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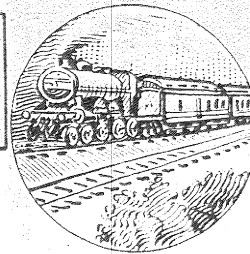
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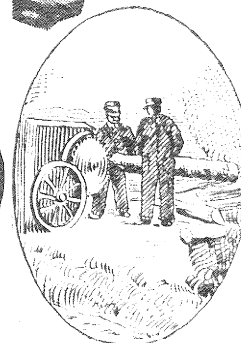


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MILWAUKEE RAILWAY SYSTEM

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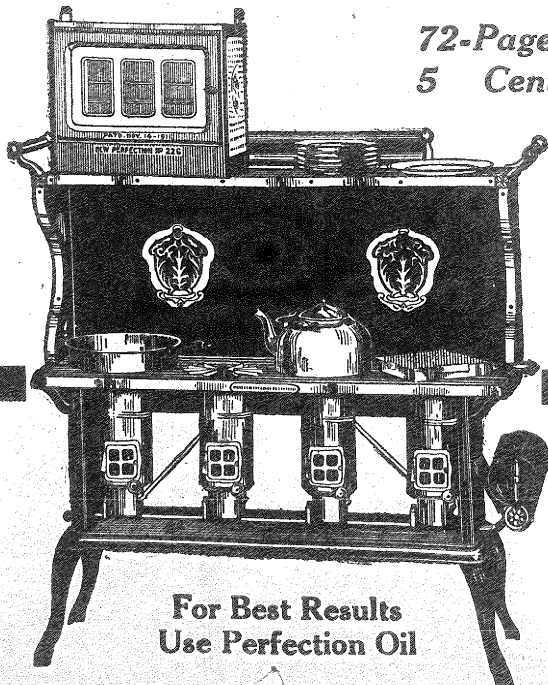
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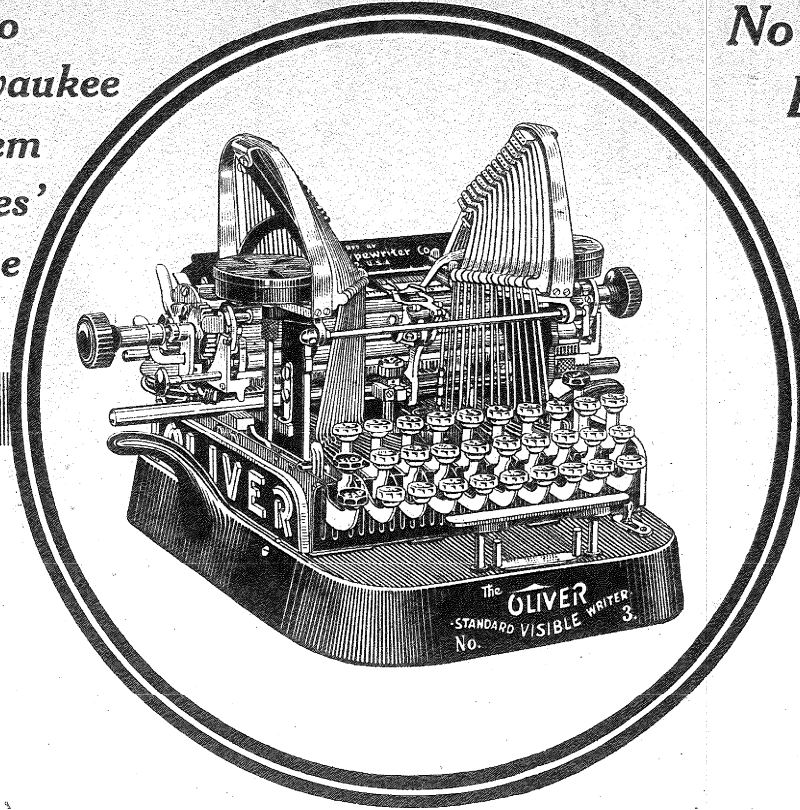
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The Milwaukee Railway System Employees' Magazine

Railway Exchange Bldg., Chicago

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

CARPENTER KENDALL,
Editor, Libertyville, Illinois

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VOLUME II

MAY, 1914

NUMBER 2

Save the Million

Healthy competition brings good results in any line of business, stimulating the effort to keep abreast of the times and in the front rank of the industrial procession. In the railroad business competition is quite as keen in the Operating as in the Traffic Department, regardless of the generally accepted opinion to the contrary.

In a traffic sense, competition occurs in securing and developing the business; in an operating sense, competition occurs in the efficient and economical movement of the business; the former is reflected in the gross earnings, the latter in the operating expenses; both in the net earnings.

Evidence of strength or weakness in either department is obtained by a comparison of the reports to the Interstate Commerce Commission of the different companies operating in the same or adjoining territory, which indicates that through different methods or varying conditions some one company excels or falls behind its competitors in certain lines of effort. A comparison of this kind with especial reference to "Loss and Damage, Freight," a very considerable item of the expense of transportation, suggests the weakest point in the armor of the Milwaukee Company, and a condition which demands immediate attention.

Responsibility for this class of losses

is divided among thousands of employes in all branches of the Operating Department; the receiving clerk, who fails to catch the evidence of bad order; the bill clerk, who does not clearly distinguish between "Maine" and "Minn.," between "Col." and "Cal.,"; the trucker, who takes the box to the wrong car; the stower, who fails to realize what the application of brakes to a train running forty miles an hour may do by dislodging the packages on top; the brakeman, who is more anxious to get the number of pieces rather than the right pieces unloaded; the conductor, who fails to strictly observe the instructions for the protection of carload refrigerator freight; the engineer, who fails to start and stop his train with the utmost smoothness practicable; the agent, who fails to fully and promptly report all Over or Short freight; all train, station, and yardmen who fail to protect merchandise cars from theft, and all the employes of the Mechanical and Track departments whose errors of omission or commission may contribute to a derailment.

Volumes have been written on the subject of the careless handling of livestock and merchandise, but the results have been very disappointing, and today, after making a liberal allowance for the exaggerated statements of the

MILWAUKEE RAILWAY SYSTEM

claimants, there is no room to doubt that if freight was the personal property of the men responsible for the handling and movement of it, much less livestock would be bruised and down on arrival at terminals and feeding points, and the number of cases of merchandise in bad order and short would be greatly reduced.

The employees of this company of the classes named are surely equal in intelligence and loyalty to those employed by other companies in similar work; the equipment and tools furnished are not surpassed by any; hence the conclusion is forced upon us that we have failed in our efforts to properly impress upon those in charge the great importance of constant, everlasting watchfulness to prevent this inexcusable waste. The proper care on the part of all who share in the responsibility for this waste would effect a saving of a million dollars per annum.

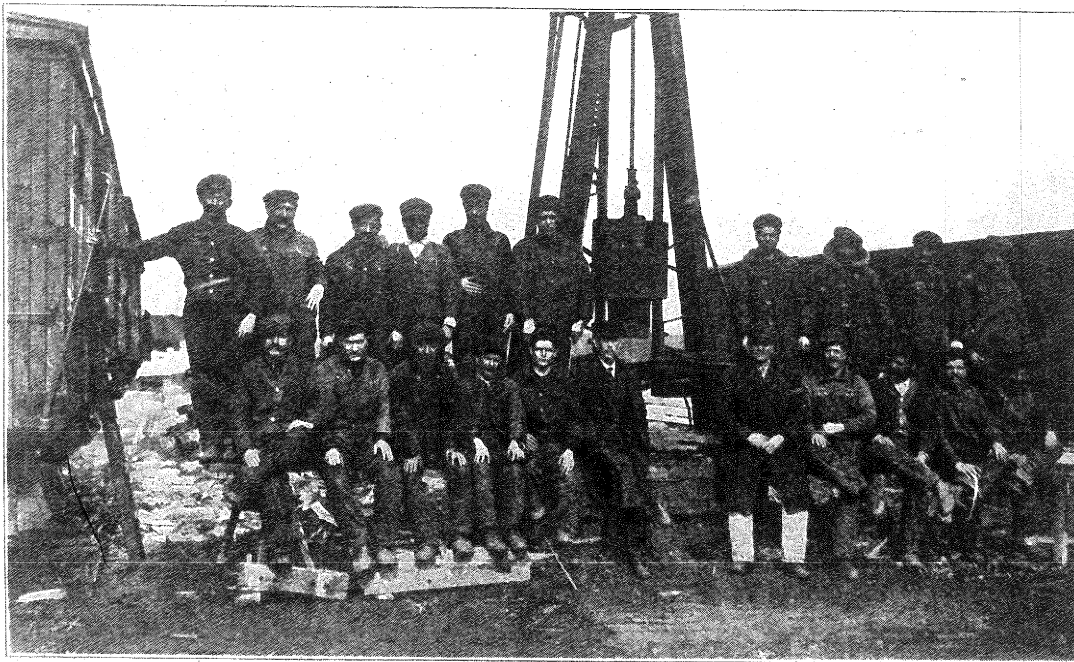
No set rules are necessary. Every man knows when he is careless or indifferent, and every man rejoices in the quickened pulse, the active brain and the bright eye, which attend good work well done. That the interests of employees and the company are closely linked in all matters affecting the earnings and expenses is becoming more

and more evident to every intelligent man who gives heed to the constantly narrowing margin between the two and realizes that his welfare depends largely upon the widening of this margin.

Many of the items making up the total involved in "Loss and Damage, Freight," may appear trifling to those who see and know only the physical side of the question, but when you realize that the number of claims presented during the last twelve months was over two hundred thousand, and that the amounts which had to be paid in settlement ranged from one dollar to five thousand dollars per claim, you will the better understand and appreciate the vast total of nearly one and three-quarter millions of dollars, and how much it is possible for you individually to do to

"SAVE THE MILLION."

Let us take that as our watchword and by an immediate and radical improvement show our appreciative patrons, and the skeptical public as well, that we are doing our full part to protect the interests of the investors in the Company's securities, as well as to maintain the integrity of the Company's payroll.



Chopping Hammer Crew, Dubuque Shops.

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STOP! LOOK!! LISTEN!!!

The Railroad and Its Relation to the Farmer and to the Every-Day Citizen

FRED'K L. CHAPMAN, Editor of Better Farming

[REPRINTED FROM BETTER FARMING, FEBRUARY, 1914]

(Concluded from April Number)

To supply immediate requirements of railroads, not for their benefit alone, but for ours as well, will cost, in the judgment of James J. Hill, half a billion dollars. These betterments during the next five years will cost \$2,000,000,000. Who is to supply this money? All of us, of course, as we have in the past; that is, all who have \$500 or \$1,000 to purchase a railway bond or certificate of stock. But not now, not now, Uncle Henry. Why not? Why, don't you know that railway stocks have gone tumbling down in the last ten years? Good old New York Central common sold for \$168 in 1902 and last year it was as low as 90 $\frac{3}{8}$; Pennsylvania common sold for \$170 in 1902; it was down to \$106 in December, 1913. Chicago & North-Western common sold for \$271 in 1902; it was down to \$123 in December, 1913. C., M. & St. P. sold for 198 $\frac{3}{4}$ in 1902; it went as low as 96 $\frac{3}{4}$ in 1913, and now hovers around par, a shrinkage of approximately one-half. I name these roads because they are well managed and have never been the football of high finance. Not only is their stock down, but their bonds, which used to sell on a 3 $\frac{1}{2}$ or 4 per cent basis, now scarcely sell at all. Some of our better roads have had to issue short term notes at 6 per cent, which the banker takes on suspicion at a discount. Some issue equipment notes, which means a chattel mortgage on engines and cars. Why is all this? Simply because the very best railroads are doing business on such a slender margin of profit that investors, little and big, are afraid that the day will come, if it is not already here, when they cannot pay their interest. Such failure will bring us back to the situation of 1893, when 29,340 miles of American railroads were in the hands of receivers.

What is the cure for this threatened paralysis of our biggest arm of industry? I occasionally hear some offhand, glib reply. "Government ownership!" If I were a big railroad official put in a swivel chair in the dual capacity of being trustee for a property representing a billion dollars, owned by 84,244 people, half of them women and children, as is the case with the Pennsylvania railroad, and on the other hand representing a population of 10,000,000 people who inhabit the territory through which my road passes, and as I sat far into the night with my associates and subordinate officers trying to devise economies that would insure my employers the stability of their investment, while we tried as hard to provide the service required by our patrons, I think I would feel like throwing up the sponge and say, "Yes, let us turn the job over to the government. I'll resign; let us put the throttle in their hands."

If the government took over the railroads it of course would have to buy them. Confiscation of property is forbidden by the Constitution. They would cost at least \$20,000,000,000, fifty times as much as the Panama Canal, which isn't paid for yet and will not be for twenty years. Of course, the government could issue bonds and sell them, perhaps, quite easily with its guarantee. But who is the government? Why, we are—E. Pluribus Unum & Co. We little fellows, so to speak, own a majority of the railroad mileage, either as shareholders or bondholders, or as depositors in banks, or as policyholders in insurance companies, and we are buying more railroad stocks all the while.

Government ownership, in the sense of popular ownership, is a fine thing.

We believe in it, but most of us don't know that we have it already in its essence without any of the evils which might ensue if we put the aforesaid patriots in the place of Elliott, Rea, Earling, Hughitt and Hill. We have not only practical public ownership, widely distributed, but we have absolute government control. When it comes to fixing rates, issuing passes, equipping trains with safety appliances and a hundred and sixteen other matters of regulation, even down to the way of keeping books, the Interstate Commerce Commission, the direct agency of the government, is the whole works.

The only alternative to outright, formal, complete government ownership and operation of our railroads is to increase their earning power so that they can meet their increasing expense of operation without going into bankruptcy. This may be done by allowing them a slight increase in the pay they receive for handling freight. Five per cent additional is thought to be sufficient. The eastern roads have petitioned the Interstate Commerce Commission to permit this advance. The business men of the country, which includes the farmers, are seconding the request, with rare exceptions. Five per cent added to the rates on the specific items named above will show how little the added rate would hurt the individual shipper. But what would it do for the railroads and what would it do for us all? If the 5 per cent were added, not alone to the traffic of eastern roads, but to the roads of the United States, it would add \$100,000,000 a year to their net revenues. This would immediately insure the stability of railroad securities on at least a 5 per cent basis. Moreover, an increase of \$100,000,000 in yearly revenues would pay interest on \$2,000,000,000 of new securities, which they could sell at par and put the money into new equipment, bigger terminals and double track. This money would be put into circulation, two-thirds of it among workmen who could start at once to manufacture material and put the same into service. Improvements to the roads on every right of way would give

employment and require produce to feed men and horses, and thus put money direct into local communities. The turning of an army of half a million or more idle men, who are now idle because of the partial suspension of railroad activity, into an army of half a million workers, working full time, would make half a million better consumers of food, produce and clothing, possibly five times half a million, including their families. Upon the instant that the Interstate Commerce Commission issues its permission for this 5 per cent increase in rates the business of the country will break from the bonds which are now holding it in leash and we will see such prosperity as the most sanguine have never expected. This is the opinion at least of 999 men out of every thousand who have given serious, sober, unbiased and enlightened thought to this subject.

As farmers, we have perhaps more to gain through railroad prosperity than any other class. Do we stop to consider that the value of farm land in Montana has increased 50 per cent in the last five years owing to the building of new railroads in that state. I know personally at this moment of one beautiful little valley where they are raising 30 or 40 bushels of winter wheat to the acre, the finest hard wheat that man ever ate. It is worth 92 cents in Chicago, but they are feeding it to the hogs because there isn't a railroad within twenty miles. There is one surveyed, in fact half built; why is it not finished? Because there is no money available and the company cannot sell its bonds to advantage. When that road is completed, farm land in that valley will be marked up 100 per cent. We farmers are "wised up" a bit, as they say out west, and don't believe now that the railroad is the worst pest in existence.

And the business man, too, has a second thought. It occurs to him now that it is better to stand a 5 per cent increase in freight than lose a 50 per cent increase in business. That is why the Chicago Association of Commerce, as well as other similar bodies, is not opposing the increase, but rather favoring it. Hon. Charles A. Prouty, who,

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as long chairman of the Interstate Commerce Commission, has rendered more decisions on rates adverse to the railroads than any other man, said before a large body of shippers, July 16, 1912: "I think, gentlemen, that what we may term the danger point in the railroad situation has very radically changed. Twenty-five years ago the danger point was the discrimination between shippers. Twenty-five years ago the danger point was the unreasonable rate. Today the danger point, in my opinion, is neither of those. The danger point today, I think, is the inadequate service and inadequate facilities. I think that today it is just as much the duty of the Commission to see that the railroads are given reasonable rates which will yield to them a fair return as it is to see that no unreasonable rate is charged the shipper, and I believe this is in the highest interest of the shipper himself. What I desire you to remember is this, that if that time comes it will be the duty of the Commission to permit that advance. That would not only be an act of justice, which you believers in the square deal would approve, but which would also conserve in the highest degree your interest as shippers."

* * * * *

The case is up to the jury. Before rendering your verdict you will lift your eye to read that danger signal which flames against the sky above our world of business; it is the same signal that stands at every railroad crossing in the land—

"STOP! LOOK! LISTEN!!!"



Boiler Room Stoker Force, Milwaukee Shops.

Aberdeen Supply Yard

O. A. Amos, Yard Foreman.

The Aberdeen Supply Yard was established in Aberdeen, S. D., late in 1909, or soon after through traffic was assured on the Puget Sound extension.

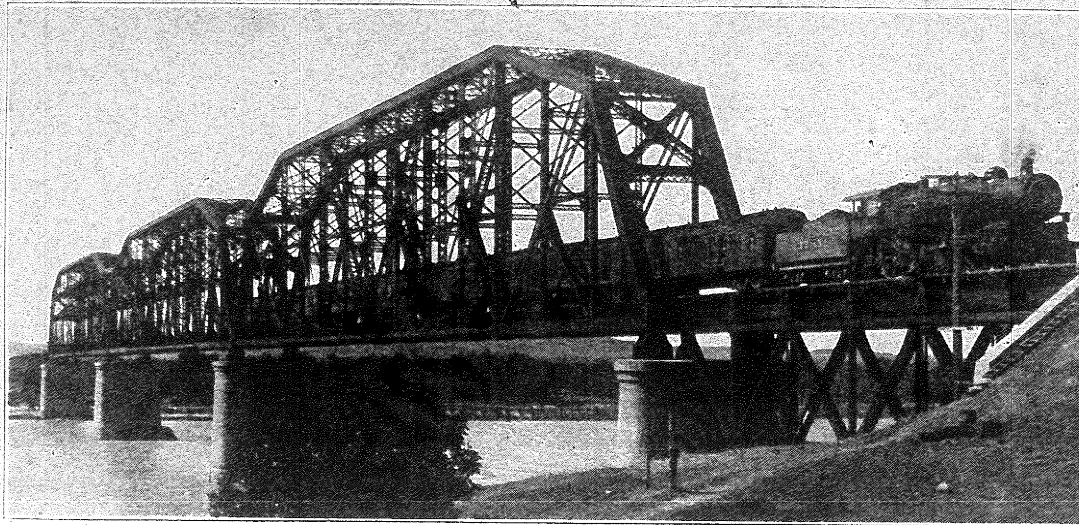
I assume that the reasons for establishing a distribution supply yard at Aberdeen were that it is a point where the switching and car requirements are easily handled, and that it is located on a direct line of the source of supply, and at the first point permitting diversions of the various materials to the various divisions of the old line west of the Mississippi River; and also that since the opening of the Puget Sound extension to traffic, the larger per cent of bridge and building lumber has been purchased from points on that line.

The benefits of establishing a distributing yard at Aberdeen have no doubt been felt materially by all divisions west of the Mississippi River, as the direct and prompt delivery of materials is a very important factor in both construction and maintenance.

At the inception of the yard at Aberdeen, we started with a small stock of miscellaneous bridge and building materials. Our stock and work has steadily increased since that time, and during 1913 the following work was performed.

Total number of loads received, 1,360; 61 cars of heavy commercial material reloaded or transferred on account B. O. cars or loads; 1,416 cars loaded and billed out; 244 cars diverted; a total of 3,350 way and car-load shipments made, and in addition to handling the above we have handled 180 cars of grain boards, and have carried a stock of switch ties and head blocks for general storekeeper, cut and bent a large per cent of reinforcing bars for H. & D. second track work, handled tools and supplies for construction engineer and chief carpenter at this point.

Since the installation of the Safety First movement at this point there have been noticeably less injury cases, and we feel it is to the best interests of all to keep the movement well in mind, in order to keep injury cases at a minimum.



Construction Days at the Pontis

Scraps From An Old Note Book

Our bridge across the Missouri River at Pontis is, as we all know, the largest and heaviest structure spanning the "Big Muddy" on this or any other railroad. The story of its building, with its keen keynote of excitement, the vicissitudes, hopes and disappointments connected with that period is good material for a thrilling adventure tale. It was, from the beginning, a race against time and it often became a hand-to-hand fight against the elements. High water, heavy wind, ice, floodwood—every imaginable thing which the sullen old river could bring down on its impetuous current to balk the best laid plans of the engineers, duly arrived and held the fort against many days of valiant battle, with all hands hard at it to protect the work they had already done or in rebuilding what they were unable to save from the resistless onslaught of the floods. When I stood on the banks of the river with Mr. Rice, the bridge engineer, and admired the completed work and heard the story of the great achievement, I could partly feel the force of his remark: "Yes, it's done now, and I feel sure it's well done; but it's one thing to tell a man to go out and put a bridge across the Missouri, and it's another thing to put it there and make it stay." Those

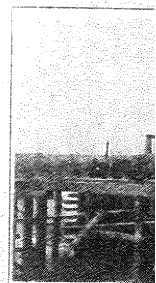
bridge men certainly found it difficult at times to make anything "stay" in that boiling current, and the ever-recurring periods of high water and the continuous gales that blow across those prairies.

In May, 1906, one month after the "dirt flew" at Glenham, S. D., marking the commencement of the extension, operations were in progress to get the big bridge which was to link the old line with the new, under way. Evarts, on the east bank of the river, twelve miles below the bridge site, was the nearest town, and from that point Mr. Rice began getting his men and materials up to the proposed crossing. A model camp was built, which, beside the sleeping quarters, mess-house, cook-house, office, etc., boasted a small but well equipped hospital, with a doctor on hand at all times.

There was also a branch of the Y. M. C. A., which was a great help in keeping the men provided with good and wholesome entertainment during their off-hours. Everything for the bridge and camp was brought up the river by ferry during the summer of 1906, while armies of men labored on a temporary pile bridge and on the grading for the road from Glenham to Mobridge. Considerable rivalry existed between the two forces, the cry always being to get

the bridge should not bridge was time before temporary September east abutment

Bed rock about seven which made comparatively ent with E and test places where go, that "L"—ranging these are tute the u difficulties railroad br Missouri. able to wo was there are found

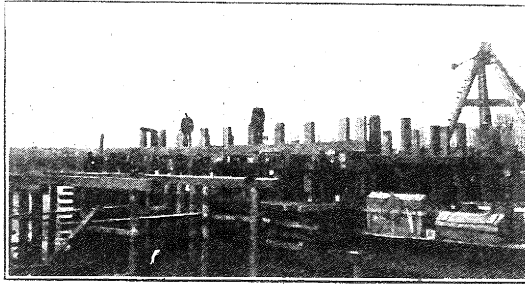


which were months we caisson, an water it w at the pier It was made sheathed o double row caulked on like every were "built and the eve precaution best to wor

Work on began on January 5th ing on jacks in. After enough to k just above

the bridge ready as soon as the rails should come. It happened that the bridge was ready and waiting some time before the rails arrived there. The temporary bridge was completed in September and the force then went at the east abutment and Pier 1.

Bed rock was found for these at only about seven feet below low water, which made their construction a comparatively easy matter. It was different with Piers 2, 3 and 4. Soundings and test pits disclosed the fact, in the places where these structures were to go, that "bottom" was pretty far down—ranging from 90 to 125 feet; and these are the exigencies which constitute the uncertainty and the unusual difficulties in connection with building railroad bridges over a stream like the Missouri. The fall of 1906 was favorable to work in midstream and Pier 2 was therefore started. Piers 2 and 3 are founded on pneumatic caissons.



Building the Caisson.

which were landed on bed rock. Two months were required to build the first caisson, and owing to the low stage of water it was necessary to drive piles at the pier site on which to erect it. It was made of 12x12-inch fir timbers, sheathed on outside and inside with double rows of pine planking and caulked on the outside. Surely these, like every other part of the big bridge, were "built to laugh at all disaster"; and the event proved that it was a wise precaution, for the old Missouri did its best to work all the disaster possible.

Work on lowering the first caisson began on December 4, 1906, and on January 5th, with the caisson still resting on jacks, the first concrete was put in. After that it was lowered fast enough to keep the top of the concrete just above the surface of the water.

