to the men was not worthy of repetition. The next morning he had the cars spurred out in a safe place.

What was the town at that time was some distance west of the present site. We acquired an office car and a car of tools at that point, so I now had all of our car to live in.

Shortly after reaching here the question of a clerk for my husband came up, and he was asked if I would take it, and I decided to try it. A few days later my husband was at the front with Mr. Earling, when the Master Mechanic and the Chief Dispatcher came to the office and



Marmarth in 1908.

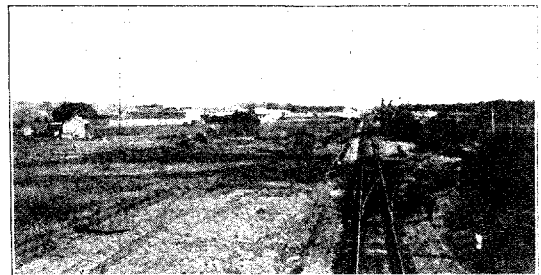
had to have a track at the round house extended immediately. I felt that some people might think a woman would not be as capable as a man in my position, so I must make an effort to get that track in. It was our first real cold morning, and quite a little snow had fallen during the night, so the white extra gangs had taken this as an excuse to lay off, and were all drunk, even the foreman. The time-keeper must have had some trouble also, as I had to send for him three times before he showed up. He came over about 1 p. m. and I told him what was wanted, and to take a few men over to the round house and do the work wanted. About an hour later the flunkie came back saying no one was there to tell them where to extend the track. I waded through the snow, and as there was only one track there I told them to go ahead and extend that. My husband returned about midnight that night and I told him what I had done. He remarked that if he had been there they would not have got the track so soon, and he knew they wouldn't use it for two weeks, and they didn't.

The passenger train ran into Mar-marth soon after we reached there, and one always knew when it had arrived there by the "shooting up" which went on every evening at that time.

One afternoon the Doctor came over to see if I would sit with a very sick patient at the hotel (board shack covered with tar paper), while he and his wife went to the country to perform an operation he did not dare to delay. I knew nothing of nursing, but told him I would do what I could. The patient was a trainman who had fallen from the train while crossing a bridge and was very seriously injured. While I was with him he wanted to turn over, but I did not know how to handle him without hurting him, and wanted him to wait until the Doctor returned; but he finally moved himself. It caused him so much pain, that he had to turn back. The Doctor returned about 6 p. m. and took me home, as it was not safe for a woman to be alone around there. He told me a day or two later that the patient nearly died just after we left, and that his (the doctor's) wife, who was a trained nurse hardly knew what to do with him. It seemed that when he turned

over he loosened the clots of blood caused by the internal injuries and they caused him to cough and choke. If she left him lying down she was afraid he would choke to death, and if she raised him she was afraid of killing him on account of the internal injuries. She however, managed to get him up and the raising of those clots saved his life. The Doctor told me afterward he had expected the man would die while I was with him, and he was very much surprised when he returned to find him alive and really looking better. He was taken to Aberdeen the next morning and later in the summer when he came back to work he came to the door one day to tell me he heard I stayed with him, and to show how me how well he was getting along, as well as to thank me.

In February we were to go on west, and my husband left one day with instructions for our equipment to be taken to Ismay the next day and he would be there that night. That night a saloon opened just in front of our cars, just off the right of way, and they were shooting and carrying on all night, and I expected every shot to go through my car. I was certainly glad to leave there the next morning.

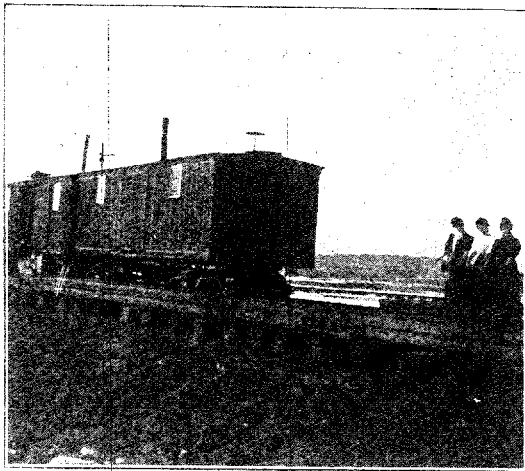


Nothing But the Track at Ismay.

There was nothing at Ismay then but the Mercantile store south of the track and a small shack used for a restaurant—the hotel was being built. Our cars were in with a big camp of white laborers that night and all the work trains came in, but my husband didn't. I was rather nervous and did not sleep much, but was not molested. My husband arrived the next day and we went on to Cato. The conductor's wife and little son were on the train, having just come from Wisconsin, and came on our "private" car. The next day we went to Terry and were

spurred out there until the last of July. The conductor's wife could not get a room at the hotel so we arranged for her to use the bed in the office and take her meals at the hotel. We were very fond of the hotel proprietor's wife and had many pleasant times together, and occasionally I could find time to entertain them in the car. Folding card table for dining table, and the small steamer trunk beside of it was the serving table.

One day late in February we crossed the Yellowstone and climbed the buttes on the other side. It was a very rugged country as far as you could see, and way down below us to the north we could see two men and a horse working in a coal mine. We intended to make a second trip, but the river broke up soon after that.



Spurred Out at Terry.

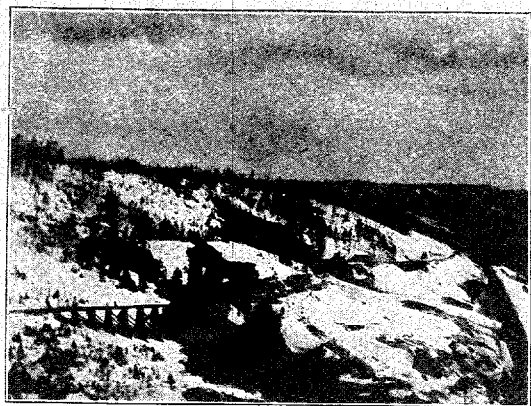
I had never seen a can of condensed milk until I went to Pontis. I saw nothing else until we came to Terry, and there we had "real" milk for ten cents a quart, and I had to go after it. I had a good landdress while there, who had quite a high idea of my financial condition, because I used linen handkerchiefs.

I had to give up getting meals during July as it was so hot, and no ice to be had. I could not keep anything, so we went to the hotel for meals. The summer was a very busy one, as we had several large extra gangs and new section crews starting every few days, so the office work kept me busy from early in the morning until late at night. The days were terribly hot; the thermometer in the office registered 110 degrees

several afternoons. The cars cooled rapidly in the evening, so one could sleep comfortably. The country right there was covered with cactus blossoms and they were beautiful. We took a good many trips on a speeder from Bonfield and the first Yellowstone crossing west of Terry. I went back to Minnesota the last of July and was terribly tanned and brown, so thought I would visit a beauty parlor in St. Paul and get facial massage, etc., to make myself look as well as possible. On the way east, at Wapala I saw a woman I knew, who was part Indian, and so I stepped to the vestibule and called to her. She heard me and came running over, and just as she got to me she said "O, it's you. I thought it was some of my people." I decided it would take more than a visit to a beauty parlor to make me look like a white woman, if I were taken for an Indian on the Reservation.

The first of August, 1908, my husband was transferred to the Rocky Mountain division, and when I came back from Minnesota I came as far as Miles City, changed cars and came to Harlowton. Had to stay over night there, and had not expected to know anyone, but when I arrived there I found the agent and his wife had been transferred from Terry, so was among friends at once. The next day I went to Lombard, and had the surprise of my life at Summit, where we stopped for dinner. It was a lovely dinner, and I was greatly surprised to be charged only fifty cents, and was told afterward that if I had showed my transportation I could have had it for half price. I would have been ashamed to offer a quarter for that dinner.

My husband met me at Lombard with a work train, and we stopped at Three Forks for supper that night. There was not a building of any kind there, and we had supper in a tent at the B. & B. camp. They were working on the round house and station at that time. We went on to Piedmont, where our cars had been taken and were spurred out. I continued the office work, and the last of the month I went in to Butte to help get out the first pay roll for the division. Went over the shoo-fly as the tunnel at Pipestone Pass was not completed. One engine took four cars over, and then we got into a box car caboose and went



The Shoo Fly.

down to Butte, getting off on Montana street at the cemetery. Going over the Divide all the train crew seemed to be scared and hugged the brakes, but I noticed they got over that before long. While we were located there passenger service between St. Paul and Butte was inaugurated, and I went to Butte on the first regular passenger train. Terrible dirt and wind storms would come down the valley that fall, and we could see them long before they reached us. One day I really thought the cars would blow over, and several roofs in Whitehall were taken off, and when it was over, my husband came over from the station to see if I was there. They thought the station was going to be blown down. November 3rd was the Mikado's birthday, and we had two Japanese gangs working at Piedmont at that time and they both laid off to celebrate. We were invited to both celebrations, and had unusually good dinners. Their order of serving was not the same as ours, but everything was very good. At one of them they had program in Japanese, which of course we could not understand, but should imagine it would be very much like a Fourth of July program in this country. The mountains around there were beautiful and I really enjoyed it.

The following February (1909), we moved to Three Forks, where the Division headquarters had just been established. My mother was visiting me at that time, and thoroughly enjoyed the trip in our cars through the Jefferson canon.

All the force lived in cars and two

shacks on the right of way, and there was quite a line of cars. This was the first place I lived where we had a meat market, and could get fresh green stuff, since I had come to the Extension. I worked in the superintendent's office there from March until October. Three Forks was surrounded by mountains, but so far off you did not feel shut in, and we had the most gorgeous sunsets I ever saw. The eastern mountains and sky were even more gorgeous than the west with the reflections.

In April, 1910, thinking we were settled for a while, we bought a civil engineer's shack from the company, and moved it to a lot, and before we had finished the improvements we were transferred to the Bitter Root mountains. We were fortunate to be located at East Portal and had a house in the camp with sewer and water, and took our meals in camp.

We were right at the east end of St. Paul Pass tunnel, way up in the mountains and an ideal place to spend the summer. Never very hot, best water I have ever seen, and good roads over the mountain with an easy grade. Taft was about two miles down the road. My first trip on the west slope was with Mrs. Kendall and the scenery was grand. It was 24 miles from East Portal to Avery, the foot of the grade, and there were 17 tunnels and 22 bridges at that time in that distance. Since then all except the 11 steel structures have been filled in. There was good hunting and good trout fishing in that vicinity. We were located there during the forest fires of 1910, and burned out. When the fires were coming, we had seen so much of the smoke and ashes that we were not particularly alarmed until about the 21st of August, when they became worse. Late on a Saturday afternoon we heard that Wallace had burned, but even then we did not apprehend any danger as there were two or three mountain ridges between us, and from the telephone reports from both sides of the mountain there was no cause for alarm; so we retired about 10:30. About midnight my husband was called to the phone and went to the station, and when he came back, said we had better get dressed and ready to leave as they were sending a train from Haugan for

us, so they must have some information we did not have. We were not worried even then, and I really thought East Portal would not burn. We took the trunks, but did not have time to repack them, so left most of the things I really wanted. Before the train came the fire came over the mountain below camp, but the wind was taking it away from our camp.

It was just as light as day at 2 a. m. We backed through the tunnel to Roland and picked up the people there, and then came back, stopping all the way along to pick up the people. The mountain across the gulch was one blaze down to about Bryson, and the car rather warm on that side. We reached Haugan about 5 a. m. and I went on to Missoula later in the day. That afternoon the wind changed and took the fire up the Milwaukee side of the canon and East Portal burned that night about 6 o'clock.

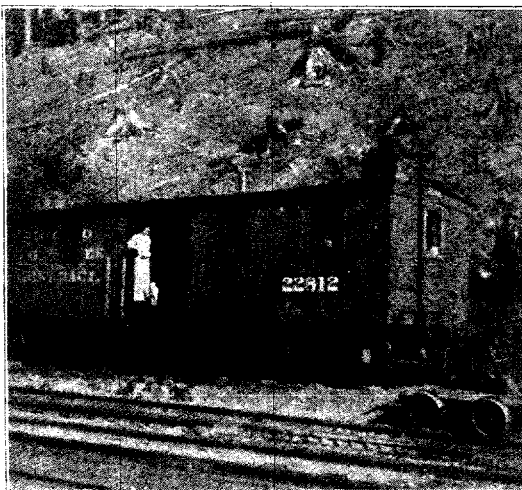
I did not get back to East Portal until the middle of September, and then we had a car fixed up, sealed, painted, water piped in, hot water attached to heating stove and every thing in "modern conveniences," except electric lights and bath tubs. Also had an office car, divided into two rooms, which gave me an extra bedroom. The place was very desolate looking after the fire, and the smoke was still quite bad. At night you could see small fires still smoldering up in the mountains. The winters up there were not cold, but the fall of snow was simp-

ly wonderful. It did not drift, but just piled up six and eight feet deep along the track, and that was the only place one could walk. That space was just the width of the plow, and one did not dare to do much walking for fear of meeting a train and no place to get out of the way. I spent three summers and two winters there. The summers were delightful.

The Christmas of 1911 had great difficulty getting my presents sent away. My husband was very busy about the time they should have been mailed and each day I expected him home, he would throw a note off as he went through saying he had to go on, so finally I went to Saltese on a Mallet helper one afternoon. The station is way up on the mountain and the town way down in the valley. It had snowed, thawed, and frozen, and the narrow path leading down the side of the mountain was like glass. I had two flour sacks of packages besides a couple of boxes too large to go in, so you can imagine getting down that slippery, steep trail. I fell down and slid part of the way, but finally reached the bottom, and had to come up on all fours, and even then would slide back faster than I could get ahead at times. I decided the recipients of those presents ought to have appreciated them no matter how small the gift.

The flowers there were beautiful. We had trillium, wild hollyhock, syringa, bridal wreath, Indian pinks, and a white flower shaped like an electric light bulb, composed of tiny white blossoms,—and huckleberries. The second July after the fire the whole mountain was one mass of pink blossoms, which the natives said were fire flowers, and always followed the fires.

I decided I could not stand another winter in the mountains so we rented an apartment at Avery, and sent for our furniture. On August 10th we moved into a real house, and in October my husband was transferred to the Silver Bow work, and when we had about made up our minds to move to Butte, he was transferred to Great Falls-Lewistown work, where we are located now and have lived in a town and modern house for almost a year.



After the Fire, East Portal.

P. H. Madden's Three-Man Track Layer

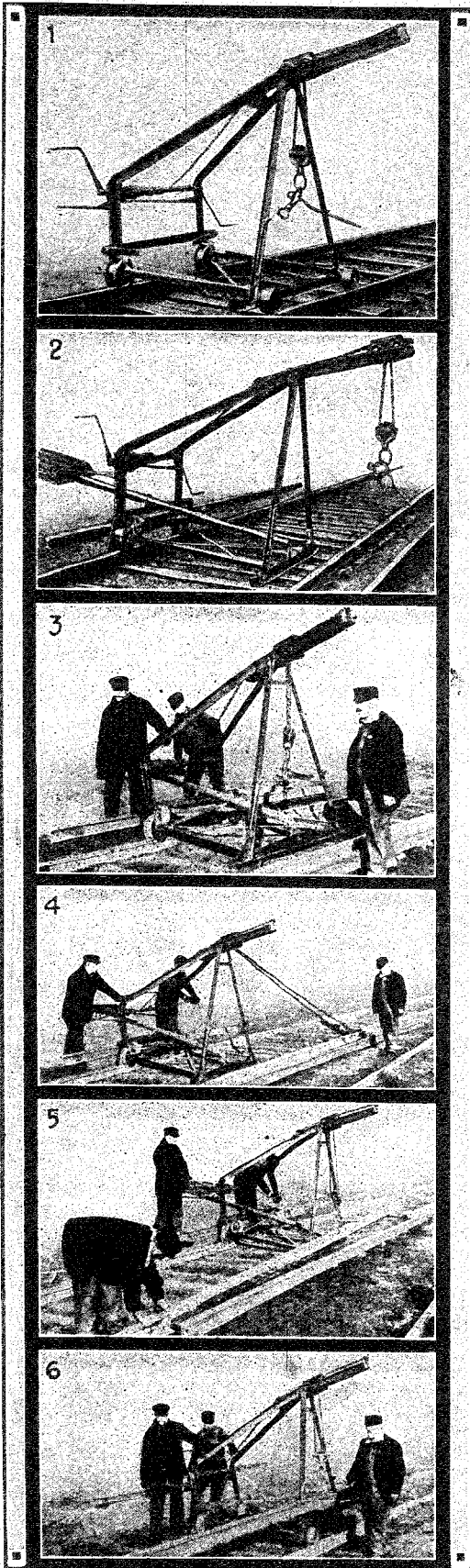
Our road department has every reason to be proud of the achievement of one of its oldest members, P. H. Madden, who for many years has presided over the track on the west end of the LaCrosse division. He, with his crews and extra gangs, has laid and relaid track on the Milwaukee so long that in spite of the success of his device and the prospect of wealth ahead, Mr. Madden continues his rounds, note book in hand, the same today as in the years past, and while his fellow workmen wish him all the success in the world, they don't want a roll-call with his name left out.

The Three-Man Track Layer is a clever device, fully illustrated here, designed to do track-laying work with three operatives, work which heretofore required a much larger force and longer time.

The machine is a light, but strong steel frame supporting at the rear a drum operated by two cranks, upon which is wound the hoisting chain. Portability is secured by wheels operating on the railroad track, at the rear, two of which are double-flanged, and two in front are plain and mounted on axles, which can be swung back under the frame when the machine is being used for rail laying. When at work, the A frame supporting the forward part of the frame will rest upon the ties and the machine is ready to bring the new rail into position. A detachable counterbalancing lever is provided, having a platform upon which splice bars, spikes or other track material can be placed until the desired counter-balance has been obtained.

The machine can be easily moved by two men grasping the handles provided for that purpose, and with slight effort, balancing upon the rear wheels, when it moves freely to any desired position. If both rails are in place, the forward wheels, of course, can be swung into position and the machine operates on four wheels. This can be done when light or carrying a load suspended from the hoisting chain. Three men can lay rail with this machine without tongs-men, handling any weights of rail without difficulty and with perfect safety to the men. Furthermore, three men can easily lay 100-pound rail at the rate of one rail per minute. Three men can also go back any distance and get a rail, a switch or a frog and place in any desired position. The track layer weighs approximately 700 pounds and can be lifted and carried, with ease, by four men. Its operation is very simple and can be handled by any class of labor. The pictures herewith show the Track-Layer in various positions of operation.

No. 1 is mounted on its four wheels ready for transportation and for carrying a load suspended on the tongs.



No. 2 has the plain wheels laid back and ready to lay rail. A switch point or dimension rail may always be carried for making temporary connections.

No. 3 shows the machine being moved on a single rail. By its counter-balance, it is easily moved by two men.

No. 4 shows the Track-Layer dragging a 90-pound rail.

No. 5 shows it heeling in a 90-pound rail.

No. 6 shows the machine mounted on four wheels and carrying a 90-pound rail.



P. H. Madden.

The Railway Clerk's Hope.

With Apologies to Kipling.

When the final audit's finished
And the last accounting made,
And the I. C. C.'s forgotten,
And there is no pull up grade—
We'll go on the long vacation
That waits on the Railway Clerk
Who never was late at the office
And wasn't afraid of work.
And the Clerk will be as Comptroller
And neither of them will fret
Because the other fellow
Draws more than he can get;
But each on his own sidetrack
And berthed in a private car
Waiting upon the Pilot
To his particular star.

—M. J. T.

From the Trans-Missouri Division

As I have not seen very much in our magazine from the Trans-Missouri Division, I will try and write a few lines, and, if it escapes the waste basket, may come again. I am what might be called an "old-timer," at least on the new "steel trail," as I landed at my present location in 1908 and have been on the same section ever since.

When I came west George Dollmire was Roadmaster. Our roadbed was the native mud and some of it was mighty soft stuff, at that. The first summer was one of the wettest I have seen out in Dakota, and it was some job, believe me, to keep the track in shape so as to get trains over it. About all we did that summer was "mud shim," and there were two weeks that we wore our oilcloth coats continually, as it rained night and day. This may be hard for some of the younger section foremen to believe, who have seen only our dry summers, but our present roadmaster, Dan Gorman, can verify this. But it is some different now, as we have our division up on gravel and it is very much nicer work handling the track.

Since the gravel has been put in, the "Olympian" and "Columbian," the crack trains of the West, have been put in operation, and, although I am only a "king snipe," when they go by I am glad I work for the old C., M. & St. P.

Keldron, S. D.

A. J. BROOKS,
Section Foreman.

Faribault, Minn.

Dear Editor:

I have been reading the Employees' Magazine and enjoy hearing from the "old-timers."

