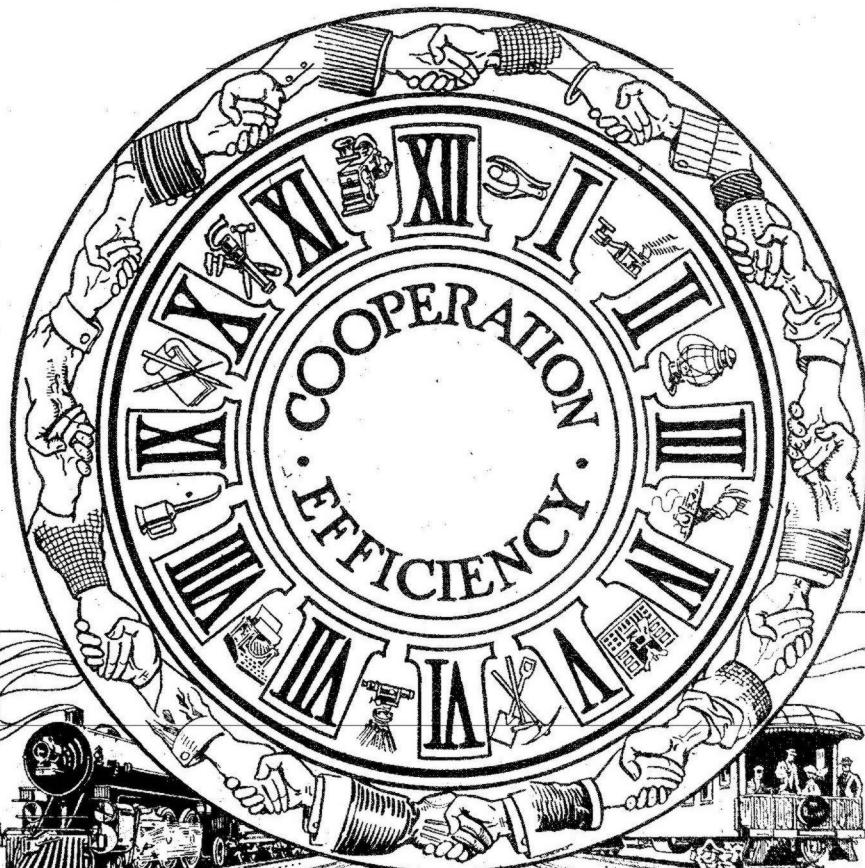


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

July

1913



BEST TO THE
NORTH WEST

TACOMA

The OLYMPIAN

The COLUMBIAN

Chicago
Milwaukee & St. Paul
Railway

Thos. Cusack Company

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

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

Gentlemen:

I feel that you are entitled to know of the very favorable impression that our electric sign at State and Adams Streets has created among many competent critics of outdoor publicity.

The numerous expressions we have received convinced me that this sign is without question one of the most ingenious pieces of electrical display ever constructed for an advertising purpose. It is assuredly the means of securing passengers for "The Olympian" and "The Columbian."

Very truly yours,

F. A. Miller

Passenger Traffic Manager



Here is a Real
Life Story
That Will
Interest You

You, Who Work for a Living, Will Be Interested in This Story!

On the first of January, a man who had been employed by the Baltimore and Ohio Railroad, in one of the important departments in the general offices at Baltimore, stepped into the office of the Superintendent and said: "Mr. Superintendent, I've been with the B. & O. for fourteen years today. I've been a faithful and efficient man and I would like to have more money than I am getting."

The Superintendent Replied: "Mr. Ross, I appreciate the fact that you have been with the road fourteen years and I know that you have a clean record. In fact, I believe you were with the B. & O. for eight years before I came here, and for six years before I ever did any railroad work at all. I know you are competent to do the work you are doing, and I am perfectly willing to recommend an advancement for you, but not for the work you are doing now. I am not authorized to pay any more for that work than you are now getting; if I were, you would have been getting it long ago. But I'll tell you what I will do. I will give you another job that pays more money."

"What other job around here can you fill?"

That last question was a stunner! What other job around there could this man fill when he had been at one desk all his life, doing only one kind of work? The result of the interview was that this perfectly capable, sober and honest man had to remain at his old job, not because the superintendent was unwilling to advance him, not because there was no better job in that office, but **BECAUSE THE MAN WAS NOT CAPABLE OF FILLING ANY OTHER JOB.** In other words, opportunity knocked at his door, found him unprepared for the call, and had to pass on without entering.

How about your own case? Where would you be if opportunity knocked at your door, or if you went out and found Mr. "Opportunity" and cornered him for an interview?

Suppose this B. & O. R. R. man had been putting in, say, only one hour each evening—probably the hour he actually wasted in amusement or idleness, during all these fourteen years, preparing himself for a better place? Suppose he had been able to say to the superintendent:

"I can fill either one of those vacancies in the tariff bureau which must be filled shortly" or "I can fill Jones' job in the Accounting Department when he is promoted the first of the month."

What first would have been necessary to enable him to have made such statements? Preparation, Competency and Training.

How often have you heard it said that men usually stay at one desk a natural lifetime in the railroad business! Do you know the real reason why railroad men remain at one desk always? The trouble is not with the railroads. It is with the men themselves. Consider, for example, James J. Hill, who arose from telegraph operator to President of the Great Northern Railway; Samuel Rea, who began as chairman and rodman and arose to the Presidency of the Pennsylvania Railroad; and Wm. J. Harahan, President of the Seaboard Air Line Railway, who began as office boy for the superintendent of the L. & N. R. R. Do you suppose these big railroad men could have advanced as they have without study and preparation?

New Jobs Now Open—Earn from \$35 to \$100 Weekly as Traffic Managers

Modern transportation is a jungle of routes and rates, calling for specialists, who like the pathfinders of old, have expert knowledge of the trails of traffic. How to route shipment to obtain shortest mileage and quickest deliveries and how to classify goods to obtain lowest rates are two vital factors in business competition. The man who knows how is so valuable to his employer that he commands respect and big remuneration.

New and Uncrowded Profession

There are half a million LARGE SHIPPERS in the United States. Practically every one of them needs an expert traffic man, and this need is recognized as never before because of the recently enacted railroad rate laws and interstate commerce regulations. The demand for trained and efficient traffic men is many times greater than the supply. There's room for you.

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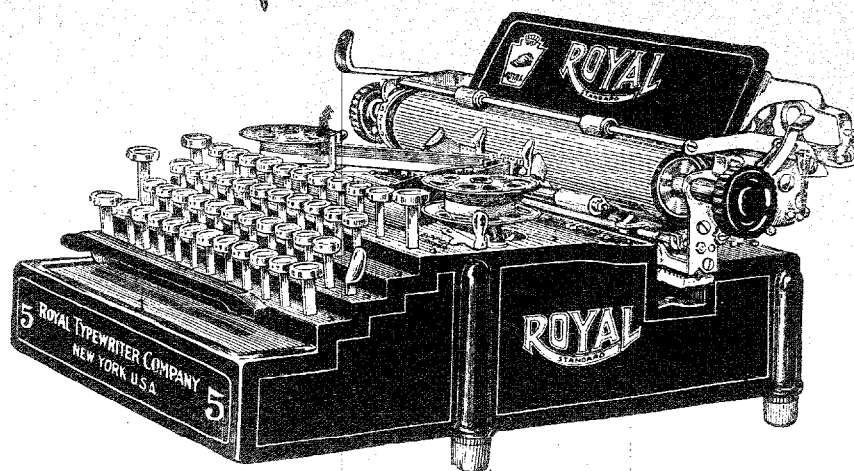
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One Standard Model for ALL Purposes—

One Typewriter With the Combined Advantages of Many!

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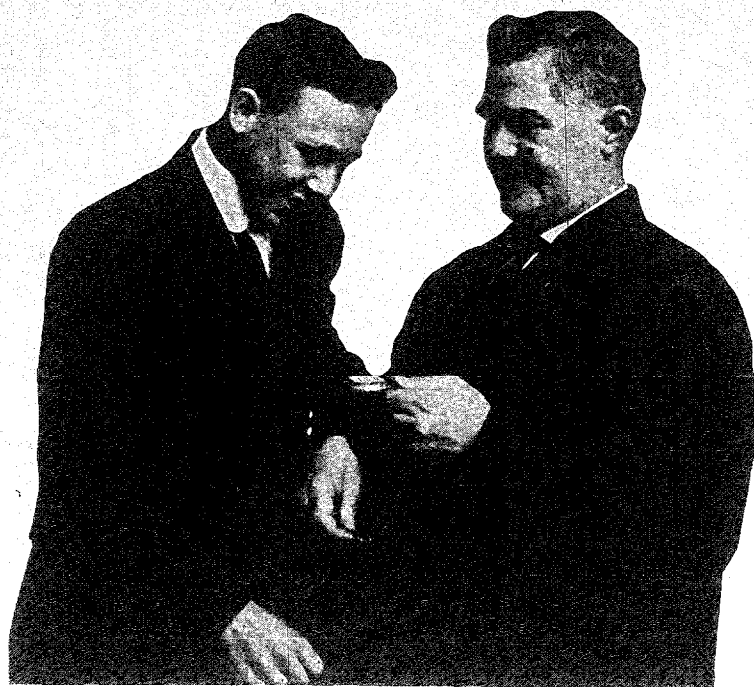
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"I BOUGHT it when I started railroading twenty years ago. It has been a splendid timekeeper. You are old enough now to give a watch good care and the wearing of it will help you to be more prompt and exact. Then, too, I want it to remind you every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

Make *your* boy happy. Give him your old watch. And don't forget to ask your jeweler for the most up-to-date railroad watch, the 19 jewel B. W. Raymond with winding indicator and 49 dial.

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749 Railway Exchange Building, Chicago.

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

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J. H. GINET, JR......537 Henry Building, Seattle, Wash.
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CARPENTER KENDALL, Editor-in Chief.

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

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

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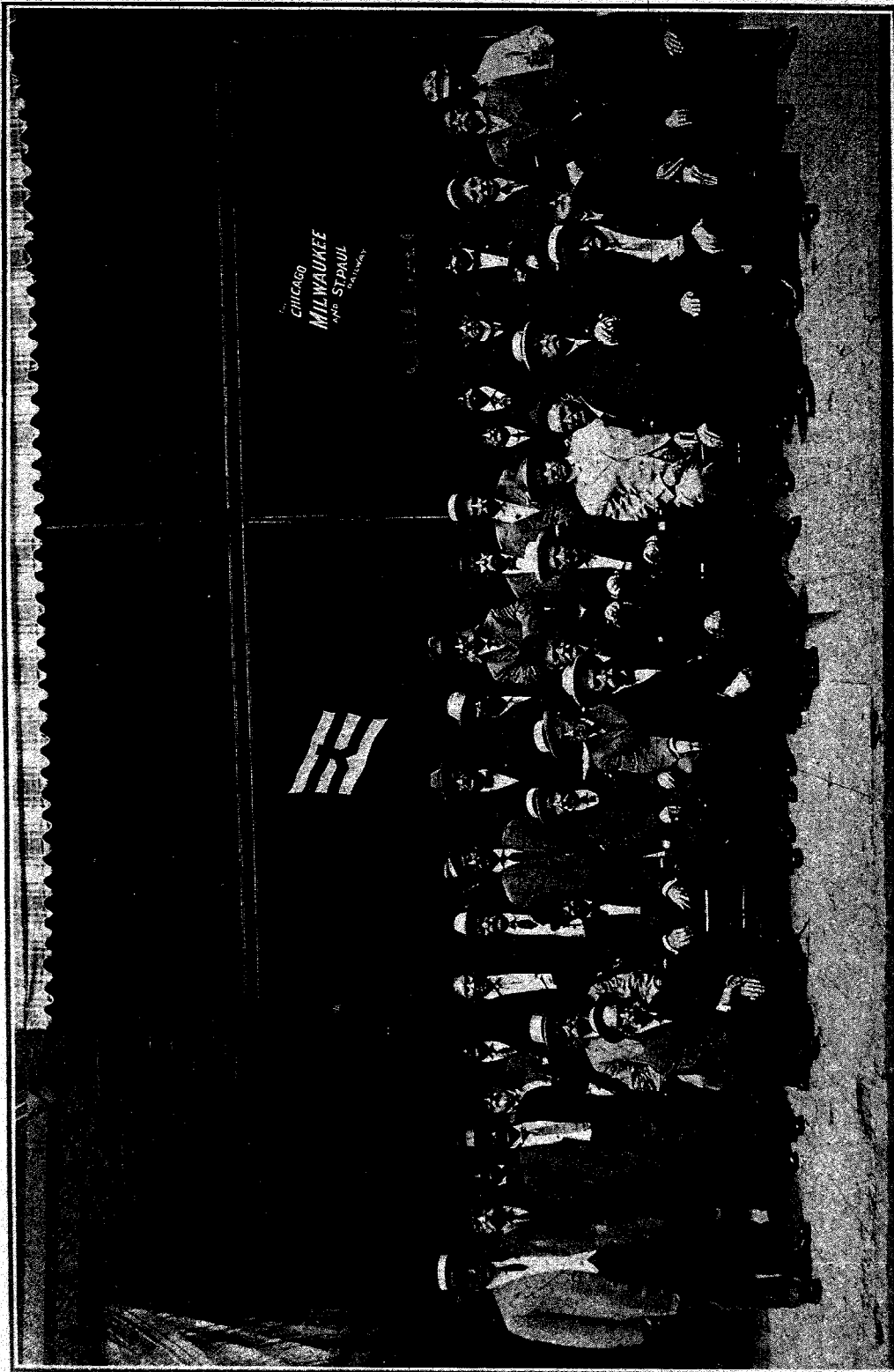
Beautifying the Steel Trail