Air was turned in on January 10th, and the "pressure men" went into it for the first time. The winter was busy. Trains had been running with considerable regularity over the pile bridge, hurrying materials for construction to the "front." Early in March, however, came the signs of "break-up," the temporary bridge was threatened, and the men were called out of the caisson. A portion of the piling was removed to allow freer passage of ice, but this proved inadequate, and our men had to stand on the river bank and see their good, trusty bridge go swirling down the river. When the ice run stopped they began on the bridge again, got it nearly renewed, when up-river ice appeared. With a heavy wind from the west, it ran along the east side and took out 34 bents on that side. This renewal was completed the latter part of April, 1907, and things went smoothly for five or six weeks, during which time the false-work piles for Pier 3 were driven, the caisson for that pier was commenced, and air was again turned into the caisson at Pier 2. On May 27th the great caisson was landed, and the work of sealing it was finished June 1, 1907. This was none too soon, either, for the "June rise" in the river was in full swing, tearing everything out as it came. The new caisson for Pier 3, standing high up on its pilings, was nearly ready to slip into place and begin going toward the bottom of the river when the raging current picked it lightly off and sent it sailing downstream. There was no time to save it, and it shot like a whirlwind out of sight. It goes without saying that the temporary bridge had already gone the way its predecessors had gone. This was at 6:30 p. m. on May 30th, the evening before Pier 1 was sealed, and for the few days previous to that time the men had worked inside with nothing but its pipe sticking out of the flood.

Again the pile bridge was rebuilt, and in service ten days when the flood-wood came down, piling twenty feet high against it. This washed out the east side, with a west wind blowing; and just as Mr. Rice and his weary crew were congratulating themselves that they would only have to renew one

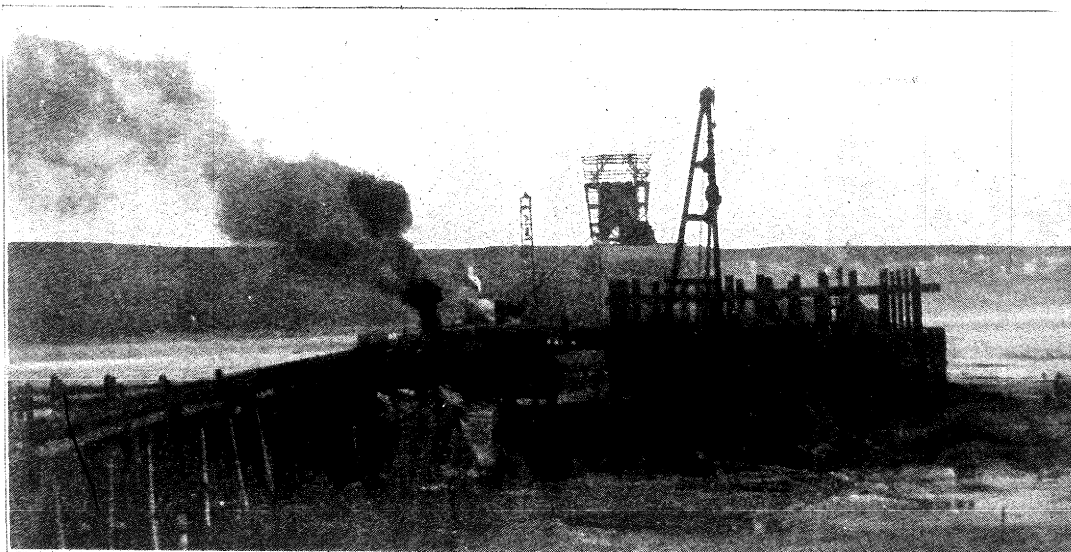
side the wind changed, and blew the drift all over to the opposite side of the river, where it completed its devastating work and swept gaily on downstream. Again was the bridge renewed, and after that no untoward mishaps overtook it before the permanent structure was in place and ready for use.

Many incidents occurred during the construction period which were not only troublesome in themselves, but they all meant just so much more delay in completing the job—and time was the great desideratum. All the more credit was therefore due to the men who stayed on that firing line day and night, and met and overcame every obstacle, finishing the bridge in record time. One thing that I recall which seemed to me—a listener, after the fact—as quite amusing. It appears that the United States looks upon the Missouri as a navigable stream, and permission to bridge it always carries with it the provision for a draw or "through span" in whatever structure may be erected across it. A rude draw in the first pile bridge was therefore made by putting a girder span on scows, and during the existence of that bridge no boats passed up or down the river. A second time provision was made for boats, and no boats came. After that no draw was arranged for, and shortly a boat whistled for the bridge. There was some hurrying and

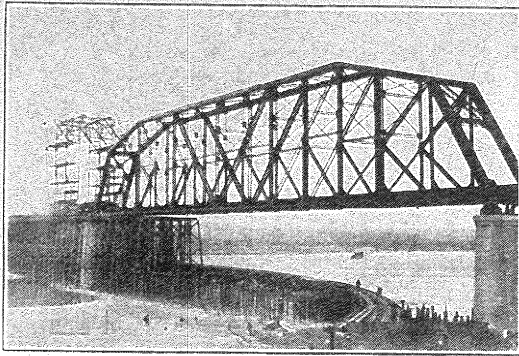
skurrying, and probably considerable profanity, while several bents were pulled out to let the boat through. The captain came over to help the engineers and bridgemen along with their manner of handling English, and compliments of considerable strength were passed around generally. The boat had to wait several hours, and when she finally passed the draw her captain made no mention of his coming back up the river. So the bents were returned to place, and no sooner was traffic resumed when up the river again came the boat, with her captain on the quarterdeck, his war paint and bonnet all on. She had to wait again, however, and if the big bridge had not been about completed that boat would probably have been run up and down the river at frequent but unexpected intervals, just to help along the general activity.

At another time, just as the pressure men were changing crews in the caisson of Pier 3, the warning whistle blew. Everyone in camp stampeded for the river bank and heard the appalling news that the caisson was afire. Men and smoke came pouring out of the pipe, and as soon as every man was out the air was turned off and water let in, flooding the chamber and of course extinguishing the fire. This was another delay, but, happily, one unattended by disaster and not of long duration.

To an engineer, the matter of foun-



Working at Pier 4.



Erecting the Steel.

dation for Pier 4 will be interesting, even though the delays and disappointments incident to getting to bed-rock at that location were sufficiently annoying at that time to rob the situation of much interest to those engaged in finding the bottom of the river. When soundings were made on the west side of the river, and test pits sunk, it was found that the depth—125 feet below low water—precluded the feasibility of a caisson, and a coffer dam was the alternative. Accordingly the coffer dam was built, and when it was sunk it went 40 feet below the surface of the river. Water began to break in at the bottom and sides. What to do next? Drive piles inside the dam and sink a caisson onto them, was the answer. When the 267 piles were driven the caisson, which had been built just to one side of the coffer dam, was skidded into it and lowered onto the piling. Then, as the concrete was put in and the caisson lowered, the piles were cut off, and when the caisson was finally securely landed it had the firmest possible foundation on top of the piling, which rested on hard rock. Work on this pier was rushed to the utmost after the foundation difficulties were over with.

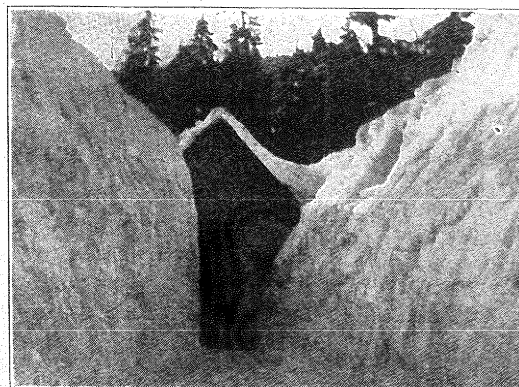
During this time the steel erection from the east end had commenced, and when the last pier was in place the superstructure was almost up to it. At the west end there are eight reinforced concrete viaduct piers supporting the latticed steel columns of a viaduct, which forms the west approach to the bridge. These concrete piers also rest on pile foundation.

Of the erection of the steel work The Magazine would like to hear from

some of those bridgemen who were "on the job" and helped to put up the monster spans, to which every employe points with pride and at which every traveler over the line looks with admiring eyes.

Knowing something of the story of its building, this great bridge has always had a fascination for me. Never shall I forget the thrill of awe I experienced when its towering grandeur burst full upon me at close range. I had never before been on really speaking terms with a giant railroad bridge, and the impression I received at that moment has never quite left me. As I approach it now on the trains I find myself looking for those three lofty spans that stand high above the tree-tops, and as we roll grandly out over the eddying current I am wonderstruck that the master minds of humankind can control Nature's resistless forces and can go out like the kings of old and command the rivers to let them pass, a bridge to be built, and then to make a bridge, staunch and strong, to bear all stress and strain and the wear and tear of time and the ceaseless opposition of the waters.

In going through my old notebook on the bridge work I am conscious that much has been overlooked, and more, probably, quite forgotten. But no one before has risen to tell the story of the bridge, and as it has always been a favorite idea of mine to perpetuate the memory of those days in some such way, I have told this as accurately as the rather meagre guide-posts of a notebook allow one, after the lapse of years, when memory does not come so swiftly to one's aid.



When the Snow Is Deep on Snoqualmie Pass.

Railroads and State Development

By M. C. Corbett.

Have you noticed how a state or portion of a state, desirous of developing its resources, will make sacrifices and concessions to encourage railroad building; how they will donate right of way; give a bonus, and help in every way possible to get the railroad built?

They do this because they recognize in it the greatest factor in the development of the country through which it runs.

You have no doubt often heard settlers, living in localities far from a railroad, describing the locality, and you have heard them say: "If we only had a railroad our land would double in value," or "We are only five or six miles from the survey of a railroad, which we hope will be built this year or next; we have fine soil, good water, etc., but at present we are too far from a railroad to make farming pay." And you have noticed, just as soon as the railroad is built, these same people, to whom it means so much, will do everything in their power to embarrass and paralyze it by adverse legislation and by opposing adequate freight and passenger rates.

They are in favor of increased wages; also in favor of modern equipment and track improvements necessary to handle such equipment, but they do not seem to realize this increase in expense must be met in some way if the railroads remain solvent and pay interest on the investment. If they are unable to do this, they cannot borrow money for renewals and betterments; in other words, their credit is impaired.

Manufacturers and wholesalers, whose per cent of profit is in nearly every case greater than that of the railroad, seem to feel it their duty to attack the railroad, while they would not think of attacking any other industry.

What would the business of these concerns amount to were it not for the transportation facilities afforded them by the railroads.

Think of the vast sums of money invested in railroads and the army of men employed by them. Should they not receive better treatment at the hands of the people? Should we not, as loyal soldiers in the great army of railway employes, do everything in our power to discourage this awful tendency toward demoralizing legislation against the railroads? Should we not do all we can to correct false opinions and impressions of the public regarding those who employ us?

It is unfortunate, but true, that at the present time nearly all the blows are aimed at the railroads, and while it is maintained that these have little effect on public sentiment, I believe we do not quite appreciate the disagreeable position in which this places the company and ourselves.

Few of us would stand quietly and permit ourselves to be called foolish and dishonest, but millions of us are taking this treatment quietly from the mouths of hostile critics.

Let us get together on this and see if we cannot change this unwarranted prejudice against the railroad companies. Study these questions carefully, and when you hear a man running down the company you work for, speak up—show him where he is wrong. This will educate him as well as yourself.

No locality or state can prosper by embarrassing the railroads any more than it could by abusing or wrecking the farming industry.

The public realizes its duty to the farmer and would discountenance any attempt to legislate, even indirectly, against him.

Careful reflection will show how equally dependent the prosperity of the locality and the state is upon the success of its railroads, and it is our duty, and the duty of the public, to discourage any legislation or attempted legislation which will impair the prosperity, the efficiency and the solvency of the railroad.

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New Union Station, Spokane.

The Spokane Line

A. G. Holt

When our Pacific Coast extension was built through Washington State, the main line passed about thirty-five miles south of Spokane. It was the subject of much conjecture among the local people why the Milwaukee passed so near and yet so far from that promising city.

In explanation to those who have never visited this city, let me say that Spokane is styled the "Capital of the Inland Empire." That is, it is the principal city in the territory lying east of the Cascade range that is included within the states of Washington, Idaho and western Montana, and its prestige is felt to a point far north of the Canadian boundary. The riches of the Coeur d'Alene and Crow's Nest mining districts are tributary to Spokane, as are the best timber resources of Idaho and the agricultural products of the Palouse country, with the fruit of eastern Washington. All these gravitating toward Spokane have built up her wonderful prosperity.

Consequently trains had hardly got to running between Pocono and Malden before engineers were put in the field to get a feasible route from the main line to Spokane. That old path-

finder, Frank Bartlett, was sent out first and he examined every route from Fourth of July Canyon on the east to Hangman Creek Valley on the west. Immediately following him, J. I. Horrocks, now engineer and superintendent of Snoqualmie Tunnel, tried several routes from Plummer by way of Coeur d'Alene and the Spokane River. Next came Bob McCoy, that veteran of many a mountain line, and who afterwards lost his life on Lake Nipigon. McCoy's lines started from Ramsdell, and, though they were good lines, they meant expensive construction and too much money. Next came C. A. W. Musson, now located at Butte. His line started at Rosalia, but that was also too long and too expensive, so the whole scheme lay quiet for a long time. All at once word came to get a line into Spokane quick, that the station grounds there were bought right down in the heart of the city. It was then decided to build from Plummer on our lines to Bell Station on the Oregon & Washington Railway & Navigation Company's line, and to use their line from Bell to Spokane. This scheme was carried out and the lines run at once, following which was the

task of getting the franchises in the city. The city fathers had said in no uncertain terms that there could be no grade crossings on the Milwaukee's line in Spokane, but they did allow one, at Center Street. The dickering with the adjacent property holders and the council to get the streets and alleys to conform to our terminals plans took up a year or more, and finally we bought a schoolhouse, then the city hall, and they all began to understand that the Milwaukee was coming to Spokane—not at the back door, either, but right into the front door, and that her terminals were to be the best in the town, not only in construction but also as to location; in fact, a baseball can be thrown from the doors of our freight house into the doors of some of the largest retail dealers in the city.

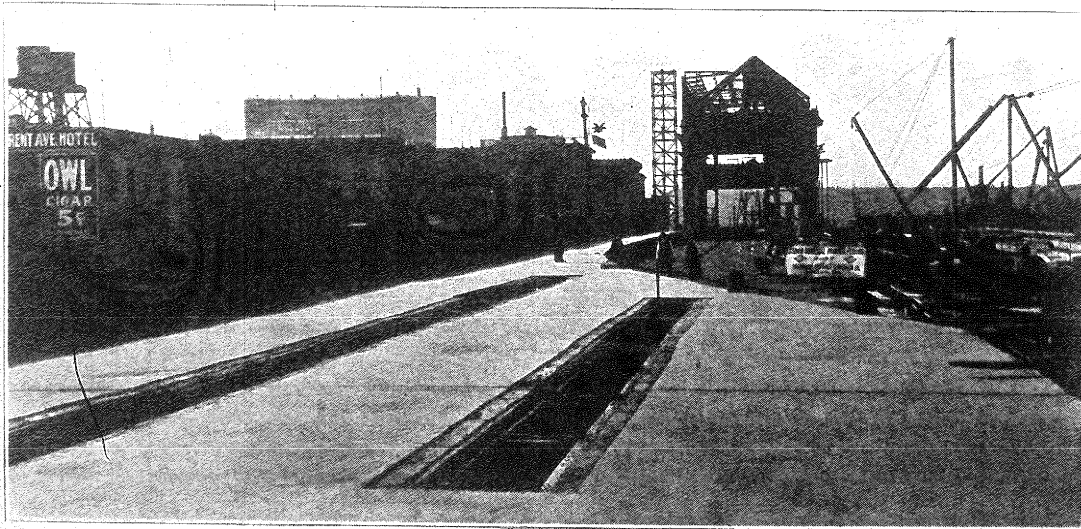
At East Spokane we leave the track of the O. W. R. & N. Co. and run over a newly constructed line, with a grade line about twenty-five feet above the city streets and carried over the streets on handsome concrete bridges. The line follows the south bank of the Spokane River on a solid rock embankment until it reaches Front Avenue, where it runs under the street for a distance of 800 feet in a double track tunnel, emerging at the team yard on the north side of Front Avenue. The main line being built along the north side of the yard passes under the intersecting streets as far as Division Street. Here it starts to rise and runs

to the passenger station at an elevation of twenty-four feet above the grade of the city streets a part of the way into the passenger station on the roof of the freight house.

West of the depot the line crosses the Spokane River on a concrete bridge constructed for a double-track line, 175 feet above the water and directly over the beautiful and graceful city bridge at Monroe Street. It continues out through the city over the O. W. R. & N. to Hangman Creek, where the bluffs are high and the valley is wide. The steel viaduct over this valley and creek will be one of Spokane's most picturesque structures. It is 3,003 feet long and 205 feet high. It is built on a curve and can be seen from almost any section of the city. The view one gets of this crossing from the boulevards and fine residence districts is inspiring.

Trains will run over the tracks built by the O. W. R. & N. Ry. from Spokane to Marengo, about sixty miles, at which point they are turned onto our own main track again to Puget Sound cities, having lost about fifteen miles of distance by reason of this northern detour.

The freight house, now completed and occupied, is one of the most efficient terminals on the line. The house is 778 feet long, 43 feet wide and has a commodious second story at the Washington Street end, which will be occupied by the division and agent's offices. The house is set back forty



Elevated Platform, Union Station.

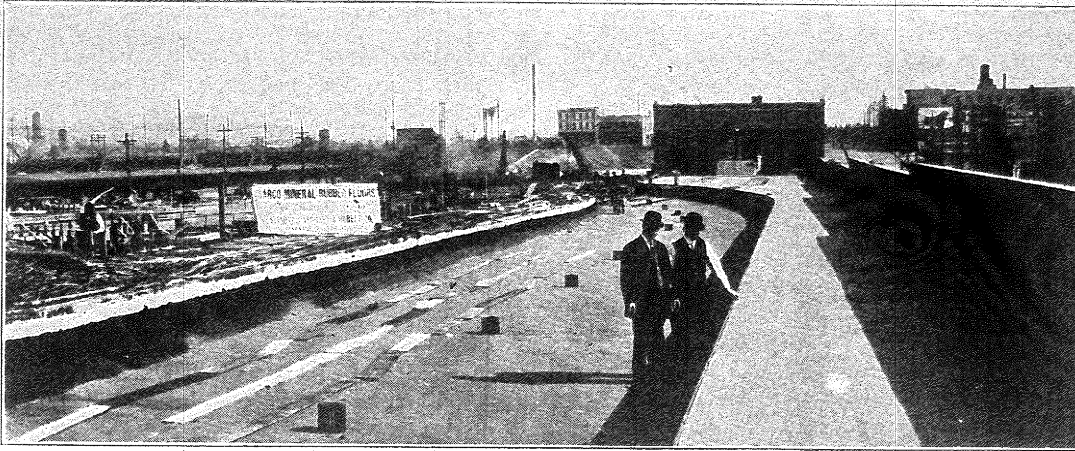


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Elevated Platform on Freight House Roof.

feet from Washington Street, giving easy access for loading and unloading cars with end doors. The entire building is concrete construction. It has a large storage capacity in basement, which is reached by four hydraulic elevators. Eleven sets of automatic scales have been installed, and the boys out there say they have the best team yard on the System west of Chicago.

The engineering work on the Spokane job has been handled by a division engineer located at Spokane, who reported to the assistant chief engineer at Seattle, and through him to the chief engineer's office at Chicago. George M. Rice is division engineer; Lyman M. Chase is resident engineer. The concrete walls and bridges were designed by F. W. Leonhard, under the supervision of the chief engineer's office. The contractors are the Bates & Rogers Co., who placed a large part of the concrete. The grading was done by Guthrie & McDougal. The track-laying was done by the superintendent's forces, under Doc Zeitler as general foreman. The erection of the steel

work and the concrete foundations of the freight house was done by the engineering department.

Loyalty and Affection to "W. W." from the I. & D. Boys.

Superintendent and Mrs. W. W. Collins have been spending the winter at Sierra Madre, Cal. To show their appreciation of their former chief, and to demonstrate their loyalty and affection for him, the employees and associates of the Iowa & Dakota and Black Hills Divisions sent him a fitting Christmas remembrance with the following letter, which indicates the esteem in which he is held by those who know him best:

Mason City, Iowa.

Mr. W. W. Collins:

At this time when the thought of the whole world is centered on "Good will to men and peace on earth," the men and women employed on the Iowa and Dakota and Black Hills Divisions of the Chicago, Milwaukee & St. Paul Railway, whom your broad spirit of comradeship has regarded more as associates than servants desire to extend their holiday greetings, and as an earnest expression of their appreciation for the fair, just and impartial consideration received while you were superintendent at Mason City, beg you to accept this gift, in which more than seven hundred have direct participation.

As the diamond is considered the most precious, genuine and lasting of all jewels, this token has been selected as an index of the friendship and loyalty which we bear and the good cheer we tender, not only this Christmas day, but on all the Christmas days and all the days of the coming years.

Wishing you a Merry Christmas, renewed health, long life and happiness, we are,

Sincerely yours,

The Employees of the I. & D. and B. H. Divisions.

English As "She" Is Spoken Sometimes

Butte, Mont., 16 Feb., 1914.

Mr. Supt. C., M. & St. P.—Missoula, Mont.

Dear Sir—I wany shooll you the every somiting because I am in. Butte I kive about 45 man Italy. And so you give me job if axtr gang in division. Alberton to Avery and any place you like. Will you sent me answer from me.

Please give me this every somiting and obliged.

Don't forgeth thanks you.

You truly yours,



Baltimore Avenue Station Force, Kansas City.



P. McMahon, Roadmaster.

I. & D. the Very Best

Why? Because the West I. & D. Division runs through one of the most prosperous and best towns in the state of South Dakota, known as the Corn Palace City, Mitchell, S. D.

Mitchell is a terminal for three divisions—the I. & D., S., C. & D. and H. & D.—and handles a very large business, east, west, north and south. Our track facilities for handling this business are a little congested at some seasons of the year, but we get by with it without a hitch and I think our showing will compare with any terminal under the same conditions. This is credited to the efforts of our Assistant Superintendent C. A. Anderson, Chief Dispatcher M. C. Corbett and men in charge working hand in hand, under the supervision of Superintendent B. F. Van Vliet, and the watch word at all times, Team Work.

As this is my first attempt to write an article, I am at a loss to know just what to say. I have been waiting for some of my brother roadmasters to write so I could get an idea, but I notice they seem to be just as slow as myself.

Last season we laid 21 miles of 65-pound rail from Kimball, S. D., to Chamberlain, S. D. This practically gives us a new 65-pound rail from Mitchell to Chamberlain, and I am in hopes that conditions will be such next season that the company will see their way clear to gravel between Mitchell and Chamberlain. I am sure nothing would please me better, as all roadmasters like gravel. The trouble is we do not get enough of it. This is due to the fact that gravel is scarce in some localities. However, we must have it and without it we cannot have good track and good track we must have on west I. & D., as the prospects are very promising for a heavy business from the Black Hills Division this coming fall. This will consist mostly of stock, as I understand the country west of the river is well supplied

with stock. Taking all these things into consideration, am I not correct in saying that we are the very best.

I also take this opportunity to call the attention of my brother roadmasters and section foremen to safety first, as from my observation the track department is not taking as active part in safety first as they should. We should not be afraid to express ourselves. It is my opinion the editor will be glad to hear from all of us.

I would like to suggest that the committee man for each division of section foremen on safety first write a short local for the Magazine every month showing what has been accomplished in his department and all section foremen should write to their committee man at least once a month or any time they see anything that can be done to promote safety first. We should not be bashful, boys, but pull on the tug. Your suggestions may help some brother employe and keep him and his family from suffering. I think all employes should get in closer touch with their Superintendents and superior officers, who are always ready to listen to a suggestion in line with safety first.

We should appreciate the opportunity that the great railroad system provides us with free literature and gives each man from the pick to the pen an opportunity to express his ideas and educate him in behalf of those things which are of advantage to himself, his fellow employes and the public.

It is a fact that this company pays a large sum of money each year for injury and death to the public and employes, but let us remember, my dear friends, that the company does not suffer as much as the widow or orphans miss the dear ones who have been killed through an accident or careless act of some employe or the public. Therefore, let us unite in the movement and let the watchword be SAFETY FIRST.

An Old Employee's Understanding of Safety First

As I understand, it does not mean safety from injury, altogether, but also safety in handling the property of the company. Every one in the employ of the company has charge of something of value; the section man has a tool to work with and he should take the best of care of it; every foreman has tools and material or equipment in his care; enginemen have engine supplies; conductors have caboose supplies and train crews handling shipments of all kinds, and every man has the company's time to account for.

The matter of handling shipments carelessly causes the company a heavy loss, as it has to stand the loss on all freight damages while in its possession, which is a very great expense. When we needlessly destroy property of the company, we are taking money which belongs to our employers, so let us all take hold the coming year and see if we can't help a little toward cutting down the company's expenses by taking care of those things in our charge, and bearing in mind always this phase of Safety First.

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The Engineer.

George Fitch.

The engineer is the large, quiet (?) man in overalls who acts as mahout of the modern locomotive.

In the past 30 years locomotives have quadrupled in weight, but the same sized engineers are still used and are giving good satisfaction.

The engineer is one of the few men who can ride free on our railroad trains nowadays. His is a pleasant life. All he has to do is to sit on a cushioned seat and career blithely over and through the space and scenery and various obstructions.