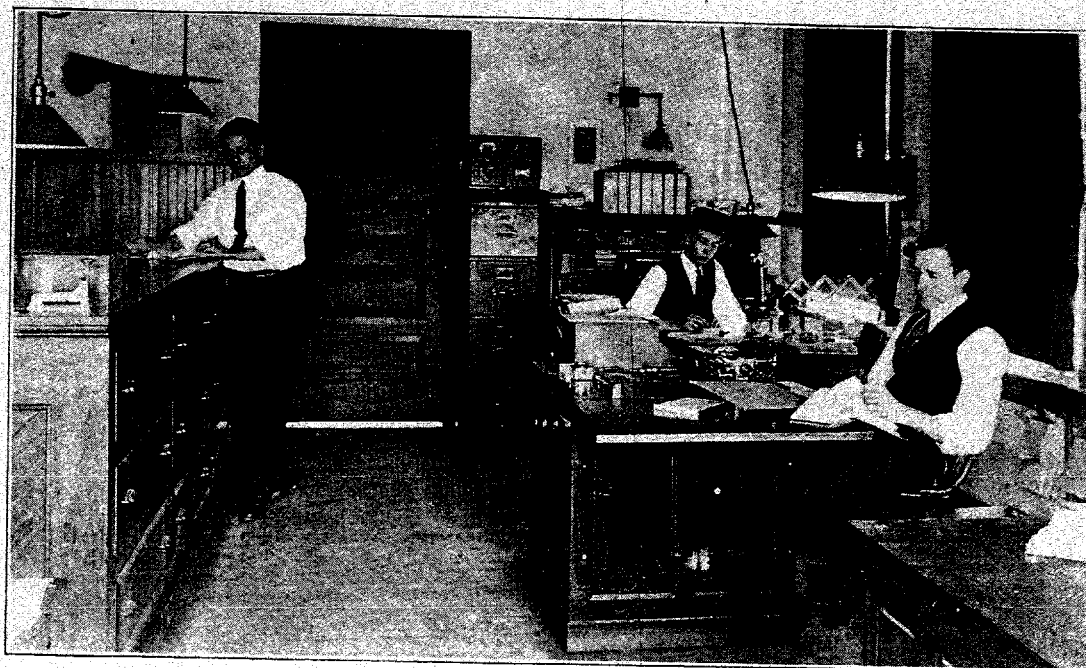
I have been working for the C., M. & St. P. Ry. Co. for nearly half a century. I began in 1866, as section hand at Northfield, Minn., under Thomas Fitzpatrick, section foreman. Mr. William Blair was then roadmaster. His successor, Mr. J. B. Moll, stayed on the I. & M. Division many years and was well liked by all. From Dundas I was moved to Kenyon, as section foreman, by the late L. Searles, who was then roadmaster. In 1906 I was transferred to my present position, flagman, at Faribault, by E. Clemens, then superintendent.

Roadmaster T. V. Robinson is a great advocate of "Safety First." He keeps the yards in good condition.

A few days ago two old-timers of the B. & B. force—Richard McGravy and William Carr, of Adams, Minn.—spent the evening with me, talking over old times and playing cards. Mr. Carr rendered several selections on his flute, among which were "The Harp That Once Through Tara's Halls" and "Where the River Shannon Flows," and many others. Let's hear from some of the other old-timers.

Yours,

MIKE KENNEDY.



Chief Clerk H. R. Nelson's Office.

Missoula Division Headquarters

The Missoula Division comprises the most picturesque stretch of railroad on the entire System. By the same token, it is also one of the most difficult when the winter is bad and the snow is deep. This usually happens, the past winter being a notable exception, for there was comparatively light snowfall, few heavy winds and very little cold weather.

The division headquarters occupy the upper story of the handsome Missoula passenger station, and if the boys who work up there can't be happy in their clean, airy, sightly offices, they are built for treason, stratagem and spoils and not for railroad men. The station stands on the banks of the Missoula River, with the Bitter Root Mountains looking down on it from the west and the outposts of the Continental Divide guarding it on the east. The city lies on both banks and the river is spanned at Higgins avenue, just where the station is located, by a handsome new concrete and steel bridge. The old structure went out in the flood of 1908, when every bridge for miles up and down stream was washed away, and our station grounds, then in the process of making, were lost under twenty feet of water.

Upstairs, in the corner which looks out on mountains, river, bridge and city, is Superintendent F. E. Willard's office, neat and orderly as the man himself; and you will see from the picture that he spends little time looking out on the beautiful view—the shades are drawn up to admit only

the light. Mr. Willard is quite too busy to admire scenery, great as is his opportunity, both at home and on his division.

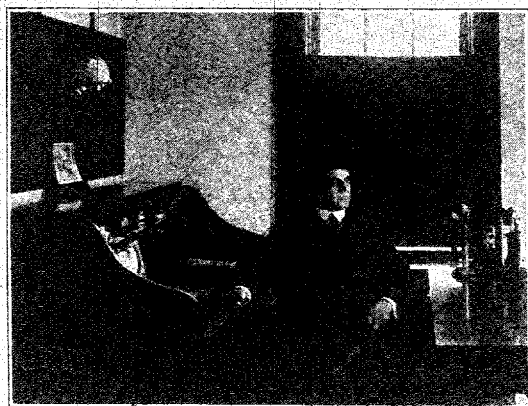
In the outer office is H. R. Nelson, chief clerk, and if you want to know his superintendent a little more intimately than you, as a casual acquaintance, will be likely to get "Harry" to talk about his "chief." W. D. Spear is timekeeper, and the stenographer, when this picture was taken, was A. W. Hoover. His place is now filled by Miss Gusta Furst, who has recently come to Missoula from the Coast Division. The office force also now includes A. Sloan Miller, clerk. And the writer has been assured by all concerned that "it is without question the most congenial office force to be found anywhere on OUR GRAND RAILWAY SYSTEM. "HARMONY" is their office motto, and they all look the part.

Downstairs are Ticket Agent Tavenner and his assistants, and across the road in the new freight station is Agent E. P. Thomas, an old-timer on the railroad, and his office force. A photograph of this building and the force appeared recently in *The Magazine*. Here is what Messrs. Tavenner and Thomas have to say for themselves:

Missoula Ticket Office

H. H. TAVENNER

The ticket department of a railroad is a very interesting one from several different points of view. For example, it is interesting to watch the travelers come in and talk



Superintendent F. E. Williard.

over the various routings, ask for stop-overs at points that cannot be granted, persist in buying a ticket every way except by the routing which the tariff provides for, never failing to tell the ticketseller that they can get the same ticket to the same point on a competitive line \$3.00 cheaper than the rate he is quoting, and that if he is not able to get them a lower center berth in either the standard or tourist sleeper, as the case may be, they will go over another line. Then there is the so-called "Well Acquainted" traveler, who has known all of the officials of your line ever since they were little boys, was brought up with them back in Wisconsin or New Jersey and has always shipped all his freight over your road, and after a long line of good hot air descends on you with that little confidential talk and spiel that he thinks some concession is due him for all the good deeds done toward your company. So he asks you to kindly write your General Passenger Agent for a round-trip pass to Chicago, maintaining all the time that all you will have to do is just to mention his name and the transportation will be forthcoming, as all the "Big Fellows know him."

Coming into the Missoula station from either the east or north entrance you face the ticket windows and within this office you will behold the City Ticket Agent and his most efficient assistant, George H. Clark, who are both most always on duty, listening to some of the above preamble and coming back at their would-be purchasers with that strong, convincing argument, that to travel safe is to ride on our transcontinentals in any and all directions, and to make everything doubly sure, to buy some accident insurance and that ever-clinching reason why the passenger should use this line is that we use the Union Depot in Chicago. No change of cars at St. Paul, steel trains and the best service in the land. With this argument, if you are a close observer, you will see a transformation, the greatest act of the age, especially interesting to the railroad company and that is, the transforming of "talk" into money, and "money talks."

Missoula Local Freight Office.

E. P. Thomas.

The new Missoula freight house and office is of strictly modern construction and is the closest located depot in the city to the larger business houses.

It is built of pressed brick; the warehouse floor cemented. No lanterns used about the premises, being fully electric lighted, and having electric light wire connection to cars, lanterns are not required.

Two automatic scales conduce to accurate weighing and efficient handling of freight through the house. Commodious quarters are arranged to take care of perishable freight in winter and summer. A room, heated by the hot water system of the building, is kept at the required temperature in winter, and the room, being fitted with ice racks, is converted into a cooler in the summer.

The freight house is lettered into sections, making it convenient to check up the freight any time found necessary, or to readily find any article sought.

The office portion of the building is suitably arranged, having well lighted and comfortable quarters for the office force. Three team tracks adjoin the freight house for the handling of carload business.

Surrounding the team tracks and warehouse building, the streets are paved with vitrified brick, contributing considerable toward making the present location an object of especial interest, and the continual source of complimentary remarks because of the foresight of this company in providing such sightly and convenient facilities for handling freight, and the increase in our percentage of freight received proves the move to be a paying one.

The following are employed at Missoula Freight Station:

E. P. Thomas, agent.

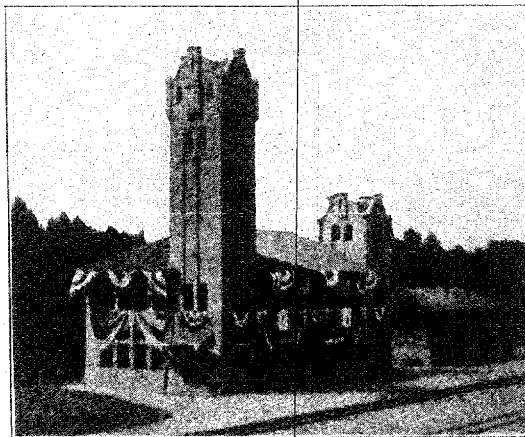
J. E. Abbey, cashier.

W. H. Wallace, clerk.

Miss Ethel J. Barrett, clerk and stenographer.

Jack Harkness, warehouse foreman.

Hugh Simpson, trucker.



Missoula Passenger Station.

Safety First

A. W. Smullen, Chairman.

Safety First and the Public.

T. S. L.

In our Magazine for April a trainman of twenty-four years' service gave a very intelligent and helpful discussion of the Safety First movement in its relation to train service. One of the important points he made was the impression made upon the public by the official reports of accidents. And too much stress cannot be laid upon that point.

In that article only the report of investigated cases was referred to. Of even more importance is the monthly statement of all injuries which is carried all over the United States by the Associated Press, and which, in the nature of things, can only give the number and nature of injuries, with no explanation of the origin or cause of accident. To the casual reader this only spells in large letters either the carelessness of employes or inefficiency in management, and to many it means both.

Trainmen clearly point out the remedy—eternal and unrelenting vigilance. The best reason in the world for an accident never wipes out the effect of it upon the public's mind.

Carelessness is unconsciously committed—care is only the result of conscious effort. To avoid accident the mind must be on the job every second of the time. Every accident due to human agency is occasioned by the failure of the mind to work, whether it is a thumb smashed by a hammer or a human life crushed out in a collision. There is no occupation that requires more complete control of every mental faculty than train operation.

In line with the earnest plea for safer operation by Trainman, it cannot be too often, or too insistently, urged upon all employes, in order to avoid even the appearance of evil, that they must make every effort to give the public to understand thoroughly that every possible precaution is being taken. The flagman who does not flag because he thinks he knows there is nothing following, creates in the mind of the passenger the belief that the flagman is carelessly indolent.

There is no excuse for the flagman who does not flag, for as matter of fact, he does not and he cannot know that there is nothing following. He may have every reason to believe that to be the case—but he has no discretion in the matter and his duty is to flag on every occasion. The public knows this, or at least it has every opportunity of knowing it from seeing the statement in the daily papers whenever there is any question up as to the cause of an accident or train wreck.

The open vestibule may not seem much to a good many trainmen, but the passenger knows it ought not to be open, and he concludes that if such things as that are neglected, probably other and more important things are also neglected.

It is these and many details like them, that impress the traveling public, and then when the monthly report of accidents and injuries are published the public at once remembers that enough indolence and carelessness has come under its own observation to amply account for the appalling result.

The great army of trainmen are, as a rule, careful, cautious and prudent. It is only the occasional laggard who furnishes the fuel for public opinion. But the occasional laggard must be eliminated—not only because of the bad impression he creates, but because of the harm he does. The greater part of preventable accidents and injuries are due to the few who are habitually lax in their observance of safety rules. They bring disaster upon the public, evil repute upon their fellows, and injury upon their employers.

Employers can do, and are doing, much to reduce the risks of railway employment, but the effective reduction of dangers to the men and the public must come from the men themselves. And when such old and experienced employes as Trainman point out so clearly the responsibility that rests upon the men themselves for the elimination of the careless employe as well as the abolition of carelessness, hope for the future almost turns to certainty. When the wit and resources and courage of the American trainman are turned toward the elimination of train dangers with all the force of which they are capable, "preventable accident" will become an almost obsolete term in railway statistics.

Items from the Safety Bureau.

You are about to enter upon a most important service. If you are the right kind of a man—and we believe you are—you naturally look forward to recognition and advancement. Your success depends upon your record. Your record depends upon you. Don't forget that. We trust that your service with this Company may extend over many years and that your record may be without a blot. Especially do we hope you may be able to say at the end of a long period of service "I was never injured myself and none was ever injured through my fault." Any one would be proud of such a record.

To make this record, we call your attention to some important Safety precautions:

No. 1. Always remember the safe course is the best.

No. 2. Never open knuckles as cars are about to come together.

No. 3. Always inform your engineman before going under your train.

No. 4. Don't adjust draw-bars with your feet.

No. 5. It is better to do your work the right way than to have to make out an accident report.

No. 6. When you take chances, you are disloyal to your family.

No. 7. When you start to work, take Safety First with you so that you may come home unhurt.

No. 8. You are your brother's keeper. Be safe yourself and help him to be safe.

No. 9. It is easier to do a thing right than to explain why you did it wrong.

On April 24th a joint meeting of the Musselshell and Rocky Mountain Divisions was held at Harlowtown, Montana. The meeting was called to order by Chairman Dow at 3:00 p. m., and the following committeemen were present:

Dow	Bell	O'Hanlon
Moss	Walcheater	Morrow
Grady	Willson	Hart
Good		

Several important suggestions were made and acted upon. Short talks were made by the different committeemen and after that some figures were given by Chairman Dow showing some 30 per cent reduction in injuries on the Missoula Division. The meeting then adjourned, all members being notified to be present at the monthly meeting in May to be held in Harlowtown.

On April 25th a committee meeting of the Deer Lodge shops and Missoula Division was held in the office of Superintendent Willard, it being the first meeting of the new committee, the old committee's term expiring at the previous meeting held at Albertain, Montana. One of the first suggestions made by the new committee was that a great many clerks were in the habit of jumping on engines or moving cars for the purpose of riding only a few feet, and the committee went on record in that they would report every case of that kind, and would do all in their power to discourage every dangerous condition of this kind that is brought to their notice. The meeting was called at 9:30 a. m., and adjourned at 3:30 p. m. Superintendent Willard notified every committeeman that he is expected to come to the meetings with suggestions and to solicit same from the employes at every opportunity.

Those present were:

SHOP COMMITTEE.

F. E. Willard, Chairman.
G. E. Cessford, District M. Mech.
S. S. Koehler, Gen. Mach. Shop Foreman.
J. A. Campbell, Car Foreman.
N. R. Byron, Roundhouse Foreman.
W. R. McGhee, Car Foreman.
O. T. Biddlingmeyer, Boilermaker.
H. C. Kinney, Car Man.
John Traverso, Tinner.
James White, Blacksmith.
J. D. Arrell, Woodworker.
Peter Griffin, Clerk.

DIVISION COMMITTEE.

J. P. Phelan, Chief Dispatcher.
E. E. Clothier, Chief Carpenter.
H. F. Achenbach, Carpenter.
L. W. Pratt, Fireman.
P. J. Cummins, Section Foreman.
Ray Keenan, Engineer.
G. E. Davenport, Conductor.
Martin Carroll, Brakeman.
W. H. Glover, Operator.

For the benefit of the new committee Mr. Smallen made the following remarks:

Men attending these meetings certainly ought to bring some suggestions. I do not know what department Mr Griffin is in, but I am sure there are dozens of things which will need looking after.

Some steps should be taken along the different crafts in regard to men running and jumping on cars. It devolves on the committeemen of the different crafts to take these suggestions up with members of their organization, instead of waiting and coming to meeting with it. Look over things of that kind and fix them as they occur, instead of waiting until the next meeting. You will not have to neglect your work.

In your observation each day you should jot down things you see, talk to the men doing these acts and you will have your hands full. If a man will keep his eye open he will find men in dangerous places. When you see a man jumping on a train, you are his friend, and if you will report him to the superintendent, a little discipline will do him good. It is dangerous enough to have to jump on engines. Committeemen are put on the committee for the purpose of stopping those things. The men that don't want to do that, ought to have some one else take their place.

I believe we all feel sorry in regard to the number of increases in accidents at Deer Lodge shops, and think it is important that we find out how these accidents happened and try and discuss some way to prevent them in the future. If the injuries have numbered fifty per cent greater this month than last month, there is surely something wrong. If the Company is wrong, we want to know it, so that we can remedy these things; if the men are wrong, we want to know it so that we can educate them.

A Safety First meeting of the Musselshell Division was held in the office of Superintendent Spencer, and the following committeemen were present:

C. E. Brooks	C. L. Tanner
C. W. Stuckey	Geo. Dougherty
John Widmann	Joe Hollister
F. D. Campbell	Chester Ellingson
R. M. Douglass	A. F. Maile
D. B. Rivers	

After the suggestions that had been referred to the committeemen and presented to the superintendent, had been read and action taken on those needing immediate attention, the meeting was open for a general discussion, and short talks were made by C. E. Brooks, R. M. Douglas, Chester Ellingson, R. W. Anderson and Sherman Spencer.

Safety First An Awakening.

D. C. LEAMING, Conductor, Missoula Division.

The Safety First movement is an awakening or revival of a movement old almost as the earth itself. It is a movement prompted by the natural impulse of self-preservation; animals of the earth, birds of the air, fish of the sea, all have it.

In our use of it, it is to be regretted that we have not done more with it. But now

that it has come it has come to stay. Skeptics, who always see ulterior motives in all things that seem new, are the only ones not heartily in accord with the movement.

Why are the skeptics skeptical?

By the application of "Safety First" those of you who are fortunate enough to have bonds and stocks in railroads save vast sums of money. On the other hand, by its application, the army of employes are decreasing the rate of accidents, which mean disability and death in an astonishing degree. Money is dross, but human life is sweet. Perhaps not so sweet to you or to me, but somewhere some one is happy because of our welfare. Somewhere some one will sorrow over our misfortune, and the happiness of that vast majority which rests upon us more than offsets the dollars saved. Supposing the "Safety First" be a movement designed for ulterior purposes, as has been suggested, it would be the only case on record of an institution born of the devil being crowned with glory. A friend said the other day: "This 'Safety First' got my job once," and I replied: "Which would you rather lose, your job or your life?" Think it over.

Big Milwaukee Meeting.

The general Safety First meeting of the divisions of the Middle District held at the West Side Turner hall in Milwaukee, Thursday evening, May 28, was unquestionably one of the largest and most instructive meetings that the Safety First organization of the Milwaukee road ever held. The hall used for the meeting is one of the largest in Milwaukee and the great appreciative audience taxed its capacity to the point where the overflow crowd were compelled to stand at the entrance. Every seat on the main floor and the balcony that circles the auditorium was filled. It is estimated that between 2,000 and 2,500 people were present. Hundreds of men came with their wives and children. Their presence and enthusiasm over the varied Safety First topics discussed, plainly evidenced the fact that the women are among the staunchest supporters of the movement. General Superintendent P. C. Eldredge was chairman, and announced when the meeting opened that Mayor Bading of Milwaukee who was to speak, had been unavoidably detained and expressed his regret at not being able to be present and speak to the employes of the Milwaukee Road. As Mayor Bading was the only one on the roster of speakers who was not identified with the road, the meeting was dependent on home talent entirely for the addresses made. How well they accomplished this was indicated by the applause and attention of a large audience, who were assuredly a credit to the great railroad they serve. J. F. De Voy, assistant superintendent of motive power, was the first speaker introduced by the chairman, and his discourse on Safety First from a mechanical standpoint was informing and interesting to every one of his listeners. Mr. De Voy

laid particular stress on the fact the Milwaukee Road was not one of those institutions which waited until it was forced by legislative action to surround its thousands of employes of the shops with safety appliances. Long before the enactment of this measure the progressive policy of the Milwaukee led to elimination of danger spots as they were discovered. He pointed with pride to the fact that this humanitarian policy was adopted and enforced without pressure from the outside. If there was a man in the audience who was not informed as to the mechanical skill of the men in the Milwaukee shops, Mr. De Voy left no doubt in the minds of all as to the efficiency of the thousands of tradesmen employed in this plant. His glowing tribute to the organization was that they could construct any mechanical device from a machine shuttle to the largest locomotive. Mr. De Voy's standing in his profession assuredly qualifies him to pass expert judgment on the ability of mechanics individually, or as a class. He said that one of the most gratifying things about the Safety First movement was that this army of men had made it their most important working dogma and the results it had achieved made Safety First a boon for the company and a blessing for the men.

H. W. Jirka, attorney for the company in Chicago, was next presented. Mr. Jirka gave a very interesting talk on Safety First from a lawyer's standpoint, and as lawyers for the most part make our laws, it is the axiom of the attorney that the violation or infraction of the Safety First code borders on a criminal offence. He emphasized the point that it was the individual who assumed risks who not only imperiled his own safety, but who placed others also in jeopardy.

J. C. Burns, district adjuster, read a voluminous and carefully prepared paper on the benefits of the movement from the Claim Department point of view.

E. W. Morrison, superintendent of the C. & M. Division, in his short and interesting talk proved to be one of the most ardent disciples of Safety First; the ways and means adopted by the local committee, of which he is chairman, had many illuminating angles and he told entertainingly how the results were accomplished.

N. P. Thurber, superintendent of the Mineral Point, was the next speaker introduced. Before Chairman Eldredge introduced H. H. Ober, superintendent of the Wisconsin Valley Division, he jokingly told of Ober's attempt at bribery to get out of speaking, by offering the general superintendent a basket of fish. Mr. Eldredge was not swerved from the path of righteousness by the fish briber, and Mr. Ober was called, and it was fortunate that he was, for though there was fish in his bribe there was excellent meat in his speech. One of the best Safety First statements made at the meeting was uttered by Mr. Ober, when he told of the record of the

MILWAUKEE RAILWAY SYSTEM

Wisconsin Valley Division for the month of October, 1913. This division did not have a single accident of any kind during that period.