Mr. W. H. Glover, correspondent at East Portal, Montana, which is one of our most picturesque stations, and is on the summit of the Bitter Root Mountain grade, where the forest primeval overshadows the track and closes in on the "trail" in a winding avenue of beauty,—has borrowed an inspiration from the beauty of his surroundings and writes the Magazine urging us all to greater efforts in the matter of beautifying the surroundings of stations, of our homes and of the buildings in which we pursue our daily occupations, whether it be roundhouse, shop or office.

He says: "The beautifying of The Steel Trail will mean as much to employes as to the public, and employes will gain as much benefit in the future as will the company." He advances the argument, also, that neat and tasty station surroundings add quite as much to the pleasure of the trans-continental journey as do the great natural wonders and beauties that line our "Trail" throughout the mountain country. And he goes on, moreover, with the good argument that a certain attention to these apparently minor details of living, creates within us higher ideals of life, which cannot help but make us better men and women. "If we adorn our houses with trailing vines and make a little flower garden wherein to rest during our leisure hours, we encourage a

love of nature and of beautiful things, which inspires us to develop the best there is in us, and thus by making every spot around our station, home or other place of residence, a grass plot or a bed of flowers, and by making our surroundings picturesque and bright, we bring all the freshness and fragrance possible into our lives. In even these small details, we 'Milwaukeeans' should put forward every effort to improve the railroad, all of which creates a good impression in the minds of the public, and does its part toward helping to get business. The energy we employ and the life we put into our work certainly will be appreciated."

Mr. Glover's suggestion is timely. Certainly a neat and tidy station is one of the best evidences of a good and capable railroad man and of a strictly progressive railroad. Travelers like the impression of order and neatness when they step into a railway station—it seems to start them right, and the favorable comment of passengers on trains passing through, when they see an attractive station is an excellent advertisement for the road. The station man who has the interest of his company sufficiently at heart to take a moment now and then to put things to rights, to clean up a bit, both inside and outside, soon becomes a valued and appreciated employe; and without question, little things count in the Game of Life.



VETERANS OF THE I. & M. DIVISION

Toilers in '65 Clasp Hands Again

Thirty-Six St. Paul Employees Hold Reunion and Recall Labors of Long Ago

Thirty-six sturdy railroad veterans, who were employes on the I. & M. division of the St. Paul road between 1865 and 1870, held one of the most remarkable and interesting reunions in St. Paul today that was ever held in Minnesota.

D. C. Shepard, under whom as superintendent these men worked, was to have been the host of the occasion, but illness kept him from attending.

Men who had not seen each other for thirty years or more clasped hands today with moist eyes, remembering the old days when they shared the joys and sorrows of a common life.

Some of them now are retired, but many of them still remain in the service of the road, active after a half century of toil.

They met at the Milwaukee passenger office this morning and spent two hours in shaking hands and recounting incidents. They then had dinner at the Commercial club, at which many of them made speeches and told stories illustrative of the pioneer railroad life.

To recount all the stories of valor and glory and fun and frivolity that were related today by these men remembering their past would take a volume.

When they began their work railroading was not the business it is today. Many were the tales told of the days when the engineer and train crew had no way to get out of a snow drift save by melting the snow with a candle light, and when basswood cord sticks were the fuel out of which they had to get heat and power.

There was David Burke, who began on the old Watertown line in 1863 as engineer, and besides himself only two others are left of the crews of that time.

There was C. M. Jones, now on the river division as engineer, who began on the old McGregory Western in 1864. Two other men who were on that division were here with Jones today, Elial Hoxsie, conductor on the I. & M., and John Ryan, forty-five years train dispatcher. Mr. Ryan in 1872 worked side by side as operator with W. C. Brown, now president of the New York Central road.

Jones piloted the first passenger train that

ran from St. Paul to Hastings, before the road had completed a bridge over the Mississippi at that town. He ran out on that trip with Jerry Coughlin, famous old conductor, who died some years ago in Minneapolis.

Jim Murphy, conductor on the river division, was here. Thirty years ago he was run over by a freight train at Austin, the train passing over both his legs. He refused to allow Dr. Kimball to amputate them, though told his life depended on it. He got well and is today using his own natural legs in pretty good shape.

"Jim" Phelps, for years conductor on the river division, known to his comrades as "Jim Whelps," because the landlady at Austin in the old days could not pronounce his name otherwise, was there, saying he felt better than for forty years.

"Hank" Lobdell, now engineer on the river division, and one of the best known in the country, was here. In the days when the Milwaukee and Burlington used to run side by side from Hastings to St. Paul in the morning, there used to be a little race now and then. When the boys on the Milwaukee would ask Hank how "the old girl was" he would pat his engine and say, "Tail over the dashboard," and the boys knew there would be some speed made.

P. J. Baker, who began as engineer in 1866 and lost a leg in an accident years ago, was on hand to tell of old-time hardships and humors.

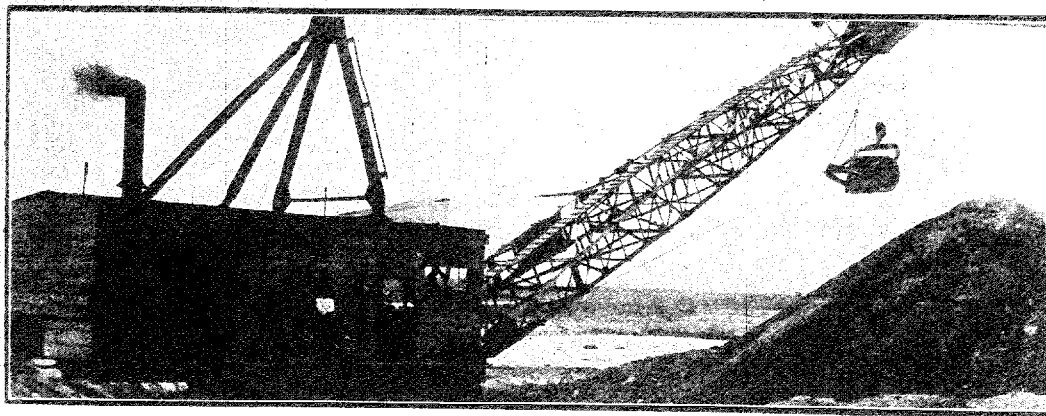
Parke Goodwin, now in business in Austin, recalled the days when the "prune pie" craze hit the railway restaurants. "We got it everywhere, until I can't think of prunes today without a shudder."

Louis Perusse of Minneapolis, now completing his fifty-second year as an engineer, was another veteran present.

George Miles, another retired river division conductor, was on hand.

William Sibley, one of the oldest, wrote from Los Angeles he was too feeble to come.

L. Brackett, who has been station agent at Farmington for more than 18 years, came late and was given a great ovation. He has known every railroad man who ever made a trip over the I. & M.



DRAG LINE EXCAVATOR AT WORK ON H. & D. DIVISION

H. & D. Revision and Double Tracking

The revision work and double tracking of the H. & D. Division, which has been under way since the early part of 1912, is going forward rapidly, and several sections of double track are already in operation.

Practically all of the main line of the H. & D., consisting of nearly three hundred miles, between Minneapolis and Aberdeen has been or is being rebuilt, and going over that division now, where work is in full swing, unless you knew it to be our own revision, you would be very apt to think that a competing line was impudently paralleling us, and putting its tracks very near to ours, in some places; while in others, this new road diverges widely, and you decide that this competitor has at last left us, to make its own way alone,—only to have it come back within a mile or two or more, and proceed along on a new and splendid grade beside the Old Milwaukee. To the uninitiated, this is disquieting, because we don't like to have our territory invaded quite so brazenly,—but when it is known that this is our own work and that when it is completed the H. & D. will be in position to handle traffic in a most efficient manner; will have terminals, gradients, curvature and trackage of the most modern type, and that this has all been accomplished at an enormous expense of time, labor and money, it will be cause for congratulation that our line is in the front rank of progressive railroading, and that in order to make it the best railroad in the United States, those who direct the policy and financing, do not hesitate to "move mountains," divert rivers from their

course and bridge streams with structures of the most massive type and the safest, strongest and most durable materials known to modern engineering.

For the following account of the progress of the work to the present time, the Magazine is indebted to Mr. T. H. Strate, Construction Engineer, who is at present located in Aberdeen.

The preliminary surveys for the double track work between Minneapolis and Aberdeen were commenced in February 1912, and in the following April, the first contract comprising the section between Summit and Aberdeen, was let. It was soon followed up by the letting of contracts on the remainder of the division and now work is in progress on the entire line, with the exception of two stretches: from Sacred Heart to Great Northern Crossing, a distance of about eleven miles, and from Montevideo to Double Track Switch, a distance of about ten miles.

The following statement will show the extent of the work we have under way:

Length of old line Minneapolis to Aberdeen	287.6 miles
Length of new line Minneapolis to Aberdeen, via east-bound track ..	289.5 miles
Via west-bound track	285.3 miles
Degrees central angle, old line	3.404
Degrees central angle, new line	1.821
Number of curves, old line	188
Number of curves, new line	92
Total cubic yards of grading	10,330,000
Total cubic yards reinforced concrete, not including possible structures Sacred Heart to Great Northern Tower and Montevideo to Double Track Switch	60,000

The grading work on the division is being done by three firms; Cook Construction Company of St. Paul, Minnesota, having the work from Hopkins to Cologne; Morris, Shepard & Dougherty of St. Paul having all the remainder of the work with the exception of that between Twin Brooks and Summit which is being done by John Marsch, contractor, Chicago, Ill. The grading work was commenced in May 1912 and will be completed the Fall of 1913.

West from Minneapolis, the work may be considered by districts, the double track which has been put into service between Hennepin Avenue and Hopkins produced no unusual feature, the new line simply paralleling the old line. It is contemplated to make several corrections in grades at some future time, which will be done by raising the sags with material which will be obtained from the 29th Street depression work through South Minneapolis.