He does not have to do any work at all. The fireman does the work. All the engineer does is to pull the throttle, yank the reverse lever and manipulate the brakes and watch the steam gauge and supervise the forced draft and jolly along the headlight dynamo and lubricate the steam dome and keep an eye on the superheater and block up one side occasionally when the high pressure cylinder head blows out. The rest of the time he rides entirely at his ease and amuses himself by wondering if he can pick up the next switch signal soon enough to stop the train if it happens to be red.

The engineer, it will thus be seen, leads a jolly life and enjoys a great deal of travel during the year. He usually travels about 200 miles a day and when he gets off of his engine he looks like Othello in overalls. If he travels too fast the company lays him off for speeding; if he travels too slow the train dispatcher reports him, and if he suddenly stops traveling altogether in the middle of journey the coroner usually sits upon him.

The engineer is always present at all train wrecks and usually he is in a reserved seat in front row. When the engineer observes another 200-ton engine approaching his on the same track at the rate of sixty miles an hour he is supposed, by etiquette, to remain at his post. This he usually does, and when the wreckage is cleared away he is discovered holding the attacking engine in his lap.

(Contributed by R. E. Sizer, Chief Dispatcher.)

Answered.

"I see that 'Uncle Joe' Cannon says no man's prayers have ever been answered. Do you think he's right?"

"No. I once made a prayer that was answered."

"What was it?"

"I prayed that I might become supremely happy, and the very next day I met a woman who had once refused to become my wife. She had lost her teeth and was the mother of two pairs of twins."

Hobson—"Are you in favor of that curfew law?"

Dobson—"Yes; I'm in favor of any law that reduces the number of dogs."—*Judge.*

"Where's the president of this railroad?" asked the man who called at the general offices.

"He's down in Washington attending th' session o' some kind uv an investigatin' committee," replied the office boy.

"Where is the general manager?"

"He's appearin' before th' interstate commerce commission."

"Well, where's the general superintendent?"

"He's at th' meetin' of th' legislature, fightin' some bum new law."

"Where is the head of the legal department?"

"He's in court, tryin' a suit."

"Then where is the general passenger agent?"

"He's explaining t' th' commercial travelers why we can't reduce th' fare."

"Where is the general freight agent?"

"He's gone out in th' country t' attend a meeting o' th' grange an' tell th' farmers why we ain't got no freight cars."

"Who's running the blame railroad, anyway?"

"The newspapers and th' legislature."—*Exchange.*

"I wish," said the head of the firm, "you'd keep an eye on the office boy."

"Very well, sir," replied his secretary. "Do you think he has been stealing postage stamps?"

"I have no idea what he has been doing, but he's up to mischief of some kind. For three mornings now he has had all my papers placed upon my desk just as they should be, with nothing to indicate that he has been reading the sporting pages. There's something very suspicious about it."

"I've made up my mind to go to a sanitarium."

"Why? What's the matter?"

"Nothing, but there will be nothing in common between my friends and me if I don't have a breakdown of some kind pretty soon."

"What has become of that Shakespeare study club you organized last winter?"

"It has engaged a teacher and is learning the hesitation waltz."

When the waiter asked him how he found his steak, he said, "I wear triple lens eyeglasses."—*Santa Fe Magazine.*

There is nothing like impending danger to make a man believe in the efficacy of prayer.

He is a lucky man who succeeds in reaching years of discretion without permitting his indiscretions to be found out.

O. S. and D. and Interchange Record Bureaus

W. L. Richards.

Since the publication of two short articles which I wrote for the May, 1913, issue, I have received several letters from agents at junction points and a few of the large stations, asking for a copy of the Kansas City Bureau working plan of one or the other of these two thriving departments.

Since the organization of the present O. S. & D. Bureau, I have had the honor and privilege of being Chairman of the Operating Committee of the Kansas City Local Freight Agents' Association, and in charge of the two Bureaus. Since December 2, 1913, the date the Chicago Claim Conference Committee met with the O. S. & D. Bureau men and watched its program, I have been asked by the Agents of the lines and Freight Associations of Omaha, Minneapolis, Toledo, Boston, Peoria, Denver, Los Angeles and Mobile to furnish details and working plan; even St. Louis' asking for records where they have a Bureau in charge of a well paid manager, and with incidental expenses, while our Bureau costs nothing but the three to four hours' time of a lot of most industrious clerks, accomplishing a saving of many thousands of dollars for their companies. We, in the meantime, are experimenting with remedies, some of which are showing good results and perhaps some day may cure this disease that has cost all carriers a good fortune.

You may like first to consider the manner of treatment as followed here and we hope find good points for its application at other stations. The fifteen member lines organized the O. S. & D. Bureau about two years ago. Previous to that time a list was compiled by each line, corrected monthly and these lists exchanged with all lines. This did not accomplish very much and it was then agreed that each agent would send his O. S. & D. clerk to a common meeting place (a spare room in one of the freight offices, where one long table with fifteen chairs was provided) where these clerks meet at 1:30 p. m. every two weeks. Each clerk goes to the meeting point having in his possession a record of the freight bills representing his "over and short" items.

This record is presented only after each O. S. & D. clerk has examined every "over" package in his house, taking every mark exposed, its weight and if necessary an inventory to show beyond a doubt just what that box, bale, barrel or bundle contained, it being usually billed as "one box," bale, barrel or bundle, "and contents" and the source of much trouble in matching up. He, therefore, is prepared to show just what is in each package "over," together with marks of shipper and point of origin.

Around this table clerks are assigned to a regular seat, arranged that seat "one" is occupied by the representative line in alphabetical order, as A. T. & S. F., Seat One, and Wa-

bash at the foot. A. T. & S. F. clerk starts calling his "overs," each item called in alphabetical order and continues through the list, alphabetically arranged, while others listen to his calls. As soon as a member located a "short" to "fill" he records in book record or freight bills all billing reference accompanying the shipment arriving "over," taking the receiving line's local office or pro number, the line "short" and holding revenue billing exchanging full reference. This process continues through the list.

When the Bureau was started November, 1912, we had in the previous six months accumulated unsatisfied 2,834 items, the end of next six months 1,248 only, or a reduction of 56 per cent.

A permanent record is made by our Secretary, at the present time covering one year's record or open items carried by all fifteen lines. Each ninety days this old record is revised and new items added, the satisfied being eliminated. I append a record of four months, showing number satisfied each meeting and per cent of all called.

Between meetings O. S. & D. clerks match up many items between lines and also match up and clear items over and short on their own lines. The Bureau costs nothing but the time of the O. S. & D. clerks given, which we all conclude is well spent and not lost in any sense. Many claims have been declined, goods delivered or located as delivered already, or after consignee has filed claim, and in some cases found to deny delivery until shown through Bureau.

The work has at every meeting opened up avenues of information leading to all sorts and kinds of good ideas, and showing the many sources of our troubles. We find a field open that will, as before stated, admit of unlimited discussion and ways for treating, also origin of a multitude of our troubles, of surprising and varied kinds.

We find after following through on two lines, 676 cases resulting from most common cause for "straying" freight—69 billed to wrong state, 171 not billed though listed on printed form of billing, such as is used by large implement, grocery, dry goods and drug shippers.

One hundred and twelve not showing proper information at junction point where re-billed; 36 with identification entirely lost after being re-billed at four junction points, starting as 3 cases "floor polish" changed to "3 cases F Poles," changed "3 crts F Parts" and then "8 crts F. Posts."

One hundred and ten items loaded in through cars and traveling 600 to 800 miles away from home point.

Seventy-four items entirely lost returning to large eastern stations through local service; 101 separated from original lost and 3 covered up in local car services, passing destination

and carried to junction station, returned via other lines competitive.

A few cases have been found where cars have not been made empty at warehouse and started car out on road for loading or return to home road or junction point.

II.

Another source of many troubles is the careless, or, in many cases, crowded check clerk who passes a package without bearing all marks required, showing name of shipper and perhaps old mark on second hand container not obliterated. Perhaps a shipment of more than one package, same commodity from one shipper destined to one consignee and one package not marked, and overlooked.

Improper marking is most prevalent in this territory, and again we say our receiving clerk is responsible; and if not the result of crowding or carelessness, it may be the fear that some large shipper will complain that this line is too particular in details, the other lines do not require, or a threat to report to higher officials, which tends to cultivate bad practice, we have discovered.

Many truck loads handled by green, inexperienced men, even some that cannot read or distinguish marks, car or block numbers, pass stowmen and the damage is done.

We are accepting too many packages not presented at warehouse door, conforming to classification rules, for fear a patron will make a complaint.

We again find improper stowing in local cars common.

We have not touched upon the subject of damage, which if treated upon would require volumes to do this part of our work justice.

It would prove interesting, perhaps, to show the variety of packages astray but for lack of space wish only to call attention to the number and the leaders of the list, cigars and shoes, as found in classifying from lists.

To bring about improvement we suggest:

That the best receiving clerks be employed, first qualified from training and knowledge of classification rules and station list, secondly that have interest in their company's affairs, and are not afraid to act on authority laid down in such rules.

Not to attempt to handle more than we can and inspect every package. To give him assistance during rush hours. We receive the great bulk of our shipments outbound between the hours of 3:30 and 4:30 p. m., closing time.

Refuse to allow a driver to unload part or all of a wagon lot with part lots to follow and bills or dray tickets with last driver.

To recheck truck load in car when stowmen receive in car.

Get block and car numbers correct before bills go to the Bill Desk. After billing to call or check back. Some lines maintain in office an auditing force that takes over this work and which has saved their salaries.

The Bill Desk makes many errors attempting to bill from a bill of lading printed with list of twenty to one hundred articles handled by shipper, whose shipping clerk does

not use care in inserting carbon paper so as to have line match line on original, duplicate and triplicate, resulting when using duplicate to bill from, in finding the impression straddling a line and reading a "barrel of sugar" instead of a "bag of sugar," et cetera. Original dray ticket or bill of lading only should be accepted for billing purposes.

No dray ticket should be accepted carrying over five printed articles or commodities on the page.

The lines to be five-eighths of an inch apart to allow sufficient space for clear entries.

Under no circumstances should a dray ticket with more than one printed column be used.

We strongly urge the strictest adherence to the use of Standard ICC size, 8½x11 inches, this standard form being common and with which Bill Clerks are familiar, which would tend to eliminate errors caused in use of under and odd sized tickets, with great variety of form, where also spaces for shipping numbers, advance and prepay charges are printed in all sorts of locations.

A bill should accompany every package when bills leave the bill desk and not allowed to be separated.

Do not mail waybills when they can travel with the car containing package unless a through car and even then we find in checking, many bills are mailed to wrong station or junction point and cars floored on blind check and city packages delivered on this blind check as it is done.

Have freight billed correct at the start, *through billing*, whenever possible, as *re-billing* caused 25 per cent of our differences.

Piece work with a poor machine operator results in a world of errors.

The loading of light, fragile freight packed in pulp board, straw board and paper containers, until the last stowing of the car is responsible for another condition, difficult to overcome or for which to offer a remedy.

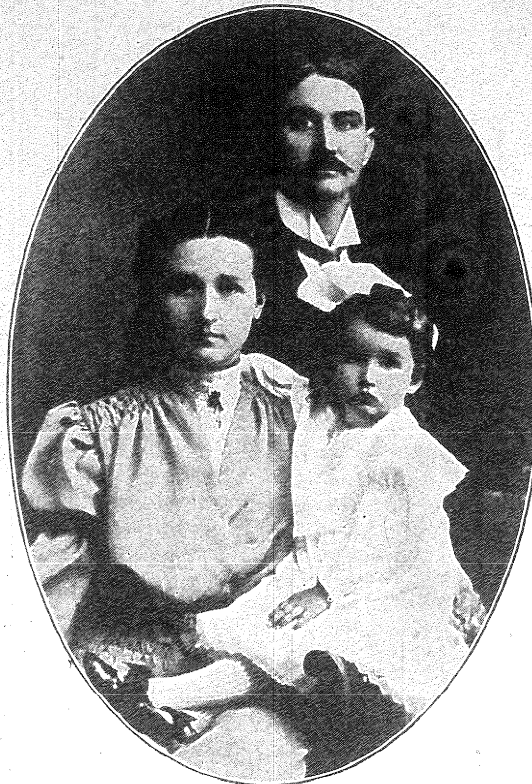
Insist upon receiving and check clerks showing their initials or name on dray tickets and loading records that the man making the errors may be identified and discipline applied.

We could add a long list of "don'ts" and suggestions but they would not be of such value, as is the admonition to be sure the package, loading and billing is properly handled at point of origin and the great majority of "overs" and "shorts" will then be eliminated.

From June, 1913, to November, 1913, 7,768 items were called, of which 342 were matched up at meetings, 1,938 matched up between agents at interval between semi-monthly meetings, a total satisfied of 2,280 items or 29.5 per cent of items called. The last six months show 56 per cent reached in efficiency.

Ninety per cent of our "over" freight originates east of Chicago and the Eastern lines we have recently found on inquiry, have a great habit of holding billing when goods check "short" rather than send on to connecting carriers or destination.

MILWAUKEE RAILWAY SYSTEM

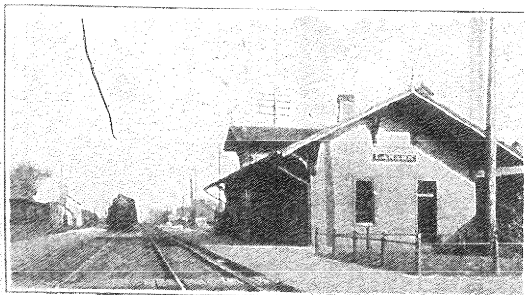


Fred Elliott and Family.

A Faithful Employee

G. E. Sampson.

Much has been said about the "old-timer" in our Magazine and it is read with interest by all of our fellow workmen. With all due respect to them, I wish to use a little space in behalf of a faithful employee whose photo I also enclose. Mr. Fred Elliott of Portage, Wis. While not eligible to the "Old Man's Club," Mr. Elliott began as fireman on the Lax Division in 1899. In 1901 he was injured at Watertown Junction and after recovering from his injury was given a position as fireman on a switch engine at Portage, which position he still retains. His record shows he has worked under three roundhouse foremen—Mr. Griggs, Mr. Barlow and Mr. Horn—has fired for practically every engineer on his division, has never been late as much as a single minute, never been reprimanded by his superior officers nor had an ill-feeling arise between himself and his associates. Records of this kind, we as employees are proud of and feel that the officers of our Great Milwaukee Company also notice them with pleasure.



"Spring"

By N. Breckenridge-Sill.

Some swallows lightly skim across the lake
Upon the hills, beyond the stretch of plain
Beneath the brown of last year's autumn comes
again
A glimpse of green.

From morn 'till night the day is darkly dull,
And leaden skies hung close above bare leaf-
less branches,
Crowded thick with bloom of apricot and plum,
Show gray between.

Perfume of bursting buds is in the air,
Across the fields from mystic somewhere
come
Wet winds, low whispering of promised violets
As yet unborn.

Scented raindrops fall from April clouds
On cheek and lip, with smell of moulding
leaves
A new world smiles in glad awakening
Of spring.

Co-Operation and Efficiency

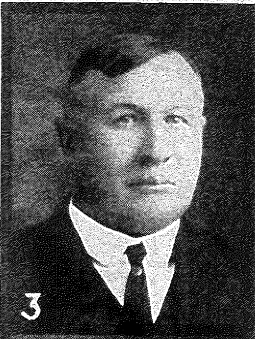
By John S. Eason, Clerk Superintendent's
Office, Mobridge.

The adverse legislation and constant demand for reduced rates and the demand of the traveling public for efficient service makes co-operation an important factor in the efficiency of a system such as our Milwaukee.

Too much consideration to the matter of co-operation is impossible. The employees of the various departments can practice co-operation each day of their service with the company by just simply sharing the burdens with one another, and not leaving it all for "the other fellow" to do. The result will be gratifying and a source of encouragement for further co-operation with the usual reward for efficient service. By practicing co-operation with one another we eliminate the grouch, and create that willingness so essential to each individual's success; each cog in the wheel working for the attainment of efficiency in the department they are in and the system in general. You get the credit and the satisfaction of knowing that by your co-operation you have assisted in attaining the desired results.

Thus the mechanical department can co-operate with the operating department; the B. & B. department with the track department; the trainman noting a farm gate open can co-operate by notifying the next convenient section foreman or station agent, preventing possible stock claims, which is co-operation with the claim department. The section forces in noting a dragging brake beam, leaking cars, etc., by prompt action can show co-operation and avoid serious accidents, damage to property and damage claims and various other apparently small items which, when consolidated, run into an enormous sum and, which, by more co-operative methods, could be eliminated.

Co-operation covers a vast territory and where the most co-operation is practiced we see the most efficient service which the employees on the Trans-Missouri Division are trying hard to give.



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Our Chicago Terminals

Geo. E. Waugh

What is Chicago's greatest industrial attribute? Ask that question at random of one hundred people and ninety will promptly tell you that it is the greatest railroad center in the world. The citizen who inflates his chest at the hazard of his vest buttons and makes this declaration may not know it, but the Terminal Division of the Chicago, Milwaukee & St. Paul Railway is a leading factor in making that answer "the truth, the whole truth and nothing but the truth."

The Chicago Terminals consist of 268 miles of track with 338 industry spurs, in addition to freight houses at Union street, Western avenue, Kinzie street, 15th street, the Stock Yards, Deering, the Dock House on the river, Galewood and Evanston, nine in number; everyone of these places are throbbing hives of industry. Think of a division that delivers and receives an average of 4925 cars of freight per day and you can gain some idea of the railroading they do. With the switching, classifying, cutting out and adding cars, vamping and revamping freight trains, this division handles 19,700 cars every twenty-four hours. Couple them together and you would have a solid freight train one hundred and fifty miles in length. It would cover the stretch of line from Chicago to Columbus, Wis. It takes speed, accuracy and intelligence to handle traffic in any such volume as this. Let one yard crew on this division act on the notion—we can take care of part of our today's task tomorrow—and half a dozen others follow suit, and in a day's time you would find a mass of hopeless disorder that would call out all the railroad skill and intelligence on the system to unravel the tangle. Keep the line open and your cars moving, are the watch words of the big terminal division. Inertia for an hour will paralyze and tie up one of the main tendons of the line creating more havoc and expense than a statistician could figure out in a month. If volume of business or a slip of judgment ties up one of these big terminals, there is no man on the line too



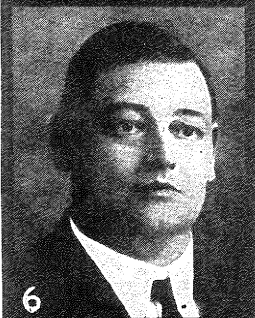
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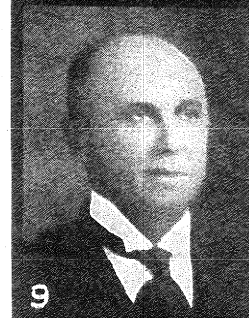
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1—P. L. Rupp.
2—W. C. Bush.
3—J. Costello.

4—M. Burke.
5—August Schumacker.
6—F. M. McPherson.

7—A. Young.
8—R. G. Williams.
9—John Gruman.

10—F. A. Miller.
11—Frank E. Cusack.
12—H. E. George.

MILWAUKEE RAILWAY SYSTEM

big to get out on the firing line and help start circulation through these blocked arteries. Not so many years ago the late A. J. Cassatt, president of the Pennsylvania Railroad, got into the thick of one of these freight jams in the Pittsburg terminals to direct the opening of the line when the traffic got beyond control. There is no part of the railroad so sensitive and where mismanagement will tell as promptly as in the terminal division of a big city.

But the Milwaukee have a system of administration so perfectly devised under the direction of Supt. P. L. Rupp and Assistant Supt. W. C. Bush and a corps of over 3200 employees, that the Chicago Terminal Division with all its freight and tonnage and a total of 91 passenger trains a day is the biggest cog in the plant, and it is run with remarkable smoothness. The railroad technique and action they employ in their work 365 days a year must rightfully claim the admiration of any one to whom big things and industry appeal.

A caravan of over a thousand teams a day receive and deliver freight from the Milwaukee Terminals in Chicago. For 61 miles under the city to the wholesale plant and the warehouse the tunnel lines radiate north, south, east and west. They, too, deliver and take their quota of freight to the daily average of 317 cars. In the center of the Union street house there are two enclosures. Suddenly a corrugated steel door opens and out rolls one of these tunnel cars. Tracks and switches run the length of this freight house. This freight is sorted and transferred to the waiting string of cars standing on the house track.

At Galewood is a freight house of a different type than any of the others. In operating parlance they call it the "Transfer." It is a long structure extending down into the yards in the center of seven or eight tracks on either side and flanked by unloading platforms which intersperse the house tracks. This building represents one of the busiest functions of the whole transportation business. Hundreds of cars from connecting lines, from the great mail order houses, and manufacturing plants, are unloaded here and their contents sorted and classified, and reloaded at the Galewood Transfer. Hundreds of truckers, checkers and callers form a double quick procession back and forth through this gaunt building. Every conceivable piece of merchandise, from an ax handle to a soda water fountain is found in this industrial parade. Tens of thousands of pieces of this L. C. L. freight run a constant stream, currents and cross currents of merchandise to one who has but a smattering of knowledge of the system. It is the finest example of scientific disorder under the sun. It requires an office force of 175 to handle the routine of the output of this plant.

As a side line, to demonstrate that they can do other things at Galewood than handle freight—they repair an average of 700 cars a day. These yards are presided over by W. C. Bush, Assistant Superintendent of Terminals, who has been with the company since 1881. He knows the game and plays it hard. On the

second floor of the building at the Western avenue coach yards is the plant from which these 268 miles of busy line is operated. As you enter the office of the Superintendent of Terminals you involuntarily wipe your feet lest you track the floor. The spick and span appearance of the place is refreshing and good to look at.

This admirable feature applies to the entire Chicago Terminal. It was emphasized in a phone conversation between Mr. Rupp and one of his subordinates while I sat in his office. "Hello, Tom, did you get those six furniture cars over to the 15th street house? That's good. Say, by the way, when I passed on No. 5 yesterday I noticed a barrel filled with papers right out in full view so that every passenger on the line could see it. If No. 5 hadn't been going so fast I'd have jumped off and got it out of sight. All right." It's ten to one that Tom did not know the unsightly barrel was there or P. L. Rupp would never have had a chance to see it.

These men have a passion for keeping the Chicago Terminals clean. It's a treat to go over it and see how well it is accomplished. Deliver the goods and be neat about it—is the spirit of Rupp's superintendency. He has been with the Milwaukee since '77, a capital, two-fisted man with a splendid army of co-workers. Their task is to keep Chicago the greatest railroad center in the world, and they will do it as long as there are tons of freight to move.

News Items.

George W. Hann, agent at Fonda, Iowa, on March 28, in arranging for a steel coach for the use of the Cornell College orchestra, performed a service for this special party that was highly appreciated by the passenger department. The car was engaged by the college and had been at Fonda for two days. The evening that they left Mr. Hann had the coach swept out and started a hard coal fire so that it would be comfortable and clean when the party got aboard. It was cold and everyone of these passengers 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 seated interest in the affairs of the company and makes friends for the Milwaukee Road.

William W. Post, for twenty years baggage man at Cedar Rapids, Iowa, died at the University Hospital, Iowa City, on April 11. The Milwaukee employees deeply sympathize with Mrs. Post in her sad bereavement.

Gus Wagley, cashier at 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.

Special Officer George W. Schlang had a narrow escape in an encounter with a train bandit at Lemmon, S. D., April 14, who was believed to be Harry Matthews. Schlang and Deputy Sheriff Fred Axtell opened a box car door to place Matthews and a companion under arrest when they met a volley of bullets. Axtell was shot through both arms and Matthews was killed. Schlang escaped death from a bullet which struck him over the heart, but was deflected by a package of papers in his coat pocket.

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Safety First

Safety First

E. Clemons.

The Safety First movement has now been before us long enough to see results and I am sure they are gratifying in general to the management. There are questions brought up and recommendations made, however, that lead one to believe that all do not fully understand the meaning of Safety First. First, it begins with yourself—that you do nothing which will endanger yourself or others. Second, that if you see someone doing that which will endanger himself or another, that you set him right. Third, suggestions tending to Safety First be put up to the committee to consider and pass on.

If every man would constitute himself a committee of one to see that he does not do those things which endanger himself or others, the problem would be solved, but not every one will do so, therefore it develops on all of us to be on the alert to, as far as possible, prevent injury of any form. Employees are part of the company and should, so far as is in their power, do that which will safeguard themselves and the patrons of the company, both passenger and freight. The company enjoins care in doing its work, furnishing proper appliances, etc., with a view to safety, and will continue to do so, but it is up to employees to carry out the company's orders in regard to safety, and, if that is done, a whole lot can be accomplished.

Remember that suggestions are always in order and will be considered, but first teach yourself to keep within safety, and do all you can to get others to do the same. By reading and complying with the general and special rules in regard to the operation of the Transportation Department that are printed in the working time tables, employees can do much to further the Safety First movement, and bring to the railroad what is due from the traveling and shipping public—more confidence and patronage.