W. B. Hinrichs, superintendent of the Milwaukee Terminals, enumerated the various improvements made on this division to foster the movement, and he surely succeeded in convincing his hearers that Safety First was rigidly followed in these big terminals.

Joseph O'Neill, engineer on the C. & M.; D. J. Marlette, conductor, C. & M. Division; John Whitney, engineer, Superior Division; F. La Valley, switchman, Superior Division; T. Moran, conductor, Wisconsin Valley division; G. M. Little, conductor, Wisconsin Valley Division; John Bjorkholm, fireman, Milwaukee Terminals; Max Martens of the Car Department; C. S. Johnson, machinist, and W. G. Breckenridge, made splendid addresses on Safety First, dealing with the subject from the different angles through which it could be applied in their respective lines of work. These were the men who told of its application from the most practical and beneficial standpoint, and it follows, naturally, that what they said was most helpful. For these are the men who are on the firing line, where caution and judgment must be used at all times not only for their own safety, but for the lives and property which is intrusted to their care every day in the year.

A. W. Smallen, general chairman of the Safety First committee, was the last member on the program. He delivered a lec-

ture and showed a very interesting set of stereopticon slides, which illustrate many flagrant violations of Safety First, with a picture opposite showing the right and careful way to execute work.

An enthusiastic and well attended Safety First meeting of the Wisconsin Valley employes was held on Monday evening, May 25, at Tomahawk, Wis. A detailed report of the same was promised for this issue, but was not received. It will appear in the July number.

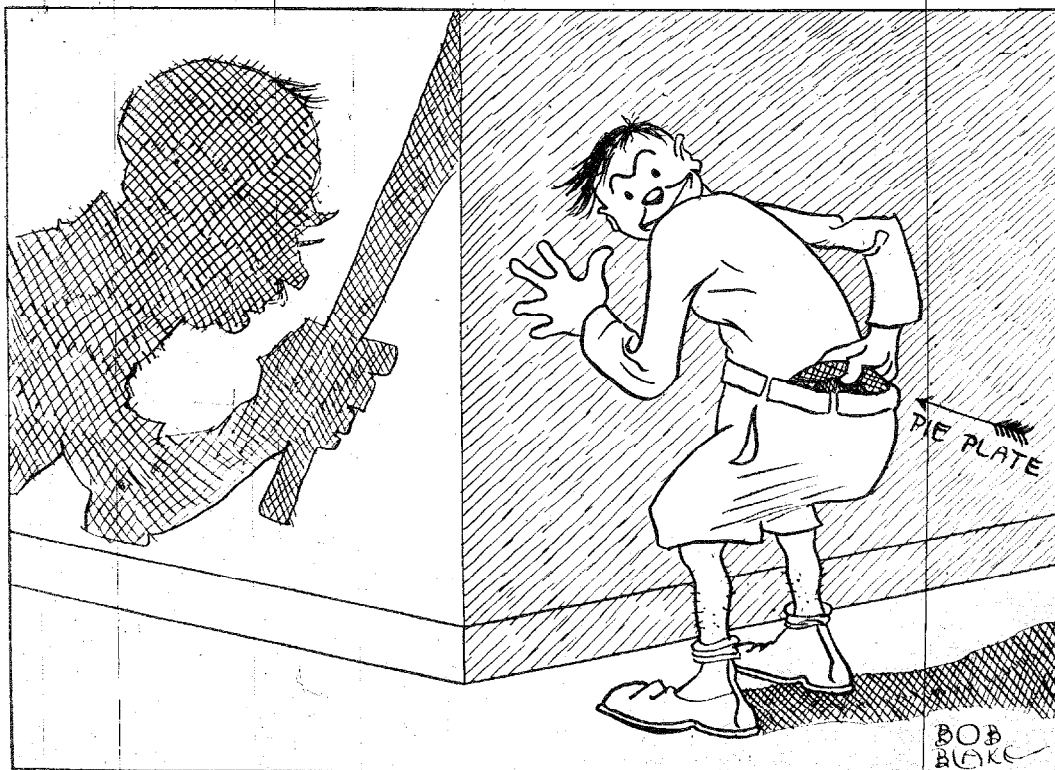
Mr. A. C. Van Zandt, chief clerk to Trainmaster Costello, made a flying trip to Champaign, Ill., recently, and we understand is figuring on taking a trip there again soon. It looks as though there was some attraction at that point that needs attention. Go to it, Van.

Mrs. Jesse Earl, nee Lutz, formerly manipulator of the Telephone switch-board at Galewood, made a visit to her old stamping ground a few days ago, and I can assure you everyone was glad to see her, and glad to see her looking so well.

Mr. Geo. Kough, the genial insurance man, representing the Continental Casualty Co. in the C. M. & St. P. Terminals, was one of the prize winners with the above company for the year 1913. George is an old time employee in Chicago Terminals and we are more than glad to congratulate him on his good and efficient work in his particular line.

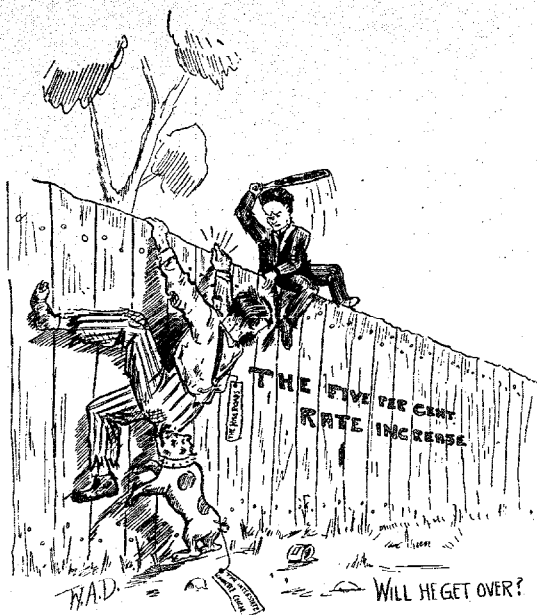
Mr. Jas. Burke, train director first trick in No. 80 office, is talking about a leave of absence for a short time. Jim is interested in chickens and has quite a chicken farm over in Austin, and we understand is going to enlarge the plant.

John Quinn, relief engineer at Galewood, is going to take a vacation this summer. He will make a trip to Nome, Alaska. John likes cold weather.



"Safety First."

Smiles



A pompous physician, who was inclined to criticise others, was watching a stone mason build a fence for his neighbor. He thought the mason used too much mortar.

"Jim," he said, "mortar covers up a great many mistakes, doesn't it?"

"Yes, doctor," calmly replied the mason, "and so does the spade."—*Harper's*.

Gus Miller, a traveling man, paused to watch a small colored youth who stood on one foot, inclined his woolly head far to one side and pounded vigorously on his skull with the palm of his right hand.

"Hello, kid," grinned the drummer, whose memory was carried back to his own boyhood days by the familiar action. "What are you doing?"

"Got watah in mah eah," announced the boy.

"Oh-ho," laughed the drummer, "I know just how that is. I often have felt like that after being in swimming."

"Swimmin' nuffin," the youth exclaimed disdainfully, "Ah been eatin' watahmilyun."—*Harper's*.

The Same Source.

A teacher engaged in social settlement work was chatting at the social center one afternoon with a number of her small charges, when one youngster proudly announced:

"Teacher, we gotta new brudder to our house."

"You have," exclaimed the teacher, "where did you get him?"

"Oh, Dr. Goldberg fetched him," asserted the boy, with a knowing look on his face.

At this juncture another little lad (one of a family of ten) eagerly broke into the conversation: "Teacher, teacher," he cried, "we take of him, too."—*Exchange*.

The following communication was received by Mr. R. Whitty, Roadmaster, Horicon:

"Dear Sir—My razor back strolled down your track a week ago today. Your twenty-nine came down the line and snuffed his life away. You can't blame me, the hog, you see, slipped through a cattle gate; so kindly pen a check for ten, the debt to liquidate."

Mr. Whitty sent the following reply:

"Old twenty-nine came down the line and killed your hog, we know, but razor backs on railroad tracks quite often meet with woe. Therefore, my friend, we cannot send the check for which you pine. Just plant the dead, place o'er his head, 'Here lies a foolish swine.'"

He Knew It Had Been There.

Head Shipping Clerk,

Dear Sir—Is there a box at your freight office addressed to either — or — (all the same). If not there, has there been? We were told it was to be sent to our address the week of 10th of March. We have not heard from it since. If it has been there, and sent, please have it found. It is very valuable to me. Please do so right away and please let me know soon, as I have worried over it a good bit.

It was to be sent by —. I fear it has been missent by the company. Please attend to it right away and greatly oblige,

The story hour had brought out several unaccustomed terms, and the reader was anxious that the children should understand them.

"Tell me," she asked, accordingly, "how many of you know the meaning of the new words you have heard this evening? What, for instance, does 'lay brother' mean?"

A long silence, then the boldest boy did his duty as he saw it.

"A rooster, of course," he declared.

Wants to Start on Mr. Barret's Division.

C., M. & St. P. Ry.,
Division Superintendent,
Butte, Mont.

Dear Sir—We Japanese have the capacity of the Rail Road working especially the steeling now I desire to get the chance to steel under your Division for this coming year and will make you the Trouble to give me your intention as soon as possible. I will be there according to your information about this.

Truly,

The Roadmaster's Letter.*Dan Devoy, Ottumwa, Iowa.*

I am puzzled just now and my poor brain
is dizzy,

As it is up to me here to get very busy.
I fear that my section will soon cause disaster

By the note that today came from the
Roadmaster.

Said he: "Your Section is riding most
awfully bad,

And also appearances are not very good.
I may add.

You must fix the track between the bridge
and the station,

And give the curve in the bottom a little
more elevation

Go over at once and see the east end,
There's a swing in the cattle guard there
you must mend,

And down at the station is scattered some
hay,

I want you to clean it up there today.
The grass and the weeds have taken your
track,

I want them all cut before I get back.
The cuts on your section are a sight to be
seen,

They are filled up with mud, with grass
growing green.

I want you to make a better show now and
then,

I have increased your force, you now have
three men.

I will send you some scythes and I want
you to go

Over your Section and the right-of-way
mow.

Pile up your old ties and when dry you
must burn,

And bleed all the joints that are commenc-
ing to churn.

When the right-of-way is cut, pick up all
the joints,

And line all the curves to the tangents or
points,

Spike up all the ties, put in all the bolts.
As by doing such work there'll be no un-
comfortable jolts.

Look well to the switches, and do not for-
get

If a guard rail is wide you must quickly
reset.

As you go over your track keep an eye on
the fence,

Patch up all the holes, at the fore end
commence,

Watch carefully the slide on the fill west
of town,

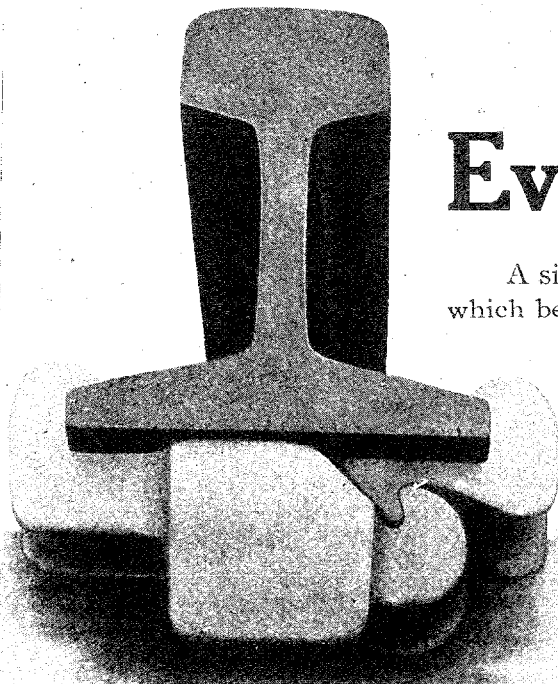
As you know in wet weather it will always
go down.

Get ready for Winter that you won't have
to shim,

As you know at that season your force
will be slim.

I'll be out on inspection some day not far
off

To give more instructions. Yours truly,
"J. Goff."



In Use Everywhere

A simple and efficient anti-creeper;
which becomes more effective the longer
it is in service; being made
or malleable iron, it will
last the life of the rail,
and be capable of success-
ful re-application.

**THE P. & M.
COMPANY**

New York, Chicago, Denver,
San Francisco, Montreal

P. & M. Rail Anti-Creepers

At Home

Anna M. Scott, Editor



Chicago, May 3, 1914.

Dear Editor.—Will you let me tell you how much we all enjoy The Magazine in our home. We are a large family of boys, some of whom are working for the railroad, as their "daddy" does, and the others are going to school now, but they all say they are bound to be railroad men. Sometimes I wish they would choose another vocation, but since Safety First came to us, I am growing to have a different feeling, and like the mother who gave all her boys to the service of her country, I believe I am glad to have my sons go into the service of the railroad; especially if they can serve the company honorably, as their father does, though his position is a humble one.

May I tell you about my boys' room? It is a big one, the largest one in a small house, and they use it jointly—the older ones as well as the younger boys. Of course you will ask how they can all sleep in one room (seven of them), but they don't do that; it is their club room. They have made everything in it themselves, they paint it and paper it when that is necessary, and if they want curtains for the windows, the little boys have to persuade their older brothers to buy them. Their father and I do not buy or make a single thing

for this room, and we never have—neither do we ever enter it unless we are invited. But we are all pretty "chummy," so we are invited there usually for the evening unless the boys have company. If they do, we respect their privacy and remain away. Our boys are always at home, and lately a Victrola has been added, so that we have music every evening. One of the sons plays a mandolin and another strums a little on the guitar and all of them sing, so "The Den" is a jolly place. Luckily "Father" bought a little home a number of years ago, so that no one in another apartment in the same building is annoyed by the racket they make sometimes. It is a good deal for me, occasionally, but I keep in mind a remark I overheard one of my older boys make, when he was but a stripling. He said, "Gee, I would not want to live at Jim —'s house. You can't step in there without taking off your shoes and you can't speak above a whisper, because his mother's nervous. I'm glad Ma ain't nervous."

I hope I haven't taken up too much of your valuable space and if you think our way with our boys can be of service as a suggestion to other big families of boys I shall be glad to have you use this letter in The Magazine.

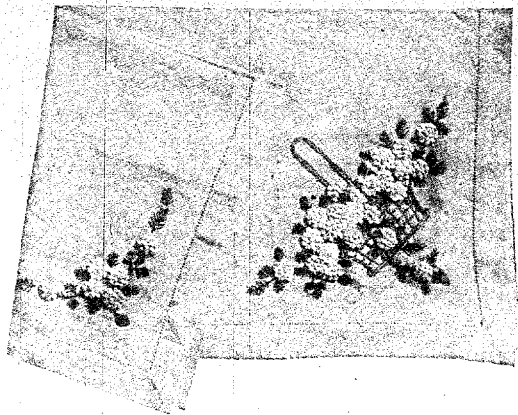
Truly yours,

Mrs. _____

Styles for the Season.

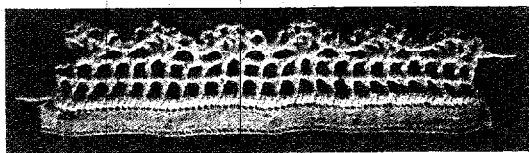
While many rather extreme styles are seen, yet the best dressed woman prefers more simple modes when she sallies forth from her own home. Many of the most becoming gowns for street wear are developed in taffeta, and while black merits the approval of those who realize its value as a background to bring out the delicate tints of a complexion, yet many of the younger women favor blue, rich browns, greens and the tango shades of red, all of which are seen in the streets on a bright May day. Some very pretty models have been exhibited in the Michigan avenue shops—one in particular which I think will meet the approval of the most critical dresser. It was a beautiful bright Copenhagen blue, a very popular color this year. The bodice was prettily developed in surplice folds of silk that were drawn toward the front and loosely knotted at the waist line, which was raised, so that a triangular piece of white corded silk vest was apparent. A soft frill of tulle, rather high, finished the neck and small turn-back cuffs completed the sleeve trimming. The skirt had three graduated tunics adorned with fine platings of silk, and beneath these draperies the plain skirt narrowed toward the hem.

A simple hat was worn with this gown. It was Milan straw, trimmed with a narrow band of lacquered ribbon, that marked the joining of the brim and crown, and at the center of the back it was tied in a quaint bow. Two clusters of burnt ostrich feathers, cleverly designed to imitate aigrettes, placed on the side, gave it a very stylish effect.



French Knot Embroidery.

This is a sample of a practical and very pretty table cover. The material is Bulgarian linen. The basket is embroidered with brown pearl cotton, either catching or outlining the stamped lines; the leaves are worked in green and are made by taking a single stitch from the end of the short line to the central vein, which is afterward outlined. The flowers are made up of French knots, for which a heavy pink floss is used. The thread is brought up through the goods, twisted around the needle only once, and put down through the goods again at a very short distance from where it was brought up. These knots should be made very close together, so when finished the flower will look quite solid.



Towel Edge.

Double across end of towel.—Turn.

Second Row.—Five chains.—Fasten in the fourth double with double.

Repeat across.—Turn.

Third Row.—Five chains.—Fasten in the loop of five chains with double.

Repeat across.—Turn.

Fourth Row.—Same as Third Row.

Fifth Row.—Two chains.—A cluster of six trebles in first loop.—One double in next loop.—Repeat across.—Turn.

If big sister wishes to make a picture book for little sister or brother she can do so by cutting the pictures they like best from old magazines or papers and pasting them on different colored silkline—blue, yellow, green, red and white. Cutting sheets

any desired length or width, then sew together in book form. Cover should be made of white oilcloth or cretonne. Interesting as well as instructive books can be made for the older children in the same way, by sewing pictures and clippings on subjects you wish them to become most interested in.—Mrs. Adams.

Good Things to Eat.

Health Bread.—Two cups of wheat flour, two cups of graham flour, two cups of bran meal, one teaspoon of salt, one-half cup of sugar.

Mix all the above dry. Then in a separate mixing bowl put one beaten egg, one pint sweet milk, two even teaspoons of soda in one-half cup of boiling water. Stir mixtures and bake carefully one hour. This makes three small loaves.

Sunday Morning Loaf.—Two cups of graham flour, one cupful of wheat flour, one cupful Indian meal, one teaspoonful salt, one cup molasses, one and one-half teaspoonfuls soda, one-quarter cup of cold water, one tablespoonful melted lard, one cupful sour milk, one and one-half cups sweet milk. Sift dry materials together, add the molasses, lard, soda, melted in water and milk. Beat thoroughly; pour in buttered mold, and steam for three hours. This makes two medium sized loaves.—A. G. T.

Strawberry Sherbet.—One quart of strawberries, two cupfuls sugar, one quart water, juice of two lemons; boil sugar and water, add lemon juice to strawberries and mash them. When syrup is cold, pour it over the strawberries; strain and freeze.

Feather Cake.—Four tablespoonfuls butter, one cupful sugar, one and one-half cupfuls flour, two and one-half teaspoonfuls baking powder, two eggs, one-half cupful milk, one teaspoonful vanilla. Put butter in mixing bowl, work it with a spoon till creamy, add sugar gradually, and continue creaming. Sift flour and baking powder together; separate yolks of eggs from whites, beat yolks till light colored and thick, then add milk and egg mixture to creamed butter and sugar, alternately, with flour; add flavoring, beat well; lastly add whites of eggs beaten stiff. Bake about thirty minutes.—G. E. C.

Lemon Cream Pie.—Grate the yellow of one lemon and use the juice, one cup sugar, one tablespoon corn starch, yolks of three eggs, two may be used, but three is better; a pinch of salt. Beat this well and add one cup boiling water and let boil until it thickens. Fill a crust and frost with the three whites.

Heavenly Hash.—One pint whipped cream, half cup sugar, half pound marshmallows, one cup chopped walnuts, one small can sliced pineapple. Whip the cream, add the sugar and the nuts. Cube the pineapple and marshmallows and mix together; keep on ice until ready to serve. Nice for dessert or served on lettuce for a salad.—E. L. W.

STROH'S OVERALLS

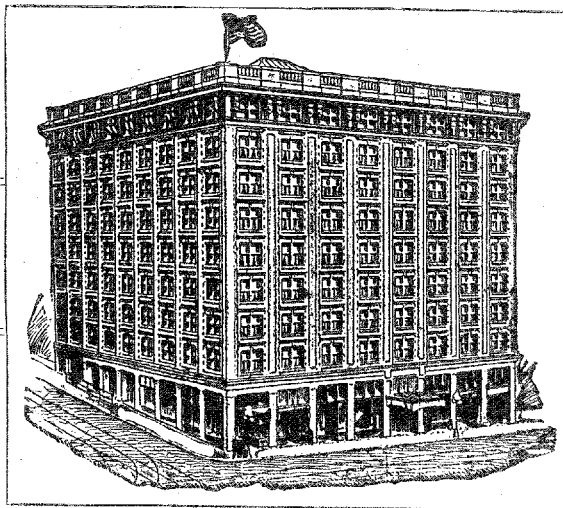
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Get Together

Puget Sound Pioneers, Greeting.

The second annual meeting of the Puget Sound Pioneers' Club will occur in Seattle June 23 and 24, and complete arrangements have been made to give everyone a good time.