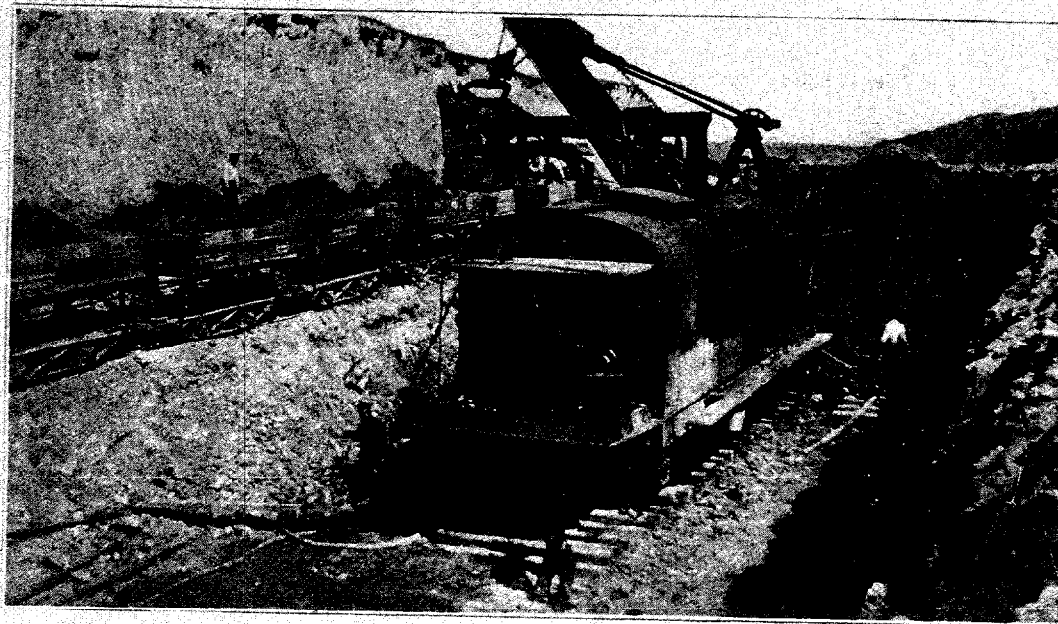
From Hopkins to Cologne all but about five miles of the old line will be abandoned, the new double track grade taking an independent course, and as near to an air line between these points as it was practicable to make it. The alignment of the present track is impracticable, the maximum curvature used being 3 degrees and the curves very numerous, while grades varying from .75 to 1 per cent are the rule on nearly the entire distance. The new line will have a maximum curvature of 1 degree and a maximum grade of .4 per cent. The most prominent features of this twenty miles are the crossing of Shady Oak Lake and of Purgatory Creek. Shady Oak Lake is about 1,200 ft. wide at the point where the new line crosses it, and averages from 30 to 40 feet in depth; the bed is a soft muck which seemingly has no bottom. Test piles driven to a depth of 120 feet indicate the same material for the entire distance. The contractors on this particular stretch first attempted to drive a trestle across the entire lake, their plan being to dump from the trestle with their four-yard outfit. The trestle was built and it was found necessary to use 90 ft. piling in order to make a structure stable enough to carry the construction trains. When filling was commenced the weight of the material forced the trestle out of line and in fact tore it into pieces in two or three places. Piles were re-driven and a new

floor put on the bridge. This held only for a short time and it was not long before the trestle was out of commission again. This happened five or six times when it was finally decided to use scows or a pontoon bridge from which to unload the material. Two scows were built and 60 ft. timbers were provided for stringers to carry the track, one end of the first set of stringers being placed at the head of the bank with the other end on the scow. The second span had both ends of the stringers resting on the scows. In this way the filling was dumped at the head of the bank until the scow was reached, when the timbers were taken up and moved ahead. This scheme worked without a hitch until the connection was made with the fill on the west side. The work here has been in progress for eleven months and it is probable that about two months' work will be required to finish the fill. A sink hole was encountered just west of Shady Oak Lake which also caused us considerable trouble all of last season. At this point there are indications of an underground lake which it is necessary to fill up in order to hold the embankment. This fill is now approaching completion and the indications are that no more trouble will be experienced.

About three miles from Hopkins the M. & St. L. Ry. crossing will be moved approximately one-half mile south of its present location and the present layout will be abandoned. The crossing will be at grade as at present but will be on straight track. Both east and west bound passing tracks are provided for here, switches of which will be governed by the interlocking tower.

At Purgatory Creek the present structure is a light steel trestle. The new grade at this point is located some 50 or 60 feet south of the present bridge and will have a depth of 60 ft., about 5 feet higher than the present grade. An 18 ft. reinforced concrete arch has been built here and is now being filled over. This culvert is 220 ft. long and contains over 1,200 yards of concrete. From this point to Cologne it is a rolling country of a very marked character and the work is a succession of heavy cuts and fills the entire distance.

Practically the same location as the old line is held through Chanhassen except that the grade will be lowered 8 ft. The station grounds at the town of Augusta will



STEAM SHOVEL IN CUTS ON H. & D. DIVISION

be moved to a new location about one-fourth of a mile south.

At Cologne instead of the present series of curves which extend through the station grounds and for a distance on either side, we will have a tangent over a mile in length with short 1 degree curves at each end. A small yard is to be provided for at Cologne and an independent connection with the Hastings Line, doing away with the present connection at Benton Junction.

Between Cologne and Glencoe the changes in alignment are comparatively slight and were made principally for correction of curvature. The M. & St. L. Crossing at Norwood was raised about 4 ft., eliminating the objectionable feature of quite a sag at this point. Just west of Norwood some curves at Tiger Lake have been eliminated; these were 3 and 4 degree reverse curves and were such as to necessitate the slowing down of all trains through this section, causing waste of time and much wear and tear.

From Glencoe to Sacred Heart the second track generally follows the old line, but there are two important changes of alignment on this stretch, through Sumter Station and through Brownton. At Sumter the curve will be flattened and the industry layout transferred to the south side or the outside of the curve. At Brownton, the reverse curve in the station ground is eliminated entirely and we will have a

four-mile tangent, a most important improvement. The new work includes a fill across Lake Addie, just west of Brownton, which is the largest fill on this section, requiring about 100,000 yards of material. Some trouble is being experienced here on account of soft bottom, but we do not anticipate any serious delays. The grades on this section are also being reduced to a maximum of .4 which is being accomplished, both by raising sags and cutting off the knobs or summits. This work is taken care of by the graders building the second track roadbed to the final adopted grade, leaving the roadbed at such a distance from the operated track as not to interfere with traffic. The plan is to lay the second track on the new roadbed and place it in service, when the old track will be temporarily abandoned and the corrections in subgrade made. The most noticeable features on this stretch will be the correction of conditions at station grounds. The depots will be set on opposite sides of their present locations, wherever they interfere with the view of the line. The country generally is flat and the elimination of grade crossings is not a practicable one at this time. We are therefore trying to do the next best, which is to give the greatest amount of view for traffic approaching on the city streets.

Between Great Northern Crossing and Montevideo, a radical line change was

made from a point three miles east to two miles west of Wegdahl. The old track through this locality was located at the foot of a high bluff and close to the banks of the Minnesota River. The curvature was bad and the location was such that considerable difficulty has always been experienced from water. The new line through this five miles is straight and practically a level grade, involving considerable heavy work through rolling and hilly country.

At Montevideo, the division terminal, a new twelve-track yard has been built and put into operation, between the depot and Rock Cut. Second track changes through this yard will include a new line across the Chippewa River, about 80 feet north of the present bridge. The object in correcting the alignment at this point is primarily to furnish more room in the vicinity of the roundhouse on which to place new shop buildings. The present roundhouse was increased by five new stalls and a new 90 ft. turntable has been installed to replace the old 75 ft. table. A new sand storage plant and drying house has also been built. When the new power house is completed the present power house will be removed and a new standard double clinker pit built in its location. The present plans for the Montevideo engine terminals comprise a layout which will be first-class in every shape and which should take care

of the business for a long time to come. One feature of the Montevideo work will be the platform arrangement at the passenger station. It is planned to use an island platform so that all trains will discharge and take on passengers on the depot side. The location here is excellent for this purpose, admitting the possibility here of an attractive and picturesque passenger station.

The next ten miles is light work with practically no change in grade.

Just west of the Chippewa River a connection will be made with the present low line around Watson Hill. A temporary cutoff will be made to the present high line, but it is the plan to eventually double track the low line between Montevideo and Double Track Switch.

From Double Track Switch to Junction Switch the work is also comparatively light and not interesting. The old alignment is followed the entire distance with the exception of, at the curves at Appleton and east of Junction Switch and for a distance of four miles from Milan Station. In these localities are some small connections, but they do not involve much extra work. The result, however, will be a pleasing contrast to the present conditions.

(Concluded in August Number.)



STEAM SHOVEL WORKING IN A ROCK CUT

Loyalty to the Milwaukee Lines

F. A. Wood, Assistant Agent Kansas City Division

Loyalty to our Company is a matter which should be seriously considered by all, because a first-class working force is not one that goes about its daily task, obeying the letter of the law exclusively and doing only that part of the work allotted to it.

What we need is not alone respect for the orders and advice of our superiors, but an affection for them and for the company, a boosting feeling, and a spark of interest in its affairs outside of our immediate position. Let us all in speaking of the Milwaukee Lines, call it "Our Road," so that the traveling public and employes of other lines can see and hear and understand that we are proud to belong to The Milwaukee. In this, we are doing no more than our fellow men are doing in other lines of business—being loyal to their employers. It needs this feeling of affection and patriotism, along with the proper handling of the work, to put men in the No. 1 class among employes of all kinds of business, public and private.

If we were employed by a commercial house, for instance, you all know that we would leave no stone unturned in order to boost that house, and rush in the business; and surely there is no reason why we should be any less loyal because of our employment with a large Railway Company. Indeed no, we should show a finer grain of loyalty for our Company, because of the fact that our field for success is a much larger one with far better opportunities to reach the top of the ladder, as railroad employes, and have you all stopped to notice that we are at work when those in other lines of business have none for weeks and months at a time?

Our President and Vice-President Bush have written to us upon the "Get Together Spirit" and the indications on the Kansas City Division point to a hearty response to both articles of our Officers. Now we must hear from the men in the ranks on this important question and as a mere Assistant Agent, I am going to submit a view of what a young man in the ranks considers loyalty.

To begin with, we all have an ambition to rise in the service, I mean those of us who have sought permanent employment

and not the "rounders," who float from one road to another and then turn around and criticise and condemn a railroad because they have not succeeded in getting anywhere. May I ask you, would these "rounders" ever make good in any occupation and why should we have a place for ne'er do wells any more than some business concern would have. The Milwaukee is not a dumping ground for has-beens and if we are not going to talk up for the people we work for, then we might as well quit and give some other man with appreciation in him, a chance to boost the road.

If you enter the service, enter to stay and if you stay, put just as much vigor into the work as the employes do who are working for small business men or in factories. Have you ever noticed salesmen in the Department Stores where they at times have to pull down all their wares from the shelves in order to make the sale and finally make it? Have you noticed store clerks in all lines of business with which we daily come in contact, talk up for their goods and when you do purchase, they try to make a larger sale by showing you other goods and utensils?

Really, Milwaukee Brothers, there is not a single reason why we should not be just as loyal to our Company as those mentioned above; we are a large family of thousands and if we are going to remain with the Milwaukee and earn our living from it, then we should act as families do, stick together and get the business, for the more money that passes into Mr. Ranney's office, the better chance we have of more salary and steady employment.

If the small business workers get the business for their concern and keep it, they are rewarded by an advance in salary and while the business man is prosperous and doing well, they know they are assured of steady and profitable employment and are not we, in like manner advanced for the same reason—being wide awake, efficient and loyal to the interests of the Company?