Safety First is more in the interest of the employees, as their duties bring them more in line of danger. Safeguard yourself and your fellow worker and you will be carrying out the first principles of the Safety First movement.

"Safety First"

H. S. R.

"Safety First" is the cry, 'tis a good one;
We should all bear in mind, that although,
We may think we are safe, there is danger
Everywhere we go.
Every one of us, from President to Porter,
Can aid in this movement to guard
The safety and welfare of each other,
If we all try the task won't be hard.
So look around, see if you can't do something,
To help this good cause along;
If it's only a suggestion it may help some,
If it doesn't, you haven't done wrong.

Items From the Safety Bureau for the May Magazine

A. W. Smallen.

A few Safety First suggestions for trackmen, which if continually kept in mind, will help to eliminate a good many accidents to person, public and equipment.

First—Watch out for trains—don't depend on the other fellow.

Second—On a double track always move against the current of the traffic.

Third—Don't operate handcar or other track vehicle at night without proper light.

Fourth—Don't operate handcar without one man facing forward and one man backward.

Fifth—See that the spike mauls are not loose on handles. They might fly off and injure or kill someone.

Sixth—Always keep frogs, switch and guard rails properly blocked. This is very important.

Safety First Committee for Wisconsin Valley Division held at Wausau March 9, 1914.

Superintendent H. H. Ober opened the meeting, giving a report of personal injuries which had occurred on the division since September 1, 1913.

He drew the attention of the committee to the decrease in personal injury cases, which he considered due to interest which all employees are taking in Safety First movement.

Mr. Smallen then addressed the meeting, giving an outline of report made by Interstate Commerce Commission of injury reports. He told of the increase in interest taken in Safety First movement since meetings were first started, when there was so little interest shown at the meetings.

The committee were requested to make use of the cards furnished for the purpose of reporting any conditions which are unsafe to the superintendent, who will act personally and promptly on local conditions.

After Mr. Smallen's talk each member of the committee was called upon for a report and each responded. A number of reports which had been made were read and the committee expressed their appreciation of the promptness in which every report made to Superintendent Ober had been acted on and the defect remedied.

A Safety First meeting was held at Montevideo, Minn., on March 5 and was a very successful meeting, there being about 200 employees present. In addition to considering matters of local interest, the committee was addressed by Engineer James Elder, who gave a very entertaining and instructive talk on the subject of "Efficiency." A meeting of the committee was called for 7:15 p. m. and a general meeting at 8:00 p. m.

MILWAUKEE RAILWAY SYSTEM

Locomotive Department Shop Safety First Committee meeting was held March 16. Minutes of the previous meeting were read and approved. Reports were read from members having charge of suggestions made at the previous meeting. Many of these had been acted upon and others were still under consideration for the reason that satisfactory means had not yet been arrived at for remedying the difficulties in question.

An important announcement was that First Aid men had been selected and arrangements made for the efficient carrying out of their duties.

Further consideration of the question of securing a safer means for employes to reach the shops was asked. Suggestions for a viaduct or tunnel to avoid grade crossings have been made and the matter will be taken up again.

Other questions pending will be acted upon at the earliest moment.

On March 25 the Kansas City Safety First Committee met at the office of Chairman Oxley, with the following committeemen present:

J. M. Oxley	W. H. Leahy
F. R. Moore	E. Jones
S. J. O'Gar	E. Kiburz
C. A. Keller	A. Doyle
F. M. Barnoske	A. Love
H. C. Hoge	J. Parish

The minutes of the previous meeting were read and approved by the committee, and then the meeting was opened for general business. Some fourteen suggestions were made and acted upon by Superintendent Oxley. A Safety Committee meeting will be held monthly in the future on the Kansas City Division.

On March 27 a general Safety First meeting on the Columbia Division was held at Malden, Wash., in one of the local halls, which was filled to its capacity. Mr. Sawyer, in opening the meeting, covered the Safety First movement thoroughly and impressed upon the men the importance of reporting unsafe conditions that might exist, for action.

The chair then called on Engineer Truesdell to talk of Safety First from an engineer's point of view, and he covered the subject to the satisfaction of all.

The chair then called on Conductor Driscoll, who gave a very interesting talk on Safety First and the importance of it to an employe.

District Master Mechanic Hamilton was then introduced and he cited several interesting cases that could have been prevented with a little Safety First.

E. E. Clothier was the next to be called upon and he pronounced Safety First one of the most important things that railroads had taken up in recent years, especially for bridge and building men.

An address from A. W. Smallen closed the meeting. Everyone present expressed his willingness to co-operate and make Safety First his motto.

On March 27 the Twin City Terminals Safety First Committee met at the office of Superin-

tendent Van Dyke and the following committeemen were present:

J. E. Boucher	R. H. Roers
J. W. Hafner	C. Lind
J. O'Brien	A. Larson
J. Cosgrove	Wm. Allen.
C. H. Crouse	

The meeting was full of interesting suggestions and the minutes of the previous meeting were read, which met with the approval of all the committeemen present, they expressing their appreciation of the way the company takes action on suggestions made by them.

Superintendent Van Dyke in closing the meeting stated that he would call a Safety committee meeting every month, which met with the approval of the entire committee.

On March 28 Superintendent J. J. Murphy of the Rocky Mountain Division held a Safety First meeting in his office at Three Forks, Mont., the following members being present:

J. J. Murphy	J. W. Ross
J. W. Courtney	E. Boyer
H. McCarthy	C. I. Burt
A. H. Wilkins	J. B. Fitzgerald
Andrew Jorgenson	Al Wegner
C. H. Burt	W. S. Willson.

This being Superintendent Murphy's first meeting to preside over at Three Forks, he assured the committeemen that they would have his co-operation in this movement and that he wanted theirs, which every committeeman assured him that he would have.

Just before adjourning the chairman gave notice of the next meeting, which is to be held at the office of Superintendent Murphy at Three Forks, Mont., in the afternoon of April 25.

Alberton, March 28.—At what was considered the most enthusiastic Safety First meeting ever held on the Milwaukee system, Alberton had its first insight into the great movement today. Delegates representing both the road and shop committees began arriving early, the majority of the shop committee coming on No. 17. The meeting, which was called to order at 4 p. m. in Haswell hall, was largely attended by the citizens of Alberton, many of them bringing their families. Superintendent F. E. Willard presided. After taking up a number of communications pertaining to the Safety First movement, which were presented by the members of the road committee, the shop committee was given the floor, each individual member giving a short talk pertaining to the movement. The different discussions brought forth the fact that the Safety First movement is proving to be one of the most helpful working factors on the Missoula Division. Although only six months old on this Division, the work accomplished in that short space of time is wonderful. A comparison at Deer Lodge shops alone showed a decided decrease in the loss of personal injuries. The shop report showed 18 injury cases in January, 14 in February and 5 in March. All the machinery has been fitted with guards, and every precaution taken to cut personal injuries to a minimum.

During the course of his talk Mr. Smallen addressed the meeting at length. He stated

that the list of injuries in the United States during the past year amounted to 1,250,000, of which 75 per cent could have been prevented. The Safety First movement, which is nothing more than conservation of human life, is the means by which to combat this great slaughter of humans. Although the movement was introduced only two years ago on the Milwaukee, it is setting the pace for some of the great trunk lines in the East, where the idea was taken up years ago. Since being put into practice on the Milwaukee, more than 2,700 suggestions have been made by the different committees. Of these over 2,000 have been allowed. Mr. Smallen stated that most cases of injury were due to the lack of foresight of the younger men. The "old fellows," he stated, were the ones that "knew the game" and "played safe."

At the close of the meeting Mr. Willard called upon Dr. S. D. Whiting, who responded in a delightful manner on the subject of "First Aid to the Injured." Under Dr. Whiting's supervision, a large Red Cross medical chest will be installed at the Alberton station by the Milwaukee, and the doctor will give a series of first aid demonstrations to the railroad employees.

Following Dr. Whiting's address, talks were given by William Davis, Ray Keenan, William Cummings, John Salisbury, N. R. Byron and E. E. Clothier.

The following committeemen were in attendance:

A. W. Smallen,	S. S. Koehler.
F. E. Willard,	W. A. Chubb.
Ray Webb.	John Swartz.
Pat Cummings.	Fred Klove.
Henry Nelson,	S. A. Stoddard.
N. R. Byron.	William Walsh.
C. A. Clark.	Warren Van Housen.
Thomas McAndrews.	H. W. Grimes.
Ray Keenan,	J. D. Anell.
C. I. Chambers.	D. C. Leaming,
William McGee,	E. E. Clothier.

Hope Achenbach,

This meeting brings to a close the service of the present committee, whose members have served their term of six months. Previous to adjourning, Mr. Willard thanked the members of the committee for the manner in which they have conducted the affairs of the movement on the Missoula Division.

On March 30 the Dubuque Shop Safety First Committee met in the office of the District Master Mechanic at Dubuque and the following committeemen were present:

E. Z. Hermansader	August Quade
O. C. Anderson	Jacob Kleeman
H. A. Cameron	Frank Piltz
F. P. Miller	Thos. Kelly
P. Renier	Steven Sarter
J. E. Dexter	Robt. Beckler
J. E. Ricketts	Otto Pohl
W. H. Murphy	Oscar Ohde
C. W. Danglemyer	Eugene Frith
Jas. Kelly	Fred Blosch

Jno. J. Piffer

Acting Chairman E. Z. Hermansader called the meeting to order at 2:00 p. m. The min-

utes of the previous meeting were read and there being no objections, they were approved.

After a general discussion by the committeemen as to suggestions that have been taken care of, such as emery wheels being guarded and guards on machinery of all kinds, the meeting adjourned, as Safety Committee meetings are held each month in the Dubuque shops.

On March 31 a joint meeting of the Prairie du Chien and Mineral Point Division Safety Committees was held at Janesville, Wis., with a complete attendance.

In addition to the committeemen present there were ten section foremen, eight conductors, four engineers and five brakemen present, who, while not taking an active part in the committee business, came to hear the different interesting talks that were given on Safety First, and everyone assured Superintendent Thurber that if conditions were so when the next meeting was held, that they would again be present. Meetings of the Prairie du Chien and Mineral Point Safety Committees will be held regularly each month.

On April 3 a General Safety First meeting was held in the opera house at Miles City, Superintendent Spencer presiding. A new committee was elected for the coming six months, and all expressed themselves as heartily in co-operation with the movement, and the new committeemen in giving their views of the Safety First movement, agreed that it was one of the best movements that had ever been started on the railroads, and they would do all in their power to help reduce the cause of accidents to our fellow men.

On April 4 the Milwaukee Terminals held their monthly committee meeting at Merrill Park. The chairman read a report from Committeeman Rummel showing the result of the personal inspection trip made by him through his district. Conditions in violation of the Safety First movement were taken up personally with the different firms and in almost every instance the firms expressed themselves willing to co-operate with the Safety First movement and make any improvements that would add to the safety of their employees and ours.

This meeting went on record, and the yardmen and others present expressed themselves as being particularly pleased with the manner in which suggestions are taken up, and improvements made in the line of Safety First.

In addition to these reports, numerous Safety postals were received during the past month which were immediately acted upon by the chairman and conditions improved wherever it was possible to do so. Everybody agreed that it was the best and most lively meeting that the Milwaukee Terminals Safety Committee has held so far.

The following members of the committee were present:

W. B. Hinrichs, Chairman.	
W. G. Breckenridge.	E. A. Brown.
A. M. Anderson.	Wm. Lathero.
E. F. Rummel.	W. Hyde.
H. Eggert.	J. Sullivan.
J. B. Riley.	J. Schneider.

MILWAUKEE RAILWAY SYSTEM

The meeting was well attended, there being about 30 outsiders present.

On April 4 a Safety Committee meeting was held at Sioux City, the only member absent being B. I. Salinger, who had to go to Excelsior Springs on account of sickness. Meetings will be held regularly each month in the future.

On April 10 a joint safety meeting of the I. & M. & River Divisions was held in the office of Superintendent Thiele at Minneapolis, the roll call showing a complete attendance.

Superintendent Thiele called on A. W. Smullen for the opening address, and he was followed by Claim Agent Monahan, and then on all of the committeemen in turn, and it was more than pleasing to hear the committeemen give their views on the "Safety First" movement, as they all reported that it met with their approval and that they would give it their hearty co-operation.

The meeting was called to order at 12:30 p. m., and adjourned at 5:15 p. m. Superintendent Thiele made the closing address, which was full of good "Safety First" suggestions, and assured the men that he would co-operate with them in every way possible to protect the lives and limbs of the employes, and also of the public, that are entrusted to their care for safe transportation.

On April 17 the Rocky Mountain and Musselshell Divisions Safety Committees held their safety meeting in the depot at Harlowton. Acting Chairman Dow presided, and an unusually interesting meeting was held.

On April 25 a general safety meeting was held at Deer Lodge, Montana, for the Missoula Division, a report of which will appear in the June edition of our magazine.

Arrangements are being made for a general safety meeting to be held in Milwaukee on May 28 at the West Side Turner Hall, on Fourth street, near State, and it is desired that all shop employes, terminal employes and road employes attend with their wives, mothers, and children. Good pictures will be shown and lectures will be given by different speakers, some from among the rank and file, on the "Safety First" movement.

Every one is assured a pleasant evening, and all are cordially invited.

On April 7 a monthly meeting of the West I. & D. Safety First Committee was held at Mitchell. The meeting was called to order at 2:30 p. m. by Acting Chairman M. C. Corbett, who presided in the absence of Chairman C. A. Anderson. The following members were present:

S. M. Grunlund.	Wm. Rollinson.
P. H. McGrath.	P. McMahon.
	Ed Love.

After reading the minutes of the previous meeting, which were approved of by the committee, 14 good suggestions were made and recommended to Superintendent Van Vliet for action. Short talks were made by committeemen as to the progress of the "Safety First" movement on their division, and the meeting adjourned at 4:30 p. m.

A meeting will be held by the West I. & D. Division Safety Committee on the first Tuesday of each month.

A general Safety meeting will be held in Tomahawk, Wisconsin, on May 25, for the Wisconsin Valley Division. The meeting will be called to order about 3:00 p. m., and it is desired that as many employes with their families attend as can conveniently do so. This being a general meeting, the citizens of Tomahawk are also invited. Short talks will be made by different employes, and an interesting afternoon is assured to all.

Kansas City, Mo., March 10, 1914.

About one dozen employes from various departments in Kansas City terminals were excused to attend the lectures of Dr. W. N. Lipscomb when delivered at Ottumwa. After their return and on account of their enthusiasm, we did the best we could to get the doctor in Kansas City. Later, we learned that he was lecturing along the M., K. & T. Railway and covered Kansas City in his itinerary. A request to Mr. J. T. Gillick resulted in the M., K. & T. dividing time with us in Kansas City, February 24, 1914.

On that morning the M., K. & T. Ry. Co., through courtesy of Mr. A. G. Peck, general agent here, and Mr. A. A. Krause, their commissioner of "Safety First," Red Cross Car No. 2, with all its good material inside, was placed on our Liberty street yard track and we invited employes of the M., K. & T. freight office to meet with our office employes and listen to lecture number "one" at 10:00 a. m. with 74 men in audience.

Mr. A. A. Krause, commissioner of "Safety First" on M., K. & T., opened with a splendid address, full of wonderful figures and records. Dr. Lipscomb followed with one of those "fetching ones" you all know. Mr. A. W. Smullen, our general chairman, arrived on a later train, but in time to give us one of his famous eye-openers.

At noon the business end of the show, with our stenographer, Miss Kapy, Chief Clerk H. J. Vail, General Yardmaster A. T. Kimmey, and Assistant Yardmaster F. S. Clark, and writer, started with our engine, a nice coach and Red Cross No. 2, for Sheffield, where K. P. hall was open and warm, ready for a 12:30 lecture. After waiting for 116 yard and shop men to assemble, Mr. A. A. Krause delivered another interesting section of his lecture, followed by our Mr. Smullen and then two hours of more good talk from Dr. Lipscomb.

We adjourned to eat lunch at 2:15, and at 4:00 p. m., after the later arrivals assembled to the number of 27, Dr. Lipscomb delivered another lecture. We finished at 5:10 p. m., having reached every department—day and night men relieved by others so as to afford all an opportunity to get the good advice that was most fully absorbed.

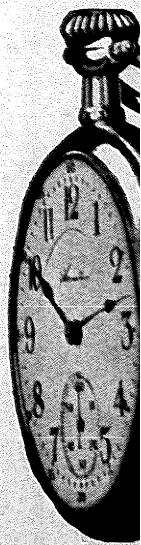
We delivered Car No. 2 and our good M., K. & T. friends into M., K. & T. hands at 5:50 p. m., well pleased with the day. We supplied all departments with books on "First Aid to the Injured," and with each a bottle of "Tincture of Iodine," to add to our regular supply of other articles. I hope we may all hear Dr. Lipscomb again at no distant day.

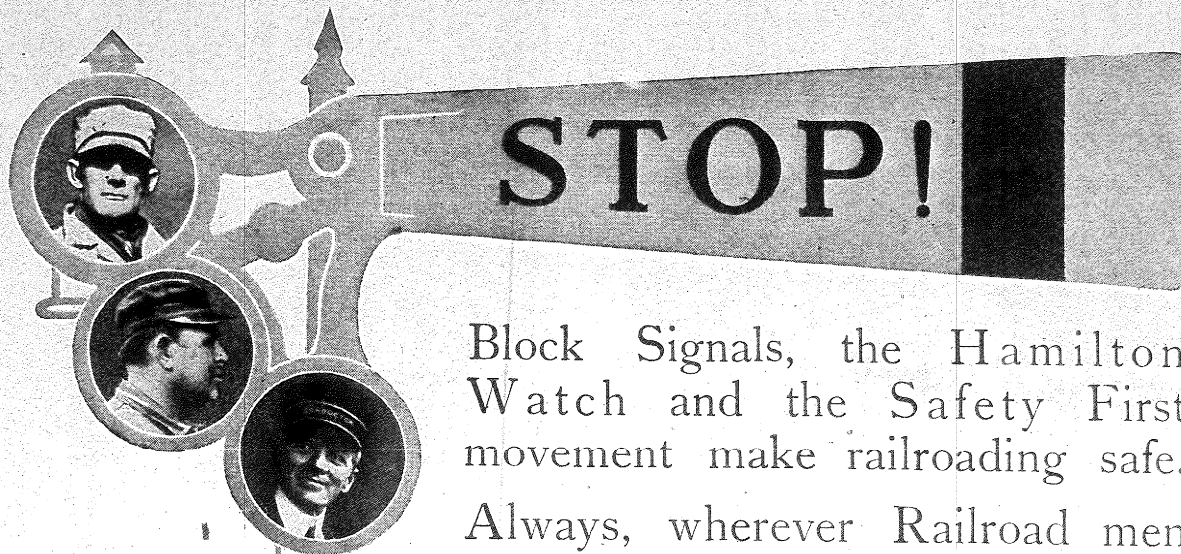
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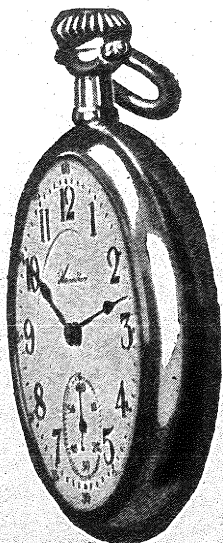
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At Home

Anna M. Scott, Editor



Richard and Regina, Twin Children of Car Foreman McAndrews, Alberton, Mont.

Doris' Year Box

Mrs. W. N. Adams, Alberton, Mont.

Now, children, I am going to tell you about something beautiful which happened to a dear little girl I know. Her name is Doris and she lives in a small railroad town. Her papa works on the railroad, just as, perhaps, your own papa does.

Doris' papa has not a great deal of money, and so she has to help her mother; sometimes she rocks the baby, then she does the dusting and she always wipes the dishes. Doris' mamma tells her, too, that she can set the table for supper just as well as anybody could do it; and that means a great deal, for "mamma" is herself a wonder when it comes to setting a table.

Last Thursday was Doris' birthday and mamma had a surprise for her. Doris has always had a birthday cake, and this year there were eleven candles on the cake, for you see it was her eleventh birthday. She did not have a party, but she had been allowed to in-

vite two little playfellows to bring their dolls and stay to tea, when they would light the candles and cut the cake. After tea, Doris' mamma led the way, very mysteriously, to the living room, and there, sure enough, was the surprise. At first the little girls thought it was a window seat, but instead, it was a nicely painted chest, set up on casters so that it could be moved about easily. When mamma told Doris it was for her, the little girl was all curiosity to know what was in it; but as she was about to open it, she turned to her little friends and gave each one a guess and took one herself, as to its contents. Then the lid was raised, and behold the box was—empty. But no, not quite, in the bottom lay an envelope addressed to Doris. She took it eagerly and opened it, for it cannot be denied she was disappointed at not finding some one of the wonderful things which they had guessed was in the box. Here is what the note said:

"To our dear little daughter, do we present this Year Box, that she may, herself, fill it."

Then mamma told Doris and her little guests that during the year a carpenter should come and put a deep bay window into the sunny side of the room, which had until now been used as a store room. Then it was to be papered with a pretty and dainty paper and all painted white. There was to be a dear little white bed and dresser, a stand and a rocking chair. The carpenter was also to make a darling little window seat and some shelves for books. And said mamma, "As we think it time, now, for our little girl to learn to sew, we have decided to leave the rest for her to do herself, as the room is to be her very own on her next birthday, and that, my dear, is what the Year Box is for—to store each article in as it is finished. We hope our little girl will be industrious so that the box will be well filled on her next birthday." While her mamma was talking, the disappointment Doris had felt at finding the box empty, had entirely disappeared and when she had finished, Doris was sure she would rather, far rather, have the empty box and fill it with the things she would learn to make.

There were two great big tears in Doris' eyes when she kissed her mamma, but bless you, they were tears of joy. That night her dreams were of neatly hemmed towels, pretty curtains, sheets and a darling pin cushion, prettily braided rugs and other wonderful things she was to learn to make; and just think, it was to be for her very own little room. Why it would be nothing but fun to learn to sew when you had a Year Box to fill and a whole year to do it in.

Perhaps some time I may come to the Magazine again and tell you of the wonderful things Doris puts into her Year Box—some of them are quite invisible, but still very valuable; for, you see, good deeds, smiles and kind words go into the Year Box, too.

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How could our little people sing
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No merry Christmas chimes;
No birds would sing in early spring,
No sly old pussy cat,
No honey bees among the trees,
No kitten on the mat.
O what a dreary world 'twould be!
The wind would never find
And shake with glee the apple trees,
Nor cause the mill to grind.
No boys would chase the whirling hoop
And catch the flying ball;
No girls with curls in sunny swirls,—
Just nothing nice at all!
No little brittle bits of dolls
With heads made out of glass;
No rain would fall upon the plain,
To feed the thirsty grass.
A thousand joys they'd surely miss,
But for these twins of speech;
The sweetest kiss for need of this
Would be beyond our reach.
We would not hear once every year
The silver sleighbells jingle,
Nor the refrain of falling rain
Upon a single shingle.

A Few Suggestions to Those Who Have or Contemplate Fitting Up Sleeping Porches:

First, screen in your porch, and, if possible, put up curtains that can be let down in case of storms, if you do not care to go to the expense of a large rug—a small one in front of each bed will do quite as well—large porch swings make very comfortable beds, and when made up make a good appearance for a day porch, and sort of a living room. If you have the space a couple of chairs and a table for magazines and work basket will make your porch look cozy and home-like. Covers for bed, chairs and table are exceedingly pretty and inexpensive in cretonnes and can be found in all colors.

Home Decorations.—In the first place consider your walls; for it does seem that the cheerfulness of a room depends largely on this feature. If the walls are bare and cheerless the richness of the furnishings amounts to little. Care should be exercised in the selection of paper. For a bed room with little light, one should choose something bright; pink and white, or a shade of light blue or yellow; the latter gives the effect of sunshine, which cannot fail to be appreciated. Browns and greens are exceedingly pretty for living rooms that face the south. Pretty and inexpensive pictures hung in groups will add greatly to the beauty of your room. Scrim curtains wash well and cost but very little, and with overdrapes of some pretty wash material which harmonizes with your rugs and paper, I feel sure the effect will be most pleasing.

Neckwear.—This is almost without exception a collarless season. Waists are cut quite low, and the V-shaped neck seems most popular with soft pretty ruchings for a finish; some have lace boned collars in the back only that stand up above the collar of the coat; they are called the "Gladstone Collar" and if not too extreme are quite chic looking.