Seattle is Puget Sound headquarters and there should be no question of a full attendance. Furthermore, the boys are sure to go because this time Vice-President Earling will certainly be on hand; and that fact alone would bring many a loyal soldier in his command a much greater distance than any of us will have to go, just for the pleasure of meeting with him again and recalling together the times and stress of construction days. There will also be an attractive program and much in the way of entertainment. Everyone is urged to come for the first day, if possible, as there will be a boat trip to Bremerton Navy Yard, where some of our battleships are built and rebuilt; thence to Tacoma to look over our shops and terminals there. The boat will return to Seattle in time for all to get in line for the banquet, which is to be held on the evening of the 23rd. On the morning of the 24th there will be a business session, and that afternoon a sight-seeing trip around Seattle. This arrangement allows members an opportunity to enjoy the full program and be ready to go east on No. 18, the night of the 24th, if they desire to do so.

It is planned to handle guests in extra cars on No. 17 from Moberg to Harlowton or Butte, and thence by special train to Seattle, arriving there on the afternoon of the 22nd—the balance of that day being set aside for registering and a general get-together for the purpose of becoming acquainted. The men will, as usual, "swap yarns" and the women will probably shop, as Seattle's shopping district is irresistible.

Headquarters will be established at the New Richmond Hotel, across the street from the passenger station.

The entertainment committee is composed of Messrs. A. J. Kroha, chairman; E. B. Craue, J. W. Fry, G. R. Algyer, E. D. Kennedy, G. M. Lee, G. F. West, F. D. Campbell, J. E. Brady, O. P. Kellogg, C. M. Sleightem.

The Reception Committee consists of the Messrs. Edward O'Malley, chairman; F. Rusch, J. E. Beal, J. M. Allen, F. Buchanan, Herbert E. Foster, T. J. Hamilton, P. J. Gallagher, Ed Hamilton, John Quinn, G. F. West, Hugo Spetz, A. J. Williams, Ellis Truesdell, B. H. Brown.

The wives of members of the Reception Committee are ex-officio members and will assist in the general entertainment.

The Magazine would like to be able to account for the laughable error in making up the title heading on Page 10 of the May magazine. "Construc-

tion Days at Pontis" did not need the extra little article which crept in mysteriously, to make it clear to readers that the story concerned the big bridge over the Missouri River at the east end of the Puget Sound Line. And "Pontis" needs all the dignity it can get by allowing it to stand without a prop. Apologies are due to the author, the bridge and to "Pontis."

Courtesy.

"To some, courtesy may seem a lost art, little worth bringing back. But it is not. Courtesy is one of the old line arts that dies only with the man or the business. For the rise of many a man and business has started with it.

"Take time to be courteous.

"Emerson once wrote: 'Give a boy address and accomplishments, and you give him the mastery of palaces and fortunes wherever he goes.' Courtesy is of more value to a man than a thousand letters of written recommendations. Courtesy is an asset of more power than money or influence."

Everywhere we go nowadays we find booklets, preachments and dogmas on "courtesy." Courtesy is the keynote of the business world today. It is an insistent slogan and must be heard, for it is the only way to make work count—to make business count for profit. Every man in charge of business makes it his watchword and seeks to instill it into the minds of his employes. Railroad men are not the only class of employes of whom courteous treatment of patrons is expected. Philosophers, merchants, bankers, the butcher, the baker and the candle-stick maker are all in the field with Courtesy on the guidons. After all, in just what does courtesy consist? Is it not doing unto others as you would have them do unto you? Courtesy is no new thing but a general reawakening and a living up to the teaching which is inbred in every child all over Christendom. It is, nevertheless, inspiring to railway employes to find themselves in such a goodly company engaged in the endeavor to preach and practice courtesy. A little booklet on Service With Courtesy, issued by a large Chicago bank, is full of pithy paragraphs on this subject: Service with Courtesy—Courtesy with Service, and it goes on to show how everyone in that bank is expected to "deliver both in fullest measure," for that brings depositors and more capital. That is what the railway companies also want to do—deliver both in fullest measure, and the company that delivers the fullest measure will have the biggest business, the greatest revenues and the largest number of happy and contented employes;

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FEATURE No 4 The Typewriter of TRIPLE SERVICE

THIS new Royal Master-Model 10 is the only hundred-dollar typewriter that fills the new field for the typewriter of *triple service*—letter-making, card-typing, and billing, all *inbuilt* in one master machine at one first cost—without a dollar for extra attachments.

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The stenographer can now turn instantly from the letter she is writing to "bill-and-charge," loose-leaf indexing, or the most complex card-typing, without stopping for a second or changing to a "special machine."

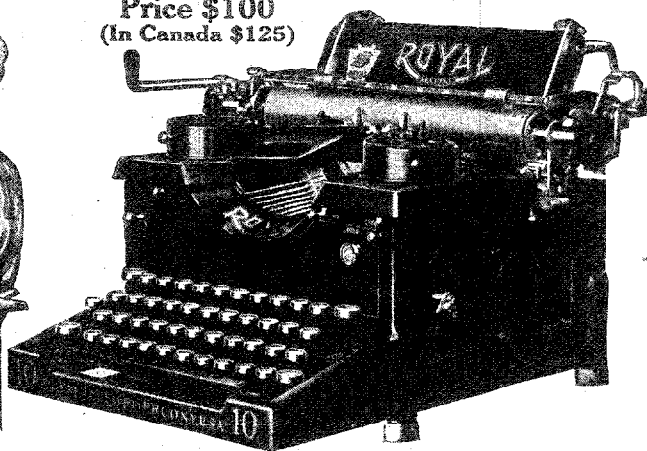
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The Editor wishes again to impress upon contributors that nothing can be accepted for publication which is not signed by the contributor, giving also his address and occupation. If the author does not care to have his name appear in *The Magazine*, with the article, he can say so, in a footnote or a letter, and his wishes will be respected. But the author must "register" with the Editor if he wishes to have his communication appear in *The Magazine*. There can be no departure from this rule.

Baseball team from the Car Accountant's office won their initial game of the season when they defeated the Freight Tariff Department, from the Railway Exchange, at Grant Park, Saturday, May 9, score 7 to 3, which shows the boys can put up a good game besides give car records. Although composed of a bunch of youngsters, they made their older and heavier opponents look like a bunch of amateurs. Gavigan and Rooney were the battery for the Car Accountants. Gavigan's control was perfect, having 16 strikeouts to his credit, striking out the first nine men to face him and issuing only one pass. Rooney, his mate, secured three hits, one of which was good for four bases, and had ten put-outs. Sorgel and Peterson were the battery for the Tariff Department. Sorgel retired in favor of Moore after being hit hard in the third inning. C. Hill officiated as umpire and his work was perfect.

Manager Kirbach would like to arrange games with uniformed teams in or out of the city, Milwaukee, Union Street and Silver A. A., of Portage, preferred. Address H. Kirbach, Car Accountant's office, Fullerton avenue, Chicago.

The Magazine is glad to announce that Mrs. Nora Breckenridge Sill, third trick operator at Summit, Mont., and the author of the Christmas prize story, will contribute from time to time some "McGaffey Stories." She makes McGaffey a real railroader of old times, and the atmosphere of the railroad is essentially a part of her narrative. The first of the McGaffey series will appear in the July number.

Mrs. Cecelia Nourse, wife of Conductor Chas. N. Nourse, oldest conductor on the C. & M. Division, died suddenly of heart disease on May 28th, at her home in Milwaukee. The funeral was held at Hartland, Wis. Mr. Nourse and his two daughters have the deep sympathy of the employes of the Milwaukee Road in their loss of a good wife and mother.

Just as *The Magazine* goes to press, comes the sad intelligence of the sudden death on May 29th of D. C. Cheney, an old and highly valued official of *The Milwaukee Railway*. A more extended notice of his service will appear in the July number.

Old Days On the LaCrosse Division. S. P. Janes.

I have read with much pleasure the accounts of service of the old employes of the C., M. & St. P., and find some who have been in the service longer than myself. My first experience was in June, 1865, with W. W. Collins, who was agent at Oconomowoc. Later I became operator at Watertown, Wis., where Jonas H. Sleeper was agent. I stayed there one year and a half, and can say that it was one of the happiest experiences of my forty-seven years of railroad-ing. Our office force, besides Mr. Sleeper, included John J. Moulding, bill clerk. I boarded at Mr. Chadwick's, at Watertown Junction, where the shops were located. The house was full of railroad men and, of course, I became acquainted with them all.

In 1867 I went to Greenfield (now Tunnel City), and I recall that Seneca Green was conductor of the train, which was No. 3. Greenfield was in an Indian settlement and the first man whom I met there was A. H. Moll, a brother of General Roadmaster J. B. Moll, who at that time was section foreman at Bangor. It was not much of a farming country in those days, although Mr. Green used to say we shipped a lot of Greenfield wheat. By that he meant blueberries. The Indians brought them in on ponies, coming twenty to thirty miles. Later we sent teams out to the marshes for them. Cranberries were also hauled in from the marshes. When farming became more general, we had an extra from LaCrosse daily, which brought wheat up the grade for other trains to fill with at the top of the hill. Our way-freight conductors were Dave Russell and Amos Pollard; the through-freight conductors were promoted to passenger runs as soon as capable. Our passenger conductors were N. W. Todd, Frank Lyman, O. F. Willis, Seneca Green, Cap Beardsley, F. W. Underwood (now president of the Erie Railroad), George Clason, and others. Our engineers were Wash Snow, John Sargent, Pete McCabe, Rube Leach, the Blanchards, Bloomfield, and some others whose names I have forgotten.

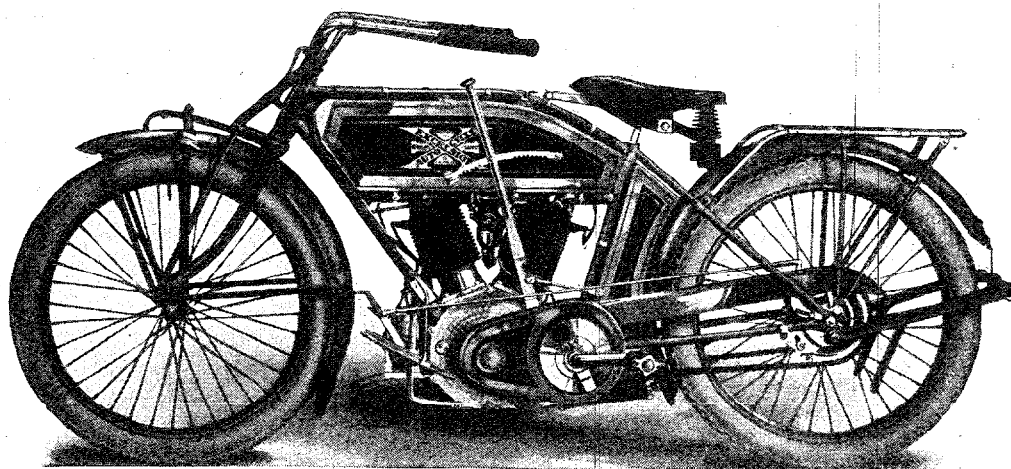
Our station agents were: Moulton, at LaCrosse; George Young, North LaCrosse; Reid Goodrich, West Salem; D. E. Moore and Z. Babler, Bangor; Judge Chandler and A. W. Wilson, Sparta; Thomas Gill, LaFayette; myself, Greenfield; C. H. Warren and J. W. Hancock, Thomah; Sam Free-more, Oakdale; Cecil Philips, Camp Douglas; Tom Wilcox and J. F. Gibson, New Lisbon; A. C. Carter, Mauston; W. M. Harris, Lyndon; C. E. Noyes, Kilbourn; A. C. Flanders, Portage; Lew Boyle, Viroqua; A. Johnson, Westby.

Our business at Greenfield, in the beginning, was shipping lumber, but as the country developed we began shipping grain, hay, stock and all kinds of farm products—and that section is now one of the finest farming districts in the state of Wisconsin.



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Mechanical Department

AND SHOP KINKS

EFFICIENCY and What It Means to You *Joe G. Weeks, Engineer, Musselshell Division.*

How many engineers have read G. T. Spaulding's article in the March Magazine? If you have all read it, have you stopped to think it over? Coming events cast their shadows before, so let us see what it means.

Some say that engineers are born, not made—but who has the birth list? Now let us preach the doctrine of *made* engineers as well as that of “born” engineers. We all know, of course, that from birth some children manifest marked qualities in a certain direction; but if the many thousands who have become fairly good engineers by following the slow, rambling road of Experience, may they not hope to become better and more efficient by studying the experiences of others. Why, then, should we proceed in a rut and be “has-beens.” The law of compensation is a sure one, and a trained man is sure to receive added compensation in more ways than one. So let those who will, call you a Scranton school engineer; you can always remember that efficiency is seldom out of a job; efficiency is not on the bum; efficiency does not hang over a saloon bar. If study will make us efficient, why not study? We all owe it to ourselves, not to mention those we work for, to take a post-graduate course in efficiency, if we have not already done so.

Now, isn't it a creditable calling to be an engineer, and if a post-graduate course in self-study, applied to our calling, will make us better men, why, then, let's have it. Modern developments in railway science make it necessary for every railway employee to study his work if he desires to ad-

vance. Only the poorer places are open now to the uneducated man, and the methods of picking up an education no longer prevail. Definite, systematic study is necessary in any line of work, and the men who realize this soonest are the first to secure promotion, as there is always room at the top for men of ability and special training.

I am not denying that experience is a good teacher—it is one of the best; but if we can profit by special training in addition to experience, and it will make us more efficient, is it not the thing to do?

That efficiency is the coming requirement everyone will admit, and it will be demanded from every employee. Those of us who are weighed in the balance and found wanting are the ones to step down and out, and more efficient men will take our places. We are never too old to learn. Some say, “You can't teach an old dog new tricks.” I say, You can, if the mind has had the proper care. But, “As ye sow, so shall ye reap” the Good Book says, and if you allow weeds to grow up in your brain, you surely can not get anything else out of it.

Nature has decreed that the full physical stature of man shall be reached at a comparatively early age, but there is no such limit to the mental man. Like the palm tree, mental man grows better as he grows older. A man has only to realize that the future depends on himself to see the necessity of training the mind. Use the brain the way Nature intended, for the world is full of fifty-cent men with two thousand dollar educations, because these men did not know how to use their brains. You



Car Department Force, Marmarth, N. D.

can not fog the brain with tobacco nor sap the vital energy with whisky, and be efficient.

We can not all be superintendents, master mechanics, or traveling engineers, but we can all be efficient engineers, and as such entitled to as much respect as any man "higher up," and above all we have our own self-respect—and self-respect rightly applied is as good a stock in trade as any man can carry.

I can see a lack of efficiency every way I look; so can anyone else who cares to look. Let's come out of it before it is too late and learn to be efficient. Be on the job. The man who succeeds in life is the one who has to be told when it is meal time. Every man makes his own opportunity, and when he studies he sees opportunity all the better. Every time we make a trip on the road we have thousands of dollars of property in our charge, and if we are not efficient engineers we cost those for whom we work more than we are worth.

It's the same with locomotive firemen. Every man who gets the job of fireman hopes some time to be promoted to the engineer's side of the cab, and the examinations for promotion are becoming stricter each year. A fireman's chance of promotion also depends upon his efficiency, as a fireman and his record in this respect is looked up very rigidly. A fireman, also, may cause a big loss in money to the company just by improper firing. So I say that it behooves every fireman, as well as every engineer, to

study efficiency. Railroad men who have not kept up with the times and do not embrace every opportunity to acquire the latest knowledge must surely lack the desire to become competent in their calling. While I hold no brief for the International Correspondence School, I would suggest that you—all who have not already done so—write to that institution at Scranton, Pa., asking them to send you their free booklet on Railway Engineering Efficiency.

The Interstate Commerce Commission's annual report for 1913 states that of the seventy-six accidents investigated, 74 per cent were caused by the mistakes of the employees, which, the Commission charges, shows a widespread lack of intelligence on the part of employees. Inefficient employees caused the death of 283 persons and injury to 1,880 more. What does this show? It shows that railway employees, in the very near future, will have to stand their examinations every so often; and, also, that your habits off duty will be kept track of.

It would pay every man, no matter what his job is, to look up the Cosmopolitan Magazine of March, 1913, and read what Stoddard Goodhue writes on "What Is the Matter With Your Brains?" Then you will see why so many men are not efficient. Let's be "An Efficient Manager" in our own lines. Let's be men, to our employers, in our homes and among ourselves; and let's be efficient, for efficiency commands respect and money—and gets both every time.

7 Days Lake Trips

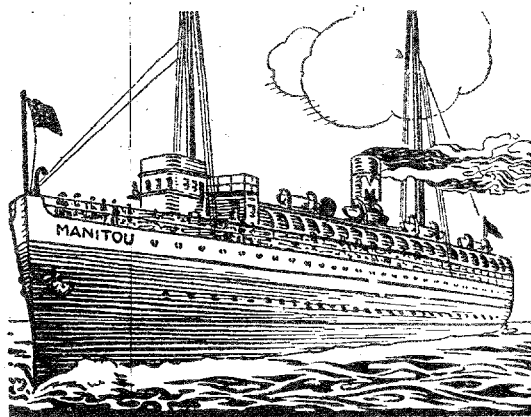
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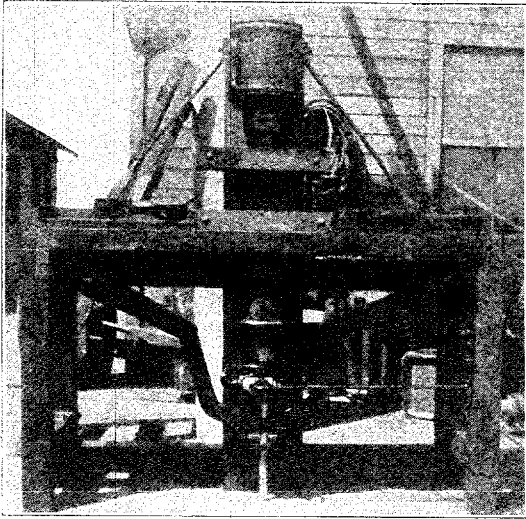
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You can have the many comforts that a large, elegantly equipped steamer affords. You can eat well and sleep well. Peaceful quiet and exhilarating breezes will rest and strengthen you. In sight of land most of the way, you can view some of the most magnificent scenery in the world. For illustrated folder and book of tours address

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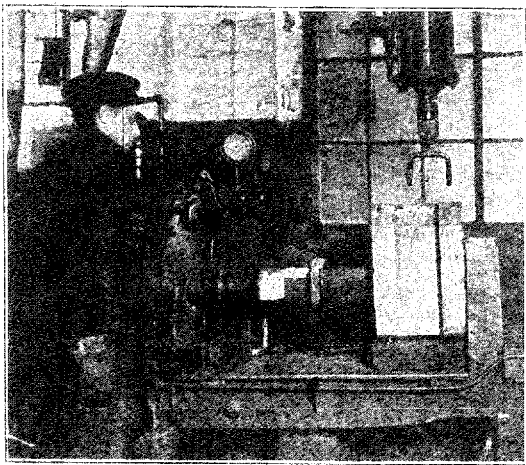
Air Hose Mounting and Dismounting Machine in Tacoma Shops.

M. A. LeVere.

Two air cylinders, 8 feet by 10 inches, are used, the top cylinder as a vise and the lower operating arms which run up through the table, one arm equipped with a clamp or jaw to engage nipple, while the other arm has a die to the coupling.

An application of air into the top of lower cylinder causes the arms to spread, pulling out nipple and coupling. Placing the hose in a vise and putting nipple and coupling in their respective places, then applying air to lower part of the lower cylinder, nipple and coupling are forced into proper position.

This method of mounting a hose can be done in about thirty seconds, while dismounting takes still less time. One man can with this machine dismount and remount 120 hose, against 45 to 50 by hand.



Driving Box Press, Dubuque Shops.

The accompanying sketch illustrates an air press for pressing in driving box brasses. This work is accomplished by one me-

chanic. You will note the convenient devices attained for this work. Air hoist for raising and lowering the box to press and air vise attached to the end of table for holding brass. This convenience makes it a great saving of time as compared with all other methods.

Changing of Power House Pipe Work.

A. Van Holteren, Steamfitter.

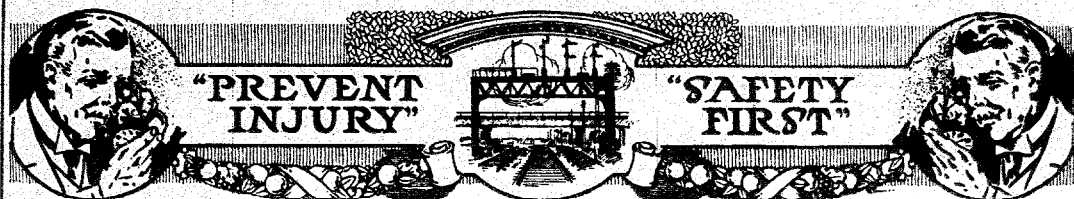
C. F. Eppert, Foreman Steamfitter.

In the past year the power houses at Tacoma, Deer Lodge and Miles City have been changed from low to high pressure, and I beg leave to mention here that such work is no small task, considering the many nooks and crooks which must be worked around and the constant tear-up in the engine room. The plant also has to be kept in operation while the changes are being made. It was also necessary at Miles City power house to connect up two Watertown generators and a Nordberg air compressor temporarily, both steam and exhaust, and to remove part of the old steam system, in order to work around and build up the new. At Miles City and Deer Lodge the 12-inch extra heavy main was built up, valves put on the different openings and a 3-inch connection made from the old to the new, and the work so far done tested out. Then came the task of switching over. The first night eight of us worked on two boilers, which also had an 8-inch by-pass valve to a 10-inch branch off the main. We had steam on at six in the morning, went for breakfast, and at seven o'clock were up again, tightening up bolts on the flanges. Then we kept switching over one by one, until we finally had all boilers, engines and pumps off the new extra heavy pipe, and the state boiler inspectors were called in to inspect; the pops were set to carry 150 pounds.