The President has recently said that somewhere down the line were our future general officers and are those words not true? If there is doubt in our minds as

to his remarks, let us note the recent promotion of Passenger Traffic Manager Miller and General Passenger Agent Haynes and the changes in the Accounting Department, Chicago, made necessary by the decrease of Comptroller Winne. Did you notice any outsiders or "imported" auditors appointed, not a one; all our own material and good stock at that. I freely confess that I doubted a little the President's words, but what does the doubt amount to after the Chicago promotions. The promotions showed that he was correct and with this proof presented to us, we all have something to work for and a goal to reach even though we do not land right on the top. We cannot all become Executives, but we can safely feel that we can get very near to it, being employed by a company with a policy of taking care of its own.

Thus assured of going forward if we do what should be done in the proper manner and that no outsiders will come in to take away the higher positions, it is up to us to produce results and show our officers that they have the men with them to make the fight for supremacy. If we should unintentionally disobey a rule and receive a reprimand for it, at first we are inclined to feel that we have been done an injustice, but when the mistake is shown to us and after a little thought realizing that it was something overlooked, is it not our duty to chase the "grouch," and be sure that our superiors do not again find us in error. I am no angel in this respect for I have received a few reprimands from my superior, the Agent, for mistakes in reports to the Auditor, but what was the use of feeling hurt about it, the proof was right there in my handwriting and it only made me more determined to do better work and see to it that the Agent and the Ticket Auditor got nothing further on me in the line of errors.

Another matter relative to my subject of loyalty and it is by no means an unimportant one, has reference to the constant interference of politicians into our affairs, a great many of whom are Members of Legislatures or City Councils. They are forever and ever trying to impress upon us how they favor the Railway man, at different periods introducing bills in their respective Houses—a good many of them useless and burdensome to our Road, which we realize soon afterwards, simply to curry favor with us and let us think that they

are very much concerned with our welfare. And I feel that you will agree with me when I say that this practice of suggesting enactments to them can do us little good and only reacts in the shape of a boomerang for us. "A house divided against itself cannot stand," and when we listen to these political healers and give them suggestions to shape a legislative bill, we are simply cutting off the hand from which the pay checks come. Their bills may sound nicely, but if it is a burden to the Company, either in a financial sense or in any other sense, what is the result, we feel it right straight down the line. I say that we Milwaukee men are in a class by ourselves, we do not need this ever increasing interference because we are able to settle matters between ourselves. United we must stand for where will we land, working both ways. You all know that if expenses get to exceeding revenue, what Road can make it go and what will be our situation. If they keep on handing out the legislation as to Railways that they have of late years, we will soon have to go back twenty-five years or more and put the prairie schooners in commission. Not so very long ago, the Kansas Legislature had a Bill up for consideration, changing the pay days on all the Roads in Kansas, a Bill, pure and simple, to seek popularity with Railway men of Kansas, but the Legislator whoever he was harked wrong that time, for the Kansas Brothers of the Rail arose as one man and protested by petition stating that their credit was good anywhere in the State or outside of it and that their savings and homes which they owned, if put together would make a good sized City. The result, the Governor vetoed the bill, taking the position that our Kansas brethren knew what they wanted.

This is but a sample of the many attempts made to win our good will which would if passed only mean some reductions at some place in the organization. These are days of radical ideas and measures and Agents must be very careful about methods of dealing with the public. We must educate ourselves first in talking up and standing by the Company and with a good loyal spirit in every Milwaukee heart, in time the public will see that we are giving the best that is in us, thus helping to bring about the return of the good old days when the people considered a Railway a blessing, for indeed it is a great blessing, but the people

have been led away from seeing both sides of the question. Get out your magazine and show them what our people had to do to get the Puget Sound Lines in operation, the difficulties and hardships, all for their comfort and satisfaction and you will win a friend for the Road every time.

Let us put our shoulders to the wheel and make it go faster than ever, let we Station men keep after the business, freight and passenger, make Solicitors of ourselves as well as Station Agents; let us pitch in and economize not only in stationery, but in everything, order only what is needed until next requisition; the Frisco Lines, I understand, saved nearly \$300 in two months in stationery on one division by transferring surplus pencils, carbons, report blanks, etc., from one Station to another, the Frisco getting the use of surplus material that otherwise would have been useless many years. Let the men save the weigh cards and use them over again. I would suggest that the General Storekeeper supply the Stations and offices with the metal pencil holder, so that we can make a showing on the suggestion of Vice-President Bush.

Let it be so, that when we run short of supplies, we could wire up or down the line to an Agent to help us out thus eliminating a whole requisition at times from one Station or the other. Our Trainmen can help along this proposition, as well as we can, for they use almost as much stationery as the Agents.

Let us have some TEAM WORK, we

have that means of knowing now just what we are all doing, so let us get acquainted. Let us always remember that attention to duty and loyalty to our Company means a good old Milwaukee pay check and steady employment. Outside advice is not needed; we are going to consult ourselves for there are 50,000 of us able to do our own thinking.

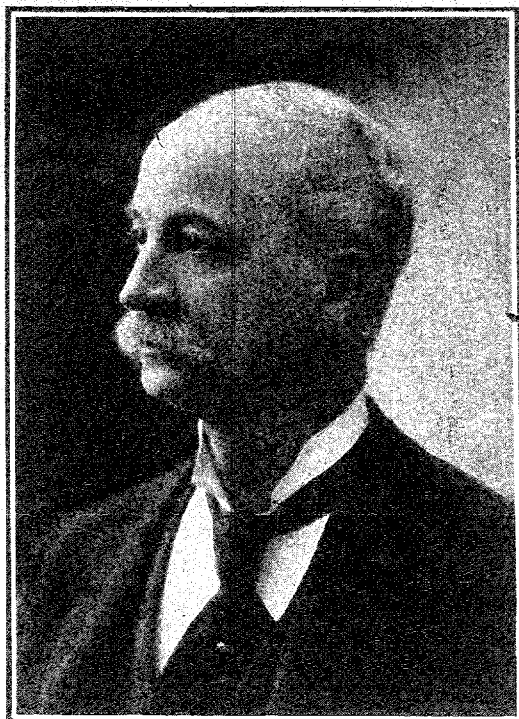
Some Globe Trotter

The New York Evening Sun has commissioned John Henry Means to make a record-breaking trip around the world; and homeward bound he will use the Olympian from Seattle. Mr. Means sailed from New York on the Mauretania, July 2nd, and his route will take in London, Paris, Berlin, Moscow, St. Petersburg, Harbin, Vladivostok, Tsuruga, Yokohama, Victoria, Seattle, St. Paul, Chicago, Cleveland and Buffalo, landing at the Evening Sun office in New York City at 10:20 p. m., August 6th. Total time, 35 days 21 hours and 35 minutes. If the arrangement does not miscarry this globe-trotter will arrive in Victoria on the Empress Russia, August 2nd, and there jump aboard a fast steam yacht for Seattle, where he will connect with the Olympian of that date. Our boys will then whirl him across the continent to Chicago, where he will scamper through the city to catch the Twentieth Century on the Lake Shore.

This is good advertising for our line and good sport for us, too. Let's make his journey over the Milwaukee the red-letter days of his entire trip.



FOREMEN LOCOMOTIVE DEPARTMENT, DUBUQUE SHOPS



A Reminiscence

By E. W. Dutcher

At the request of our River Division Correspondent, I am pleased to furnish a brief account of my connection with the C. M. & St. P. Ry. Co.

There is a short address at the front of the initial number of our magazine that I wish every young man employed by this company would read and read again. There is in every line a truth and admonition. I quote a few sentences particularly apt. "This company wants more from its employees than the mere work they are appointed to do." "Work without interest is no better than slavery." "The man who cares about what he is doing, enjoys doing it." "The future officers of the company are somewhere down the line."

I first heard of this road somewhere about 1853, as I recall, when men who could write with a flourish and talk as well came through the country west of Milwaukee and induced the farmers to mortgage their farms to raise the funds necessary for the purchase of right of way, promising glittering returns and a free ride to Milwaukee when the line was completed. My first recollection of an actual railroad was when the construction train was within four miles of Hartford and we could hear the whistle of the locomotive when the

wind was in the east. I thought I had a call to be a railroad man and one day walked down the line to join a gang of shovelers. I found a lot of men loading flat cars with gravel while the boss stood on the bank making remarks, both fierce and emphatic. I listened a few moments then backed cautiously away and went home. The boss of today, with the intervening years of experience and stored up example, has not advanced to any marked degree in the art of profanity.

In the spring of 1859, the road having been completed to La Crosse, I had an opportunity to learn telegraphy in the office of A. W. Bellows, agent at Hartford, now on the Northern division. After becoming sufficiently proficient to report trains, using the old fashioned register—there were few sound operators in those days—I made bold to apply in person to Edwin H. Goodrich, whose office as superintendent was in Milwaukee, for a situation. He directed me to go to his operator, W. P. Cosgrave, who told me they were to open an office at Cambria, asking me to take charge. He fitted me out with necessary apparatus, and that was my first start at \$35 per month and no overtime. W. P. Cosgrave is now living at Winona, Minn., retired from active duty. He still carries the gold watch which I had the pleasure of presenting him



MRS. DUTCHER

on behalf of the operators between Milwaukee and La Crosse, in 1861. There was but one wire between Milwaukee and La Crosse at that time, used in common for commercial as well as railroad business. An incident occurred while I was operator in Cambria, which may be of interest just here. The feeling between the North and South was growing tense about this time and interested men in the town used to come to the office in the evening to hear the war news that was being sent to Brick Pomeroy's Democrat at La Crosse. On the 12th of April, 1861, if my memory is correct, during the evening the following bit of news came over the wire: Tom Tyrrell, operator at Milwaukee to Mark Kellogg at the La Crosse end of the wire—"Washington, D. C., Apr. 12th. The rebels have fired on Fort Sumter!" This was the first message of the war. Mark Kellogg opened his key long enough to remark—"It's a d-d lie!" But it wasn't. All this is very clear in my memory.

The register above mentioned is in the office of the late U. J. Fry superintendent of telegraph together with a complete history of the old machine which I furnished him at his request several years ago.

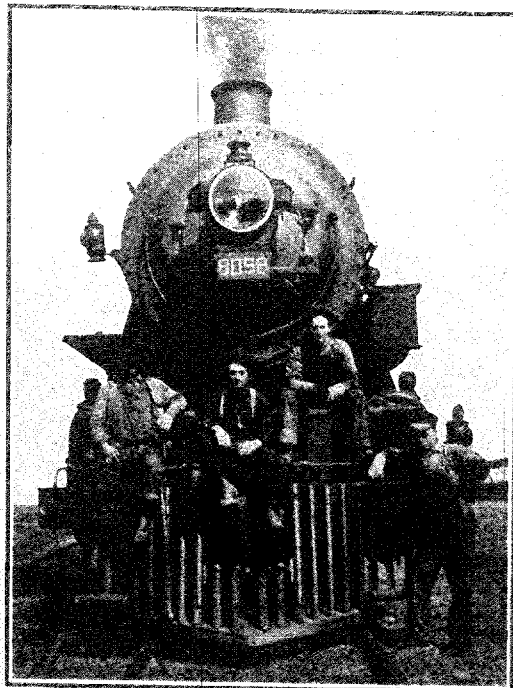
I recall that freight cars were 16,000 capacity and 12 or 15 made a train. Freight rates were high in comparison to this day. Milwaukee to Cambria, 80 miles, 75 cts. per cwt. Almost all freight went 1st class. There was no through billing to connecting lines. Copying presses unknown. No typewriters, no 'phones. One could not converse with his neighbor in the same seat in a passenger coach, on account of the noise. Conductors and Express messengers wrote their memorandums while teetering on their toes to keep in swing with the swaying cars. Passengers literally shook the dust from their feet at the end of a journey. One cannot realize or comprehend the difference unless he has passed through and over every inch of the intervening years. Wonderful and surpassing the farthest thought!