C., M. & St. P. Fudge—This is delicious: One cupful granulated sugar; half cupful brown sugar, three tablespoonfuls of grated chocolate, butter size of an egg, half cup of milk; boil all together till it hardens when dropped in cold water; remove from fire, add half teaspoonful of vanilla and add gradually while stirring three or four tablespoonfuls of cream (milk will do), stir till creamy then pour into buttered tin that has been plentifully sprinkled with chopped walnuts or shredded cocoanut. when slightly cool mark into squares.—*Mrs. W. N. Adams.*

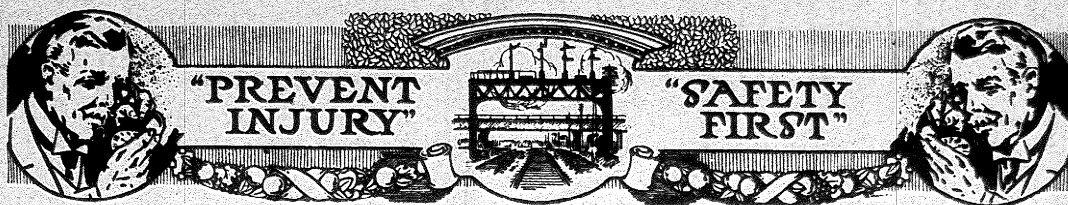
Devil's Food—One and one-half cups sugar, yolks of four eggs, half cup butter, two squares chocolate dissolved in five tablespoonfuls boiling water, one and three-quarter cups flour, half cup water; add beaten whites of eggs without stirring much; flavor with vanilla. Frosting—Two cups sugar, one cup cream, two squares chocolate. Cook together until forms hard ball when dropped in cold water; take off, add butter size of an egg and beat until stiff enough to spread. Flavor with vanilla. Or this frosting: Pour four tablespoonfuls hot water on butter size of a walnut and one square of grated chocolate. Add powdered sugar until stiff enough to spread. Flavor with vanilla.—*Mrs. Whiting.*

Puff Pudding—One cup flour, pinch of salt, one teaspoon baking powder, milk enough for soft dough. Put a little batter in bottom of greased cups, then a little of any kind of fruit sauce, and a little more batter. Steam 20 minutes. Serve with any kind of pudding sauce or use the same fruit sauce you used in the pudding. Especially good with canned strawberries, and red raspberries.—*E. H. W.*

Doughnuts—One cup sugar, three eggs, two tablespoonfuls melted butter, half teaspoon grated nutmeg, pinch of salt, one cup sweet milk, three cups flour (probably a little more), enough to make soft dough, two teaspoons baking powder; beat sugar and eggs for ten minutes with Dover egg beater, then add melted butter, milk, nutmeg, salt, then flour with baking powder.—*E. H. W.*

Plain Loaf or Layer Cake—One cup sugar, half cup butter, three eggs, saving white of one for frosting; half cup water, one and one-half cups flour, one teaspoon baking powder, any flavoring desired, and any frosting desired.

Pancakes—Two cups flour, two teaspoons baking powder, a little salt, and tablespoon sugar, one egg, milk enough for soft batter; beat with a fork.—*E. H. W.*



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MILWAUKEE RAILWAY SYSTEM

OBITUARY.

Patrick Hayes, one of Savanna's best known railroad men, passed away at his home on Racine street in this city Easter Sunday morning at 6:30 o'clock. Mr. Hayes was born in Freeport, Ill., March 5, 1858. At the age of 13 he was employed as water boy on construction trains of the old Western Union Railway and has been continuously in the employ of this company ever since, holding the positions of fireman, engine dispatcher and engineer. He is survived by Mrs. Hayes and two children.

J. Wesley Kinder was killed at Lavella, April 17, by a pile driver. No particulars of the accident were learned. Mr. Kinder was about 60 years of age and a life-long resident of Sabula, Iowa. He has been employed by the company as bridge carpenter for the past 35 years. Mr. Kinder is survived by his wife, to whom friends extend heartfelt sympathy.

The death of Thomas Flanagan, one of the oldest engineers on the I. & M. occurred at his home on East Bridge street last Friday afternoon. The funeral was held from St. Augustine's church Monday. The sympathy of all is extended to the bereaved family.

Sherman, the only son of Mr. and Mrs. Lyle Barr, machinist at Austin, Minn., died at their home a few days ago. The little fellow had made a great many friends who will mourn his loss.

J. R. Tracy, station agent at Sparta, Wis., since 1912, succumbed to a lingering illness, departing this life April 8. Mr. Tracy was compelled to give up active service last September and visit the northern pines in search of health. He returned to Sparta in November, but his health failed so rapidly that he was confined to his home all of the time. He is survived by his mother, Mrs. H. Tracy, and a brother, L. H. Tracy.

Mr. John Sullivan, freight agent at Sparta, died suddenly Saturday, April 11. Mr. Sullivan had been connected with the St. Paul freight department at Sparta for over twenty years. He is survived by his wife and three sons, Daniel, Charles and John.

James J. Harding, formerly engineer of masonry construction and a member of the bridge and building and engineering departments, died at Seattle, Wash., on the 28th of February. Mr. Harding entered the service of our company in 1895 and remained in it until in 1910, when his health failed and incapacitated him from arduous work. It was hoped that a period of rest would enable him to return to work again but this hope was not fulfilled. In 1905, when the construction of the Puget Sound Line was commenced, Mr. Harding was made engineer of masonry construction and had the supervision of the field forces engaged in building the many masonry structures. In 1909 the development of the new line in Washington called for the organizing of a bridge and building department to take care of that class of work there, and Mr. Harding was transferred to Seattle for that purpose, and it was there that he continued his work as long as his health permitted. He was a member of the Western Society of Engineers and of the American Society of Civil Engineers and was an enthusiastic student in all things pertaining to his work. The interment took place at Leavenworth on March 8 and was attended by many of his old schoolmates, six of whom were pallbearers. Mr. Harding is survived by his widow and an adopted daughter, Virginia Walker Harding, who make their home in Seattle.

Arthur O'Leary, employed as railway mail clerk for thirteen or fourteen years between Marion and Council Bluffs, died of pneumonia. Mr. O'Leary was a man of genial personality and will be greatly missed by a large circle of associates and friends on the C. & C. B. (Iowa) Division. He resided at Marion. A widow and five children survive him.

7 Days Lake Trips

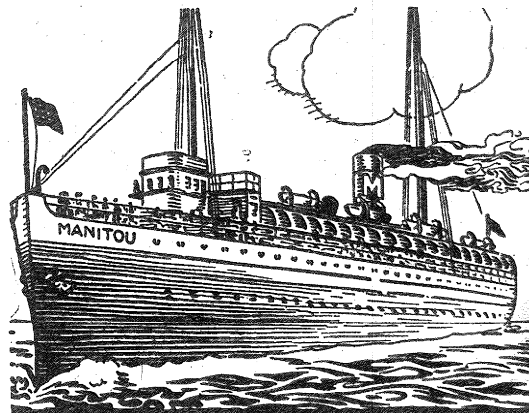
Spend your vacation on the water. Cruise for a week to

Georgian Bay

With Its 30,000 Islands

"The Switzerland of America"

Northern Michigan Line



The Elegant Steel Steamships

"MANITOU"

"MISSOURI"

"ILLINOIS"

"MANISTEE"

offer unrivalled service between Chicago, Charlevoix, Petoskey, Mackinac Island and other famous resorts of Northern Michigan and Georgian Bay, connecting with all lines for Lake Superior and Eastern Points.

SPECIAL SEVEN DAY CRUISES

The Steel Steamship "MISSOURI" to

COLLINGWOOD, ONT., and Return

via Mackinac, "Soo" North Channel and 30,000 Islands of Georgian Bay, including meals and berth **\$40.00**

The Popular Steamship "MANISTEE" to

SAULT STE. MARIE, and Return

via Mackinac—returning via a portion of Georgian Bay and the Scenic Grand Traverse Bay, including meals and berth **\$32.00**

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

J. C. CONLEY, Gen. Pass. Agt.

Office and Docks, North End Rush St. Bridge, CHICAGO

The Get Together Section

Get the Habit of Saving.

Railroad men are notoriously easy spenders. Generosity is a general characteristic of the craft, and generosity is one of the cardinal virtues, but it should, like charity, begin at home. It should look forward to the days when the children are growing and need an education; it should be ready for "a rainy day" and it should look toward old age and a few little additional comforts then. So, when it seems the large-hearted and generous thing to be free with the money you have in your pocket, just stop a moment and think, and then put a part of that money you would be so free with, into your savings account. Don't, of course, be niggardly, but don't be a spend-thrift.

A little savings account in a good, reliable bank tends wonderfully to add to one's self-respect, and when the pay check is cashed, just swell "the account" a little—even if you cannot afford more than a dollar for it. When the babies come, start a savings account for them—they will make good use of it when school days are over and the business of life is about to begin. Every unmarried man should have a savings account, and when that pretty girl in the home town is ready to become "Mrs. Bill," there is a bit of money for the necessities and something left over, perhaps as a nucleus for the generosity fund.

I know full well that "the high cost of living" pares down the surplus, but let us all be careful to distinguish between the high cost of living and the cost of high living. There is a big distinction and a wide difference between them, and if we avoid the latter as much as possible, the bank account stands a better chance. It is easy to find the reliable savings repositories in any community, and all of them pay particular attention to the interests of working men, and are ready to advise with depositors on safe investments where the savings may draw a higher rate of interest than the banks pay. For the benefit of those who have never started a savings account, I may say that many dependable banks advertise with *The Magazine* and at any of these our employees may feel sure of being well served, and that their money will be in good hands.

Get-Together Results

W. L. Richards.

The Local Agents' Association of Kansas City of fifteen members have, after several reports to Mr. H. G. Wilson, transportation commissioner of the Kansas City Commercial Club, also president of the National Traffic league, secured consent to call a meeting of his constituent members, shippers, shipping clerks, traffic managers, transfer company proprietors; his transportation committee on one side with general and commercial agents, superintendent of the Western Weighing association, check clerks and local freight agents on the other for the purpose of exhibiting bills

of lading ranging in size from "street car transfer" to the ICC Standard of 8½x11 inches to show the illegibility of many; the variety of places used to show advance and prepaid charges; shipper's number, invoice and car numbers and the printed bill of lading which, after carbon paper has slipped, shows articles and figures designating number of packages straddling the line and difficult properly to bill; the bill of lading with rubber stamps applied over surface of "description" and all sorts of short-cut abbreviations to puzzle a bill clerk and show cause for package going "astray," checking "over," moving to wrong destination, etc.

Through the kindness as well as fairness with which Mr. Wilson treated us and his stand for us on so many items of importance and an invitation to get together once each month hereafter, we felt a great deal had been accomplished and on the right road to a grand harmonious union in the near future. Both sides made many promises to correct irregularities and troublesome practices and I think if all our cities having such organizations will try this they will not only find the shipping public ready to meet the railroad agents half way, but have the advantage of getting acquainted and showing up the little troubles. Try it; it will do no harm, and much good.

Elsewhere will be found the report of the First Aid and Safety First meeting held in Kansas City, February 24, when our terminals got together with the M., K. & T. and had an interesting day with Dr. Lipscomb. That the doctor has made himself "solid" with the boys is self-evident, and he has done this through his ever-ready good-feeling, his inexhaustible fund of good stories and his abounding humanity. In the K. C. terminals report is the echo of what we all think of Dr. Lipscomb. Now here is what he thinks of us. In a letter to Mr. J. T. Gillick, written to thank him for the "extra" meeting on the Milwaukee, the doctor says that the three meetings held on February 24, makes 160 on this railroad, with a total attendance of 15,420. And further, "Any mention of my recent stay at Kansas City Terminals would be incomplete without giving Mr. W. L. Richards, the superintendent, great credit for the characteristic Milwaukee courtesy and co-operation which he showed us all. In order to make the work permanent he procured ten First Aid books to distribute to heads of departments where needed. He is one of the liveliest superintendents I have met on any line, and bearing in mind others of your road, you will agree that I am saying a great deal.

When the doctor "plays a return engagement" with us, it is hoped that he will find the seed he sowed has fallen on good ground, that he will have no occasion to be disappointed in the Milwaukee boys.

MILWAUKEE RAILWAY SYSTEM

Gallatin Valley Railway Company

Just a word from a new source, which we kindly ask to have inserted in the next issue of the Magazine.

No doubt a great many employees of our large system will be surprised to know that the C., M. & St. P. Railway has a little subsidiary line way out in good old Montana, which runs through the heart of the richest farming country in the world, namely, the Gallatin Valley of Gallatin county, state of Montana. It is from this rich and fertile valley that our line has derived its name. Our line touches the main line of the C., M. & St. P. Railway at Three Forks, Mont., where we have excellent connections for the handling of local and carload freight. We cannot boost our passenger business very strong at the present time, account of poor connections at Three Forks, but we hope this will be remedied in the near future. Then watch us get the business both coming and going.

Now then, all of you, agents and bill clerks and ticket men, keep your eyes and cars open, and if by chance you hear the name Bozeman, Mont., route everything over the two best lines in the United States, namely the C., M. & St. P. Railway and the Gallatin Valley Railway. We have plenty of help and are willing to work overtime to take care of the business.

Among the other principal stations on our line are Manhattan, Belgrade and Salesville.

So then, Safety First, and route everything and everybody C., M. & St. P. and G. V.

Yours for business,

A. J. BUSCH, *Superintendent*,
O. G. BUERKLE, *Agent*,
J. H. RUERUP, *Cashier*,
D. E. MOSER, *Bill Clerk*,
Z. S. MORGAN, *Warehouse Foreman*,
MARY CALLAGHAN, *Stenographer*.

In this connection it may be well to say a word about some of our other hustling little subsidiary lines serving the Puget Sound line.

The Bellingham & Northern, formerly the B., B. & B. C., extends from Bellingham, Wash., north and east to Glacier, Wash., a distance of 44.4 miles, with a branch from Hampton to Linden, Wash., a distance of five miles. Connection between this line and C., M. & St. P. proper is by car ferry, operated by the Milwaukee Terminal Railway. Cars are loaded onto the ferry at Seattle or Everett, carried north on Puget Sound 100 miles to Bellingham.

Return deliveries are made to C., M. & St. P., at Everett and Seattle. The B. & N. serves a territory of heavy standing timber, a rich agricultural section and a number of prosperous towns. Bellingham, the largest of the last named, is a city of twenty-five thousand people in the heart of the salmon canneries district.

The Tacoma Eastern extends south from Tacoma to Morton, Wash., a distance of 67.3 miles, through a thickly wooded district and serves many of the largest sawmills in the state of Washington. It is the only railroad connecting with transportation service into Mount Rainier National Park. It also has branch lines to Electron and Ladd, with count-

less spurs serving the lumber companies engaged in logging operations in that district.

The Idaho & Washington Northern extends from Spokane almost due north to Metaline Falls, Wash., a distance of 126 miles, almost to the Canadian border. The country is covered with heavy timber and also originates considerable cement at Metaline, where there is a large plant in operation. A number of progressive towns are located on this line, among them being Newport and Metaline, Wash., and Spirit Lake, Idaho.

The Milwaukee Terminal Railway is an interesting subsidiary line that serves the Puget Sound water front, operating car ferries to all points. A further article on this very useful adjunct to our coast service will appear in a future number of the Magazine.

The Big Blackfoot Railway, running from Bonner, Mont., up the Big Blackfoot Canyon, serves a heavily timbered section and a number of large sawmills, the largest one being the A. C. M. Co. mill at Bonner.

"On Time"

Charles F. Wooten.

I have not seen very much in the columns of our Magazine or in Milwaukee advertising about the promptness of our overland trains; no doubt due to the fact that the service speaks for itself, but it has occurred to me that possibly that part of "Milwaukee Service" has been somewhat overlooked. A short time ago while waiting for a car in the suburbs of Seattle about eight miles from the city, I was listening to the conversation of a party of Seattle business men when the shrill blast of a locomotive whistle and the sudden flash of a headlight called the attention of the party to an oncoming train. As it neared the crossing one of the party remarked, "That's the Olympian." "Yes, and she is on time, too," remarked another. Then followed a conversation on the excellence of "Milwaukee Service." "I have made three trips to Chicago on that train," began the first party, "and in each instance we arrived on time. The last trip, when nearing Chicago, I noticed that we were hardly moving and had been running slow for ten minutes or so when I inquired of the conductor what the trouble was. He replied, 'We are ahead of schedule and are waiting for time.' Such service, considering the comparatively short time the extension has been in operation and the difficulties which beset a new roadbed is remarkable and should constitute one of the strongest talking points on "Milwaukee Service."

A. L. Boyd, formerly of the storekeeper's office, Tacoma, is now employed as assistant timekeeper in superintendent's office. Herbert Love was recently promoted to chief timekeeper.

Night Yardmaster Flemming is the proud owner of a new automobile.

E. W. Wenburg, stenographer in the general master mechanic's office, has resigned to accept a position with the Portland Gas Company, Portland. A. C. Schrup is handling both positions temporarily.

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THE RECORD

WE judge a man by what he has done, and not by his promises to do. The fact that over thirteen million P. & M. Rail Anti-Creepers are in use on every large railroad system in the United States, and giving service,—doing every day in the year just that which a rail anti-creeper should do,—this the P. & M. record.—Judge a man on his record.

THE P. & M. CO.

New York Chicago Denver San Francisco Montreal

Mayer

HONORBILT SHOES

DRY-SOX Shoes will keep your feet dry and warm in all kinds of

weather. They are made to afford complete protection against snow and slush, rain and cold. They are stylish-looking, too.

Note how these shoes are built. Heavy oak tanned outer soles; inside cork lining between outer and inner sole, special oil silk lining between upper leather and inner lining; rubber welt sewed in with leather welt; double layer of leather over toes; solid oak tanned counters; steel shank to strengthen and hold the shape; extra high quality uppers; leather lined throughout; rubber heels.

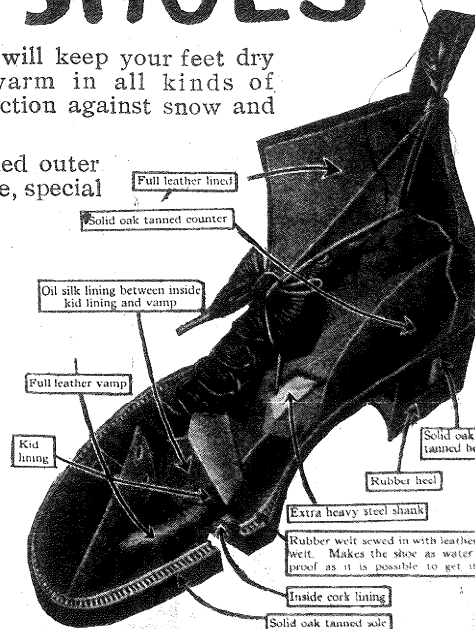
CAUTION—Be sure to look for the Mayer trademark on the sole

We make Mayer Honorbilt Shoes in all styles for men, women and children; Yerma Cushion Shoes and Martha Washington Comfort Shoes. If your dealer cannot show them to you, write us.

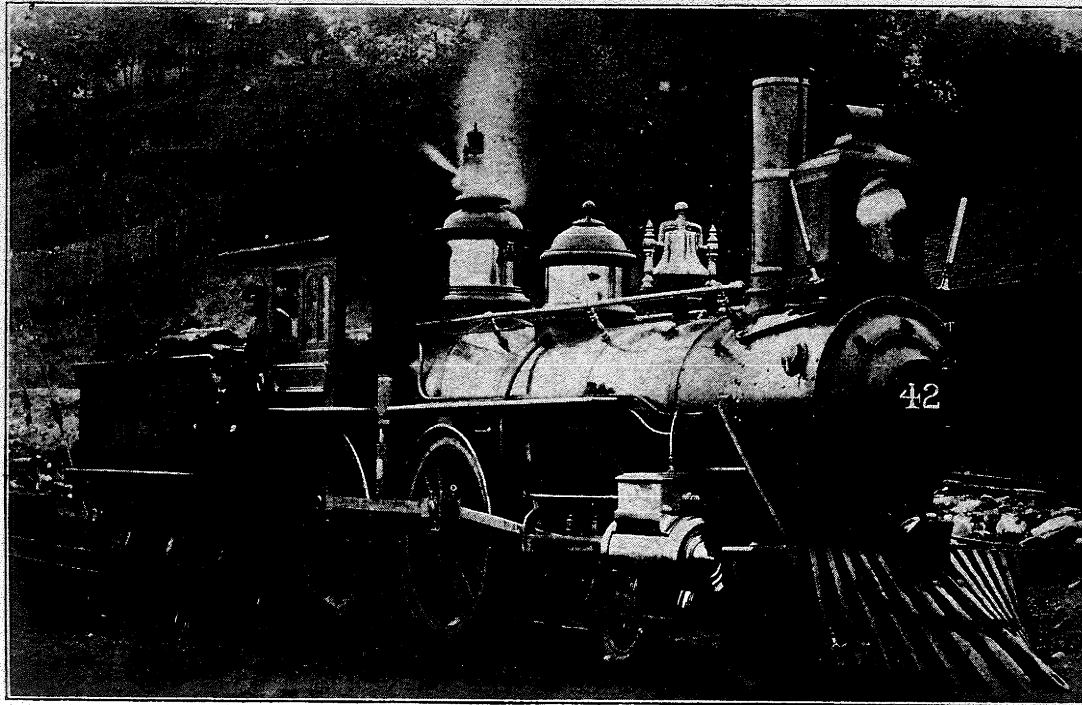


HONORBILT

F. MAYER BOOT & SHOE CO.
MILWAUKEE, WISCONSIN



Mechanical Department



Old 42 Again

Joseph C. McGann, Engineer C. V. Division.

Seeing many articles in the Magazine of the early days, I am sending you a picture of the famous engine No. 42, which was described in the June Magazine by General Foreman Moran of the Milwaukee shops. This engine came to my charge in the fall of 1886 in passenger service on C. V. Division, running between Chippewa Falls, Wis., and Wabasha, Minn. I had charge of her in that service for nearly thirteen years as engine No. 42, then No. 198, then No. 1438, which was her number when she went to scrap. This picture was made in 1889. The men on the engine are Eddie (Brakey) Gardiner of Wabasha, Minn., passenger brakeman; Fireman George Mechler, who passed away at Montevideo, Minn., in December, 1912, and myself. This is as engine looked after the extended front and new stack had been put in use. Casings, bell, hand rails, in fact all trimmings were finished in brass or German silver. Cab was solid black walnut, finished in natural wood. Her first name was D. A. Olin and she is the engine of which article by Latham in February issue is noted as the No. 3 of Milwaukee, Watertown & Baraboo Railway, and became No. 42 of Milwaukee & La Crosse Railway. When engine was rebuilt at Minneapolis shops in 1892, all the fancy trimmings were removed or painted black. It required more labor to keep the engine clean and bright than it does now to fire the heaviest of our power, but she was always up to date in that respect, as her picture

will show, which was taken after a week's service without any preparation. This picture will recall to many of the old-timers how the company, as well as the engine men, prided themselves on the appearance of the power.

New Pipe-Bending Device

Invented by M. S. Adams, Foreman Tinshop, Tacoma Shops.

By request of our editor, I submit a photo of the pipe-bending device recently erected at the Tacoma shops.

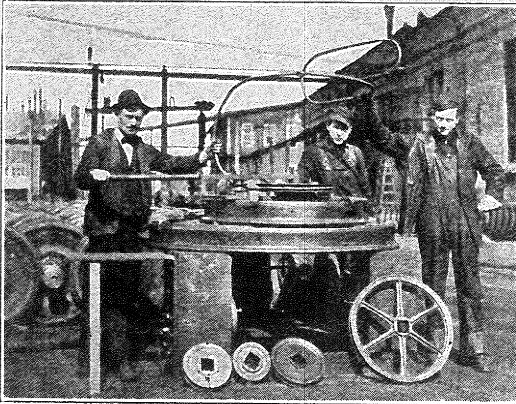
It consists of two scrap tires, one 62-inch driver with a trailer off of center on top mounted on 14x14x24 inch fir blocks, properly anchored, so that tires cannot be broken loose with any reasonable pull.

On top of trailer tire is mounted a plate 1 inch thick, as nearly the full size of tire as could be picked up, forming a table for the real bender.

This consists of different size shives ranging from 4½ to 12½ inch radius, 2½ inches thick with a 3-inch square hole in center to fit over a standard set-in plate on top of trailer tire.

Over all is a lever 1x4 inches x 4 feet drawn down to 1½ inches at the end to fit the hand. In this lever 1-inch holes are drilled 2 inches apart so that a 4-inch shive or traveler can be moved forward or back to follow up the radius formed on the larger shive. These shives and traveler have a V groove cut in face, so that any pipe from ½ inch to 1¼ inches can be bent on the same shives and at all times have bearings on four sides of the

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New Pipe Bending Device.

pipe gripped in machine. On the back side of standard 1 1/2 inch holes are drilled in plate so that a fitted peg can be moved about to catch loose end of pipe at any angle.

The tires are used for bending branch pipes, sand pipes, railings or any pipe of a larger diameter than 30 inches. The object sought for on putting this machine in operation has been accomplished by getting uniformity in the work, for in a shop employing a number of men the work will vary according to the humor or ability of the man, so that engines of the same class will resemble another in the name stenciled on the cab and tank only.

Also with this machine you can get just as high class work out of your poorest man at

bending, as you can get out of the best man in shop. I do not claim that this machine will do away with all hot bending of pipe, but will safely say that 90 per cent of the pipe on a locomotive can be bent on this machine cold, do a better job by getting long true curves and being built of nothing but scrap material found in any railroad yard, makes it, in my opinion, one of the best tools to be had in any shop where there is any pipe bending to be done.

Savanna

Roy G. Newell.

The company has added another improvement in the shape of a large electric sand dryer, and will in a few days have it in operation. It is a large barrel-shaped arrangement built in a brick furnace similar to a bake oven about 30 feet long and 10 feet wide, resting on a concrete foundation. The smoke stack to the furnace is 38 feet high.