At Miles City, while this work was being done, the thermometer registered 127 degrees at the outer door of the engine room, while in the engine room and near the ceiling, where a lot of our piping is stored away, it was a great deal hotter. Yet not one man quit or was disabled on that account.

At Deer Lodge the work was done more in the winter months, making it more comfortable, I can assure you.

Now in doing these jobs it is very necessary to have other work done by the different departments at each point, and in order to accomplish good results we must get co-operation, and right here I wish to express thanks to all concerned in making special necessary articles, giving us quick and good service in all details. We had no pipe machine to cut larger than 6-inch—from that to 12-inch was cut on the lathe—and it is very important to get good threads. This helps to make tight joints. We have a couple more power houses in Montana ready in the near future, but these jobs will be of 10-inch extra heavy to begin with.



BELOW are listed the names of our loyal licensed watch inspectors. The men on whom falls the important duty of maintaining the absolute accuracy of our system timepieces. They are experts in their line, offering the lowest prices and the squarest of deals to every Chicago, Milwaukee & St. Paul Railway employee. We should patronize them for all articles of jewelry wherever and whenever possible.

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208 Uihlein Bldg. Milwaukee

Special Commendation

While switching in the yard at Freeport, Ill., April 3, yardmaster F. E. Dame discovered a piece of flange eleven inches long. Not knowing where it came from, he made a thorough inspection of all cars in the yards, finding the broken wheel in car 41310. Without question, if the bad order car had not been found, it would have left the yards in train and perhaps caused a serious wreck. Mr. Dame has received a letter of commendation from the Trainmaster for his watchfulness and care, and also a credit mark in the roster.

M. Souharda, section foreman at Harper, was given a credit mark for stopping a train on April 10, on which he had noticed a bad wheel. Upon investigation it was found that 26 inches of flange was broken off of the wheel on car C. I. & S. 191143.

On May 12, at 8:55 p. m., the operator at Girard, Ia., discovered a car being derailed as train No. 61 was passing the station. He signalled the crew, and when the train was stopped the crew re-railled the car, with but a short delay. The operator has been specially commended for his close attention to duty.

Complimentary appreciation should be extended to M. C. Stephenson, bridge foreman on the Iowa & Dakota Division, for the lucky find of two broken rails on March 20, 1914. While inspecting bridges on the Middle Division, Mr. Stephenson found a broken rail one-half mile east of Cylinder, and he immediately notified the section foreman and repairs were made. He then proceeded on his journey west and after he had gone about five miles the motor car on which he was riding underwent a severe jolt, and upon returning to the spot it was found that a piece of rail eight inches long was broken from the center of a rail between two ties and had fallen out. Mr. Stephenson immediately took action for Safety First and repairs. A flagman was sent out each way from the inspection crew, Mr. Stephenson taking one man and the motor car and going back after the section men. A rail was taken out of the passing track at Emmetsburg and taken to the spot, to replace the broken rail. A delay of 30 minutes was caused to train No. 93; trains No. 3 and 2, which were due immediately after the passing of No. 93, were not delayed. This find did without a question, prevent a wreck to train No. 93 and serious delay to Nos. 3 and 8. Mr. Stephenson has been in the service of this company for 34 years in the capacity of bridge foreman, and a more trusty and faithful employee can not be found.

Brakeman W. R. Kerlin of the East I. & D. Division discovered a brakebeam lost off a car in his train between Calmar and Ft. Atkinson and asked his conductor to report the fact from Ft. Atkinson. An engine was immediately sent from Calmar and the brakebeam and a

brake shoe were found lying in the center of the track, one mile east of Ft. Atkinson and removed in time to make everything safe for No. 1 to pass.

T. W. Ullin, conductor, Kansas City Division has received the following letter from Superintendent Oxley

I take pleasure in expressing our appreciation of the prompt and effective action taken by you in connection with the broken spring hanger and sand board under St. P. car 20133 between Cedar Rapids and Hedrick, on Extra west March 27th. Your watchfulness in this instance no doubt prevented a derailment, for which you will receive due credit in service roster.

Brakeman William Culbertson has received a letter of commendation for his having discovered broken flange, Kansas City Division train No. 65, April 6th.

Train 96, April 22nd, Brakeman P. J. Sullivan discovered a fire on the floor of St. P. box car 43416 at Bath, South Dakota. The car was an empty and the doors closed. The train consisted of 40 cars. We consider Mr. Sullivan entitled to special commendation for having discovered this condition.

Brakeman A. W. Vail, Trans-Missouri Division, has received a letter of commendation from Trainmaster W. C. Ennis for careful inspection of a passing train at Bucyrus, May 5th, when he discovered a fallen brake beam and signalled the crew of the passing train, which was stopped before it reached the switches, thus preventing more or less serious damage and delay.

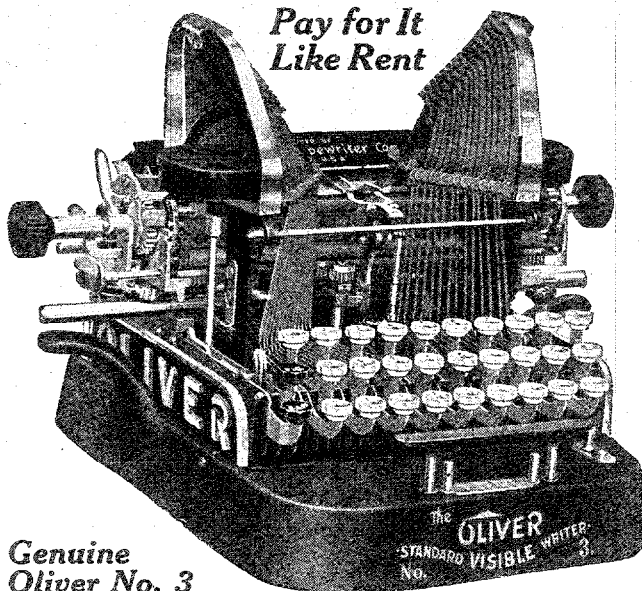
March 7th, while LaCrosse Division train No. 67, William Lestie, conductor, was passing Columbus, at the highest permissible rate of speed, truck frame was detected broken on N. Y. C. & H. R. car 52971, 13th car from rear end, by A. J. Nix, crossing flagman at this point, who gave signal to stop, preventing a serious wreck without a doubt. Reports of this nature will become more frequent on the pages of "Our Magazine" and wrecks and serious delays to traffic will abate just as fast as we, as employees, become more observing.

Often times employees who are scarcely known outside of their home town are deserving of special commendation. For that reason I wish to call the attention of our many readers to one on the Lax Division, Mr. Joe Amen, engine wiper at Watertown Junction. Joe entered the employ of the St. Paul road in 1876 or 38 years ago. It matters not what emergency arises he is always ready and willing to meet it. On several occasions passenger engines have become disabled to the extent that another engine was necessary. No. 34's engine, which lays over at the junc-



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Address _____

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tion and in which Joe takes pride in keeping looking fine, can always be depended upon to be ready for service at a moment's notice. For instance, on March 21st, engineer on 57 notified dispatcher from Oconomowoc, a distance of 13 miles from Watertown Junction, that he would have to have another engine at the Junction. Joe was at once notified and when 57 arrived at the Junction they were delayed just nine minutes before they were off again with the engine Joe had got ready in that short time. On other occasions when passenger trains have sent out engines with hot boxes and taken No. 34's engineer, Joe has, while not one of his special duties, re-packed these hot boxes and had those engines ready to haul No. 34, thereby saving the expense of sending an engine from Milwaukee for that purpose. When one takes into consideration that it requires from 40 minutes to an hour to get an engine ready at our various terminals, for passenger trains in emergency cases, the fact presents itself that service like Joe has been giving the company these many years is sure worthy of mention.

After Agent G. W. Ireland at Langworthy had quit work and was on his way home one evening recently he noticed marks on ties and returned to office and told the dispatcher he thought something was dragging on train No. 21. Train was inspected at Stone City and brake rod was found dragging on engine. A letter of commendation from Superintendent Marshall was sent to Agent Ireland.

Operator J. R. Millett, who is regularly employed at Van Horne, received a letter of commendation and a credit mark on the roster, December 4th for his watchfulness, which resulted in the discovery of a dragging brake rigging on No. 63, as the train passed his station. Mr. Millett stopped the train, and had the broken parts disconnected, thereby avoiding an accident.

Brakeman George Seelig, Engineers Wallace Rawson and Patsy Donovan, and Fireman Walter Custis, all of the C. B. Iowa Division, received letters of commendation and credit

marks on their records in December for their strict attention to duty. No. 63 had a derailment at Newhall, which blocked both main lines. In less than five minutes No. 20 was brought to a stop just west of the point of accident, in time to avert them running into the derailed cars. This move indicated that all the above mentioned employees were alert to their duties in regard to the proper protection of the head end of trains on double tracks, and the move was especially commendable when it is understood that it has only been a few months since any of the men mentioned ever worked on double track.

Special mention is due Agent J. H. Murphy, of Jamaica, for the effort he put forth in stopping some cars which had been blown from a siding at Herndon during a bad wind storm.

Engineer John Conway, of the C. & C. B., Ia. Division, received a letter of credit on account of flagging No. 11 to warn them of some obstruction on the west bound main line. Engineer Conway was taking No. 6 to Marion.

Engineer John P. Lutze and Conductor M. F. Burnham, of the C. & C. B. Iowa Division, received letters of credit for special service rendered the company.

Conductors C. West and A. J. Schloe, of the West Division, are entitled to mention for stopping some cars which had blown from a siding at Manila during a high wind storm.

Conductor George Robinson, of the C. & C. B. Iowa Division, is entitled to mention on account of finding broken rails, and reporting same before an accident resulted.

Engineer Milo Dillon, of the C. & C. B., Iowa Division, is entitled to creditable mention for the discovery of a bridge on fire on the old main line at Maxwell.

Signal Maintainer W. Ivey, Agent A. C. Hutton and Operator W. E. Rose all of the C. & C. B., Iowa Division, are entitled to credit for the exceptional service they performed at Herndon, when the depot at that place caught fire. These men succeeded in moving all office furniture, including the telegraph table

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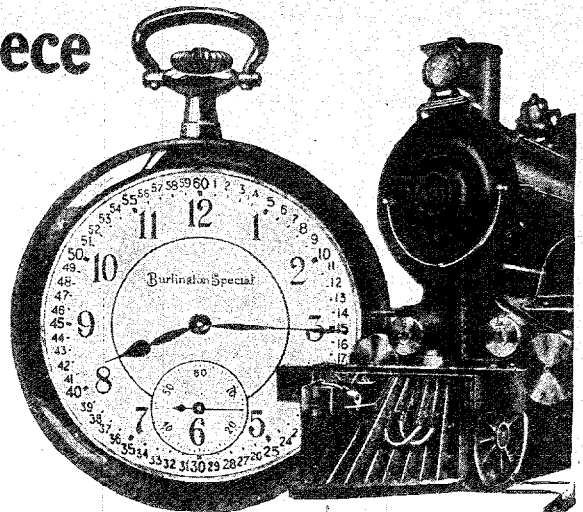
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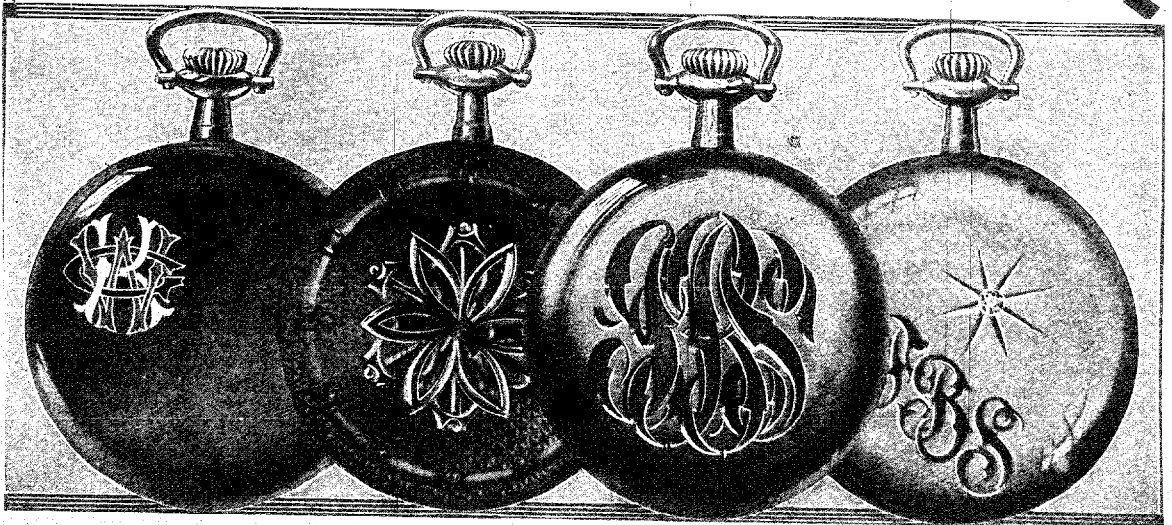
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with all instruments and the Wells Fargo safe, from the office, together with all records. The fire caught in the roof of the building and as there is no fire protection or fire company at that station the men did some pretty fast work.

Fireman Leo Agnew, of the C. & C. B., Iowa Division, received a letter of commendation for the discovery of a piece of steel which had fallen from a locomotive and became wedged in a switch point at Templeton. A serious accident might have resulted had Mr. Agnew not made the discovery.

Switchman Frank Fitzpatrick, Galewood, Illinois, has received a letter of commendation for discovery of broken brake rigging and dragging beam under car N. & W. 13116, at Hermosa, May 12th. He promptly signalled the conductor, who stopped the train, thus preventing damage and a possible derailment.

I would like to have the following brakemen given favorable mention in the Employees' Magazine. On train, C. & M. Division, No. 91, Tuesday, April 7, Brakeman E. F. Neuens, while riding on the engine, discovered a knuckle lying against the rail on the east bound track about one mile east of Corliss, which might have resulted in derailment had an engine struck it. Due to his watchfulness, it was reported and removed by the section foreman before the train passed over it.

On April 3, on train No. 91, Brakeman J. H. Costello discovered a broken flange on St. P. No. 99927. Car was set-out at Melody, thereby avoiding a possible derailment.

A. J. HANENBALG, Trainmaster.

Operator P. G. Miller, at tower A-68, has been commended for discovering broken stakes on car of wheels in rear of a passing freight train and notifying the dispatcher, who arranged for adjustment of the load. This prompt action on the part of Operator Miller probably averted a very serious accident.

On April 8th Switchtenders J. M. Cahill, Earl Haslam and Milton Heidig, employed at the Cut Off, Milwaukee Terminals, noticed a low brake beam on a coach in No. 17 when it

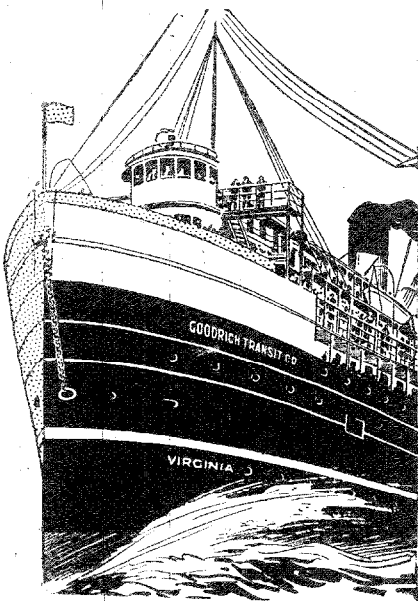
was passing that place, and immediately notified the operator to that effect. The train was stopped at Grand Ave. and the necessary repairs were made at Wauwatosa. Supt. of Terminals Mr. W. B. Hinrichs wrote the boys a letter of commendation for the interest shown, which probably prevented a serious accident.

Yardmaster J. J. Zuest and Engine Foreman Max Dahlke, located in the North Avenue District, Milwaukee Terminals, succeeded, on the morning of April 4th, in capturing a thief taking hides from a car, and mounting another one. Eight bundles of hides, which the thieves had loaded into a wagon, were recovered. Mr. Zuest and Mr. Dahlke were given a credit mark on the records by Supt. Terminals Mr. W. B. Hinrichs.

It has recently come to our attention that Geo. W. Hann, Agent at Fonda, Iowa, on March 28th, in arranging for a steel coach for the use of the Cornell College Orchestra, performed a service that was keenly appreciated by the passenger department and the college who had engaged the car. The evening that they left Fonda, Mr. Hann had the coach swept out and as it was quite cold at that time he started a hard coal fire so that when the passengers got aboard they had a clean comfortable car to ride in. Every member of the party appreciated what had been done for them and generously thanked our agent for his solicitude regarding their comfort. Things like this on the part of employees indicates a deep interest in the affairs of the company and makes friends for the Milwaukee Road.

Concrete Foreman O. G. Clark, working half a mile east of Cobden, Montana, has received a letter of commendation and thanks from Superintendent Willard for prompt action upon discovering a broken rail near Cobden, during a very cold spell in March. Mr. Clark immediately put out danger signals and notified the section crew, who made immediate repairs.

J. W. Davis, section foreman at Drummond, noticed something dragging under box car on



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train No. 91 at west end of Hell Gate cut, a few weeks ago. He followed the train with a gas car and found that it was a timber about eight inches square and eight feet long sticking over brake beam. He immediately telephoned to Bearmouth station and arranged to have timber removed, which by this time had dropped down and several large splinters split off from one end. His prompt action in this matter undoubtedly avoided a serious derailment, and he has been commended for acting so promptly and correctly.

It was feared by the dining car crew the change from table d'hote dinner to a la carte, on the Southwest Limited would make their car, in which they take much pride, less popular than in the past. A passenger, however, dining in the car on the evening of May 7th was overheard to say that it made no difference what "system" was followed, the "eats" were so good, the car so admirably managed and the service so superior, that "The Southwest" would do for him "any old way" as long as it kept up to its present high standard. The steward in charge is Mr. W. Dolphin, to whom a large share of the credit is due for the excellent and popular service.

Section Foreman John McNamara, of La Grande, found a piece of wheel flange 14 inches long on a bridge near there April 20th and immediately notified the dispatcher's office. All conductors were instructed to make a careful inspection of the cars in their trains. The car, T. E. 561, was located at Bismark, loaded with logs for Tacoma. It was no doubt due to Mr. McNamara's promptness in notifying dispatcher that a bad derailment was averted, as it is likely that one would have occurred when the car came down Bismark hill.

Mrs. W. T. Cannon, of Snohomish, probably owes her life to the presence of mind of Locomotive Engineer Fox, of the Everett Line Local. While dipping water from the Snohomish river near her tent on the bank, she lost her balance and fell into the water. Engineer Fox, who was on his engine on opposite side of the river, saw her struggles and blew the whistle on his engine until he attracted the attention of men working on mill boom of Cascade Lumber Co. near by, who ran to Mrs. Cannon's rescue. She was unconscious when taken from the water.

While looking over his train at Garcia, on May 8, Conductor J. F. Scanlon discovered 16 inches of flange broken off a wheel on P. A. 300549, billed from Tacoma to Marion Junction, South Dakota. Mr. Scanlon received a letter from Supt. Richards, commending him for his carefulness in this instance, which undoubtedly prevented a costly derailment.

Our Freight Service Is All Right, Too.

The Sherman Nursery Company, of Charles City, Iowa, in a letter dated April 13th, commend our service on a shipment from Farmington, Minn., to Roundup, Montana. They say: "We received your wire on the car which we shipped to Roundup and are pleased to state that we received the very best of service on that car. If you do as well on the car for Harlowton, we will appreciate it, as it will land the goods at Harlowton in good shape. "Thanking you in advance, we remain,"

Yours truly,

(Signed) Sherman Nursery Company.
By H. O. Clark.

George W. Rait on train No. 17, ran over what he believed to be a broken rail about three miles east of Rosalia.

Section Foreman P. Gallagher was notified about 11 p. m. and with his men proceeded to the scene, but was unable to find anything wrong in the dark; however, both he and his men continued the search until daylight, when they found a break in the rail on the outside of a curve, in a very dangerous position. The break was of such a character that it was difficult to notice, and the engineman is to be commended for the very close attention to the riding of his engine, which enabled him to detect it.

Here's a New and Better Overall That Can't Shrink!

Just think of it! Overalls that are *non-shrinkable*.

At last you can wear overalls with the shrink all gone—overalls that stay the same in fullness today, to-morrow and always—in the same size you buy them. You have wished for working clothes that would not shrink and now you have them.

SWEET-ORR "Ace of Spades"

Non-Shrinkable Overalls

are the *last* word in solid overall satisfaction. None others *approach* them in quality, strength and wear, besides their everlasting comfort.

The price of these high-grade, non-shrinkable overalls is \$1.25. You'll think them worth a lot more after you try a pair and see what a great improvement they are over any other overall you have ever worn.

Ask your dealer for them. If he does not carry these "Ace of Spades" overalls, please write us a postal and we will see that you are supplied.

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That is the dividend we have paid on savings for twelve years.

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Puget Sound Savings and Loan Association

"A Mutual Savings Society"

222 Pike Street Seattle, Wash.

MILWAUKEE RAILWAY SYSTEM

The section foreman and his men are entitled to credit for their perseverance in attempting to locate the trouble, which no doubt prevented a serious accident, as the rail was replaced just ahead of No. 15, which runs at high speed over this section.

Mr. F. W. Getty,
Superintendent D. & S. Cars.
Dear Sir:

We desire to express to you our appreciation of the grand trip we have had on the Olympian owing to the vigilance and courtesy of the conductors, Messrs. Atwood and Sutliff.