In looking back over the 54 years of active service with this road without the missing of a single pay-day, I am free to say that I congratulate myself, that it was my good fortune to have my lot cast with this great corporation. Not for the salary it has brought me, but for the opportunity given me to labor and, in some measure,

earn it. As I have watched the Milwaukee grow year by year, from 196 to 7,296 miles with its splendid equipment, and have seen the men come up from "somewhere down the line," it has been interesting to note and recall the persistent and unflinching labor which has brought the road to its present envied position among the great systems of the country. I have in mind one from whose deft hand I have copied hundreds of train orders and have not forgotten the never tiring energy and push that brought him success.

This sketch would not be complete without mention of a certain lady who has had much to do with my long service in making a pleasant home and in the preparation of good wholesome food—a home as well as housekeeper. Let me tell you that it is the wife and mother, if worthy of the name, that should be awarded a large measure of praise.

As ours is a family magazine I have taken occasion to slip in with this communication her photo—a loyal booster for the Milwaukee on every occasion. April 14th we celebrated our golden wedding anniversary. Wife and I, jointly and collectively, rejoice that we have a magazine distinctly our own and thank the donors for their kind remembrance of us on this occasion!



H. & D. CREW AT BIRD ISLAND

Electric Train Haulage

By Walter S. Goll

To the layman, seeing only its outward manifestations, with practically no knowledge of its production, control and application, but realizing only the daily increase in its service of man, electricity is a mysterious, intangible, incomprehensible something which has already demonstrated its apparently unlimited versatility and of which anything and everything may be expected in the future.

The fact that it has for years been supplanting the horse and the cable in the propulsion of street cars, and has made possible comfortable, speedy and frequent interurban service would lead one to assume that electricity could be applied equally well to heavy passenger and freight service. And so it could, so far as engineering considerations only are concerned. That is, any existing steam road could be electrified and the service could be made equal to or better than any steam service. But problems of this kind must be solved ultimately from the standpoint of a consideration of cost of installation and operation, and such a consideration indicates that while the use of electric propulsion would prove cheaper than steam for many classes of service, the movement of heavy trains infrequently over long distances is not one of them, at least for the present.

Recent advances made in electric traction, however, have made it possible to deal with many classes of traffic which would not have been considered a few years ago; and altho, as already suggested, there are still many long-distance lines handling a certain kind of traffic which is unfavorable to electric haulage, these cases are being reduced each year by the progress of invention, and also by the changes which are taking place in traffic conditions. By this is meant that the passenger service on many lines, which was of a concentrated nature a few years back, is now becoming more distributed, and is, therefore, favorable to the installation of an electric system.

In addition there are certain special sets of conditions which make heavy electric traction desirable and in some cases well nigh indispensable considered sometimes from the standpoint of convenience only

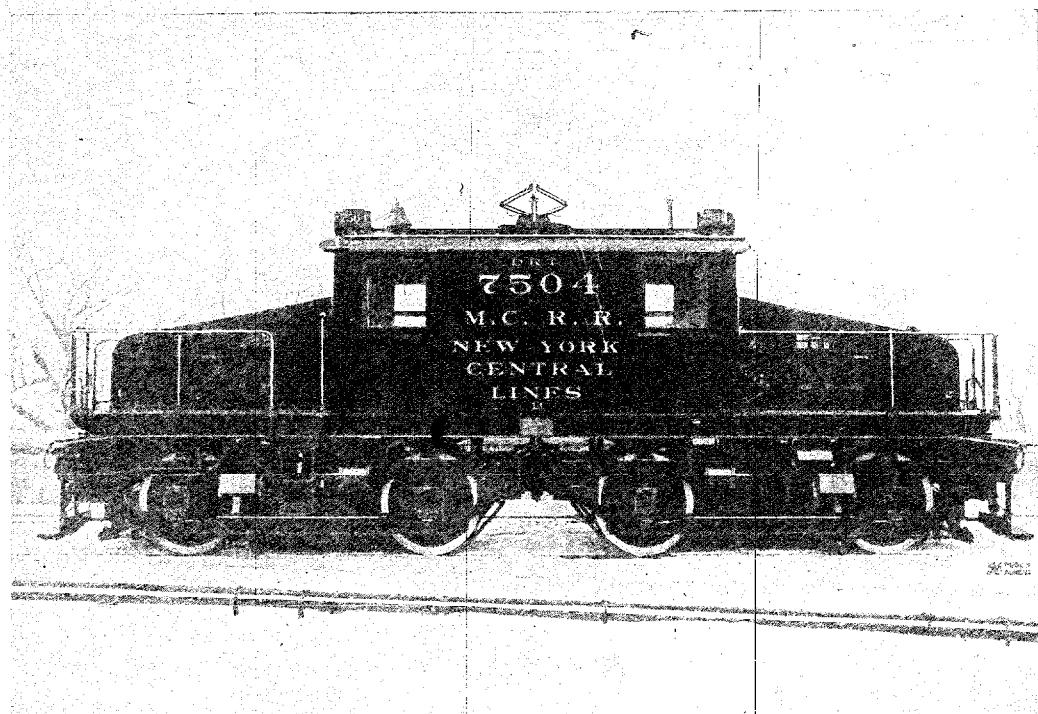
and again from a consideration of cost of operation. I refer particularly to terminals and approaches to large cities where a heavy suburban service presents an ideal condition for electrification and where the smoke and noise of steam service are especially objectionable, in long tunnels where the problems of ventilation make the use of steam locomotives quite or well nigh impossible and for heavy haulage over mountainous country with steep grades and especially in high altitudes and severe cold where the operation of steam service is attended with many difficulties.

For these conditions the electric locomotive is gradually demonstrating its superiority and crowding out its predecessor.

THE ELECTRIC LOCOMOTIVE-RATING AND CAP

The rating of a steam locomotive is based on the maximum tractive effort which it is capable of giving, while its capacity depends on the maximum speed at which this tractive effort may be developed. The maximum rate of doing work, therefore, for which it is possible to design a steam locomotive is established by practical limitations as to steaming capacity of the boiler and width and length of fire box. The electric locomotive, on the other hand, does not generate its own power, but acts merely as a transmitting medium through which electric power delivered to the locomotive is converted into mechanical power at the driving axles. Each driving axle of an electric locomotive being equipped with a motor, the size and horsepower of which is limited by the speed at which it operates, by the gauge of the track, and by the diameter of the wheels, it becomes only necessary to provide a sufficient number of driving axles to permit the electric locomotive to deliver the greatest tractive effort that the draw bars of a train will stand at any speed permitted by considerations of safety in operation and reasonable cost of track maintenance.

In converting electrical into mechanical power, part of the electrical power is lost in the windings and in the magnetic circuit of the motors, taking the form of heat and causing a rise in temperature proportional to the power loss and to the radiating



100 TON ELECTRIC LOCOMOTIVE

capacity of the motor. The losses and consequently the temperature rise increase with the power developed by a given motor, and the maximum load cannot therefore be safely carried beyond the point where permanent injury to the windings will result from excessive temperature. Long experience with the various insulating materials known to the art has shown that the best of these cannot be repeatedly subjected to a temperature rise greatly exceeding 75 degrees C. above the air without deterioration. There has therefore been adopted for railway motors a standard rating defined as the horsepower delivered at the axle continuously for a period of one hour, with a rise in temperature not exceeding 75 degrees C.

The rating of the electric locomotive, like the steam locomotive, is based on the maximum tractive effort the locomotive will exert for short periods of time, fixed by mechanical considerations, such as weight on drivers and by electrical conditions, such as overload capacity of the motors. The capacity of the electric locomotive on the other hand, is determined by the heating of the motors in continuous operation, this heating being dependent upon the operating conditions, such as length of run, grade, curves, weight of train, schedule speed,

number and duration of stops and lay overs.

In order to provide a margin to cover changes in assumed operating conditions and possibility of occasional increase in duty, the estimated temperature rise in service operation should not as a general rule be greater than 60 to 65 degrees C., although occasions may infrequently arise where a higher value may be safely taken.

FORCED VENTILATION.

In the smaller sizes of motors, where the radiating surface is large in proportion to the weight, it is possible to carry off excessive heat by natural ventilation. This applies also to many of the larger sizes of locomotives in cases where the grades are light and where the average power developed throughout the day is not greatly in excess of one-third of the rated capacity. If the service is especially severe, however, calling for the movement of heavy trains at high speeds or up long grades, it is not economically feasible to cool the motors by natural means, making it necessary and desirable to use a system of forced ventilation. Such a system may be made extremely simple, air being taken from the side of the locomotive through a screen by a small high-speed blower and delivered into a header from which connections are made to the frames of the motors. The

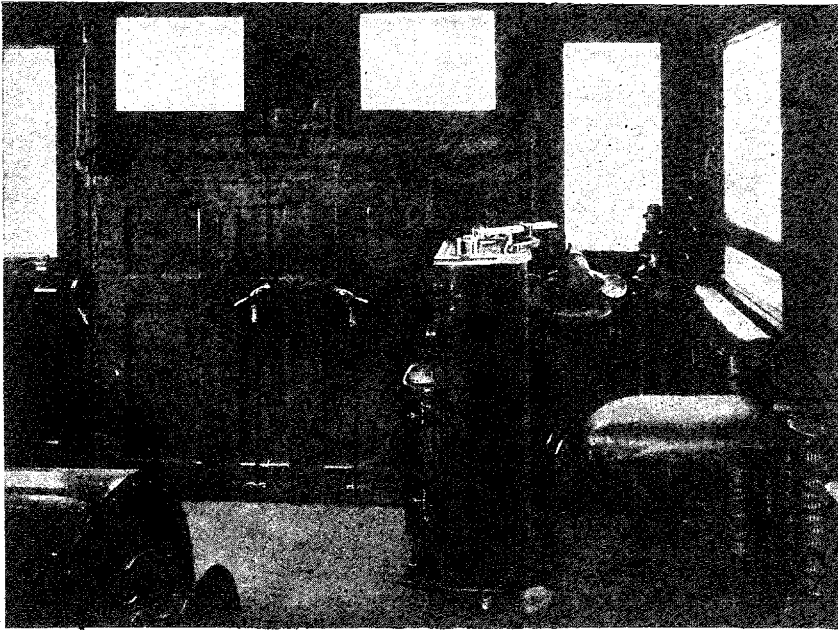
use of forced ventilation will permit considerable reduction in the cost of the larger sizes of locomotives and will be attended with an appreciable increase in working efficiency. For these reasons this system is almost always desirable where the runs are long and the service heavy.

EFFICIENCY.

A valuable and distinctive feature of the electric locomotive is the high working efficiency maintained throughout a wide range in load. As an example, a typical 100-ton, twelve-wheel locomotive has a net efficiency above 90 per cent for a range in tractive effort between 5,000 and 20,000 pounds, i.e., throughout its practical work-

per dynamometer horsepower under best working conditions to 8 or 10 pounds per dynamometer horsepower on heavy grades or while shifting.

These values do not include stand by losses which will average close to 300 pounds of coal per hour. Investigation of the actual operating conditions of a large number of steam locomotives has shown that on an average they were engaged in actually hauling trains only about 25 per cent of the time their boilers were under fire. In other words, there is a constant loss of approximately 900 pounds of coal to be added to the coal consumption during each hour of active work. The effect of



CONTROL APPARATUS

ing range. The efficiency does not decrease but is maintained at its full value as long as the motors are in running condition. Allowing for all losses in transmission and transformation of power from the power station boiler plant to the draw bars of an electric locomotive, a dynamometer horsepower can be delivered with a coal consumption of less than 3.5 pounds even under the most adverse conditions of heavy grade work, acceleration and shifting service. This includes all standby losses as the electric locomotive consumes no coal when doing no work. Comparing with the performance of modern compound steam locomotives, the coal consumption of the latter will vary from 4.5 pounds

this is to increase by 20 per cent to 40 per cent the actual coal consumed per dynamometer horsepower as determined from test.

MAINTENANCE.