The machinery is run by an electric motor situated in a dust-proof room nearby.

This apparatus is quite an improvement over the old way and is much appreciated, because so much sand is used at this place, as 110 to 150 engines are handled every twenty-four hours. The wet sand is shoveled in one end of the revolving drum and comes out the other end all dry, sifts itself and runs into a drum in the ground and is ready to be blown through a pipe to the sand tower by air pressure, where it can again be automatically handled to the sand box on the engines.

THE PARKER GUN



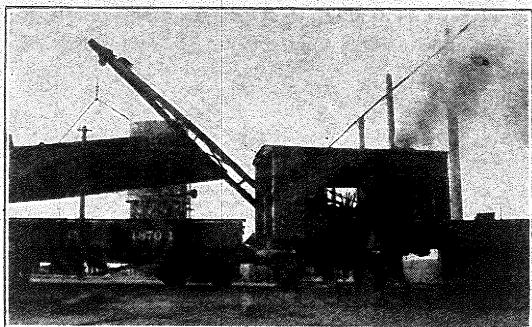
We make it reliable.
Its friends have made it famous.

—SEND FOR CATALOGUE—

PARKER BROS., Meriden, Conn.

**N. Y. Salesrooms
32 Warren Street**

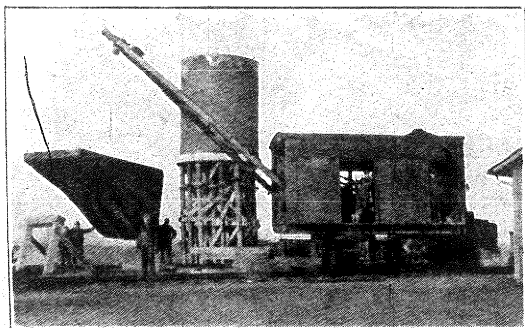
Resident Agent: A. W. Du Bray, P. O. Box 102, San Francisco, Cal.



**Portable Yard Crane, with Lifting Magnet
at Tacoma Shops**

George Pyette.

Steam Shovel No. 36, formerly known as Thew Automatic Shovel No. 241, was purchased by Engineering Department in June, 1907, for \$6,900.00. On October 16, 1912, owing to derailment it was so badly damaged that the expense of repairing it would have exceeded its original cost. It was therefore recommended that the shovel be scrapped, the estimated cost of this amounting to \$200.00. Owing to press of other work the dismantling was not begun with the promptness work of this kind is usually given, and this fact gave our General Foreman, Fred Lowert, time to study the possibility of converting the shovel into a yard crane. On April 25, 1913, he formally raised the question, pointing out that as the shovel was of the self-propelling type it could displace a locomotive and crew whenever such would be necessary for shop switching, and not only this, but would also obviate the use of wrecking derrick in connection with locomotive and yard crew whenever it was desired to load or unload any heavy machinery, castings, driving wheel tires, etc., thus effecting a saving of approximately \$6.00 per hour. The expense necessary to effect this saving would be the \$200.00 estimated for dismantling, which would be disbursed in remodeling the shovel so as to fit her for her new work, plus some material for repairs to trucks. The crane would then be suitable for handling the shop switching and unloading of material, as before mentioned. With Mr. Lowert's estimate of the new uses to which this shovel could be put, our storekeeper, Mr. A. J. Kroha, added the loading and unloading of all our scrap iron, by obtaining a 43-inch Cutler-Hammer Magnet at a cost of \$920.00.



Pat Costello, Old-Time Roadmaster

Being a devoted reader of the "Milwaukee Magazine," I have read with interest the letters from the men in the different departments of the system, and certainly think the Employees' Magazine is the ideal "system" for meeting our old friends and the making of new ones; not to say the least—the interesting and helpful articles found in each issue of the magazine.

My first experience with the C., M. & St. P. Ry. dates back to the year 1888, working as section hand at Bangor, Wis., La Crosse Division, from that year to the fall of 1890. I left Bangor, taking a construction job under Mr. P. Tripp, roadmaster of La Crosse Division, who had charge of the building of the new piece of track between New Lisbon and Babcock, Wis. In the year 1891 I was promoted to section foreman by Mr. F. H. Buffmire, on what was known as the Goodyear line of the Wisconsin Valley Division. I was foreman under Mr. Laughlin until 1894, when Mr. Buffmire gave me the appointment at Oconomowoc. I remained there for three years, then moved back to Valley Division, taking charge of the section at Sprague, Wis. After two years I resigned the Valley Division, getting transferred to the La Crosse Division, taking charge of the section at West Allis, Wis. I remained in this position five years, when I was transferred to the section at Doylestown, Wis. I had charge of the Doylestown section five years, leaving there in 1908 to come west.

Arriving in the west, I located on the Columbia Division, as section foreman at Ralston and Revere, Wash., under Mr. M. Kavanaugh, roadmaster. Account of my family living at Spokane, Wash., I applied to Mr. Clemons, superintendent at Malden, Wash., for a section on the Coeur d'Alene line and was given the section at Dishman, Wash., under the engineering department, which position I now hold.

What a difference in the weight and kind of rail of today in comparison with the rail of twenty-five years ago. I remember the 25-pound iron rail in the Vesper-Arpin line at the time this line was taken over by the St. Paul, and the period of the use of chair iron is also fresh in my mind.

If I am not the oldest section foreman in the Milwaukee's service, I am at least an "old-timer" and would like to hear from some of my brother foremen, especially from the Wisconsin Valley and La Crosse divisions. Roadmasters Callahan of Wisconsin Valley Division, Buffmire of Lax Division and Hickey of Prairie du Chien Division have contributed interesting articles to our Magazine, now let's hear from some of the foremen.

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The saving to be effected through dispensing with services of yard, engine and wrecking crews, use of locomotive and wrecking derrick and their incidentals amounts to \$5.00 per hour. The average service of this sort previously necessary was fifteen hours per week at a cost of \$6.00 per hour or \$90.00 per week, amounting to \$4,680.00 per year. The expense of operating the portable crane will amount to no more than \$1.00 per hour, which includes all necessary labor and fuel in connection with the loading and unloading of scrap or other material. An equal, if not a greater amount of service is rendered in the same length of time, by the portable crane with its small crew, as was obtainable from the more elaborate and costly outfit of locomotive etc. The difference between the cost of operation, as shown in the foregoing is \$5.00 per hour, and if used no more than fifteen hours per week would only cost the company \$780.00 for the year as against \$4,680.00 under the old system, or a clear gain of \$3,900.00. This, however, is not the entire saving, as there are many more uses to which this Crane can be put as conditions arise.

The merit in keeping this old steam shovel off the junk pile is reflected in the figures quoted above and is another step toward the practice of economy in our daily work.

One of the Miracles Which Happen on a Railroad, and This Is No Fish Story

John Grunau, General Yardmaster, Chicago Terminals.

On January 21, 1914, at 1:10 p. m., Engineer Pritchard and Fireman McDoughal, with engine 4321, while going down the engine lead at the west end of yard No. 3, Galewood yard, en route to the roundhouse, engine threw her left back driving tire, derailing engine.

The roundhouse was immediately notified to send machinists and shimming outfit to shim the tire on engine. In the meantime Assistant Yardmasters John C. Logan, Frank Dudley and myself set the frogs to rerail engine and get the engine in to clear the lead so as to avoid blocking traffic; the engine tire laid up along side of the left driving rod. When the frogs were set and the engine started ahead the driving rod caught the tire and threw it back onto the driving wheel in perfect position and engine rerailed itself at the same time. Shimming outfit and machinists were not needed and were sent back to the roundhouse. This, I believe, is an unparalleled case.

Another peculiar case happened about fifteen years ago when a Chicago & Milwaukee Division freight train came into Western avenue yard with a pair of trucks missing from under a car about the middle of train with nothing to prevent a serious wreck but the old style draw bar with three links and pin holding the car in position. The trucks were later found off the right of way near Morton Grove, twelve miles out.

THE BRIGHT HOTEL LEWISTOWN MONTANA

European Plan Rates \$1 and up

W. S. BRIGHT, Manager

Hotel Graves

Harlowton, Montana

EUROPEAN PLAN
RATES \$1.00 and UP

P. S. OLSON, Proprietor

Hotel Olive

Miles City, Montana

European Plan From \$1 up

Miles City Leading Hotel

MODERN MODERATE

We Solicit Your Patronage and will try to Please

FORSETH & LEIGHTON

The Only Fire Proof Hotel in the City of Butte
Hot and Cold water in all Rooms. Rates \$1.50 up

THE LEGGAT HOTEL

BUTTE, MONTANA

Fifty Rooms with Bath

Special Commendation

A Heroic Deed.

Great credit is due Conductor Harley J. Neff of the Coast Division in saving the life of little Charles Walker, two years of age, about two miles east of Tacoma, on March 19. Mr. Neff was in charge of a work train engaged in hauling gravel from Sumner pit to Tacoma tide flats. Train consisted of 23 loads of gravel and was in back-up motion, Neff and rear brakeman riding on rear platform of caboose. As they approached a private crossing about a mile east of Tacoma Junction the men noticed a small object on the track and at first thought that it was a dog, but as they came closer they discovered it was a small child sitting on the guard rail of a low culvert just beyond the crossing. The air brakes were immediately thrown into emergency, but it was too late to stop the train in time to avoid striking the child, so Neff wrapped his leg around the handhold on rear of caboose and leaned over as far as possible, attempting to lift the child from its perilous position. With the strength of his arm lessened by his far leaning position, Neff was unable to hold onto the child. He managed, however, to throw him to one side sufficiently so that the wheels did not strike him. The little one's head was struck by oil box or some other part of the running gear on the car and its skull fractured. The train was brought to a quick stop and the baby picked up and rushed to the hospital at Tacoma. Owing to the prompt action taken the baby recovered and is again playing about the farm home near where the accident occurred. The gratitude of the child's parents can hardly be expressed as this was their only remaining child, three others having died from accidents or natural death. Conductor Neff injured his leg quite severely in his attempt to save the child and was off duty for two or three days.

Mr. William Zuelke, car foreman at Western avenue, while riding on C. & M. train No. 141, March 14, discovered a brake beam broken and down on coach No. 3, as train was about to pull out of Healy Station. Mr. Zuelke immediately notified Conductor Carr, who stopped the train and a possibly serious accident was avoided. Mr. Zuelke should be given a credit mark for his devotion to the company's interest.

On train No. 104, March 6, Brakeman O. B. Hood undoubtedly saved the life of a passenger by his prompt action. As the train was pulling out of Alpena, S. D., a man stepped in between the cars. Brakeman Hood was on the coach steps and saw the danger and lifted the man out from between the cars before any injury occurred. Superintendent Melin wrote Brakeman Hood a commendatory letter and as a further evidence of appreciation for the service, granted him a Division Annual Pass.

Train No. 65, March 7, after leaving Ortley, S. D., Conductor W. L. Schmitz discovered fire flying and pulled the air from the caboose. After the train was stopped it was discovered that the sand board was down on St. P. 21816 and the board riding on the ties, and would undoubtedly have derailed the car at the switches leading in to Ortley gravel pit. No. 18 was due on the double track and No. 3 following. The prompt action of the conductor undoubtedly prevented a derailment, as the car was nearly tipped over toward the second track. Superintendent Melin wrote Conductor Schmitz a letter of commendation on his action in this case.

Train No. 61, passing Java Junction at 5:45 a. m., March 4, was stopped by an operator who noticed the brake sticking on a car in the middle of the train. We consider that Operator W. L. Besanson is entitled to special commendation for discovering this condition and notifying the train crew.

Brakeman Chester Henrici received a letter and credit mark for the discovery of defects in passing train.

On February 27, as train No. 72 was leaving Albert Lea, Foreman Thomas McKenzie discovered brake rigging dragging under St. P. 52976 and notified the train crew, who stopped train, removed the brake rigging and thereby avoided a serious accident.

Operator Smith, third trick man at New Lisbon, is deserving of favorable mention on account of his habit of keeping a close watch on all trains passing his office. But for it he would not have noticed the brake beam down on an extra east a few nights ago. As it was he notified the conductor as the rear of train came past. Train was stopped and no doubt a dangerous accident avoided.

Worthy mention is due Captain Shibels of Milwaukee Terminal barge No. 3. While making trip from Seattle to Port Angeles on March 22 they ran into a strong westerly wind and a very heavy sea while off Dungeness Spit; so heavy that the barge was taking green seas over bows and throwing spray twenty feet or more above tops of cars on barge. At this time the safety chains slipped enough to give slack between the cars, allowing them to move backward and forward with the action of the waves. It would have been but a short time until they would have snapped the safety chains and rolled off into the sea had not Captain Shibels risked his life and finally, after great difficulty, succeeded in getting clamps on chains secured again and slack taken up. He was swept off his feet three times by high seas and once clear under the cars. Fortunately he was not washed overboard or injured by the plunging cars.

Section Foreman Alfred Johnson of Granite Falls while watching train No. 63, March 18, pull by him about two miles east of Great Northern tower, discovered a steel brake beam dragging and signalled the train to stop. This was done and the defect remedied. Mr. Johnson is entitled to credit as he undoubtedly averted an accident by discovering this damage before it was dragged through the interlocking plant at Great Northern Tower.

Section Foreman William Jorrison of Chanhassen, Minn., is entitled to commendation for the following exceptional service: Train extra east January 6, when pulling out of Chanhassen, the section foreman noticed brake rigging down on one of the cars. The trainmen had just finished packing a hot box and were not on the rear end of the train and could not take a signal from the foreman. The foreman placed his motor car on the track, overtook the train and the train was stopped before a derailment occurred.

April 12 Agent C. E. Williams, at Marvin, S. D., discovered brake beam down on a car in train No. 76. He stopped the train and the defect was repaired.

On train extra east, April 10, Engineer O. A. Mattice reported a broken rail about three-fourths mile west of Selby, S. D. Section men were sent there and found the broken rail and made repairs. Engineer Mattice is entitled to credit for discovering this broken rail.

April 14, Agent C. E. Williams, at Marvin, discovered a brake beam down on a car in train No. 76. He stopped the train and the defect was repaired. This is the second case of this kind for Agent Williams in the past two days.

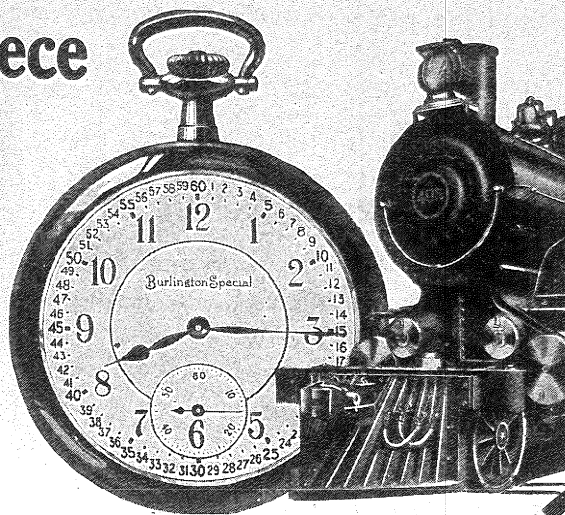
Conductor I. E. Connors and Engineer Fred Wagner of the Middle Division received letters of commendation and credit marks for special service rendered the company at Tama, while on duty.

Operator W. E. Murray, an extra man on the Middle Division, received a letter and credit mark for watchfulness in discovering brakes sticking on train No. 6 as they passed his station.

The 1914 Timepiece

The masterpiece of watch manufacture—the Burlington Special—19 jewels, adjusted to the second—adjusted to positions—adjusted to temperatures—adjusted to isochronism.

Write for The Burlington catalog illustrating the latest ideas in watch cases: *Inlay Enamel Monograms, Block and Ribbon Monograms, Diamond Set, Lodge, French Art, Dragon Designs.* Open face or hunting case, ladies' or gentlemen's 12 and 16 sizes. Imagine a beautiful hunting case with *your own monogram* on one side and the emblem of your lodge or any other emblem on the other side. See free catalog coupon opposite.



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Read! The Superb Burlington Watch now at the *direct* rock-bottom price—the same price that **even the wholesale jeweler** must pay—and in order to encourage everybody to secure this watch at once, pay this rock-bottom price, either for cash or \$2.50 a month on this great special offer!

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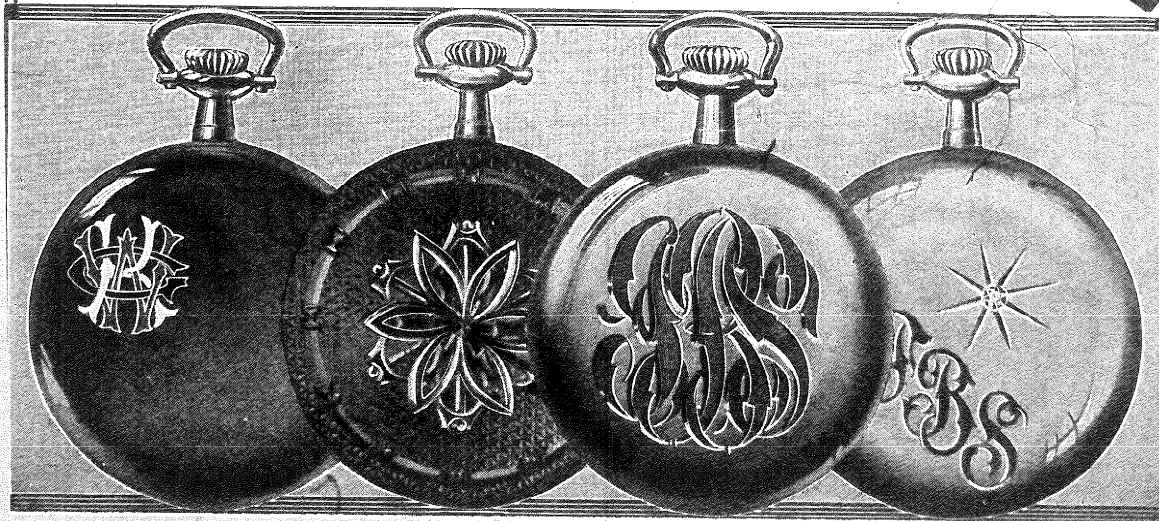
Please send me (without obligation and prepaid) your free book on watches and a copy of your \$1,000 challenge, with full explanation of your cash or \$2.50 a month offer on the Burlington Watch.

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NOTE: We send the watch on approval, **prepaid**. You risk absolutely nothing—you pay nothing, not one cent, unless you want this *exceptional* offer after seeing and thoroughly inspecting the watch. Read the coupon opposite.

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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**

**The Dexter Horton
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Seattle, Washington

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Salaried Men

will find one of their chief needs
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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.

Affiliated with the

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Combined Resources, \$40,000,000

The Milwaukee baseball team took first prize as the best appearing amateur team at the opening game of the Northwestern League at Tacoma on April 14. The boys are certainly a husky bunch and presented a fine appearance in their new white uniforms and navy blue sweaters. Much credit is due Manager Ray Grummel for the efforts he has put forth to organize the team and to get it so well equipped. The first prize was a season ticket for each member of the team to the Northwestern League games. Seven other amateur teams were in competition.

March 3, 1914, a conductor of a passing stock train was obliged to set out at Leaf River, Ill., car 101562, loaded with horses, account of the expiration of the thirty-six hour limit. Mr. C. E. Buzzell, the agent at Leaf River, Ill., very properly had these horses placed in a livery barn for feed, water and care instead of allowing them to remain in the open yards exposed to the inclement weather. This action on his part avoided the possibility of a large claim for damages to these horses as has frequently been the case where horses are left out in the open, especially during the cold months. Other agents can well profit from Mr. Buzzell's action and in many instances avoid heavy claims for damage to shipments of horses.

While Louis Feblowitz, Council Bluffs box packer, was packing the box of L. & N. box car 12192, on April 2, he found what he took to be a very fine black silk lady's garter, and later on when he showed it to some of his fellow workers, he learned that it was a gentleman's black silk fob with gold mountings. Attached to the fob was a locket bearing the monogram "FCM" and in the locket was the picture of a very nice looking lady. Some gentleman has very likely been robbed of his watch by a pickpocket and the thief thrust the locket into the oil box of the car.

On March 21, Engineer John Rogers of Perry, Iowa, while hauling train No. 11, found the approaching signal at Aspinwall in caution position and stopped his train, finding the switch set for passing track, although switch target and signal board showed a clear track, as was also shown by the markers on caboose of a train on siding. Examination showed bolts in connecting rod to switch broken and that Engineer Rogers' alertness and attention to duty averted a serious accident. His action has been commended by Superintendent Marshall in a letter to Mr. Rogers.

M. Souharda, section foreman at Harper, was given a credit mark for stopping a train April 10 account noticing a bad wheel. On investigating it was found that C. I. & S. 191543 had 26 inches of flange broken off.

On April 6, on an extra east, Conductor J. Crystal of the East Prairie Du Chien Division noticed something wrong with track just west of Genessee, stopped the train, went back and found a broken rail. He has been given a credit mark.

Conductor J. L. Sullivan, Western Iowa and Dakota, is deserving of special commendation for preventing injury and possibly death to a passenger on No. 97 a few days ago, who was standing on front platform of combination car looking in door of car as train was making stop for Plankinton water tank. The sudden setting of air caused passenger to "sit down" on the draw bar. Conductor Sullivan caught him before he could fall off, raised him to place of safety. The "Safety First" committee have since had bars placed between the railings on these cars to prevent a recurrence of this near accident.

On March 27, Mrs. Albert Stepaniak, wife of section foreman at Medford, discovered brake beam down on a car in train No. 91, while switching at Medford. She immediately notified the engineer and the brake beam was taken off. Her action was certainly commendable and is very much appreciated.

D. M. M. R. W. Anderson, while passing through the round house in Harlowton one day recently, noticed a crooked side rod on an engine nearly ready to go on the road. This might have broken out on the road, causing damage to property and possibly loss of life.

Brakeman John Metzger of the Western Division received a letter of credit and credit mark for special service rendered the company the fore part of April.

Brakeman Frank McDevitt of the Western Division received a letter and credit mark for the discovery of missing parts of equipment on a car on the house track at Coon Rapids, March 27. The car was repaired before being handled by trainmen and no doubt his attentiveness avoided personal injury.

While train No. 61, consisting of 46 cars, was passing Nora Springs station about 9 a. m., February 9, the agent, E. F. Hofmaster, noticed a brake beam detached and dragging on the track. He immediately signaled the trainmen in charge of the train and train was brought to a stop a few rods west of station. Upon inspection it was discovered one pair of trucks under car 3114 had been derailed, the brake beam having, when passing over the switch at the west end of the yard, become further loosened from its fastenings and derailed the car. West of the point of derailment was a bridge across the river and beyond that point a railroad crossing. It is likely had not the condition been discovered and prompt action taken as above outlined, a more serious derailment would have resulted and Agent Hofmaster and Conductor Haukedahl are deserving of special commendation for the prompt action taken.

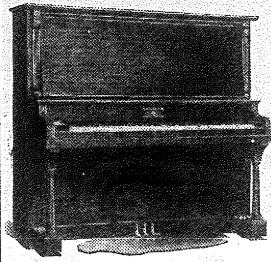
Brakeman Blain Thompson, LaCrosse Division, has received a letter of commendation from Superintendent Macdonald for discovering a broken rail as result of the derailment of two pairs trucks on car in middle of train No. 67, near Tomah, at 12:40 a. m., March 24. Brakeman Thompson immediately went back with flag and the damage was repaired without any serious results. Mr. Thompson's close attention and promptness is highly commendable.

Conductor Frank Walters, Missoula Division, has received a letter from Superintendent Willard commending him for his watchfulness in discovering broken rail near Saltese, March 20. Conductor Walters was riding in caboose and noticed a slight jar and rattling as the car passed over the break. Believing that this indicated a broken rail, he arranged to have No. 16 held at Saltese while the probable break was found. A four-foot piece was found broken out of the rail and in all probability if Conductor Walters had not noticed the unusual motion in his car, No. 16 would have been derailed, with heavy damage and possible loss of life. The action has been placed to Conductor Walters' credit.

Foreman Frank Morgan and Engineer Clifton Rozelle of Chicago Terminals have received a letter from Assistant Superintendent W. C. Bush, complimenting them on the prompt handling of private car Loretto, occupied by Mr. Charles M. Schwab and party, en route eastward. Mr. Schwab expressed himself as much pleased with the care and promptness displayed by our crew, and he especially requested that his thanks be tendered the men. Compliments of this kind, coming from influential men benefit our business and add to the popularity of our service.

The train and yardmen at Marion and Perry have received a letter of commendation from Superintendent Marshall, together with a copy of a letter signed by eleven sheep men in charge of a Colorado shipment of sheep to Kirkland. They expressed themselves as much pleased with the service and said: "In all our experience, on no other system have the trainmen been so courteous and accommodating, and we appreciate it." This is the best kind of advertising for the company, as there is nothing which will do more to attract business than courteous treatment of our patrons by employees.

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

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On The Steel Trail

The second annual meeting of the Puget Sound Pioneers' club will be held in Seattle, June 23 and 24. A large attendance is expected and arrangements for prompt and expeditious handling of members to and from the meeting are now being made. As the June Magazine will be distributed before the date set, full particulars and the program is reserved for that number.