Yours truly,
MR. W. P. NIJNEN,
From The Hague, Holland.
MR. EDWARD WAKEFIELD,
Royal United Service Institution
London, England
MR. R. R. LUKENS,
U. S. Coast & Geodetic Survey.
MR. E. A. HINKLEY,
Kennebul, Alaska,
MR. WM. ECKART,
Seattle, Wash.
MR. H. W. d'EUREY,
Chicago.

MARMARTH CAR DEPT. A FIRST-CLASS INSPECTION POINT.

Miles City, Mont., April 3, 1914.

Mr. Felix Sevenants, Marmarth, N. D.
Mr. G. S. Gould, Marmarth, N. D.

Gentlemen: I have received a form 608 report from Car Foreman Scanlon at Marmarth, showing defective wheels found under cars St. P. 93216 and 54888. These were cracked wheels and sand holes and I wish to especially commend you in the good work you did in finding these defects. The safety of our traffic is due to equipment being in first-class condition, and to keep our equipment in first-class condition and locate the defects, we must have first-class inspectors to do the work, and such work as you two men are doing brings Marmarth Car Department to the front as a first-class inspection point.

I am giving a copy of this letter to the Milwaukee Railway Employees' Magazine to place in the special commendation department for publication.

Yours truly,
R. W. ANDERSON,
District Master Mechanic.

Items from the I. & M.

K. R. McShane.

Mr. and Mrs. Floyd Ober have returned from Galesburg, Ill., where they went to attend the funeral of Mrs. Ober's father.

Mr. and Mrs. E. H. Steber, who have been visiting at the home of J. Ahern, second trick operator at Austin, have returned to their home in Stockbridge, Wis. Mrs. Ahern accompanied them as far as St. Paul.

Harold Franklin, yard office call boy, has returned to work after having been laid up a few weeks on account of an accident.

Ray McCarthy, clerk in the chief carpenter's office, spent Sunday at the home of his parents at Lanesboro.

Dan Booth, billing clerk at Austin, has resigned his position and leaves soon for Aberdeen, S. D., where he has accepted a better position.

B. Johnson, relief operator from Calmar, has returned home after having worked a few days for J. Ahern, who was laying off.

Switchman J. L. Creelman of Decorah has returned to Austin.

James and Anthony Cawley, masons in the B. & E. department, have returned from Ireland, where they have spent the past five months. We wish to congratulate James on the fact that he has returned with a wife, being married to Miss Norah Howard at Binghamstown, County Mayo, Ireland.

Switchman Joe Klema is laying off for a few days, trying out his new racing automobile.

Conductor George Gordan is on the sick list and Mr. Warfield has his run.

Conductor George Cross is enjoying a few days' layoff and J. Elmas has his run.

Brakeman J. O'Brien has returned from Mason City, where he went to attend the funeral of his cousin, John Cross.

Brakeman N. Travis is able to be around after having had a very serious attack of pneumonia.

Mrs. Gus Moes, wife of Engineer Moes, has returned from a week's visit with her folks at Cresco, Ia.

Yardmaster J. M. Plum has purchased a small farm near Austin, where he will move his family in the near future. Mrs. Plum's health is quite poor and he hopes the change will be for the better for her.

Miss Hazel Stewart of Mankato, Minn., is visiting a few days at the M. McShane home.

Miss Augusta Sprague, clerk in the general foreman's office, has gone to Mason City for a few days' visit.

Engineer Charles Hanson injured his back while turning the reverse lever of engine No. 4150 and is unable to be at work.

Mrs. George Sutton of the Depot Hotel spent Monday in Faribault. She visited her daughter Helen, who is in school at the Bethlehem Academy.

Section Foreman P. Hogan of Decorah was in Austin on business the last of the week.

Agent Miss May Wiseman of Lansing was in Austin between trains today.

Black Hills Division.

T. A. Biggs.

Conductor A. K. Foote has been on the sick list during the past week, but is now running the Chamberlain-Murdo local.

Engineer Fred Diehl and wife, have just returned from a visit with relatives in Pennsylvania. They report having a very good time, but say that Pennsylvanians are far behind the times. Fred tells a fish story, which we must believe, although we have never known him to get up before breakfast. He says he caught 51 brook trout before breakfast, in the Allegheny mountains.

Conductor Wm. Stewart and wife, have returned from a ten days' visit at Mason City. Walter Mayo has been covering his run on 3 and 4.

Conductor Frank Maynard is visiting his family at Mitchell. Frank Penrose is covering his run on 3 and 4.

Conductor J. R. Quass has been to Chicago, taking a civil service examination.

Station Agent J. F. Brogles, of Stamford, is in Kansas City, attending a law suit.

Relief Agent T. B. Prew has been appointed agent at Everly, Ia.

R. E. Mallett has been appointed agent at Conata, S. D.

John Simon has been appointed agent at Presho, relieving C. D. McCowen, who has been appointed agent at Britt, Ia.

Engineer Jas. Johnson has been laid up for a couple of weeks, on account of scalding his hands with steam.

Engineer Frank Mayo has returned from Salem, and is now on his run on 3 and 4, west of Murdo. Ed. Beebe has been covering his run for the last six months.

Engineer J. J. Burns has returned to work after having spent a month at Colfax and Mason City, Ia.

Operator John C. Max of Scotland has resigned his position account of failing health.

Mr. E. J. Sullivan, freight inspector, was in Mitchell Wednesday of last week.

Operator J. C. Hilton of Canton, who has been visiting at Sioux Falls and other South Dakota points, returned to work a few days ago.

Conductor J. A. Smith, who has been confined to his home account of injury sustained two or three weeks ago, has resumed work.

Mr. George Rhodes, carman at Mitchell, recently moved to Marmarth, N. D.

Mr. G. O. Stevens and family have returned from Arkansas. Mr. Stevens resuming his former position as agent at Sanborn. Mr. C. E. Powers who relieved Mr. Stevens during his absence, has been appointed agent at Mt. Vernon.

Visited the Milwaukee Terminals.*Josephine Healy.*

On Thursday, April 2 W. C. Bush, assistant superintendent of terminals of Chicago, accompanied by Trainmaster Costello, General Night Yardmaster Miller and Roundhouse Foreman A. Young, visited Milwaukee for the purpose of inspecting the Milwaukee terminals.

Superintendent Hinrichs furnished an engine and, in company with General Yardmaster W. G. Brenckenridge, the visitors were shown the extent of the terminals in what short time they had at their disposal. The trip started at 2:00 p. m. and lasted until 6:00 p. m. The movement was in charge of Yardmaster E. A. Brown. On account of the limited time some of the important yards, such as the Menominee Belt, Upper and Lower Canal, Upper and Lower Fowler, Milwaukee Shops, Bay View and West Allis, were not visited.

However, the visitors were taken over to the Chestnut Street District, where they were royally entertained by our active and efficient agent, E. F. Rummel. We believe the gentlemen were convinced that Milwaukee is on the map, so far as having our share of cars loaded.

Come up again, gentlemen, giving us a day's notice in advance, and we will show you that we can make a decided improvement by getting started somewhat earlier in the day and devoting a little more time to the different yards than we did on your first trip.

North La Crosse.*H. J. Bullock.*

City Ticket Agent F. R. Hartwell has departed for a short visit at Seattle, Wash.

Mr. J. L. Brown, chief clerk in the Car accountants office, at Chicago, gave us a pleasant and instructive visit recently.

General Agent C. L. V. Craft has returned from a western trip.

Claim Adjusters W. A. Hinsey and C. M. Griswold, transacted important business here recently.

Mr. D. C. Cheney held a meeting here May 13, in the interest of the Equated Tonnage System.

C. T. Pfeiffer, traveling arch brickman, visited here on business, May 13. Mr. Pfeiffer was formerly roundhouse foreman at Portage.

Brakeman P. Hollinshead was recently held up, and robbed in his caboose.

Fire was discovered in the roof of the Freight Depot about 11 a. m., April 15. The Volunteer Roundhouse Fire Brigade, headed by Captain Hauser and Assistant Captain Marshall, responded promptly, and soon extinguished the fire with very little damage to the building. The water pressure, however, was great enough to hit the captain who, was on top of a box car, giving directions.

Conductor E. B. Walcott has returned from a visit in northern Wisconsin.

Chicago Terminal News.

Robert Matthews, one of the popular boys at Union St., left the early part of this month for his winter home in southern California.

A. G. Grondahl, yardmaster at Western Ave., who is the owner of a fine flock of homer pigeons, entered some of his fastest birds in a race from Sterling last Sunday and laid off to time them in, but the birds got back before Al got up, and he lost the race.

Carl Stark, bill clerk at Western Ave., recently purchased a Ford, and now enjoys his spare hours touring the boulevards.

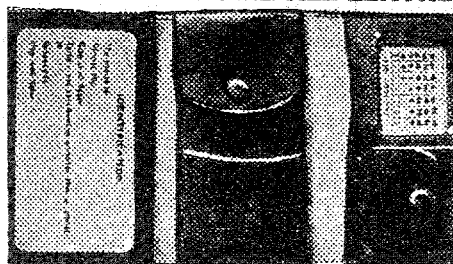
Dan Murray, switchman at Galewood, met with a sad accident the early part of last week. While in the act of performing his duties he fell under the train and his left leg was severed above the knee. Mr. Murray is getting along nicely.

Ed Kelly, one of the oldest switchmen in the Chicago terminals, met with a painful accident last month. While switching on the Bloomingdale road he got his hand caught between the couplers and it was severely crushed.

Charles Beaman, switchman at Galewood, returned to work after ten days' vacation and reports squab hunting, on Madison St., good.

\$50 REWARD

Paid to anyone who can prove that our

SIX-IN-ONE**Combination Billfold & Railroad Passbook**Are Not Made of **GENUINE ALL LEATHER****50c****Worth \$1.50**

All other manufacturers failed to produce what we now offer you—our newly patented Billfold, with 6 combinations into 1. This Billfold has been tested by many railroad men, who pronounce it perfect. From inventor to you. We sell no stores, no agents—we give you their profits. This Billfold is made of real genuine leather; no paper or cloth to rot from perspiration, will not fall apart in water. Has 3 folds and 6 separate compartments. Transparent compartments for the largest railroad pass, secret place for paper money, place for gold and silver, two separate places for large or small business cards, an identification card, place for postage stamps, car tickets, yearly calendar, etc. Ladies or gents can use this book.

50c

Postpaid. Mention black or tan leather. Send money order, stamps, N.Y. draft only.

Bestyet Leather Goods Co. 718 Permanent Bldg. Cleveland, Ohio.**We Insure the Employees**

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C. M. & St. P. Ry.**Every Man—**

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

Every Living Man—

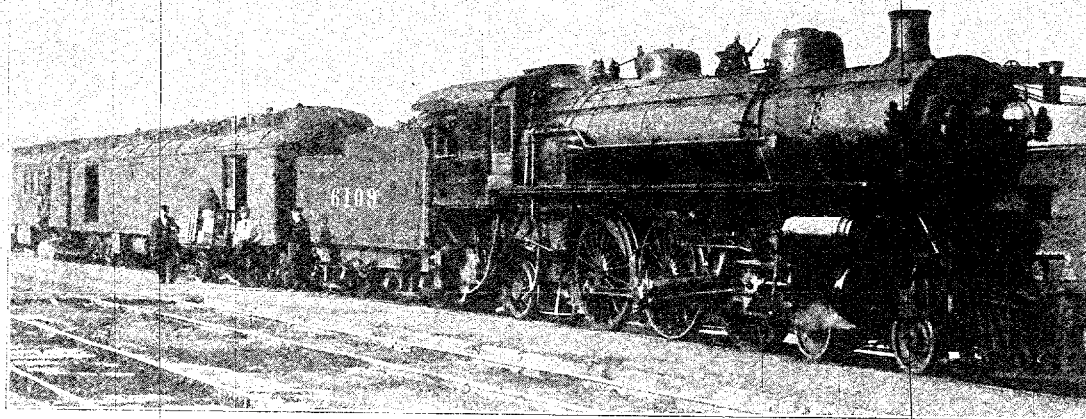
Who leaves his home in the morning in good health may be brought home at night dead, or at least injured or maimed, and knows he is constantly in danger and should be fully protected by accident insurance.

THE BEST ACCIDENT AND HEALTH POLICIES

are issued by the

Midland Casualty Co.903 Insurance Exchange Building
CHICAGO

On The Steel Trail



No. 58 at Minneapolis.

An Old-Timer of the River Division.

James Churchill.

The accompanying photograph shows East Mail Train No. 58, with E. M. Cook, conductor, standing at the right, O. H. Armstrong, baggageman, in center and the writer, Hagman, on the left. My railroad experience began in 1861, when I commenced braking between Watertown and Milwaukee for Conductor Harry Tucker, for \$30 a month. In 1862 I enlisted in Company D, Twenty-fourth Wisconsin Volunteer Infantry, and was mustered out June 30, 1865. Since then I have been continuously in railroad service, most of the time on freight and passenger trains. Have had some yard service, weighing mail and depot work. I ran the first baggage car out of Chicago on the C. & M. Division for Conductor George B. Olson. Many of my old comrades have passed away and some are out of service, but I can still handle my work in good shape and am thankful to be able to do so.

Coast Division.

J. S. Eccles.

E. W. Betts, yard clerk, Tacoma, is about to become a benedict. The bridal couple will spend their honeymoon in Chicago and other points in that vicinity.

Chief Dispatcher Wingate and wife are the happy parents of a 10-pound boy, born May 7th. When says he expects to have him playing second base with the Tacoma Tigers next season.

Miss Maude Oaks, the superintendent's stenographer, visited relatives at Harding a couple of weeks ago.

Alvin Morris of the coach yard recently spent a three weeks' vacation visiting with friends and relatives in Denver, Colo.

W. H. Brickman of the roundhouse gang is proud of the record of having worked a full year, up to May 1st, without losing a single day.

Arrangements are now being made for holding the first annual Safety First meeting at Tacoma the third week in June. An interesting as well as an entertaining program will be given. Special announcements will appear later.

Operator C. J. Lynch, second trick at Butte yards, expects to go east next month for 30 days' vacation. Hope you have a nice time, Jack. Be careful!

Side Table Operator W. B. Bradley, at Three Forks, will take leave of absence next month and work the summer months at one of the large hotels in Yellowstone park. Some eats, eh, Brad!

Foreman Strinsky and Assistant Tricked of the boiler shops have planned a new style flash pan for oil burning locomotives and they have proved a success. The first one was applied on engine No. 2703.

Machinist Harry Manor is taking a sixty days' vacation and is making an extended trip through the Central states. He will visit Milwaukee, Chicago, Pittsburgh, and Columbus, Ohio.

General Yardmaster John McShane took a few days' leave of absence recently. He accompanied his aged father and mother part way on their journey to their home in Winnipeg, Canada. They had spent the winter in California and came via Tacoma on their homeward trip. D. E. Garland was acting yardmaster during Mr. McShane's absence.

Freight Brakeman John Howe made a few trips on passenger between Tacoma and Seattle recently, relieving Flagman C. A. Van Horn, who was taking a few days' leave of absence.

Brakeman O. B. West was called to Indianapolis last week owing to the serious illness of his little son.

Brakeman G. R. Trendley received the sad news of the death of his mother in St. Louis, Mo. He left on No. 18 on the 10th for St. Louis, accompanied by Mrs. Trendley.

The Milwaukee ball team defeated McKenna by a score of 13 to 4 on April 19th. On the 26th they went to Auburn, where they were defeated in a fast game by a score of 3 to 1. They have won practically all games played so far this season.

R. M. Division Notes.

We find that more employes own their own homes in Three Forks than any other terminal on the extension. Oh, you Three Forks!

E. T. Smith, formerly agent on Columbia Division at St. Maries, has been transferred to Three Forks as agent vice C. H. Burt who goes to St. Maries as agent vice Mr. Smith. We hate to see Charlie go, as he has been here a long time and we wish him well. The transfer was made on account of Mrs. Burt's health. Welcome to our city, Mr. Smith. From all appearance we are going to like Mr. Smith as well as Mr. Burt.

Several new store buildings are going up in Three Forks. The \$4,500 water bonds carried and the city council expects to start installing the \$130,000 water and sewerage system in about a month.

Dispatcher C. G. Bleichner of the Great Falls line has been sick the last few days and is going to the Springs for a rest. Hope you will be back on the job soon, Chas!

Agent Winship from the Trans-Missouri Division, has been a visitor in Three Forks the past three weeks, the guest of his father-in-law, F. G. McGrane, and last week Win became papa and Mac grandpa of a fine baby girl. We are all still smoking cigars around the office.

Mrs. J. W. Ross, wife of Chief Dispatcher Ross, expects to leave next month for a two months' stay at her old home in Sault Ste. Marie, Mich. We wish her a pleasant visit.

Operator J. H. B. LaFarer of Lax Division is doing relief work on the R. M. Division.

Six cars of Suffolk, Mont., cattle, loaded at Dell, Mont., on O. L. Ry., passed over this division on the 12th inst. and made the run from Dell to Suffolk, 427 miles, in 36 hours, and was handled in tonnage trains.

H. J. Voyer and gang have been setting poles, from Three Forks west, for electrification.

John Ross, president of city council, and Mayor Ralph Robertson have secured the piece of land which is flat-iron shaped for the city of Three Forks, in front of the Sacajawea Hotel, and expect to park it and erect the monument to Sacajawea, in commemoration of the Lewis and Clark Trail. Chief Clerk McGrane represents the company in beautifying things around the offices and depot.

Miss Elyvra Bergren is back on the job as stenographer at Three Forks roundhouse.

L. Kupels has been appointed roundhouse foreman at Three Forks, vice W. S. Wilson, who has been transferred to Harlowton as roundhouse foreman.

Operator J. J. Early landed the first trick at Summit on bid.

Operator E. L. Lipshild and wife are both working at Donald and are building two very nifty bungalows at Three Forks which should be completed in the next six weeks. They will begin erection of two more houses as soon as these are completed, as an investment.

Our agent, E. C. R. Roberts, Martinsdale, has been critically ill the past three weeks with typhoid-pneumonia and for quite a while the doctors did not expect him to pull through, but at this writing, while he is not out of danger, they hold out more hope for him than they have for the past week. We certainly are grieved to hear of his illness and hope ere many more days he will be on the job again.

Don't forget—everybody keep up the work-together spirit.

The following conductors have gone from the R. M. Division to the Great Falls Line for work train service this summer: R. F. Bittner, F. E. Lyons, T. F. Sackett, L. E. Shella-berger, J. P. Sweitzer, D. S. Attley, M. D. Welch, J. H. Soper, J. A. Rawls, G. E. Murdock, V. F. O'Dell, O. G. Vanderwalker, H. C. Wishard, Elton Smith, F. A. Dore, L. E. Wilson, A. G. Sweitzer, C. C. Steel, W. A. Armitage, W. A. Harnack, P. L. Kirwin, T. A. Fairhurst, J. E. Cook, R. C. Bates, M. H. Padden.

C. & C. B. Iowa (East Division and Calmar Line).

By J. T. Raymond.

Hale Station was visited by a cyclone on April 3. The freight portion of the depot was unroofed, cars were blown off the tracks, and a number of residences were blown down. Station Agent Joe Elsner, like Job's war horse, sniffed the danger afar off and made for a cellar, thus escaping injury. This is the third cyclone that has tried to put Joe out of business, but he is too wide awake for them.

G. L. Ireland has been appointed agent at Wheatland. W. H. Campbell resumes second trick at Oxford Junction and Mac Stewart returns to Elwood as agent.

Station Baggage-man G. B. Woodcox and wife, of Marion, are visiting in Idaho and Montana.

Operator Fred Rathbun of Martelle took the government examination at Iowa City for position as inspector with the Interstate Commerce Commission.



It's a big day for Bobby—For now his first long pants have become a reality.

With a spirit of pleasurable anticipation he has awaited this package—this particular shipment from Montgomery Ward & Company. For Bobby is of a Ward family. A family that traded with Montgomery Ward & Company four decades ago.

And it was just as much of an epoch-making day for Bobbie's father when he received *his* first shipment from the house whose purpose is to *serve its patrons*, fairly and squarely.

For down through all these years, this policy has ever been maintained—this attitude of fairness never deviated from—this practice of giving a full dollar in value for a dollar in cash.

That's why this and thousands of other families have purchased their household supplies and luxuries from the house of Ward; that's why Montgomery Ward & Company have grown, in forty years, from a small beginning to a glorious maturity.

Glance through the mammoth Montgomery Ward Catalogue today. Nothing that a home can need or a heart can wish is missing.

As you turn the pages of this wonderful book, you can be assured that every representation of every article, by print or picture, is just as exact and true to type as the honesty of writer and genius of artist can make it.

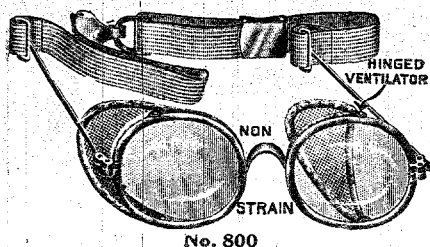
Have you this wonderful book in your home? This book whose mission is to truthfully represent the world's finest merchandise.

Your copy is waiting for you *now*. Address Dept. J. J. 48.

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FORT WORTH PORTLAND

Non-Strain Goggles



No. 800

**Look at this Clear Vision
Comfortable Fitting Goggle**



Ask Your
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Beware of Imitators! Take no substitute. See that our trademark—"Non-Strain"—is on the box. If your watch inspector cannot supply you pin a one dollar bill on your letter and we will send a pair to you prepaid.

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Hirsch Uniforms

Are now being worn by the majority of trainmen on seventy-seven railroads in the United States.

Made by Union Tailors

Using the best standard cloth and workmanship has won for us a reputation among railroad men.