The electric locomotive has no boiler, fire box, valve gear, cylinders or reciprocating parts, the only parts subject to wear being wheels, brushes, bearing linings, gears and some minor parts of the control system. All of these parts may be easily and cheaply renewed and if properly designed have a very long life, 150,000 to 200,000 miles being a fair average life for bearing linings and gears. Records have shown that the maintenance of a 100-ton electric locomotive under average conditions will

not exceed two cents per locomotive mile, and will frequently be as low as one and one-quarter cents per mile for a 50-ton locomotive. These values are one-third to one-quarter of the average cost of maintenance of steam locomotives. The annual saving in maintenance per locomotive will vary between \$1,500 and \$2,500 the capitalized value of which is considerably in excess of the initial cost of the electric locomotive.

ANNUAL MILEAGE.

On account of the time lost at coaling stations and watering tanks, frequent trips to the round house for drawing of fires, cleaning of tubes and other hostler services, repairs to fire-box, boiler tubes and frequent general overhauling the annual mileage possible with a steam locomotive is considerably less than that with an electric locomotive. The latter is always ready for service and but little time is required to repair or renew parts subject to wear or accidental injury. Records show the possible annual mileage of an electric locomotive to average 50 per cent in excess of that usually obtained with steam locomotives.

MECHANICAL CONSTRUCTION.

The possibility of equipping each axle with its own power, thus avoiding connecting rods and long rigid wheel base, makes it feasible to adopt a very simple and flexible construction in the design of the trucks and running gear of the electric locomotive. The tendency in electric locomotive design has been in the direction of the swivel truck type, each unit having two such trucks and each truck as a general rule being equipped with two electric motors. In the smaller sizes of locomotives or where the speeds are low, a two-axle truck is usually adopted, each axle being equipped with motors, but in the larger sizes of locomotives or where speeds of 60 to 75 m.p.h. are to be attained, the construction often recommended consists of a four-axle truck, the two inside axles being the driving axles and equipped with motors and the two outside axles being used for guiding. Each truck is swiveled on center plates of ample size to transmit the tractive effort. The trucks are symmetrical with the weight largely concentrated near the center, and as the outer ends of the truck are relatively light, the truck as a whole has small turning inertia and is easily controlled by the guiding wheels without producing strains liable to affect the track alignment. The

draw heads are attached to the locomotive frame leaving the trucks free to follow curves or any inequalities in the track.

In heavy freight service it is sometimes found desirable to use an articulated construction consisting of two three-axle or two four-axle trucks, connected together by a hinged or articulated coupling, thus reducing the rigid wheel base. In this type the cab may consist either of a single rigid structure mounted so as to permit lateral movement of the truck, or it may be constructed in two sections each mounted rigidly on its truck, the two sections being connected flexibly together.

While as a general rule these types may be made to cover all conditions of heavy freight or passenger work, occasion may arise where other designs may for various reasons, such as possible reduction in cost or concentration of large power in one unit, be found desirable. The latter requirement, however, is of small importance from the fact that the system of control adopted for electric locomotives will permit two or more machines to be coupled together and operated by the engine driver as a single unit from any section.

The following are some typical and interesting examples of the applications of electricity to heavy haulage:

NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY.

The New York Central & Hudson River Railroad commenced the electrical operation of its New York City terminal in 1906. The electrified section extends at present to Yonkers on the main line and to North White Plains on the Harlem Division. All suburban traffic between these points and the Grand Central Station is carried by motor car trains and the through trains are hauled from High Bridge and North White Plains to 42nd Street by electric locomotives. The third rail system is used and the track equipped for electric operation amounts to about 126.6 miles on a single track basis. The electric zone will shortly be extended to Croton, a distance of 33.87 miles from the Grand Central Station. The electrical equipment consists of 137 motor cars and 47-100-115 ton gearless electric locomotives. Two power houses of 20,000 K. W. capacity each, equipped with Curtis Steam Turbines, furnish power for the operation of this great terminal. These

locomotives operate on direct current at 600 volts delivered in some parts of the system through a third rail into trolley shoes on the trucks and in other parts through an overhead conductor into trolleys mounted on the roof of the cab.

LOCOMOTIVE DATA

Service, high speed passenger.

General design, rigid wheel base with pony truck.

Classification, 282.

ELECTRICAL

Voltage, 600 direct current.

Rated amperes, 3,000.

Rated tractive effort, 20,000 lb.

Maximum tractive effort, 35,000.

Speed at rated ampères, 40 miles per hour.

Total rated horsepower, 2,200.

No. of motors, 4.

MECHANICAL

Dia. of driving wheels, 44 in.

No. of driving wheels, 8.

Dia. guiding wheels, 36½ in.

Total wheel base, 36 ft. 0 in.

Rigid wheel base, 13 ft. 0 in.

Width over all, 10 ft. 1 in.

Length, 43 ft. ½ in.

Height over cab, 13 ft. 9 in.

Suggestion to Train Employees

Passengers on our through trains and even those on our local trains, make numerous inquiries of train employees for information regarding various matters of interest along our road, and very often our train men are not prepared to give satisfactory replies to all such inquiries.

I wish to suggest that all of our passenger train men make it a point to thoroughly post themselves regarding all points of interest along the line. This they can do in a very short time by reading "NOTES ALONG THE WAY" to be found in the "Puget Sound Lines" time table folder, and by making inquiry from those in position to furnish the desired information. Also I have arranged for our Advertising Department at Seattle to furnish any train

employee on request with a copy of our book "ACROSS THE CONTINENT," which contains much interesting data regarding the Puget Sound Lines.

I am sure that any of our train men who will undertake to post themselves in this way will derive much pleasure both in the securing of the necessary information and in the imparting of same to our patrons—they will become real "boosters" for our excellent service and will very largely help to make more pleasant the journey of our patrons.

The Old and the New

Out to the west in a palace car
I travel and take my ease,
With no discomforting plauge to mar,
But with every plan to please.
The sandy reach and verdant plain,
Like a panoramic show,
Sweep past in view, and over again
The heights of eternal snow.
The glorious scene turns hours to dreams,
And I witness the sun decline
On an endless train of crawling teams—
And again it is "forty-nine."
Slowly we toil o'er the dreary waste,
Ambushed by red men bold,
And many a life, in our eager haste,
Is lost in the rush for gold.
Lonely the grave where some weaker one
Fell out in the weary tramp;
Yet ever with face to the setting sun
The living press on to camp.
Letters from home in the early fall!—
Three months on the ocean way—
What wakens me? 'Tis the newsboy's call.
From a vision of yesterday!
"Papers, sir?" And the spires I see
Of old Sacramento town,—
I am glad to live in a century
That has swept mighty barriers down!
—E. W. D., in *Sunset Magazine*



ROUND HOUSE FORCE, MADISON, S. D.

Cheerfulness—What It Means to a Railroad

Frank H. Lowry

Much is being said and written on the subject of "Cheerfulness" and the luscious fruits of achievement to be attained through the practice of this most desirable quality in human nature. But how many are really doing the best possible along this line?

If a search is made among the 50,000 employes of the Milwaukee road for men of this character, it is quite certain that a goodly number will be found, for if this were not true the writer would not have heard the oft-repeated assertion that a "finer set of men than the Milwaukee officers and men would be hard to find." Furthermore, the voluntary manner in which visitors to this office give expression to this sentiment is a fine testimonial to the square dealing they receive while transacting their business with the road; and also this appreciation is due largely to the cheerful and prompt service with which their requests are met. Now why can't we all get together on this point and attain the highest degree of perfection in this one great essential? We can if we will. We must learn, first, to work with people before we can work for them. How necessary, then, it is for us to cultivate this spirit of cheerfulness among ourselves, that we may be in position to give the public such services as they will be sure to appreciate and to give us the credit we all like to feel we have earned.

If every employe would make his employers interest his own and discharge his duties with care, going out of his way, even, to accommodate one having business with the company, what a splendid group of men The Milwaukee employes would represent.

Who cares to deal with a cross, snappy, grouchy person whose personality is as cold as an iceberg. Don't let us be guilty of being such. Let us follow the example of those who have found success through a cheerful manner and a smiling willingness to perform all that is expected of him. Let the boys start right and put in practice this excellent principle, which will not only be of great benefit to themselves, but will be an example to others; all of which means much to us as employes, and equally as much to the great System of which we are more or less important units.

A Few Points to the Workers

Are you satisfied with your position?

If not, then you are simply wasting your time.

If your work is a burden, if it is drudgery to you, you have not found your place in life.

If you are in the right place you will feel every faculty and function in your tugging away at your present position with delight.

Every thing within you will give its consent, its approval to your choice.

The mental attitude which we hold toward our work or our aim has everything to do with what we accomplish.

If you go to work like a slave lashed to his task and see in it only drudgery; if you work without hope, see no future in what you are doing beyond getting a bare living; if you see no light ahead, nothing but poverty, deprivation and hard work all your life; if you think that you are destined to such a hard life, you cannot expect to get anything else than that for which you look, blame no one but yourself.

Everyone should go to his work with the same spirit as the great master approaches his canvas—with his soul, led by a great longing and heart hunger, and all absorbing eagerness to transpose to the canvas the mighty picture which is consuming his soul.

If you approach your work as though it were a burden which you would gladly get rid of if you could, doing it merely from a sense of duty, you will continue to be a nobody in the world.

That sort of spirit never leads a man above mediocrity.

If I Knew You

If I knew you and you knew me—

If both of us could clearly see,

And with an inner sight divine

The meaning of your heart and mine,

I'm sure that we would differ less

And clasp our hands in friendliness:

Our thoughts would pleasantly agree

If I knew you and you knew me.

—*Nixon Waterman, in the Chicago Record-Herald.*

Biggest Fourth of July on Record

Our Fourth of July passenger business out of Chicago this year, especially to Fox Lake, about doubled any previous record. Nearly five thousand people went out to the Fox Lake resorts and four special trains of thirteen coaches: Nos. 148 and 150 each carrying seven and eight hundred people, came into Union Passenger Station, Chicago, Sunday evening, practically on time. Fifteen hundred came in Monday morning on Nos. 136 and 140. In handling this great crowd thanks are due from the management to the employees—for not a single person was injured and not one of the trains came in over thirty minutes late.

On the 3rd and 4th there were handled on the Illinois Division 3,999 passengers, and on the R. & S. W., 9,543. Everything moved along all right.

The Fourth of July business all over the line was immense, and if there had been time before going to press, the Magazine would have been glad to have received the train records of this holiday business from the entire system. Certain it is, however, that every man was "on the job" and no serious accident or untoward mishap occurred anywhere; which is a splendid testimonial to "Milwaukee" loyalty.



"DADDY" HEIMS, WIPER AT COBURG R. H., IN SERVICE SINCE 1880

Contentment vs. Satisfaction

By Rev. Chas. Stelzle

Does the church teach that a man should be satisfied with his present condition, no matter what that condition may be? Long hours, short wages, unsanitary workshops, unhealthy homes, uneducated minds? Nothing could be farther from the truth. The whole trend of its teaching is in the opposite direction. Some men are sneeringly saying that the church teaches submission, and that, therefore, it is an obstacle in the way of real progress. I want to point out the difference between being "content" and being "satisfied." The Bible exhorts men to be content. It does not teach that they are to be satisfied.