C. B. (Ia., West) Notes.

Ruby Eckman.

Fireman C. C. Smeltzer and Miss Edna Troyer of Vandalia, Mo., were united in marriage the latter part of March. They came at once to Perry, where they will make their home, the groom being in service on this division.

C. R. Ballard and wife went to St. Paul the fore part of March for a visit with their daughter.

Engineer F. E. Wicheal has been laying off for some time and has been in McPherson, Kan., visiting with relatives.

The little daughter of Engineer and Mrs. John Kenyon has been quite seriously sick for a few weeks.

Conductor R. W. Dennison was at Waseca, Minn., the fore part of April attending a law suit.

Brakeman Stephen Smith is back from a couple months' trip to Washington, where he visited with relatives.

Conductor Clyde Utterback of the middle division is building a home in Perry and will move his family here from Marion in a short time.

Frank Johnson, who has been foreman of the Perry transfer platform for a number of years, has resigned and has taken a position as shipping clerk for the Globe Washing Machine Co. in Perry. His place has been taken by W. C. Harris, formerly a clerk in the freight office, and A. Laughlin of Lyons has taken Mr. Harris' place.

Operators Robinson and Stigler, who have been working at Ferguson on the middle division, have recently been advised of their appointment to civil service positions as inspectors.

Engineer Charles Stoner has returned from a three weeks' visit at different points in South Dakota.

Conductor George Havill, who has been in Florida for a number of months on account of the illness of his family, has returned to Perry and resumed his work on the middle division.

Conductor William Skinner of the western division welcomed a baby girl into his home the fore part of April.

On account of the new work on the western division a new telegraph office has been opened between Bayard and Bagley. It is known as Jeffrey, being named after the contractor who has charge of the grading work. Operators A. Jordan T. L. Coughlin and E. J. King have been assigned to service there and as there is no boarding accommodations there, these operators are becoming quite proficient in the art of cooking.

Operator Miller of Madrid has taken a thirty-day leave of absence and has gone to Minnesota to look after his farm. His trick is being worked by H. W. Marshall.

Brakeman I. E. David of the middle division spent a couple weeks the fore part of April at Excelsior Springs, Mo.

Fireman Fred Schloe is home from a very pleasant trip to Atlanta, Ga.

Conductor Charles R. Ballard of the western division was called upon to mourn the death of his mother, the latter part of March. The



Edw. G. Gunn, C. C. Green Bay Shops and President Green Bay Common Council.

senior Mrs. Ballard had made her home with her son for a number of years. He has the sympathy of his fellow employees.

Fireman Frank Millard took a couple weeks' vacation and went to Excelsior Springs to enjoy the pleasures of that famous resort.

Earl Nunn, who has been acting as agent at Atkins for some time, was united in marriage the latter part of March to Miss Pearl Doyle, an operator at Neola. They spent their honeymoon in Chicago and returned to Atkins to make their home.

The wives of the trainmen at Perry have recently taken out a charter and formed an auxiliary to the B. of R. T. There are quite a number of the ladies who are charter members of the local order and they expect to increase the number very soon.

Conductor P. J. Johnson of the western division and Conductor Joe Slater of the middle division both were on the layoff list in March and April on account of broken ribs.

Roundhouse Foreman Arthur Yates from Council Bluffs, with his family, visited relatives in Perry the fore part of April.

William Kerlin, who has been working at the roundhouse as machinist helper, had the misfortune to mash his fingers while at his work, necessitating a layoff.

A change has been made in the operators at Perry dispatcher's office and yard office. D. J. Crowe has been assigned to first trick at Perry yard, C. L. Kinner second trick at Perry dispatcher's office and A. J. Elder third trick at Perry dispatcher's office.

Conductor Ben Gable has joined the ranks of auto owners in Perry, and with his family is now enjoying the pleasant evenings riding in a new Overland automobile.

Mrs. J. M. Losey, wife of the night chief dispatcher at Perry, was called to Waucoma the latter part of March by the death of her grandmother.

Engineer Dan Welch has been on the layoff list for several weeks on account of injuries sustained when he fell from an engine.

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Roundhouse Foreman Harry Collins of Ottumwa was called to Perry the fore part of April by the serious illness of his wife. Mrs. Collins has been sick since her husband was transferred to his new position and has not been able to go to Ottumwa to make her home.

Night Roundhouse Foreman H. Kuyper-schmidt of Perry was called to his home in Dubuque the fore part of April by illness in his family.

D. Boss, one of the men employed in the signal department, has been in the hospital in Des Moines on account of injuries sustained when a large shepherd dog ran in front of the motor car on which he was riding, derailling the car and throwing the occupants off.

Ralph Bowman, who has been clerk for Roadmaster Barnoske at Coon Rapids, has been in poor health nearly all winter and has been compelled to lay off for a while. Carl V. Ford has been filling the clerkship during Mr. Bowman's absence.

Art Natzel, assistant foreman has returned from Indiana, where he spent a good part of the winter.

William Holmes, one of the steel foremen on the west end, has gone to Montana with his wife to try the benefit of the high altitude on Mrs. H's health.

Roadmaster W. E. Barnoske spent March 19 and 20 in Chicago viewing the railway appliance show.

M. J. McNertney of Manila, timekeeper, spent part of the dull season visiting friends in Chicago.

George Clemmer, pumper at Coon Rapids for 20 years, contemplates a layoff this summer and a trip to Idaho and Washington.

Section Foreman Doni Evanoff of Coon Rapids, while riding on an engine around the wye at Coon Rapids, got two of his fingers caught and the end pinched off. He was under the care of Dr. McCrae at Council Bluffs for some time, but has now recovered and is back at work.

Miss Neva Buck, clerk in the office of Trainmaster Hoehn at Marion, visited over Sunday, April 19, with friends in Perry.

Brakeman Fred Vodenick has returned to work after a five months' layoff on account of personal injuries.

Coast Division Items.

J. S. Eccles.

Richard Nofke, chief electrician, recently returned from an inspection trip to Great Falls, Lewistown and Butte.

Harvey Schneider, formerly of Deer Lodge, Mont., has taken position as chief clerk in District Master Mechanic Hamilton's office.

Miss A. Oak is now employed as stenographer in Superintendent Richard's office in place of Miss Gusta Furst, who went to Missoula.

Mr. George Freestone, our genial ticket agent at the passenger station at Tacoma was off on a sick leave a few days ago. It being the first day that he had been away from the office since last October, when the reductions in forces were made. He was relieved by Mr. F. W. Kenniston of the city passenger office and by Mr. Harold Schuler of Seattle.

Miss Mabel Sandvig, chief clerk's stenographer in the superintendent's office, made a short visit in Portland a couple of weeks ago.

Superintendent Willard of the Missoula Division spent a day or two in Tacoma recently. Messrs. Earling, Ingersoll, Foster and Richards made an inspection trip on the Tacoma Eastern last week.

Grade for second main track from Tacoma Junction to the Tide Flats is about complete.

A. M. Clark has been appointed chief yard clerk at Tacoma, vice O. H. Guttomson, resigned. Thomas Hughes is filling the position vacated by Clark.

The Milwaukee ball team crossed bats with the Tacoma Tigers last Friday. Owing to nervousness in the first inning they allowed the Tigers to make seven scores, after which they held them down very well for amateurs. Final score. 13 to 2, in favor of the Tigers.

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"Illinois"**

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For You!**

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I have enough more of these watches to satisfy all who order promptly. Be one of those to profit this time, sure.

Arthur H. Spiegel
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Here's the chance for everyone, no matter what his income or financial condition may be, to own a really fine timepiece. Think of a genuine "Illinois," made by the Illinois Watch Co., of Springfield, Ill. 17-jewel movement, 20-year gold-filled case, and only \$13.75, on easy credit terms of \$1.15 a month.

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

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

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

Big Jewelry Book FREE

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

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

This is a mutual savings society operating under strict state supervision.

All of our net earnings are divided equitably among our shareholders.

Dividends are declared July 1 and January 1 each year.

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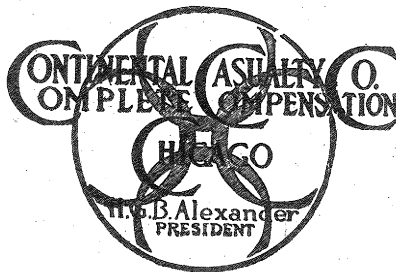
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COMPANY**

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

Name

Address

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

Columbia Division.

C. E. Molander.

Brakeman J. C. Breckenridge has returned to work after spending most of the winter in Missouri.

Conductor Richard Staeger stole a march on the boys the first of the month by entering the matrimonial field, but they made it pretty lively for him when they found out his game. Dick made a good fellow of himself and loosened up the second round.

The keeping of the enginemen's time has been transferred from Tacoma to the superintendent's office at Malden, Mr. Frick from Spokane taking the position as timekeeper.

Mrs. M. E. Damsboe, stenographer in the superintendent's office, has been in St. Marie's hospital for treatment but is able to be at her desk again.

F. B. Beal, operator in Spokane freight office, has moved his household goods from Malden to Spokane.

P. Swartz, operator at Lind, is spending considerable time at Revere. Understand it is purely business matters that call him to this point.

Dispatcher R. W. Beal has been quite sick the past month with pleurisy. G. A. Rossback is filling his place.

Business Car 5004 has been returned to Superintendent Sawyer after undergoing a general overhauling in Tacoma shops.

Conductor George Louisell has taken the local run between Spokane and Plummer and will move his family from Malden to Spokane in the near future.

Baggage man Rogers, who has been on the sick list the past month, is again able to resume his work.

Mr. and Mrs. G. Clemons of Aberdeen, S. D., have been visiting at the home of the former's sister, Mrs. C. Kinney.

Council Bluffs (Iowa) Notes.

Mrs Hackstock.

The Western Car Foreman's Association of Omaha, South Omaha and Council Bluffs held a banquet at the Grand Hotel at Council Bluffs on Thursday evening, March 12, 1914, which was attended by all the car foremen in the three cities. They had as their guests a number of men connected with the different departments of each road represented. There were forty-five guests present and all report a fine time and an excellent feed. After the banquet an interesting meeting was held in the Dutch room of the hotel. Car Foreman M. P. Schmidt, who has been president of the organization for a number of years, presided at the meeting. The Milwaukee had the following representatives at the meeting:

George McDermott, car foreman, Manilla, Iowa; C. Schwabe, car foreman, Sioux City, Iowa; J. T. Clark, car foreman, Marion, Iowa; W. H. Applegate, chief clerk, Marion, Iowa; M. Gallagher, general yardmaster, Council Bluffs; W. L. Butler, agent, Council Bluffs; Arthur Yates, roundhouse foreman, Council Bluffs; T. P. Schmidt, car department, Council Bluffs; M. P. Schmidt, foreman car department, Council Bluffs.

Mr. E. TeBrake and a force of his men were here from Milwaukee on the 19th of March for the purpose of examining and disconnecting the engine at the Council Bluffs powerhouse, so that the broken parts could be sent to Milwaukee. The engine broke down on March 18. The damage was caused by a defective connecting rod. At the present time the plant is entirely without electric power. The turntable is being operated by hand and the B. & B. department are installing a gasoline engine to run the hoisting apparatus at the mechanical chute until such time as the necessary repairs to engine can be made.

Mr. E. Collins, chief carpenter of Perry, was here to look after the coaling proposition and is having a gasoline engine installed.

Mr. Fred Bock, blacksmith, has resumed his duties after an absence of a couple of weeks. During his absence from work his place was filled by Leonard Glab of Dubuque. Mr. Glab has returned to Dubuque.

Machinist A. J. Knowdell was absent from work for a couple of weeks, having been called to Los Angeles on account of the death of his mother there following an operation. Mr. Knowdell has the sympathy of all his fellow-workmen.

Mr. T. J. Glynn, adjusting agent of Marion, was here on business March 17.

Mr. William Spies of the car inspecting force at Council Bluffs transfer has taken a leave of absence, and together with Mrs. Spies has gone on a trip to California.

George Wehrhahn is filling the place of Inspector Spies during his leave of absence.

Mrs. Chris Anderson, wife of Car Repairer Chris Anderson, has been confined to her bed for over a month on account of a nervous disorder. We wish a speedy recovery.

On coming into Corliss on train No. 12 on Feb. 26, Brakeman Walter Vantine stepped into the baggage car and mentioned that the smoking car was riding hard. While the crew were coupling up milk cars at Corliss, Peter Mick, baggageman, crawled under the car and found a broken equalizer. The pedestal braces and spring were gone. Owing to Peter's eagle eye, and being always on the alert, a serious accident was probably averted.

Kansas City Terminal Items.

Chas. A. Halcer.

Engineer Walter Miller, who with his family spent the winter in California, has returned to service again.

Frank Zemanek, machinist apprentice, has returned from Dubuque, where he visited his parents for a few days.

Joseph W. Davies, formerly roundhouse foreman, has purchased the beautiful home of former Street Commissioner William C. Brooks. He will move his family into their new home about May 1.

James H. Lord, roundhouse foreman, has purchased a home at 121 North Wheeling avenue, and has moved his family here from Ottumwa, Iowa.

The son of Conductor E. M. Packard died March 23. Burial at Chillicothe, Mo.

Mrs. Smith Crawford and her son, Claude, are visiting friends and relatives at Woodston, Kan.

Engineer Edward Keating has gone to Glasgow, Mont., and will file on a claim in the Fort Peck Reservation. Mr. Keating drew No. 379 in the land drawing at Glasgow last fall.

The work on the new addition to the company's grain elevator here is well under way and when completed, I understand, will double the capacity.

Wisconsin Valley Items.

M. H. Moore, our oldest engineer in service on Wisconsin Valley Division, has just returned from Florida, where Mrs. Moore and himself have spent the winter.

All employees on this division were much grieved a few days ago when the death of Ryan-Schultz was announced. Mr. Schultz has been employed on this division for a number of years as operator at Tomahawk and as relief train dispatcher at Wausau. He has also been division chairman for O. R. T. for several years.

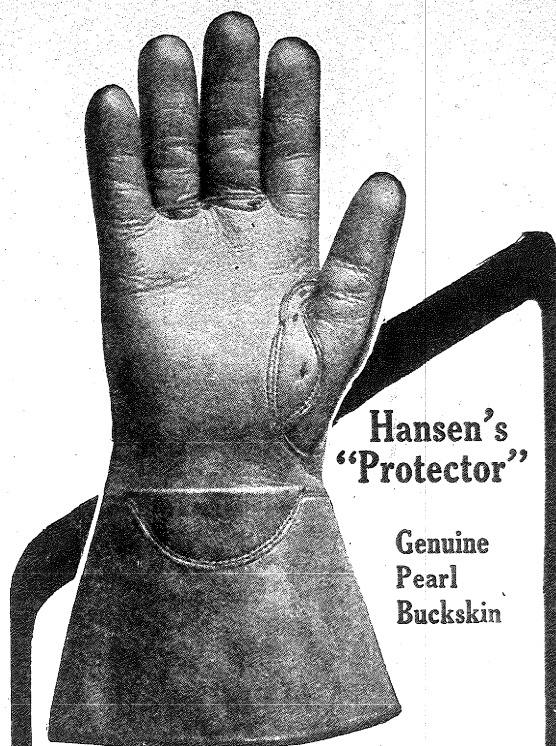
Miss Katherine Alexander, clerk for roadmasters, has returned from a month's trip in the West, where she spent her vacation.

The past month has been one of the busiest months on this division for many years and all employees have put their shoulders to the wheel and much has been accomplished during a short logging season, and without one serious accident.

Conductor W. C. Milne has been smiling quite loudly the past week on account of the arrival of a son at his home.

G. H. Herman has resigned his position as agent at Knowlton to accept a position at International Falls. George Adamski has taken the position as agent.

Miss Alice Gorman, stenographer in superintendent's office, will take a vacation for a few weeks, visiting relatives and friends at Curtisville, Cal. Miss Lillian Gorman to fill the position during her absence.



Hansen's
"Protector"

Genuine
Pearl
Buckskin

THERE are all kinds of *value* in this gauntlet. *Value* in the Hansen *build* which makes it fit perfectly, yet "give" to every motion of fingers and fist.

Value in the leather which is a wonderful combination of softness and strength. Specially tanned, and will not shrink or shrivel, harden, crack or peel.

Hansen's Gloves

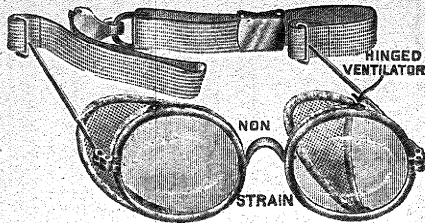
Are famous for value in wear. When soiled or greasy they can be easily restored with gasoline, and their *lasting* qualities make them much cheaper than the ordinary kind. This Genuine Buckskin resists heat, protects against cold, and wetting will not hurt it. Prices \$1.50, \$1.75 and \$2.00.

Our Free Book of Gloves shows many of the 500 styles for every man at every work. For railroad men in all departments, mechanics, farmers, motorists, lumbermen, etc.—for men in every sport, profession and trade there's the right fit, style and long *service* in a Hansen. Pick out *yours*.

If no dealer is handy, write us for information.

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No. 800

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Comfortable Fitting Goggle**



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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.

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

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M. F. BIRK, Manager

223 W. Jackson Boulevard

CHICAGO

Pebbles From the Musselshell.

W. F. Maughan, Melstone.

Roundhouse Foreman C. H. Arnold has been transferred to Great Falls and will take charge of the locomotive department there. Mr. and Mrs. Arnold will be missed in Melstone.

A. B. Rhen, Musselshell conductor is taking a layoff and visiting at his old home in Sioux City.

F. M. Rhodes is the new section foreman. He was formerly on the Des Moines Division. Mr. F. M. Olderman is the new roundhouse foreman. He will move his family from Miles City to Melstone.

R. W. Anderson, D. M. M., spent several days in Melstone recently.

Section Foreman Tom Flynn has moved to Lewistown and taken charge of the yards there.

Bill Clerk Bert Knight and wife accompanied by Mrs. E. J. Strebel and son made a short visit to Butte recently.

Machinist Helper C. Clay and mother are on their farm near Lemmon for a few days.

Conductor H. D. Bowles has been in Miles City hospital several days. We hope to see him back on his run soon.

Engine Dispatcher J. M. Anderson and wife visited in Chicago recently.

Assistant General Superintendent E. H. Barrett and Division Superintendent Spencer were inspecting the division recently and stopped over at Melstone.

Roadmaster Allen is here quite often. He seems to be watching his division closely.

Seattle General Office News.

D. C. Millward.

Lawrence West of the car service department is kept very busy these days attending to the interests of his chicken ranch. He has just recently purchased a thousand little chicks and he says they are growing fast and soon will be ready to place on the market.

Chester M. Biggs of the freight claim department has been confined to his home for the last few days. The cause is due to the fact that mumps have been on a tour through the West and they have paid him a visit.

W. C. Whitney has purchased a home in the north end of the city and he and his wife like the new surroundings quite well.

I. & M. Items.

K. R. McShane.

Car Foreman Dave Trombly has returned from a few days spent in Chicago.

Conductor Louis Gallagher of the Puget Sound Line has returned to Miles City after a few days' visit with Austin friends.

Engineer and Mrs. John Ober and two sons spent Sunday with their daughter in Minneapolis.

John Manning has been appointed policeman at the Milwaukee yard, taking the place of the late Thomas Riley.

Cassius Terry and Frank Winters have qualified as conductors on the I. & M. Their many friends will be glad to hear this good report.

Harold Franklin, the yard office call boy who sustained a fall about two weeks ago, cutting his knee cap, is reported as improving, though yet unable to be at work. An abscess formed which it was necessary to lance. We all hope that Harold will soon be back at work.

Fireman Babcock of the Cannon Falls Line is back after a few months' vacation.

Charley Opie, shop blacksmith, is back after a forced vacation of four weeks, due to a very severe attack of rheumatism.

Mr. Elmer Bock, bridge inspector of Mazomanie, Wis., is working on the I. & M. this week.

Mrs. Oleson and daughter, Ella, mother and sister of Section Foreman Henry Oleson of Moberge, called on Austin friends last week.

Mrs. M. Caton, wife of Chief Carpenter Caton, and Miss Mary and Ina Flavin, daughters of M. Flavin, spent a few days last week in Mason City and Elkader, Iowa.

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Dan Booth, clerk in agent's office, is enjoying a visit with his sister, Mrs. Soren Nelson. Yardmaster J. M. Plum is back after having had a siege of pneumonia. We are all glad to see Mr. Plum back and hope that he will have no more vacations on account of illness.

Mr. Ray McCarthy, clerk in the chief carpenter's office, spent Sunday in Minneapolis.

John Bloomfield, baggageman at Austin, is able to be around again after having undergone an operation for appendicitis.

Bill Baker is back on the transfer platform after being off duty for about two months on account of a broken arm.

Oscar Catlin has resigned his position as night ticket agent at Austin.

Mr. J. Opie, R. C. McGreevy, M. McShane, F. Berg and J. Kane were among those who attended the Safety-First meeting in Minneapolis the 13th.

Switchman J. Marvelette and wife spent a few days last week in Minneapolis.

Conductor H. Bushman and wife are spending a few days in Minneapolis.

Switchman Ed Erickson is back to work after having undergone an operation on his eye caused by getting a cinder in it.

Herman Belitz, formerly roundhouse foreman at Austin, came from Minneapolis with his family to visit here a few days.

Chicago Terminal News.

Mr. John Costello, trainmaster Chicago terminals, paid a short visit to Florida the early part of March and invested in an orange grove.

Mr. Fred Adamson, switchman at Western avenue, has been making trips to the North Side quite frequently of late and the boys are all wondering what the attraction is. Fred says he is just looking to see if the beaches are open yet.

Mr. Ira Watts, switchman at Western avenue, was slightly injured a few days ago while boarding an eastbound Madison street car at Peoria street. Dick missed the step and before he could regain his balance the car started and he was dragged for some distance.

Mr. H. Carlson, switchman at Galewood, was attacked by a highwayman last pay day within a few doors of his home. Mr. Carlson put up a vigorous defense and managed to beat off the highwayman. Mrs. Carlson, who was accompanying her husband, was slightly bruised in the melee and was confined to the house for a few days as the result of the shock.

Mr. William Ready, foreman at Galewood, intends to leave for Hot Springs in a few days on account of ill health.

Mr. P. O'Hern, car order clerk at Galewood, returned to work Monday morning, having been confined to his home for the past two weeks on account of a severe attack of dropsy.

Engineer Edward McCormick and Miss Sadie Kemmitt of Chicago were married April 15. Mr. and Mrs. McCormick are touring the Southwest and will be at home after May 20 at 1450 Springfield avenue, Chicago.

C. & C. B., III.

R. Newell.

Bert Knoble, one of our popular young engineers of the West End, recently sprung a surprise on his friends by taking unto himself a wife. His bride, although we did not learn her name, is one of Marion's (Iowa) prominent and highly esteemed young ladies. Mr. and Mrs. Knoble will reside in Marion for the present. Friends join in wishing them happiness and prosperity in their wedded life.

The company sent out nine work trains Wednesday, April 15, to operate on the West End. This sounds like good business—will give work to about 75 or 100 men.

Store Department—Tacoma.

J. V. Miller.

Lea Boyd, timekeeper, has accepted the position of E. & F. timekeeper in the office of Superintendent Richards, Tacoma.

G. H. Dahlstrom and Alfred Soloos are assisting with some special reports in the store department.



\$2.00 and We'll Ship You This Marvelous Typewriter

Think of it! Only \$2.00 on this great offer. You have full ten days free trial. Our factory price is less than others ask for second-hand machines. Every sale bears our ten year iron clad guarantee. Settlement for the balance can be made on the **easiest monthly payments**. The first buyer in each locality gets a handsome leatherette carrying case free. Write today, Now. **GALESBURG WRITING MACHINE CO., Dept. 262, Galesburg, Ill.**

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United States Depository

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GEO. G. MASON, President
S. H. COLLINS, Cashier
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Responsibility of Stockholders

\$15,000,000.00

UNION SAVINGS & TRUST COMPANY

Hoge Building Seattle, Washington

Capital and Surplus - \$ 800,000

Total Assets over - \$4,900,000

JAMES D. HOGE

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Transacts a General Banking Business. Accounts of Banks, Corporations and Firms will receive best terms consistent with good banking methods. Individual accounts, subject to check, solicited. Boxes in Safety Deposit Vault.

Daly Bank and Trust
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Established 1882

Incorporated 1901

Capital and Surplus \$400,000.00**GENERAL BANKING BUSINESS****Interest Paid On Time Deposits**

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R. A. KUNKEL, Assistant Cashier

R. W. PLACE, Assistant Cashier

The First National Bank
of Missoula, Montana**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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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

Reports were out a day early this month and consequently the English trio are happy.

Word was received from Mr. D. B. Rivers, S. K., Miles City, that there arrived at his home an assistant storekeeper, weighing 10½ pounds. Mr. Rivers says he is the best that ever happened.

C. Goiny, chief timekeeper, has discontinued his noon fishing trips on account of the heavy business in his department.

George O. Mason, stock clerk and inspector, left on the 14th to get the stock at Avery lined up.