Give Us a Trial

Jas. H. Hirsch & Co.

(M. F. BIRK, Manager)

**223 W. Jackson Boulevard
CHICAGO**

Trainmaster M. J. Flanigan of the H. & D. Division visited briefly in Marion en route east.

Miss Hazel Rhoades of Superintendent Marshall's office was absent several days on account of the sickness and death of her father, Henry Rhoades. The remains were taken to Walnut, Iowa. Night Ticket Agent Roy Blackledge made all arrangements and accompanied the family on the trip.

The marriage of Oscar F. Greiner and Miss Mildred R. McHarg took place April 28th at the home of the bride's parents, Conductor and Mrs. William McHarg, in Davenport. Superintendent and Mrs. C. H. Marshall and daughter, Miss Lucille, and Mrs. J. S. Williams, from Marion, attended the wedding.

The Springville gravel pit has been opened and is now supplying the Middle Division. Conductor F. W. Rollins and Engineer James Anderson are spotting in the pit, and Conductor Lafferty and Engineer Crawford are hauling to Marion.

Engineer M. Hildreth has been assigned to the Cedar Rapids and Calmar passenger run and will reside in Marion.

We understand Chief Clerk J. L. Franz of the superintendent's office and Ralph Dummier, agent at Marion, are pricing fishing tackle.

Elmer White, brakeman on the Maquoketa run with Conductor Elmer Shook, while switching at Maquoketa fell and narrowly escaped fatal injuries. Elmer is getting along nicely and we hope to see him around soon.

Brakeman C. Landis has been granted a 60 days' leave of absence and expects to make a trip through the South.

The work on the Olin station has been completed and the depot is a model. We think it would take considerable to boot to make a trade with Agent Carter.

Baggage man J. E. Crew is off sick with typhoid fever. Ralph Kendall is acting as relief.

F. C. Manning has been granted a 60 days' leave of absence and he intends to take an extended trip East to visit relatives and friends.

Brakeman R. H. Grove, who has been off for some time on account of injuries, is back to work.

Brakeman W. E. Banks, on the Calmar Line way freight, who was slightly injured, went to his home in Decatur, Ill.

Conductor Henry Higgins is off for a week taking care of the baby. Henry is a grandpa now.

Martin Maloney, agent at Fayette, has returned to work after a two weeks' leave of absence. Martin is a happy man in his new depot and he has everything shining.

John N. Swords, the popular agent at Wyoming, was elected mayor of the town. The Honorable has many friends and is highly respected. Mr. Swords attended the Shriners' Convention at Atlanta, Ga.

Mr. Manchester and Mr. Connors were at Marion, en route east on a tour of inspection. Conductor B. Buckley was off a week resting up.

Dispatcher J. S. Keenan spent a week visiting relatives (? in St. Joseph, Mo.)

Lawrence Dove relieved Martin Devoe in "Ma" office for a week while Martin was dispatching on the Calmar Line.

Mrs. R. L. Taylor has returned to Marion after a three months' visit in Los Angeles.

Second Trick Operator Ed. Mullally of Martelle has gone to Idaho on an extended leave of absence. Operator Singleton is working in his place.

The construction crew under Foreman Demeritt are busy installing the automatic signals on the Eastern Division. It is expected to be a three months' job.

Thomas Yates, for a long time engineer on the Eastern Division, but now employed at Savanna roundhouse, has been elected city treasurer.

Mrs. J. F. Gibson of the Chicago general offices attended the burial services of Mr. Smalley at Des Moines, and visited briefly with Marion friends en route home.

Recently the Western Union Telegraph Company installed a master clock in Manager J.

T. Gallivan's office at the depot. This clock regulates about fifteen clocks in Marion business houses.

Engineer George Greene, who has been in the harness for the past thirty-nine years on the Davenport and Monticello run, will take a leave of absence the last of this month, going to Georgia to look after some land interests. Perhaps George is thinking about being a farmer.

Fireman Fred Sies made his date as engineer April 26. Fireman Sies will be remembered as the hero who received the Carnegie hero's medal for his brave act in climbing out on the pilot of the engine and saving a small child from being ground under the engine several years ago on the branch line between Monticello and Oxford.

Machinist Joe Brown is back at work again on the night shift.

Otto Bensch, the popular blacksmith at Marion roundhouse, is again at the anvil after a week's layoff. His place was filled by Leonard Glab, of Dubuque.

Jens Cook, blacksmith helper, one of the oldest employees at Marion roundhouse, is again back on the job after a month of illness.

Roundhouse Carpenter Ernest Luense has taken a 60 days' leave of absence, trying outside work and a little sunshine.

The many friends of Mrs. George Erickson, wife of Roundhouse Foreman Erickson, will be glad to learn that she is fast recovering from her late illness.

Engineer W. H. Young, of Savanna, who is on the way freight between Savanna and Davenport, gave us a pleasant call on May 17. We are always glad to see "Bill's" smiling face at Marion. It always means a new story and a pleasant half hour.

John O'Neil, of Milwaukee, was with us a few days this month.

L. Cogswell of the store department is making an extensive visit with his daughter in Chicago.

Engineer O. Thompson of the Calmar run, and Fred Welter, boilermaker foreman of Marion roundhouse have recently returned from a trip to Florida looking after land interests. Mr. Welter states that after he chased the alligators and frogs off he had a pretty good piece of land.

P. L. Mullen succeeds A. M. Lawrence as roundhouse foreman at Savanna.

J. J. Timson is visiting in Illinois. Jack's health continues very poor.

R. C. Blakeslee goes to Milwaukee as assistant telephone engineer. R. J. Coker succeeds him as maintainer at Marion.

E. L. Sinclair was called to Duluth on account of the death of a brother, who was killed in a railway accident.

Stenographer Clyde McKinney paid a brief visit to his parents in Michigan City, Ind. Genesis 2:18; Matthew 19:5; Proverbs 18:22.

Dubuque Notes.

Miss Linda Scharff, stenographer for Division Freight and Passenger Agent S. N. Baird, has returned from an extended visit in Washington, Oregon, California and North Dakota. Judging from the additional forty-four pounds Linda brought back with her, the West is quite the place for thin people.

James Zeigler has resigned his position as clerk in Superintendent J. W. Stapleton's office and has gone to Tacoma, Wash., intending to spend some time with his brother.

On Wednesday evening, April 15, a dance was given at Temple Hall by the Brotherhood of Railway Clerks. This was the first social endeavor made by the organization and was a big success.

Our worthy timekeeper, "Spot" Cummer, has bid farewell to the C. M. & St. P. and taken unto himself a team and kerrige. "Spot" is going to sell drugs and extracts through the country and we predict that local druggists will soon be going out of business.

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Minneapolis

Salaried Men

will find one of their chief needs filled by the

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of this bank. Besides yielding a return on money deposited, a savings account is an incentive to thrift.

3½% interest is paid on savings.

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Combined Resources, \$40,000,000

Starting a Savings Account

is a serious matter and ought to be done as the result of a careful consideration of all the qualifications of the bank seeking your business.

The record of consistent and conservative banking; the large capital and surplus, together with the services and facilities afforded, should materially aid you in selecting

**Dexter Horton
Trust & Savings Bank**

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W. A. CLARK Established 1877 J. ROSS CLARK

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Daly Bank and Trust Company of Butte

Established 1882

Incorporated 1901

Capital and Surplus \$400,000.00

GENERAL BANKING BUSINESS
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R. A. KUNKEL, Assistant Cashier

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The First National Bank

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ASSETS \$2,000,000

Oldest National Bank in Montana

3% Interest on Time Deposits—Depository of the United States, State of Montana and City and County of Missoula

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First National Bank

HARLOWTON, MONTANA

Capital, Surplus and
Undivided Profits
\$62,000.00

We Do a General Banking Business
Pay Interest on Time Deposits
Your Accounts Solicited
Especially Interested in Railroad Men

C. & C. B. Iowa Division (Middle and West). Ruby M. Eckman.

The B. & B. crews on the Western & Middle Division have been having an exceptionally large amount of work the last few weeks. They had the framework to the new depot at Manning practically completed when a tornado visited that section and blew down most of the framework and part of the roof. The storm the same night destroyed part of the new coal shed which is being built at Ferguson. The Middle Division crew is already at work on the construction of the new building at Tama, which is to be located one block east and on the opposite side of the track from the old depot.

Operator R. A. Slack, who has been on a leave of absence for some time running a chicken farm, has returned to work and is assigned to the agency at Dunbar.

William Uptegrove, who has been acting as cashier at the Perry freight office for a few months, has gone to Vining to act as relief agent. His place has been taken by William Laughlin of Clinton.

Lee Goddard of Clinton has taken the position of day baggageman at the Perry depot, taking the place of George Myers, who has gone into service as a passenger brakeman.

On account of the construction work being done in the vicinity of Gladstone, that station has been supplied with two additional operators, so that they have continuous telegraph service.

A. M. Lawrence of Savanna was in Perry on May 10 to attend the funeral of Engineer John Runyon.

A. T. Breecher, the signal maintainer, who has been located at Marion for some time, has had his territory changed and will now make Perry his home. He moved his family to Perry the latter part of May.

R. J. Coker, who has been telephone maintainer on the Middle & West Division, has been transferred to Marion, with the Eastern Division as his territory.

Brakeman H. P. Wicheal is back from a three weeks' trip to the western coast.

Former Chief Carpenter Olaf Anderson, who has been confined to his bed for a number of weeks on account of a broken hip, is now able to be about the house, but has not been downtown for some time.

Conductor L. Borg and wife have gone to Washington to spend a few weeks looking over the country.

O. H. Hasse, foreman in charge of the track gang at Perry yard, had the misfortune to severely injure his finger the fore part of May. He was watching the work of the wood-chopping machine when a maul which one of the men was using slipped and bruised his fingers.

Engineer John Conway of the Middle Division is one of the few engineers on the system who was in receipt of a five-dollar gold piece from the Hamilton Carhartt Company for long service in wearing this firm's overalls. When the advertisement appeared in a recent issue of the Employee's Magazine offering a prize for the longest wearers of this brand of overalls, the local correspondent took the matter up with the local clothing firm in Perry which handled this brand and they suggested Mr. Conway's name, as they had been selling him the overalls for a period of twenty-three years. Mr. Conway's name, with a statement of his record was sent to the Hamilton Carhartt Company, and a few days ago he received through the local clothing dealer a five-dollar gold piece. Mr. Conway was No. 41 on the list of wearers, but even at that his record is considered a good one.

Machinist Helper Fred Hurlbut of the Perry roundhouse force has been off duty for a few weeks on account of injuries sustained while at his work. He lost part of one finger.

Chief Dispatcher Richard's wedding anniversary was made the occasion of a surprise party for him and his wife by the Mowu Club, composed of wives of the trick dispatchers in the office at Perry, the latter part of April. All enjoyed a pleasant evening.

M. M. Trummer, agent at Bouton, laid aside the cares of the railroad a few hours the fore part of May and went to Des Moines, where he was initiated into the mysteries of the Mystic Shrine. Conductor J. R. Brooks of the Western Division was also one of the candidates at the same meeting.

Ray Lee, a car repairer at Perry, has been on the layoff list for some time on account of serious injury to his right hand.

Switchman W. T. Willant of Perry yard force welcomed a baby girl into his home the fore part of May.

On account of changes made in the Perry yard switching force a number of extra brakemen have transferred to yard service.

Conductor George McLane of the Western Division surprised his Perry friends the latter part of April by announcing that he had married a young lady at Council Bluffs. George has been a bachelor so long that all his friends thought him a hopeless case. Mr. and Mrs. McLane will make their home in Council Bluffs.

Brakeman James Grubbs and Brakeman Frank Dignan have moved their families to Council Bluffs and will make that place their home, they being in service on the Western Division.

Conductor G. R. Overton and family are now enjoying the pleasant summer evenings in a new Buick automobile which they recently purchased.

Conductor John Gray has been busy the last few weeks superintending the construction of a new home in Perry. They will have a very neat little bungalow when it is completed.

Mrs. E. E. Banyard, wife of the night yardmaster at Perry, has gone to Colorado to spend a few months for the benefit of her health. The many friends of the family hope to hear of her early recovery.

W. H. Janes, who has been in charge of Manilla yard as day yardmaster, has resumed his work on the road, being in gravel service on the Middle Division. R. O. Wicheal, who has been night yardmaster at Council Bluffs, has been made day yardmaster at Manilla and Guy Frame, a switchman in Council Bluffs, was promoted to night yardmaster at Council Bluffs.

Dispatcher James Keenan of the Marion force visited a short time in Perry with his friends on May 18, having been on his way home from a trip to Omaha, St. Joe and other places. James worked extra trick in the Perry office during the heavy construction work and has many friends here who are always glad to see him.

Employees at Perry were all surprised to hear of the change in roundhouse foreman which was made on May 17. P. L. Mullen, who has been the foreman at Perry for the last nine months, was transferred to Savanna and A. J. Volger, of Sioux City, came to Perry. Paul Mullen is a Perry boy who has made exceptionally good as a railroad man, having started his work by learning the machinist trade in the Perry roundhouse when he was a small lad, and all of the employees who know him are watching with interest his rapid promotions. The last evening that he worked in Perry the machinists and shopmen called a meeting in the roundhouse at 5 p. m. and asked Mr. Mullen to be present. At this meeting they expressed their first grievance to him, and that was their feeling in regard to his leaving Perry, and at the same time Machinist Harry Sanford, in behalf of the shopmen and machinists, presented him with a solid gold watch chain and charm as a slight token of their regard for him.

Mrs. M. Mullen, mother of the roundhouse foreman, and her daughter, Mrs. William Powers, have been visiting with relatives at Vestberg, Mich.

Machinist Charles Bradley has been taking a couple weeks' vacation from his work and with his wife enjoyed a visit with relatives out of town.

Machinist Charles Johnson has been on the sick list for some time past and has been unable to work.

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Charles Franks, the blacksmith at the Perry roundhouse, had the misfortune to severely injure his ankle some time ago, which injury kept him from work for some time.

Eli Brotherson, storekeeper, is back to work after having been at Newton, where he was called by the illness of his brother.

Earl Bolender of the Perry freight house force joined the ranks of the benedicts the fore part of May. His bride was Miss Clara Stumpp of Redfield, Iowa. Earl has purchased a home in Perry and they will soon be at home to their friends.

E. B. Brooks, who has been working on the extension for a number of years, was a visitor at Perry the middle of May. He came east to see his relatives and many friends.

The dispatchers in the Perry office are now getting lined up for their annual vacations. Dispatchers Kindig and Krohnke, who work the first tricks, will lay off first. The extra work this summer will be handled by Extra Dispatcher A. J. Elder, who will be relieved at Perry dispatcher side table by A. G. Elder.

Conductor A. C. Hann, who sustained a fractured shoulder late last winter, has resumed work on his run between Perry and Omaha. Abe has many friends along the line who are glad to see him able to be back on the run.

Conductor H. W. Lee, who has been unable to work for about a year on account of an injured shoulder, was in Chicago a short time ago consulting with a specialist.

Conductor O. E. Torrence, who has made his home in Perry for nearly a quarter of a century, has moved to Marion. Mr. Torrence is now an extra passenger conductor, and as most of the extra work is at that place he will be more easily available for service.

Conductors F. S. Craig and Tom Costello have been assigned to the gravel hauling jobs out of Marion to points on the Middle Division.

J. W. Malley, who has been telephone maintainer at Mason City, has moved to Perry and will take charge of the work on the Middle and West Divisions.

Brakeman J. B. Allen of the Middle Division was off duty a couple of weeks in April and May on account of serious illness in the family.

Brakeman Oscar Artz of the Western Division has left the service of the company and entered the United States army. He will go south to help whip the Mexicans.

F. Dollarhyde, who has been working as a machinist at the government arsenal at Rock Island, has moved to Perry and commenced work at the Perry roundhouse.

Engineer Dave Cunningham of the Middle Division has been quite sick—appendicitis.

Brakeman Frank Dignan of the West Division has been compelled to be off duty on account of the illness of his wife.

M. Martin, who has been acting as night watchman at the Perry yards, has gone to New York to meet his family and bring them to Perry to make their home.

Brakeman E. A. Rowe has moved his family to Perry from Fort Scott, Kan.

On account of the large number of emigrants moving at this season of the year, the yard clerks find themselves pretty busy looking after the wants of the caretakers of stock, etc.

Col. J. E. Banyard, who is one of the engine hostlers, is putting in his spare time beautifying the grounds around the roundhouse and shops. Mr. Banyard has done so well at this work in years past that he has been given the title of landscape gardener, and each year tries to make an improvement in the appearance of the company's grounds.

It is reported that Earl Chase, stenographer at the roundhouse, has developed quite a taste for writing fiction at odd moments. The boys at the roundhouse have been enjoying it of late and he may, perhaps, later be persuaded to write some for the Magazine.

Boilermaker William Powers and wife have been at Clinton the fore part of the month, called there by the death of a relative.

A Few Notes from Aberdeen, S. D.*H. Murphy.*

The Aberdeen Fire Department is doing great work in the way of practicing, and we feel confident that should a fire break out on some of the company's property, they should handle same with little difficulty.

Mr. John Rossmiller, R. H. F., has left the city of Aberdeen, and has moved out to the outskirts of town. He has planted a garden, bought a dog and a few rabbits and has quite a place. We were quite surprised the other night on driving in with a horse and buggy from Westport, which is about thirteen miles north of Aberdeen, to see John out in the garden working away, although it was 9 o'clock and quite dark.

The painters working at Aberdeen have finished quite a few engines now, and it sure does look good to see them passing the office all shined up, and I think it would be a good plan for all the employees of the C. M. & St. P. Railway to make up their mind to do all they can to keep these engines nice and clean.

Mr. C. J. Flolo, boilermaker at Aberdeen roundhouse, recently won a Winchester pump gun in a raffle, and he has everything required now but the nerve, to go to the Mexican war.

Mr. Chas. M. Klink, boilermaker, and Mr. C. F. Snyder, machinist, are kept on the jump testing engines for stay bolts and also steam gauges this month. Have also had five hydrostatic tests up-to-date.

Mr. Wm. Rittenburg has resumed work on the coach switch engine, after having taken a little fishing trip. As yet we have not heard any fish stories, and have come to the conclusion that William couldn't have had very good luck.

Mr. Chas. M. Klink is getting to be quite a crack shot with a 22 caliber rifle. He spends all his spare time after working hours, sitting on the bank of a marsh just west of the Coal Dock, shooting at snipes and black birds. He never takes anyone with him, nor has he returned with any birds, so we cannot vouch for how many he hits.

Mr. Chas. Samuelson, storekeeper, is cleaning up the store-room and getting ready for the spring inventory. We have to walk on our toes when we go to the store-room for anything, or we will be sent on our way.

Haskell Manchester is still handling engines, and he can tell any of the boys anything relating to railroads. He has a great faculty for remembering the numbers of engines, and anyone around the office who wants to know the number of a certain class of engine that passed through Aberdeen, or used to work here, is referred to Haskell, who never fails to give the required information.

Lax Division Notes.*Guy E. Sampson.*

We are sorry to report the death of the infant son of Conductor Wm. Colgan, whose birth was chronicled last month.

P. T. Philips has been appointed agent at Wauwatosa, in place of A. W. Scheele.

Mrs. Long, wife of Passenger Conductor W. P. Long, has returned to her home in Milwaukee, after spending a year and a half visiting their daughter in Manila, Philippine Islands. It is very interesting to hear Mrs. Long tell, in her own pleasant way, of sights she enjoyed while in the islands.

Conductor E. J. Brown has resumed work, after recovering from injuries received January 7th, when a draw bar was pulled out of a car in his train while ascending Portage Hill.

Passenger Brakeman J. M. Taylor held the lucky number which drew the Ford auto, at the bazaar given by the Portage band boys. He being an affable man, we predict a complaint from the car on account of violating the sixteen-hour law.

Not being exactly satisfied with our April showers, Passenger Conductor Forkenbridge spent part of that month at Excelsior Springs, enjoying their shower baths and a quiet (?) vacation.

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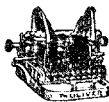
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Passenger Conductor Harry Adams, who runs the Baby Olympian between Plummer, Ida. and Spokane, Wash. was recently called home to Viroqua, on account of sickness of relatives. Mrs. Adams accompanied him.

A crew of bridge men have been working on our Division, putting in new steel bridges, one four miles west of Portage, and one five miles east of La Crosse. John Cowe had charge of the bridge crew, while Conductor E. J. Brown had charge of the train crew, Harry Richmond, engineer.

Another silk train special passed over our Division April 17th, leaving North Lax 8:44 p. m., with Engine 8026, Dullea and Wagner as engine crew. Conductor Jones in charge; arrived at Milwaukee shops at 2:23 a. m., April 18th, with Engine 8075, Colton and Hausner as engine crew and Conductor Sprague in charge.

Mr. E. A. Cordes, cashier at Watertown, has been appointed agent at Sparta, to succeed the late J. R. Tracy.

Harry Hanson, second trick operator at Portage, has resigned his position, to accept a position with the Prudential Insurance Co., as assistant superintendent of the Madison district, with Beaver Dam as his headquarters. While we all are sorry to lose so loyal an employee from our ranks, nevertheless, as his new occupation carries a substantial increase in compensation, we will take off our hats to him and say, "Good for you Harry."

The automatic blocks are now in operation from Milwaukee to Portage, and by the time our readers get this issue of the magazine, the majority of the whole Lax Division will be operating the same.

Mr. E. Zodtner has obtained the position of brakeman on the Viroqua branch under full time.

Miss Ruth Grimes, daughter of Passenger Conductor Jno. Grimes, of Milwaukee, spent Easter Sunday visiting relatives at La Crosse.