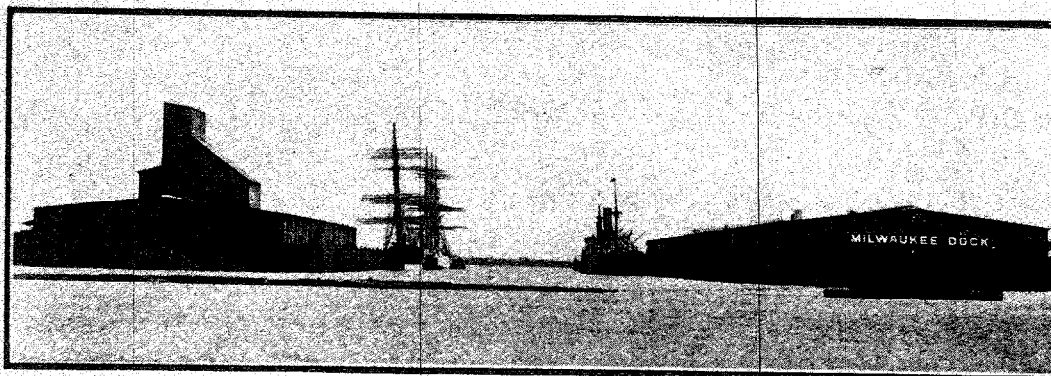
There is a great difference between the two. St. Paul said that he had learned how to make the best of things as they were. But in the same epistle he added: "Not as though I had always attained, either were already perfect. This one thing I do: forgetting the things which are behind (the successes and the failures) I press on." He was content, but not satisfied.

Satisfaction is derived from the Latin words "satis" and "facio"—which mean, making or having enough. Contentment is from the Latin "contineo"—which means, to contain, or to hold one's self together.

Contentment lies in one's self. Satisfaction is derived from external objects. Contentment means the enjoyment of what one has, but it does not imply that one has reached the ideal. It is not indifference or laziness. It does not demoralize character or hinder noble aspirations or brave endeavor after improvement.

It does mean, however, that one is self-contained—the master of one's self. No man can reach out after better and higher things until he has conquered himself. Solomon, the wise king, once said, "He that ruleth his spirit is greater than he that taketh a city."

And so, the church is with the toiler in his struggles after better things. It does not teach that a man must be satisfied. It does teach that a man should learn to be content—and so does common sense teach it.—From *The Railway Conductor*, June.



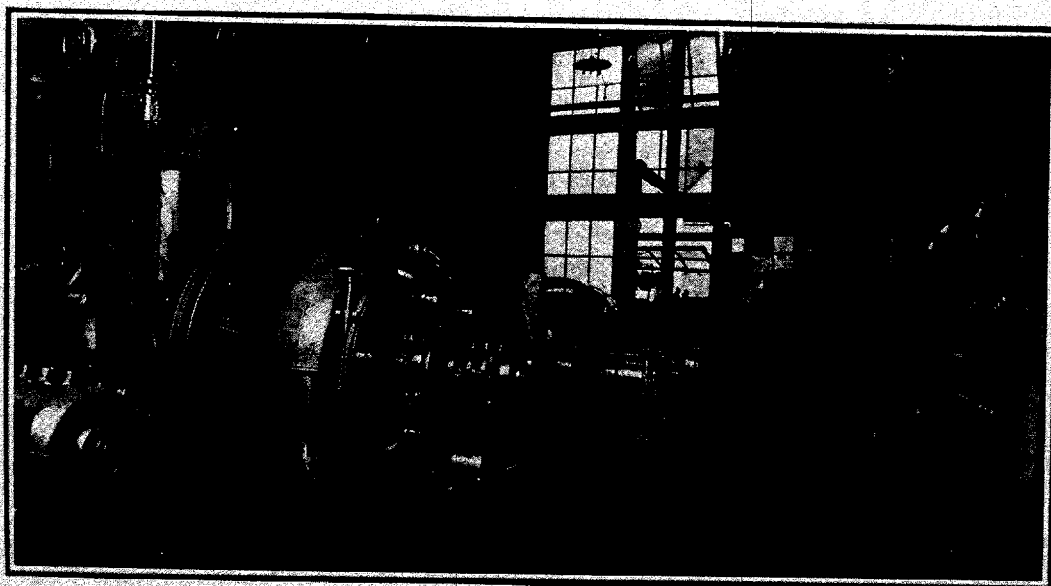
THE MILWAUKEE DOCKS, TACOMA

Oriental Docks, Tacoma

By F. J. Allen

It may perhaps be interesting to the employees in the east to know something about our Oriental docks. Tacoma has miles of water front where deep sea vessels can dock at most any point. I enclose herewith several views showing our docks from the Ocean side; in the one view you will note two large steamers, one belonging to the Osaka Shosen Kaisha Co. with which we have a traffic arrangement, and the other belonging to the Nippon Yusen Kaisha, another Oriental Steamship Co. which calls semi-monthly at our dock loading cargo. On the opposite side of the channel you will note two sailing vessels loading timbers and lumber, one for Liverpool and the other for Bremen; these two vessels have loaded in excess of four million feet of lumber, while the two steamers have a carrying capacity of 12,000 tons measurement.

Our Oriental Dock is 920 by 175 ft. and there were times this winter when we had this warehouse completely filled up and as high as two hundred cars loaded with export freight on hand awaiting space. During the month of February we received from our own line 526 cars with a tonnage of 19,127,340 pounds, and from connecting lines 1,926,000 pounds for export, and during the same month we received 129 cars with a tonnage of 6,042,000 pounds of import freight which included eight cars of silk with a tonnage of 315,061 pounds and a valuation of nearly one million dollars. This silk is unloaded from steamships as quickly as possible on arrival and after being carefully checked by ourselves as well as custom officers is loaded in our Express Refrgrs. and forwarded under Govt. Seal, and usually the silk train leaves Tacoma in from three to four hours after boat reaches Tacoma.



POWER PLANT, MILLS CITY SHOPS, ADOLPH WAGLASCH, ELECTRICIAN

Play Ball!

This world's a diamond, with the bases laid,
And on it Life's great game of ball is played.
The teams are Human Beings versus Fate.
And Time's the umpire, watching by the plate.

We're at the bat. Our purpose o'er and o'er

To wield Ambition's club and try to score.
To try to solve the curves the pitcher throws,

And lam the sphere where not a fielder goes.
Some of us seem to bat with skill immense,
Knocking long homers o'er the deep field fence.

Others bunt infield hits, but wildly race,
And beat the ball down to the primal base.
Still others, though they strive their best,
no doubt,

Fan wildly at the air, and then—strike out;
Then seek the bench, downcast, with visage drawn,

Crestfallen, shamefaced, blue, ambition gone!

Or rag the umpire, growling like a bear:

"You robber! That decision wasn't fair!"

That's not the game! Be not a grouch or quitter!

What though you're not a straight 300-hitter?

You've got another chance. Stand to the plate,

Grab tight your bat, get braced and calmly wait!

Wait for a good one. Let the others rip,
And when it comes—now! Lam it hard!
and zip!

It's got to go! And so must you, old man!

Hike for the base. Keep going—yes, you can!

Steal second! Good! Now, easy—not too gay!

There! Get a lead! A hit! Now you're away!

Keep on! Don't stop! Don't lose that dandy stride!

You've got to beat the throw-in! Slide, now! Slide!

Hurrah! You did it! Score? Of course you scored!

See—there's your tally marked up on the board!

And now you'll win the game—no doubt at all!

You just can't lose, old man, if you'll **PLAY BALL!**

—Selected.

(Read it again. There's a sermon there.)

Strange Freak of Puget Sound

Fred A. Kemp

All who have looked out over the serene expanse of Puget Sound, with its picturesque surroundings, will agree that it is one of the most beautiful bodies of water in the world. But who will believe that it has been left to a "Milwaukee" man, not given to "seeing things," to discover a remarkable freak inhabiting its depths?

Mr. and Mrs. Guy McCoy, while boating one Sunday afternoon, were suddenly confronted (according to "Mac's" story) by a strange monster with wings like a pelican, a tail like a cow, eyes of fire and braying like a Missouri mule. After one terrified look at the creature, Mac put that boat about, and the way he pulled for the shore wasn't slow. Although fully a mile from land, he declares he made the distance in three minutes flat.

"Mac" would like to capture this interesting monster for the Smithsonian Institute, but for fear his fame may never be perpetuated through his contributions to science, he has been immortalized in the following verses:

"Of all strange fish in sea or lake,
The fish "Mac" saw sure takes the cake;
With one wing up and one wing down,
And cow tail thrashing madly around,
With eyes agleam with awful light,
It brays and brays from morn till night.

Around the Sound it swiftly swims,
And sometimes through the air it skims;
The startled sea-gulls fly away
Whenever they hear this strange fish bray;
They say no dog-fish can be found,
Since this monster freak has reached the Sound.

Bird, mule, fish or Holstein cow,
That it's a freak we'll all avow;
The oldest fisherman on the Sound,
A thing like this has never found.
So brother "Mac" you sure will do,
And the old Milwaukee's proud of you."



EAU CLAIRE YARD CREW

Details of the Big Terminals

By R. O. Farmer

In order that our fellow employes may have a clearer conception of the magnitude of our Chicago Terminals and the work carried on therein, I will endeavor to give a brief description of it from an operating standpoint.

During the month of May, 1913, the following number of cars were received, delivered and forwarded on line:

CARS RECEIVED	CARS DELIVERED	FOR'D ON LINE
From Belt Ry.....16,069	To Belt Ry.....15,251	32,270
From I. H. B. Ry.....4,254	To I. H. B. Ry.....2,987	
From other C/lines.....10,710	To other C/ lines.....12,267	
From off line.....29,262		
Total.....60,295	30,505	32,270

When a train is received off the road the loaded cars and the foreign empty cars which have no home in Chicago, must be carded so that the switchmen may determine their respective destinations. The card system is used by our road and most other roads entering Chicago, although some of the roads mark the destination on the side of the cars with chalk. The cards are made from the bills by the Train Clerk and are tacked on the side of the cars by Yard Clerks. After the train is carded, it is switched and classified and the cars are put on several different tracks.

Cars destined to connecting lines are either delivered to the Chicago Belt Ry., or to the Indiana Harbor Belt, or direct by our own power. Cars for the Belt Lines are not classified as to each particular line; they are all switched on one track

and delivered unclassified. The Belt Lines Chicago Belt and the Indiana Harbor Belt, whichever way they are routed:

A. T. & S. F.
Wabash
C., E. & I.
C., I. & L.
B. & O.
P. M.
Soo Line
C., R. I. & P.
C. & O. of Indiana
Chicago Short Line
Pullman Ry.
Grand Trunk

Erie
Michigan Central
Illinois Central
E. J. & E.
C. G. W.
C. & N.-W.
C., B. & Q. (West bound cars)
C. & I. W.
C. W. P. & S.
Mfg.'s Jct.

The following roads deliver cars for us to the Chicago Belt and I. H. B.:

L. S. & M. S.
C., R. I. & P.
C. I. & S.
M. C.
Ill. Cent.
C. & I. W.
Erie
C. & E. I.
C. S. L.
B. & O.
Soo Line
E. J. & E.

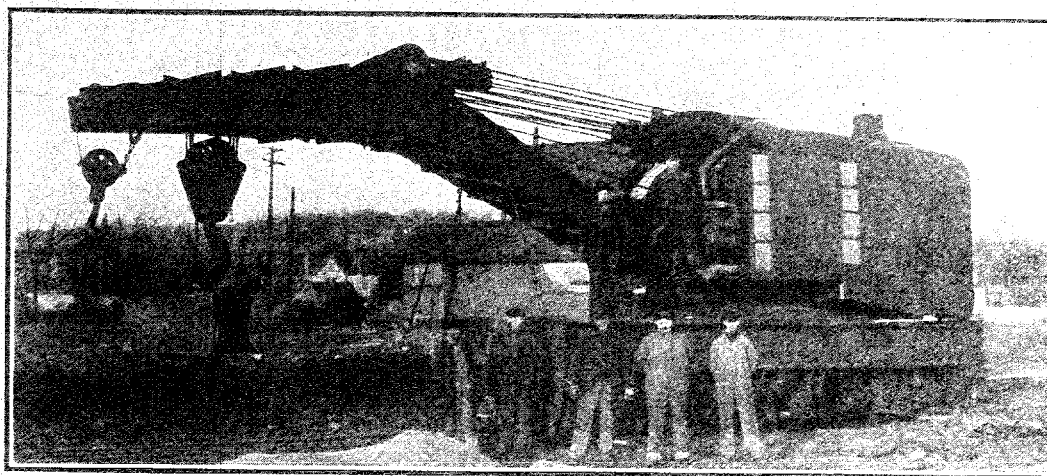
Wabash
C. G. W.
Mfg.'s Jct.
G. T.
C. & N.-W.
Pullman Ry.
P. M.
A., T. & S. F.
C. W. P. & S.
C. & O. of Indiana
C., I. & L.