A. J. Kroha expects to make Miles City on his inspection trip this month to interview the new assistant storekeeper.

George M. Topliff, office boy, attempted to change the color of his hair from brown to blond; but the attempt was very unsuccessful. He should have consulted Berg before attempting the operation, as Berg has the system down pat.

A. J. Kroha, S. K., has taken up the game of golf for pastime and he says he is a regular professional at it now. We would like to have him explain just what he means by professional, as we have heard some very odd stories about his game.

F. J. Kratchner, stock clerk, who is a member of the Milwaukee baseball team, saved the game with the Colored Giants by a long drive in the ninth inning. We all heard about it the next day.

West End News Items Trans-Missouri
Division.*M. A. Tripp.*

Fred House is relieving G. G. Thielen as yard officer while latter is taking his annual vacation. Thielen will return in time to play ball with the Railroad Men's ball team this summer.

Conductor M. A. Tuttle, Brakemen G. W. Honeter and R. M. Blanford have resigned. Mr. Tuttle will take up residence in Oregon. Mr. Honeter in Los Angeles and Mr. Blanford in Ft. Lauderdale, Florida. Success boys, to you all.

It will be of interest to railroad men as well as others to learn that appropriations are now complete for the construction of the bridge across Little Missouri river at Marmarth, N. D. The commissioners of Billings County, North Dakota, have appropriated \$5,000 and the Yellowstone Trail Association \$10,000, making in all \$15,000, the required amount. With the completion of this bridge, one of the most difficult obstacles in the Yellowstone Trail line will have been overcome, which promises further progress. When completed it should serve as a great advertisement of this and surrounding country. Good roads and bridges, too, are valuable feeders for a railroad and should be encouraged.

Special Officer George W. Schlong is the proud father of a ten-pound girl, and Car Repairer Glenn Stinger is rejoicing over the arrival of a similar sized boy.

Mr. Hugh Chittick, formerly general live stock agent for the Puget Sound line, and who left the United States three years ago to accept a very lucrative position with a South American railway company, has returned to Uncle Sam's domain to stay permanently.

The writer acknowledges with pleasure the visit of the editor of OUR magazine on a recent trip eastbound over the C., M. & St. P. lines. Mrs. Kendall has a faculty of getting acquainted with employees easily and leaves us with a hope that she will visit us oftener and stay longer. Come again.

At a late village election held in Marmarth, Roadmaster P. Burns was elected trustee of second ward, and Chief Clerk Keeling in car department was elected to the position of village assessor.

Engineer Verne Freemore recently came into possession of a 4-passenger buzz-wagon, purchased from the Detroit Philanthropist Henry Ford. I do not understand why Mr. Freemore didn't buy an automobile while he was spending his money.

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Home Office: Tacoma, Wash.

Will pay you every month when you are injured
Investigate our "Railroad Special" policy

ROBERT D. BEDOLFE

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Capital & Surplus \$350,000.00

Resources over \$2,000,000.00

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ROBT. F. HAYS, Vice President
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R. H. FALCONER, Asst. Cashier

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Founded in 1869 Oldest Bank in Montana
Every banking facility extended to
our customers

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Depository for C. M. & St. P. Ry. Co.

Alfred Gerhard, stenographer to Superintendent J. A. Macdonald, has been absent from his duties for several days on account of illness.

Roadmaster P. H. Madden was in Chicago attending the annual Railway Appliance exhibition. The Madden three-man rail layer is now being used by the principal railroads in the country.

Linemen C. A. Sandberg and J. F. Benisch are very busy installing the automatic block wires at and near North Lax.

B. & B. foreman, E. Chapman, and A. Fischer are finishing up a rest and wash room for enginemen at North Lax.

Mr. W. B. Foster, general superintendent of the Puget Sound Lines, renewed old acquaintances of the Lax Division boys while en route from Seattle to Milwaukee on No. 18 a few days ago.

The automatic electric signals are now in operation as far west as Columbus. The next stretch between Columbus and Portage should be tested out and in service about April 10. Roadmaster F. H. Buffmire, with his Watertown gang is unloading about 20 cars of cinders per day on the Watertown-Madison line. The cinders are coming from the Milwaukee terminals. Conductor William Hagerty is in charge of the work train.

Switchman J. W. Cary had a very narrow escape a few days ago. While stepping from one box car to another his shoe sole caught on a nail head. With presence of mind he leaped from the top of the car to the frozen earth, lighting on his feet, thereby saving himself from being thrown perhaps head foremost. John says "feet first is safety first and even then one gets an awful shaking up."

Ex-President Taft passed over our division a few days ago en route to Minneapolis. Mr. Taft's judgment in selecting the Pioneer Limited for his trip shows that even ex-presidents desire the best to be obtained.

Conductor L. Daniels took a forced vacation from his duties on the west end way freight on account of a sprained back. Conductor R. Long filled his position on the local.

Engineer R. Hurley, Conductors M. Larkin, J. Lynam and F. Varney left for a few weeks' vacation to be spent at Hot Springs, Ark. Conductor J. Carey expects to join the party in time to return with them.

Passenger Conductor M. Shackley and family are spending a vacation on their Texas farm.

On March 23 a special train containing four cars of silk passed over the division en route from the Orient to New York. Train left Lax 4:22 p. m. in charge of Conductor J. Lynam. Engineer J. S. Dunn, engine 8005, arriving in Milwaukee at 10:15 p. m., with Conductor J. Murphy. Engineer A. Anderson, engine 8006, in charge.

We noticed a pleasant smile on Conductor William Colgan's face a few days ago, when we inquired the reason. Billy's only reply was, "Mother and son both doing nicely, thank you."

Conductor John Larkin and wife are also the parents of a little daughter.

When our readers notice the letters S. L. A. A. in our items please remember that they stand for Silver Lake Athletic Association. It was started by the Lax Division boys who later decided to accept for membership others who were not railroad men. They now have a membership of over a hundred. Each member pays \$2 per year, which entitles him to all the privileges of the association. They have a fine hot and cold water shower bath open day and night, the year through; also a fine bathhouse and bathing pier on the bank of Silver Lake. With the lake on one side the bathhouse is surrounded on three sides by a beautiful oak park, where comfortable settees have been placed. A baseball team has been organized, who are to be seen practicing on the new field in their new gray uniforms. Conductors Carleton and Lynam and Yardmaster Bloomfield are the elected officers for 1914. Ticket Agent Kenyon was appointed official photographer and I hope to be able to have some of his work to put

in our magazine. If any of your readers have a chance to visit Portage don't forget the park and bathing place of the S. L. A. A.

We notice an occasional work train on the division. While the Lax division is in good shape, still safety first ideas demand some extra precaution, hence extra labor.

Recently the guy wire, holding the pole to which the tell-tale ropes were fastened at the overhead bridge near West Salem, became loose, letting the pole lean so near the track that it could be touched from the cupola of a caboose. The matter was reported to Roadmaster P. H. Madden and Superintendent Macdonald, with the result that within a few hours men were sent there to place it in a safe condition.

Chief Train Dispatcher J. F. Voltz was absent from his duties the first week in April on account of sickness.

Operator S. A. Hunter, third trick, at Portage, was called to Milwaukee to fill the place of one of the regular dispatchers, who in turn filled Mr. Voltz's corner in the office. Harry Hanson, who is on a vacation, kindly returned and worked in Mr. Hunter's place while he was absent from Portage.

C. & C. E., Ia. (Middle and East),

J. T. Raymond.

Locomotive Engineer Fred Heath of the Kansas City Division spent Sunday with the R. C. Blakeslee family at Marion. Mr. Heath is a brother of Mrs. Blakeslee.

Fisk Marshall, telegrapher on the Missoula Division, spent several days with his parents at Marion recently.

Engineer Davy Gordon has resumed work on the Marion and Farley passenger run after a short leave of absence. Engineer Charley Gault, who pulled this train for forty years or more, has not worked any since a year ago last December, owing to physical inability. Mr. Gault was one of the reliable, efficient class of men whose services were much appreciated by those responsible for getting results.

The gravel pit at Sabula was opened up April 16. Conductor J. T. Reagan and Engineer L. K. Owens are spotting cars there. The grading is done and steel all laid between Lost Nation and Green Island. As soon as graveling is done the Eastern Division double track will be entirely complete.

L. Svenka, signal foreman, has returned from Tucson, Ariz., where he spent several months regaining health. He gained fifteen pounds and looks vigorous. A. T. Breecher acted in Mr. Svenka's place during his absence. We hope he may continue in the company's service at Marion.

F. E. Loomis, agent at Wheatland, who took a six months' leave of absence, has resigned. He has purchased a farm near Fayette and will do his share to reduce the high cost of living. L. F. Campbell has been acting agent at Wheatland.

Miss Lucille Marshall spent a brief Easter vacation at Marion with her parents, Superintendent and Mrs. C. H. Marshall. Miss Marshall is a student at the Wisconsin State University at Madison, and will graduate this summer with a Bachelor of Science degree.

Chief Dispatcher L. A. Turner has a fine new Overland automobile and gets out for a bit of fresh air occasionally. L. A. T. is a "Safety First" driver, so do not be skittish if you get a bid.

P. J. Harlan, clerk in superintendent's office, Marion, is home after several weeks' absence, visiting relatives in Southern Iowa. He is looking well and reports a fine time. We allow that there will be an immediate improvement in the quality of the solos by the cantatrices in several of the Cedar Rapids choirs now that the "Senator" has returned.

James D. Draper has pretty well recovered from a long illness, and is around on the streets again. He was ill for several months in a hotel in this city, and a good deal of the time his life was despaired of, requiring the services of two trained nurses. Mr. Draper used to be employed on this division for a number of years as passenger conductor. He

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has been residing in California for some time, and was on a visit to Marion when taken sick. Conductors Jack Higgins, Fen Craig and Elmer Millard were able assistants to the trained nurses. They stuck well by the job. Their hearts are in the right places. Mr. Draper was well remembered by old-time Marion friends with delicacies and flowers.

John Timson, engine foreman in Marion yards, is off duty on account of sickness. We hope Jack will be able to resume work again soon.

Carney Widger has the Marion Yard baseball nine lined up and we are now able to meet any nine taken from any of the railroad yards on our line.

Conductor Holbert of the Monticello local, has resumed work after attending court at Manchester.

Marion yard is to have a new switchman's palace west of the yard office, where the boys can keep their rain clothes; benches and a table will be supplied, and also good reading matter.

Conductor H. T. Davis is on a 30-day leave of absence. It is rumored that he is to be married.

Conductor T. Nevins attended funeral of Engineer Hayes at Freeport, Ill.

F. C. Manning goes to Freeport to run Nos. 53 and 54 as baggageman.

Conductor William Rehbock has given up his duties as yardmaster in Clinton yard and has been assigned to the Savanna-Clinton freight run.

Passenger Brakeman T. Murray has resumed his duties on Nos. 28 and 19, after a three-months' vacation in California.

S. L. Winter, passenger brakeman on the C. & C. B. (Ia.) Division, is building a new home on his farm near Marion. He expects to move from Council Bluffs as soon as home is completed.

Clyde Kinney is becoming quite proficient in photography and has been getting some views for the magazine.

Verdo Reichert has been a weekly Iowa City visitor for some time. June is the popular month for such occasions at Verdo.

Trainmaster B. F. Hoehn and Roadmaster G. Barnoske have the work train crews and extra gangs well organized to push the completion of the double track.

Mrs. George F. Hennessey has recovered from a protracted illness and General Foreman Hennessey has resumed his usual activity after results in the locomotive department.

Dispatcher F. W. Ray attended court at Manchester, Iowa, for several days as a witness for the company. During his absence J. S. Keenan worked first trick and M. A. Devoe second trick on the Marion and Calmar Line.

Miss Hazel Merrill, formerly clerk in Trainmaster Hoehn's office here, but now of Superintendent Morrison's office in Chicago, visited in Marion with relatives and friends. Miss Merrill is a very cheery visitor and is always given a hearty welcome by the Marion office force.

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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

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Agent B. for some agent and James I. Line passed absence for time he was and Exceis a day for enjoyable have. In the on Davy G. lighten the Conductor Pringle's pl C. C. Din eral offices day visitor H. L. Ste away sever his brother Hutchinson Steen's abs Born to daughter smile and i of Perfecto Railway wa tend hearty Conductor off duty for severe illne is feeling fi the Freepor relieving C

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The agent change arou Operator J. ed at Hous pulled his fr J. C. Wha around Isine station. Ope Isinours. Ge life of single Second Op been granted sense on acc E. A. Bal Milbank wor charge of V assigned to L. A. Sche agent at Lak has taken se temporarily. Second tri was off a few Wilcox, who Roy Peters come station appointed ope Owen Theop trick position Albert Ha operator at J changes amon other station Agent Mine days, being re Passenger C days, relieved west end.

Chief Dispa weeks' vacatio relieved by Fir gette, Mr. Ma Trick Dispatch ing relieved by Ross reports h and thinks he y now. We had a ver Mrs. Kendall. are all glad to Forks.

Agent B. C. Snyder at Paralta has been ill for some time. M. F. Flansburg is acting agent and C. Kilburn is working second trick. James Pringle, conductor on the Farley Line passenger train, is off on a leave of absence for about three weeks, during which time he will visit in Chicago, Champaign, Ill., and Excelsior Springs, Mo. Jim has not lost a day for some time, and is entitled to an enjoyable vacation, which we hope he will have. In the meantime we will have to depend on Davy Gordon for a story now and then to lighten the burdens on the toilsome way. Conductor W. D. Shank is in Conductor Pringle's place while he is away.

C. C. Dimock and M. F. Larson of the general offices at Chicago were recent over-Sunday visitors in Marion, en route West.

H. L. Steen, agent at Delmar Junction, was away several days attending the funeral of his brother-in-law at Belle Plaine, Iowa. W. E. Hutchinson was acting agent during Mr. Steen's absence.

Born to Mr. and Mrs. C. C. Price, a fine daughter. Mr. Price is wearing the broad smile and is passing around a superior brand of Perfectos. He is the popular C., M. & St. P. Railway watch inspector at Marion. We extend hearty congratulations.

Conductor Harry Beniezer, who has been off duty for about 18 months on account of severe illness, visited in Marion recently. He is feeling fine again and will resume work on the Freeport-Clinton passenger run April 23, relieving Conductor P. Pazour.

So. Minnesota Division Items.

T. P. Horton.

The agents and operators still continue to change around considerable on this division.

Operator John O. Johnson has been appointed at Houston, vice Operator Plunkett, who pulled his freight for pastures new.

J. C. Whalen scarcely got his feet warm around Isinours before he bid in on Welcome station. Operator Flynn from Fairmont draws Isinours. George must be going to give up his life of single blessedness.

Second Operator Knutson at Albert Lea has been granted a three months' leave of absence on account of ill health.

E. A. Baldwin from H. & D. Division at Milbank worked at Albert Lea but has taken charge of Vienna, relieving L. W. Stevens, assigned to Fairmont operator position.

L. A. Schendel, who relieved E. M. Phillips, agent at Lake Preston, on account of sickness, has taken second operator's job at Albert Lea temporarily.

Second trick operator at Wells, Pete Berg, was off a few days, relieved by a man named Wilcox, who blew to the N. P.

Roy Peterson, who has had charge of Welcome station for several months, has been appointed operator at Lakefield on account of Owen Theophilus being assigned to second trick position at Jackson.

Albert Hayes has been appointed third operator at Jackson. I think there are more changes among operators at Jackson than any other station on the system.

Agent Miner at Howard is off for a few days, being relieved by Relief Agent Lehmann.

Passenger Conductor Olson is off for a few days, relieved by Conductor Birran from the west end.

R. M. Division Notes.

G. M. Hayden.

Chief Dispatcher J. W. Ross took his two weeks' vacation, beginning March 1, and was relieved by First Trick Dispatcher R. W. Maggette, Mr. Maggette being relieved by Second Trick Dispatcher Hayden, and Mr. Hayden being relieved by Extra Dispatcher Linden. Mr. Ross reports having a very pleasant vacation, and thinks he can stand the grind for another year now.

We had a very pleasant call from the editor, Mrs. Kendall, about the 14th of March. We are all glad to see Mrs. Kendall around Three Forks.

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Electricity Applied to Railways
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Operating Trains
Portfolio of Locomotives
Portfolio of Air Brake—Westinghouse
Portfolio of Air Brake—New York

For Shopmen

GROUP F—Locomotive Shops

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Basin Territory*

The Trainmen's Lodge gave their yearly dance at the Henselee auditorium April 13 and everyone reported a fine time. They certainly gave some dance.

H. C. Hearly, local chairman O. R. T., was in Seattle the first part of the month looking after the telegraphers' interests.

General Chairman G. E. Sayster of O. R. T. spent a couple of days in Three Forks on business pertaining to the telegraphers the first part of the month.

Dispatcher R. W. Maggette returned March 1 from a two weeks' vacation, having spent most of his time at Lennep. No one could blame him for that!

Electrification started April 10 between Three Forks and Deer Lodge. That will help make business good.

Engineer C. N. Davies' wife and son returned a few days ago from a pleasant visit at their old home town at Wells, Minn.

C. H. Oberholtzer, chief clerk in the superintendent's office, resigned his position on the 27th and left for Ohio, where he has purchased a farm and expects to take life easier. Mr. McGraue from Mobridge will succeed Mr. Oberholtzer as chief clerk. Welcome to our city Mr. McGraue.

Don't believe there is a division on the extension now that has the "get-together" spirit like the Rock Mountain seems. Everybody is working together and things moving along fine. That's the way it should be everywhere. The only system is ALL work together and for the benefit of the company and our superior officers. The spirit is moving now and let's all keep it up.

C. & M. Division Notes.

B. J. Simen.

Brakeman William Jelly and Miss Smith were married in Chicago April 14. Heartiest congratulations.

Engineer R. N. Scott and wife have returned to Libertyville after an extended trip in California. They report a most enjoyable time.

Conductor George Dyer is in charge of the Libertyville switch run. Conductor J. L. Dalee is back in the ring.

Miss Mary C. Sullivan, stenographer in Superintendent Morrison's office, will resign her position some time in May and the wedding takes place June 2. Our best wishes follow her.

Brakeman Jim Gudden on train No. 161 a few nights ago met with an experience that came very nearly being a serious accident but fortunately the way it ended, it seems more like a joke. No. 161 sets out the Libertyville merchandise cars at Old Station and the train is due there at 2:32 a. m. It stops at Junction Switch to cut off these cars; just east of the Junction Switch is the Desplaines River bridge. No. 161's train usually reaches across the bridge, the caboose stopping east of the bridge. This night being very dark and No. 161 having a shorter train than usual, the caboose stopped on the bridge. Brakeman Gudden not noticing this, stepped from the caboose into the river, a drop of about 35 or 40 feet. Conductor J. J. Corbett, hearing the splash, hurried out of the caboose and down the river bank, expecting to find a tragedy, but was agreeably surprised to find instead a comedy. Jim was crawling out of the river, uninjured, shaking the icy water from himself he shouted, "Bring a fusee, I've lost my hat," and back he plunged into the river up to his neck, grabbing at the floating hat. In the glare of the lighted fusee he crawled up the bank like a floundering "red-horse."

Engineer F. G. Cleveland and wife have returned to Libertyville for the summer. They boarded in Chicago during the severest part of the winter.

We are sorry to hear of the death of the wife of Conductor J. T. Kennelly at Janesville. We extend our heartfelt sympathy.

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I. & D. Division Items (West).*M. C. Corbett.*

Master Carl Anderson, son of Assistant Superintendent C. A. Anderson, spent his Easter vacation with his grandparents at Monona, Iowa.

Conductor C. A. Alexander and family left a week or two ago for Hot Springs, Ark.

Claim Agent W. H. Krebs of Sioux City was in Mitchell Wednesday and Thursday of this week, looking after some legal matters for the company.

Mr. L. P. Rhine, general foreman of the I. & D. Division, was in Mitchell on the 17th inst.

Mr. W. H. Young, operator at Sheldon, was called to Des Moines Thursday of this week on account of the serious illness of his sister. Later reports indicate that she is much improved. Mr. Young's position is being filled by Operator S. P. Brainard of Sanborn.

Mr. and Mrs. Homer Snow of Sioux Falls spent Sunday in Mitchell. Homer was formerly ticket agent here.

Chief Carpenter Charles McCarthy of the H. & D. Division, was in Mitchell on the 15th inst.

Mr. W. H. Penfield, assistant to vice president in charge of maintenance and way; Mr. J. H. Foster, general superintendent of the Northern District; Mr. F. E. King, district carpenter, and Mr. B. F. Van Vliet, superintendent of the I. & D., recently passed over the division on an inspection tour.

Mr. W. W. Hunt, formerly agent at Mt. Vernon, has been appointed agent at Runningwater.

Conductor George Slagle is visiting his brother at Miles City, Mont.

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

Claim Adjusting Agent H. L. Manion transacted important business here recently.

Section Foreman L. Fischbach has resumed duties after a brief absence.

B. & B. Foreman Eugene Chapman is assisting Foreman A. Fischer on important repairs and renewals.

Telegrapher F. W. Kruger has taken a leave of absence and is relieved by Mr. E. L. Campbell.

Conductor G. E. Sampson, known among the boys as "Kickapoo" and "Hickory," has been appointed correspondent for the La Crosse Division. The name Kickapoo was given him because he "grewed" up among the hoop poles in the Kickapoo Valley of Wisconsin. The name "Hickory" because of his Stonewall Jackson qualities. Mr. Sampson is a thorough Safety-First man and his integrity is unquestioned by all who know him well.

Engineer R. Hurley and Conductor Jerry Lynam are sojourning at Hot Springs, Ark. Captain Jerry informs us it is easy for a white man to capture live poultry there, but the chickens run as fast as the Pioneer Limited when they see a "Coon."

General Section Foreman F. F. Flukiger in La Crosse (Wis.) yards has returned from Chicago, where he demonstrated the three-man rail laying machine at the National Railway Appliance convention at the Coliseum. This machine was invented by La Crosse Division Roadmaster P. H. Madden.

Milwaukee Terminal Notes.*Josephine Healy.*

Engine Foreman, J. J. Pakenham and Helper Anton Geier in the Air Line District, Milwaukee Terminals, saved the body of a cinder dump a few days ago, which had caught fire from hot cinders loaded in it, by dumping out the contents and putting out the fire.

Mr. W. B. Hinrichs, superintendent of Milwaukee Terminals, sent both of the gentlemen a letter of thanks, assuring them of the appreciation of the company for doing this good work.

Conductors Bert Lenz, William Heitka, C. F. Chapman and Ed Kurth of the Superior Division have been commended and given credit marks for prompt intelligent action in the exercise of careful operation of their trains.

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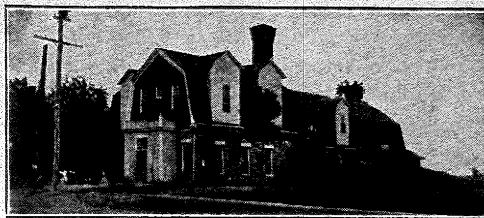
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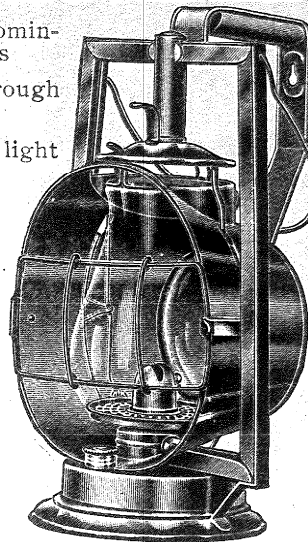
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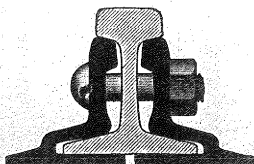


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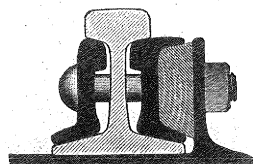
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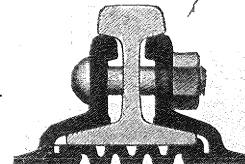
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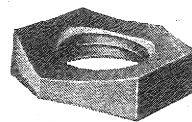
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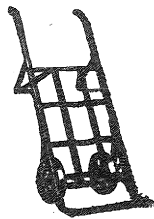
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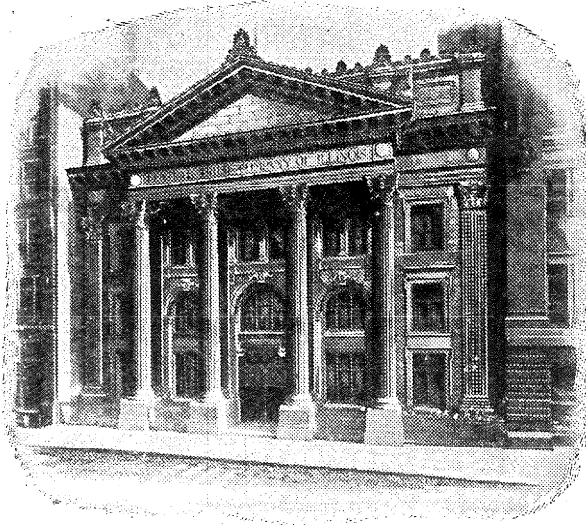
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