Mrs. John Grimes, Mrs. M. H. Shackley, of Milwaukee, and Mrs. E. J. Brown, of La Crosse, wives of three Lax Division conductors, were called to Merrill, Wis., May 2nd, to attend the funeral of their sister, Mrs. James Cross. Mrs. Cross also has two sons in train service on the Lax Division.

Miss Mabel Buffmire, who has been employed in Auditor of Material Accounts office, Chicago, has resigned her position there and will again resume her former position in the office of her father, Roadmaster Buffmire, at Watertown.

Mr. Leo Tracy, formerly cashier and acting agent at Sparta during the sickness of his brother, the late J. R. Tracy, has been granted a vacation which will be spent at Janesville, Wis., his old home, after which he will take up the duties of cashier and chief clerk at Portage.

On May 13, Assistant General Superintendent P. C. Eldredge and Superintendent J. A. Macdonald accompanied Mr. D. C. Cheney, of Chicago formerly superintendent of Lax Division, now Efficiency Expert and Tonnage Rater of the Milwaukee system held two meetings on that date, one at North Lax at 9 a. m., the other at Portage at 7 p. m. The purpose of the meeting was to give Mr. Cheney an opportunity to explain the cause for and effect of the "Equated Tonnage Rating" which takes effect on the Lax Division May 17th. Both meetings were well attended by both train and engine men.

The six oldest freight conductors from the West end, and three oldest from the East end of Lax Division, were called to Milwaukee May 10th, and given instructions in passenger train service. Each returned home after leaving an order for a new blue suit, decorated with brass buttons.

Foreman Louis Gardner has been appointed night yardmaster in the Grain Alley, Galewood, in place of M. J. Brunton. Louis will no doubt fill the bill, as he had the Alley engine a long time under J. C. Logan. Nuff said.

Missoula Division.**H. H. Tavener.**

Assistant Engineer J. F. Pinson, of Seattle, made an inspection trip over this part of his territory recently. Mr. Pinson is president of the "Milwaukee Pioneers club," which meets in Seattle this year, and he advises that the prospects are good for a large attendance of the veterans from all along the line.

W. R. Lanning chief carpenter from Mo-bridge, came over to spend Easter with his family who reside in Missoula. "Bill" is always welcomed by many friends in Missoula every time he comes home.

The Fourth Annual ball given by the Brotherhood of Railroad Trainmen, under the auspices of Bitter Root Lodge No. 834, at Alberton on Monday evening, April 13th, was a very successful affair, a large crowd being in attendance. Borden's orchestra, of Missoula, furnished the music, and all danced the "Tango" step until an early hour.

Superintendent Willard made a short business trip to Seattle and Tacoma recently. His daughter, Miss Gladys Willard, accompanied him home, and will make an extended visit in Missoula.

Roadmaster E. H. Brock is under the doctor's care, having an attack of appendicitis.

Trainmaster A. H. Wilkins, of the Rocky Mountain Division, spent Easter with his family in Missoula.

Mrs. O. E. Hanson, wife of first trick dispatcher at Missoula, is spending a couple of weeks at Miles City, her former home.

W. F. Marshall, senior operator on this Division, who has been first trick man at Deer Lodge for some time, came to Missoula as relief dispatcher and took regular charge of first trick on Saturday, May 9th. O. E. Hanson acting as chief dispatcher. Regular chief dispatcher, J. P. Phelan, is taking a few days' vacation, which he is spending around Boulder and Boulder Hot Springs, Mont. We all hope to see Operator Marshall make good as dispatcher, and there is no question but what he will do so, as he has already taken hold in great style.

Effective April 19th, H. M. Grimes formerly roadmaster on the East Sub-division, was appointed roadmaster on the West Sub-division through the Bitter Root mountains, on account of E. H. Brock going to the hospital for serious operation. H. M. Geelhart was at that time appointed acting roadmaster on East end, pending Mr. Brock's recovery or the return of O. Miller, who was assigned to other duties on the Musselshell Division early in April.

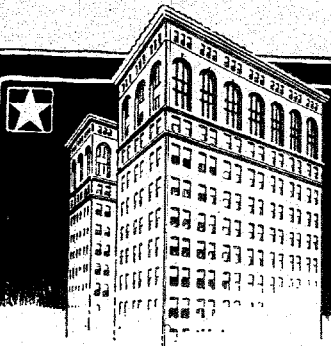
"Blessings never come singly," 'tis said, and employees in the Missoula Division can vouch for its accuracy. On March 25th, Mr. Stork paid Chief Dispatcher Phelan's home a very welcome visit, and left a little "Miss" as a token of the very hospitable manner in which he had been entertained. On his departure, he intimated that he would return, and when he did on April 24th, he stopped at the home of Chief Clerk Nelson. There he left another charming little lady. Those papas and mamas are the happiest and proudest of any in Missoula, and the young ladies—well, they have all the boy babies in their neighborhoods jealous already.

Mr. G. H. Hill, trick dispatcher at Missoula, returned last week from a trip to Perry, Iowa.

Chicago Terminals.

Our telephone operators, Miss Mabel Williams and Miss Salma Friese, made a flying trip to Rockford, Ill., Sunday, the 19th going out on No. 21 and returning on No. 18. They report a fine time, but the day was disagreeable and cold. They will have to try their luck again when the weather gets good. They surely need the outing as they have a very strenuous position on the board at Galewood.

Yardmaster Frank Dudley is a very busy man these days trying to get all trains out of Yard No. 3 without Terminal overtime, and we are here to tell you he is doing so to a great extent, as is also Yardmaster Jas. Ryan, the night man.



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GREAT FALLS MONTANA

Mr. John Tipping, our chief caller and wife, just returned from a pleasant trip to Florida where John has a fine farm. He was recently married. John wishes all to know the above trip was his honeymoon.

Mr. Jack Lawler, our genial assistant freight house foreman, who has been off sick for some three months, is reported improving and expects to be back in the harness again shortly.

Miss Kathleen O'Neil, stenographer in Assistant Superintendent Bush's office, spent the week of April 13th, visiting friends and relatives in Bloomington, Ill., and reports a good time. Miss O'Flaherty is relieving her. Various persons around Galewood thought Miss O'Neil would not return to her position but would be married, but such is not the case as yet.

Alberton Notes.

Harry Thompson, Roundhouse Clerk.

Machinist J. A. Smith has just completed his new five-room modern house in West Alberton.

Mrs. B. Hardy and children, have left for Virgil, Mont., where they will spend the summer on their ranch.

Car foreman, T. J. McAndrews, has been ill but is again able to be at work.

Quite a number of boys from the rip-track, have been having great luck with their Sunday fishing trips.

The B. of R. T. gave their annual dance, April 13, which proved to be a great success. The hall was beautifully decorated with their colors, lanterns, flags, and various other decorations.

L. Bodecker sang a selection which was enjoyed by all present.

N. R. Byron, roundhouse foreman, is making rapid progress in having Safety First appliances installed in the roundhouse.

Fred McAndrews, car repairer, is taking a few days lay off, and is visiting friends in Seattle. He expects to return in a few days and get on the job again.

J. S. McArthur, former car clerk, has resigned his position, and accepted a position in a store here.

Our blacksmith, Jas. T. Kain, made a record-breaking trip to Missoula, in his auto the other day, but returning he met with an accident which resulted in the partial destruction of his machine, and a few minor injuries to himself.

Machinist Hardy has just returned from his ranch at Virgil, where he has been making preparation for the summer crops.

Yardmaster Bartlett is at work again, after a fifteen days layoff.

J. T. Van Alstine, the stationary engineer, will leave in a few days for Chicago, where he will visit friends.

Car Inspector Paul Bogard is confined at home with an attack of grippe.

Galewood Notes.

Mr. W. O. Davies, general foreman, Milwaukee, was in town a few days ago and looks as though Milwaukee agreed with him. Mr. Davies put in most of his life in the Chicago Terminals as assistant foreman under his father, W. O. Davies, Sr., and Mr. T. R. Morris, our present general car foreman. We are glad to see Mr. Davies looking so well and congratulate him on his new position.

Foreman C. C. Miller and Engineer Wm. McKeon are very busy these nights making the per diem run out of Division Street to the Belt, and they are making it too. If it can be made at all Bill and Charles will make it; leave it to them and give them a clear track.

Our general yardmaster, John Grunau, who is very well and favorably known among all employes in Chicago Terminals is out for renomination and re-election for State Representative in the Twenty-first Senatorial district, and, taking his last term into consideration, it would appear that he should go in with a landslide this fall. It is unfortunate that all of us do not live in his district, so as to be able to give him our vote, but we can at least show our appreciation and good fellowship by working hard for him which we are surely doing.

A Belated Item.

On Easter Monday evening the local order of L. A. of B. of R. T. No. 486 and B. of R. T. No. 319 gave their first annual ball at Mentzer's Hall at Marion. A large number attended and reported an enjoyable evening. Ballheim's Orchestra, of Cedar Rapids, furnished the music.

The Dance Committee were A. J. Campbell, W. E. Perryman, Mrs. W. Janes, Mrs. John Brutsman and Mrs. P. Bazour.

Store Department, Tacoma.

J. V. Miller.

Mr. A. J. Kroha, S. K., left May 11th for Washington, D. C., to attend the Railway Storekeepers' Convention which is being held in that city.

Mr. Geo. Pyette and wife, attended the state convention of the Knights of Pythias in Spokane, Wash., on May 18th. Pyette was a delegate from the local lodge.

Mr. C. F. Eppert, steamfitter foreman, has completed his part of the work at Great Falls, and is spending a few days in Tacoma, visiting with his family and friends, before commencing the Lewistown work.

The marriage of Lynn Wallace Smith, of Franklin, Mo., assistant signal engineer for this company at Tacoma, and Miss Marian Ward Grove, of San Francisco, was solemnized at five o'clock on Wednesday, April 29th, at the First Congregational church, of Tacoma, Wash., the Rev. Frank Dyer officiating.

Mr. Joseph Smith, store foreman, has the distinction of being the first man on the Tide Flats to appear with a straw hat this year. A few days later, he appeared with another new brown hat, and we are all at a loss to know how he does it.

Mr. R. A. Nofke, chief electrician, made a business trip to Spirit Lake, Ida. He went in search of Mr. Eppert's tool box; but he reports the trip a failure.

Who did it? F. D. Campbell and R. A. Nofke have furnished positive proof that they did not, and at the present writing, it looks as if Mr. C. F. Eppert, alias Senator Eppert, was in up to his neck. "Cheer up, Chas., you have plenty of friends on the flats."

Mr. J. L. Ziegler, formerly with the Dubuque Store Department, dropped in to see us while in this city for a visit.

Chief Clerk Pyette, and his first assistant, Philip Manley inspected the plant April 30. They report everything running smoothly.

The Milwaukee baseball team will cross bats with the local N. P. team, Sunday, May 17th, and Mr. Kratchmer, the handsome member of the team, who, by the way, is from the Store Department, has been a very busy man. He always spends a day before each game calling up his lady friends, requesting their presence at the game, so they can see him perform.

General Office Notes.

The Rate Clerks of the Western and Central Passenger Associations contended for baseball supremacy in a game played at Cedar Lake, Indiana, May 23. "The Milwaukee" is a member of the Western Passenger Association and its rate force is therefore lined up with that organization. Of the nine players that represent the western lines, our passenger department has the distinction of furnishing one-third of the team; Hugh Siddall, W. H. Duley and Art Dreutz. This indicates the strength of the baseball talent on the Milwaukee road. We would not be surprised to hear of some of the major league scouts making overtures to these players.

Passenger Department was victorious; score 5 to 3.

The National Education Association hold their fifty-second annual convention in St. Paul next July. As teachers are extensive travelers, C. N. Souther, general agent of the passenger department in Chicago, has instituted a vigorous campaign to secure the teachers' patronage to the convention. There are about 7,500 members of the profession in Chi-

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Northern Pacific Great Northern
Idaho & Washington Northern
Chicago, Burlington & Quincy Trains
Washington Water Power Co.

We Pay 4 Per Cent on Savings Deposits

cago and Mr. Souther has sent a personal letter to each one treating on the superior service and accommodations offered by the Milwaukee. There are few classes of people that offer the travel possibilities that they do and it is expected that a great volume of passenger business will be developed by the letters sent to them.

The fifth annual banquet of the Illinois, Indiana and Missouri Traveling Passenger Agents' Association, which was held at Springfield, Ill., May 7, was attended by George B. Haynes, general passenger agent, and E. G. Woodward, traveling passenger agent, of the Milwaukee. An elaborate banquet was prepared for 115 guests at the St. Nicholas Hotel. Gov. Edward F. Dunne, ex-Lieut. Gov. Northcott and ex-Gov. Richard Yates addressed the members. It was the largest and most successful meeting that the organization has ever held. Mr. Woodward is one of its past presidents, having held the office in 1911.

G. L. Cobb, general agent, passenger Department in New York City; E. G. Hayden, district passenger agent of Cleveland, and A. L. Eidemiller, traveling passenger agent, Indianapolis, were in Chicago on May 23, conferring with Passenger Traffic Manager Miller and General Passenger Agent Haynes.

J. F. Bahl, advertising manager of the passenger department, Seattle, has been promoted to the position of special passenger agent, with headquarters at Seattle. Congratulations. Joe.

Gus Wagley who was formerly cashier in the local freight office at Cedar Rapids, has been promoted to traveling auditor, with territory in Wisconsin.

A. L. Eidemiller, traveling passenger agent for the Milwaukee at Indianapolis, was recently elected vice-president of the Indianapolis Traffic Club. Quite an honor for our T. P. A. Indiana is a great state for furnishing vice-presidents. He may follow in the footsteps of Fairbanks and Marshall.

Mobridge Notes.

Ed. Welsh.

Engineer Frandk Merrifield and wife, recently returned from their three months' visit in Sunny California.

Engineer N. Conger, from the Musselshell, was a recent visitor at Mobridge.

Boilermaker S. C. Ray who has been at Mobridge for the past two years, recently left for Melstone, Mont., where he has accepted a position as boilermaker.

Engineer John Mullen and wife, recently returned from their month's visit in Florida. John also took a trip over to Cuba, and says there is no place like it.

Engineer Roy Herschleb has transferred from the East Trans-Missouri Division to the West Trans-Missouri Division, and will make his future home out of Marmarth. His family will move to Marmarth as soon as school lets out.

We have heard that Engineer Fred Nesbit, who is visiting with his parents in Minnesota, is rejoicing over the arrival of a baby girl.

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The Best Policy—or—The Newest Policy

They all say that—We simply say U. S.

And most everybody knows that the Policy issued to Railroad men by us has made famous the

United States Health & Accident Insurance Company

—OF SAGINAW, MICHIGAN—

It covers every Accident and every Illness—no exceptions. It pays full principal sum for loss of one hand or foot. And what is equally important, the Company pays its valid claims promptly and without quibble.

Write the Company at Saginaw, Michigan, for any information desired concerning our Policy Contracts.

Good Business in Montana.*O. G. Bleichner.*

During the month of March 1914, "Lines under Construction," handled 129 cars emigrant movables, distributed as follows:

Cars.	Cars.
Winifred 7	Denton 7
Suffolk 1	Coffee Creek 2
Christina 1	Arrow Creek 3
Armells 35	Square Butte 3
Hilger 9	Geraldine 10
Grass Range 36	Shonkin 2
Heath 5	Salem 1
Danvers 2	Great Falls 22
Hoosac 3	

Kansas City Terminal News.*Ethel Kapy.*

The Milwaukee baseball team has given two very successful dances, to raise money for their association. A large hall has been rented, and a three piece orchestra hired, the tickets being fifty cents a couple. They expect to give these dances off and on during the season.

The O. S. & D. Bureau and the Interchange Bureau, of the Kansas City Terminals, had a picnic at Excelsior Springs, Mo., May 2nd, the C. M. & St. P. extending the courtesy of transportation. Their wives and sweethearts went down with them, and from all reports, the day was very successful.

Yesterday seemed to be the fishing day. Our telegraph operator, chief bill clerk, and warehouse foreman, all tried their luck, but from the way they are keeping out of sight today, they can't have had very much.

Howard H. Richards, son of our superintendent, W. L. Richards, has announced that he is to be married the latter part of June, and there is a certain individual in the office who was covered with rice when she went away for a holiday, who is going to get even.

The Kansas City station checks over this month one traveling auditor. We are not tracing for revenue billing, because Mr. Hayden is always welcome at Kansas City.

Herman Wilson, seemingly one of the "idle rich" of our office, had his motor cycle smashed to pieces last Sunday, by an awkwardly managed automobile. This was the same motor cycle that put his brother in the hospital for six weeks. Rather an unlucky machine.

Kansas City Roundhouse News.*Chas. A. Holzer.*

Mr. J. T. Lord, of Minneapolis, was here recently, the guest of his son, Jas. H. Lord, foreman of the Coburg round house.

George Kalen, blacksmith, is again at work, after an illness of a couple of weeks.

Engineers Standart and Potter and Boilermaker McNellis, were recently attending court at Milan, Mo. Mc writes: "There is a reason for my stay in Milan."

Engineer Harry L. Coffman and wife, spent a week in St. Louis, Mr. Coffman having been a delegate to the Grand Master's Conference, A. F. & A. M., held in that city May 14th, 15th and 16th.

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Capital and Surplus - \$ 800,000

Total Assets over - \$4,900,000

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Publications, Catalogs

DAY-NIGHT
PRESSROOMS AND LINOTYPES

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Obituary.

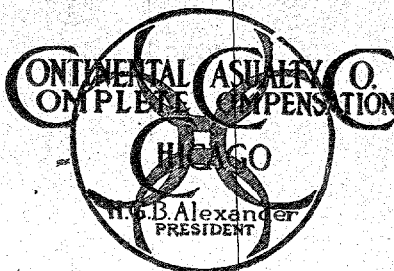
Sumner J. Collins, for many years connected with the Milwaukee in various official positions, died at the Warner Hotel, Chicago, on April 31 of pneumonia. Mr. Collins had been on a two weeks fishing trip in Florida and contracted the cold which caused his death on his homeward trip. He was 67 years of age and is survived by two sons, Willis and Sidney; two brothers, Wallace G. and William W., and two sisters, Mrs. P. C. Eldredge of Milwaukee and Miss Collins of Oconomowoc. Funeral services were held in Chicago, Dr. Gunsaulus officiating. Burial took place at Forest Home Cemetery, Milwaukee, by the side of Mrs. Collins, who died in 1908.

Mr. Collins was the eldest of the three Collins brothers, who have helped to make The Milwaukee famous. They were pioneer railroad men and "S. J." as he was known, was a man of superior ability and thoroughly trained in his profession; a strict disciplinarian, but large-hearted, just and generous in his dealings with all. His friends were numbered by the thousands, among rank and file alike.

The death of Harry Spieckerman, a clerk in the general auditor's office, Chicago, in March was caused by swallowing a Safety First button, which the lad had been holding in his mouth.

The boy had recently lost his father and the support of the family devolved upon him, making his loss a double affliction to the widowed mother. A fund of over \$500 was raised among the officers and employees of the general offices and presented to Mrs. Spieckerman, who acknowledged its receipt with heartfelt thanks, assuring those who came to her assistance that their kindness and the gift was thoroughly appreciated.

J. B. Smalley, assistant general manager of the Second District, Rock Island Lines, passed away May 6th. Mr. Smalley began his railway career on the Prairie du Chien Division forty years ago and served as train dispatcher on the LaCrosse Division at Milwaukee.



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hurt tell me
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Address.....

Age..... Occupation.....

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Used by all prominent
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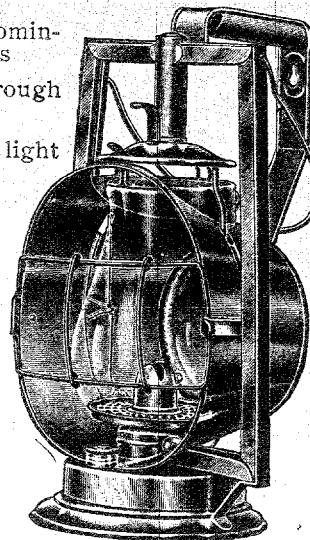
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handle

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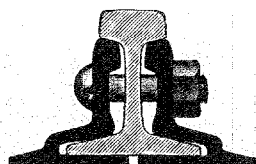
15½ Inches High. Light of 15 C. P.

R. E. DIETZ COMPANY

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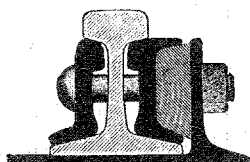
NEW YORK CITY

Q & C
BONZANO RAIL JOINT
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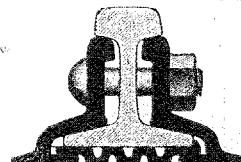
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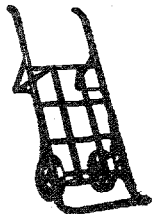
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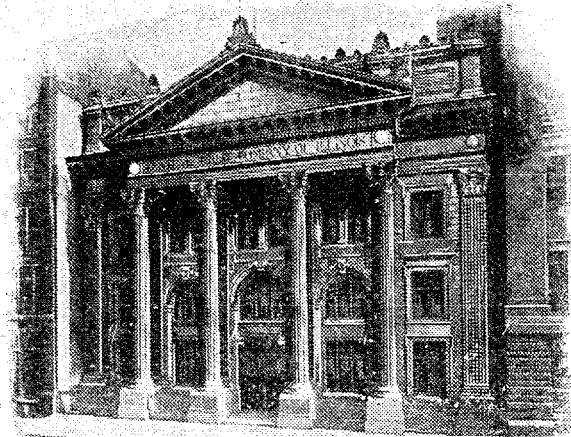
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