Cars for or from the C. S. L., E. J. & E., Mfg.'s Jct., C. W. P. & S. and Pullman Rys., are as a rule, always handled by the Chicago Belt.

Cars for other connecting lines are delivered direct by our power, via the Penna. Co.'s and Chicago Junction tracks.



EMPLOYEES GALEWOOD ROUNDHOUSE



STEAM DERRICK NO. 15 AND CREW.

N. Y. C. & St. L.—At 39th and Halsted Sts., U. S. Yards.

Belt—At West Chgo. and 22nd St. Yds. (av. 14 tr. daily).

I. H. B.—At Godfrey yard (av. 4 tr. daily).

Chgo. Jct.—At U. S. Yards.

C. R. & I.—At U. S. Yards.

B. & O. C. T.—At Homan Ave.

C. & A.—At Brighton Park.

C., B. & Q.—At 16th and Western Ave.

C., R. I. & P.—At 43rd St.

Ill. Nor.—At 26th and Rockwell Sts.

L. S. & M. S.—At 63rd St., Englewood.

Pan Handle—At 59th St.

P. F. W. & C.—At 47th St.

All roads mentioned above with the exception of the Ill. Nor., I. H. B., N. Y., C. & St. L., Chgo. Jct., C. R. & I., L. S. & M. S. and C., R. I. & P., deliver to us at Galewood and Western Ave. yards. The I. H. B. deliver to us at Godfrey yard and the L. S. & M. S. and C., R. I. & P. deliver cars for us to the Belt Lines. All cars to and from the Illinois Northern are handled by our power, they placing cars for us on a designated track in their yard. The Chicago Jct., have set aside three tracks for us in their 47th St. yard and deliver their cars to us at that point. We also receive cars from the C. R. & I., I. H. B. and N. Y., C. & St. L. there.

We have three tracks leased from the B. & O. C. T. Ry. at 15th and Jefferson Sts., two of these tracks are used for team tracks and one for a house track. Cars we have for this point are placed on a designated track in our Western Ave. yard and the B. & O. C. T. engine, which delivers the cars loaded on the house and team tracks to us takes back the cars we have on track at Western Ave., and sets them.

We have a reciprocal interchange agreement with the C., B. & Q. Ry. on cars loaded and unloaded in the switching district. A foreign car received at Chicago and unloaded in the switching district, or a car loaded in the switching district, is placed on a designated track and when so placed is entered upon the records as delivered.

Cars consigned to industries on our rails are made up into trains and hauled to the nearest yard by transfer engines and are switched again and set on the consignee's track or on the nearest team track, if the consignee has no private track, by yard engines. We have eight to ten engines to Union St., and twelve to fourteen engines to Division Street daily handling city cars, and five engines at Division Street handling cars to C. & E. Junction and Deering; also about twenty engines handling cars to connecting lines daily.

There is one bad feature which the Terminals has to contend with and that is the cars which have to be carded "Hold." In a number of cases these cars would not have to be so carded if the Agents out on the road would take a little more time in billing them. In most cases the cars are carded "Hold for charges," "bills," or "for orders." When a car is received off the road consigned to a firm or individual located on a connecting line that does not have credit extended, it must be held for charges, unless the charges are prepaid. A notice is then sent to the consignee that the car is being held and by the time that settlement is made the car has been delayed four or five days.

Continued on page 62.

Co-operation and Efficiency

By F. J. Alleman

Cooperation and efficiency as shown on the cover of our magazine should ever be the watchword of every Milwaukee employee. We should not only feel that it is our duty but rather a pleasure to give the public and our company the best possible service and should always remember that the success of this company depends entirely on the business it receives from the public and that to have the good will of the shipper means that we will receive his business.

We should endeavor at all times to give the public correct information, be courteous in our dealings with them, and make them feel that it is a pleasure to serve them, and especially does this apply to station agents and passenger train crews who come in closer contact with the general public than any other department and can do more good towards obtaining the good will of the public and thereby get business for the road than the majority of the employees realize.

One of the problems that confronts the operating department now and which we can do a great deal of good is to move freight between the eastern and western terminus with the quickest possible despatch, when you consider that on an average it takes 11 days for merchandise carload shipments between Tacoma and Chicago and 9 days between the Twin City transfer and Tacoma, and that all merchants buy their goods to sell and not to store and therefore give their business to the line that makes the best time, we should see to it that no loaded cars, especially the long haul cars, are allowed to remain at stations and if through trains are compelled to set out cars account bad order we should see to it that they are promptly repaired and should notify the car service agent promptly when such cars are set out and also notify that office when cars again go forward, as the destination office is probably spending a great deal of time in trying to locate delayed cars in order tell the consignee where the delay occurred, and when to expect them. Prompt service is what counts with us here in Tacoma and unless we can maintain the same we shall lose business.

Godfrey Yards

Officials of the Chicago, Milwaukee and St. Paul Railway announced last week that the new freight interchange yards of the company at Godfrey, Ill., will be opened for the handling of both inbound and outbound traffic within the next six weeks.

This addition to the facilities of the company will represent an outlay of several million dollars and will result in a large volume of freight interchange on its system being transferred to the outskirts of the city. The yards, which are three miles long and one-fourth of a mile wide, extend from Mannheim to Bensonville. Construction work was begun four years ago and sufficient progress was made to enable the company to use the yards for the storage of freight cars during the last two years.

Within the last year the company has constructed a roundhouse, machine shop and carpenter shop on the premises. Two artesian wells already have been sunk and present plans provide for the sinking of five others. There were 850 acres purchased by the road at the time it was decided to establish the Godfrey yards, and of this amount 600 acres will be used for present purposes. The yard will be extended as rapidly as the volume of the company's freight business expands.

A viaduct which, with its approaches will be 2,000 feet long, is being constructed to replace two roads between Mannheim and Bensonville.

Last year Northwestern opened an immense yard near the St. Paul's tract. These two will form the greatest storage facilities in or around the city, with the possible exception of the Clearing yards, built and to be built by the reorganized belt lines for ten or twelve roads entering the city from the West and South.



DISPATCHER'S OFFICE, ABERDEEN, S. D.

At Home

Anna M. Scott, Editor



ENGINEER HARRY L. COFFMAN AND HIS BRIDE—
KANSAS CITY.

FASHIONS CHANGE.

We wonder and ask, what the summer days are bringing to us in regard to the changes of fashion. The question is not an easy one to answer, for the changes are so slight that we scarcely notice them. One style that has changed and is very noticeable, is the short sleeve. On the earlier models the long sleeve was seen, now the elbow length seems to predominate. While speaking of sleeves, we must not forget the neck, for on most gowns the same trimming is used to trim the neck as the sleeve.

The shirt waist is as much in demand as ever, and some are so beautiful, that we feel like apologizing for calling them shirt waists. Some very lovely shirt waists are seen made of net and the sheerest kind of batistes, all embroidered by hand. Some severe styles are also shown in linen and pongee silk.

The separate blouse of white satin, is very chic. It is usually cut low in the neck and is finished with a sailor or robespierre collar. Many simple three-quarter tailor coats have girdles of black satin ribbon. There are some short coats of chiffon or thin silk, to be worn with white lingerie frocks.

Just a word about millinery for it is on hats the brightest effects are seen. The streets look like a flower garden, and you have hardly recovered from one display of color before another is almost on you. There are a great many colors combined to make up a single hat, maline is the favorite trimming, and it can be bought in any shade. All black effects are fashionable, as are also all white effects.

HATS COVERED WITH NET.

The crownless hat, although written of and talked about, is not widely worn. Even in New York, where all the novelties are tried out quickly, a few of these coronet brims are seen, with only two long quills at the back and perhaps a lace veil thrown back over the head. But hats covered with net are seen everywhere. Sometimes with no crown, save plaited net where the crown should be, or over the complete hat of straw with plaited net all over it.

White sailor hats, with flat crown and brim entirely covered with net pressed into half inch plaits and extending beyond the brim, are the newest of summer models; and the same thing appears in black straw covered with black net. No touch of color is shown on any of these, and the all black hat is as fetching as the all white; even more so with some types of beauty.

Garden hats are lavishly trimmed with roses, and a single full blown rose wired to stand erect on a green stem with leaves around it is often seen.

STRAWBERRY AND CHERRY TIME.

The strawberry and cherry time have arrived and a great many dainty and appetizing combinations can be made with this fruit.

STRAWBERRY PUFFS.

Half cupful of strawberries, season them with sugar. Cream a cup of sugar and a heaping tablespoonful of butter. Add one of two well-beaten eggs. Sift two cupfuls of flour with one teaspoonful of baking powder. Stir all materials together with a cupful of milk and a little salt. Beat like muffins and serve with or without sauce.—D. N., Chicago.

MAY BASKETS.

One cupful heavy cream, one-half cup crushed strawberries, one half cup powdered sugar, strips of angelica, one teaspoonful lemon juice, deep sponge cup cakes and whole strawberries. Add sugar and lemon to strawberries, beat cream gradually, whipping in strawberry mixture. Hollow out the sponge cakes, insert and fill the baskets with the cream. Serve with a garnish of whole berries. Very good.—M. S. RAY, Chicago.

CHERRY FLOAT.

One-quart of stewed cherries, four tablespoonfuls of corn starch, juice of one lemon or orange. Put the juice from the cherries into a saucepan with four tablespoonful of corn starch, which has been dissolved in the juice or water. Let it boil for three minutes, then add juice from lemon or orange. Arrange the cherries in serving dish. When sauce has cooled pour it over and set aside to get ice cold.

GOOD THINGS TO EAT.

SOUR CREAM CAKE.

Two cupsful of sugar, one-half cup butter, teaspoonful of soda, two cupsful of flour, one teaspoonful of soda, two supsful of flour, one teaspoonful cinnamon, one of cloves and allspice; one cupful raisins, half cup nuts. Bake in moderate oven thirty-five minutes.—A. M. C., Milwaukee.

COFFEE CAKE.

Three-quarters cup sugar, one-half cup lard and butter mixed; two eggs, two cupsful of flour, and two teaspoonsful of baking powder. Sprinkle granulated sugar and cinnamon on top before cooking. (Very good.)—M. E. H., Cincinnati.

PRUNE WHIP.

One pint of stewed prunes, strained; beaten whites of two eggs, four tablespoonsful of sugar, one teaspoonful of lemon juice. Bake twenty minutes. Serve cold with whipped cream.

GELATINE FRUIT PUDDING.

One-half box of gelatine, one cupful cold water, one and one-half cupsful of boiling water, juice of one lemon, two-thirds cupful of granulated sugar, one-half cupful of chopped walnuts, six soft figs, dates and pineapple. Soak gelatine in cold water ten minutes, stir in the boiling water, strain through cheesecloth and stir in the sugar and lemon juice. Beat well to dissolve sugar, then let stand to thicken a little. In meantime cut all the fruit and nuts in small pieces and see that dates are soft and free from fiber. Now strew the fruit over the gelatine and stir a little from time to time to mix well. Rinse a round bottomed bowl in cold water, pour the gelatine in and let stand in cold place to harden. When ready to serve unmould and serve with plain or whipped cream.—MARTHA.

THE PIC-NIC BASKET

Summer is the season of picnics. What shall we have to eat is the most perplexing question. A few suggestions on this subject may prove helpful to our readers. Always make it a point to carry nothing that must be kept on ice. A picnic would not be a picnic without stuffed eggs and sandwiches. Small cakes are preferable to large ones. If you will make a mixed loaf of various meats and slice rather thick, you will find it a change from the usual cold ham and tongue. Olives and pickles go hand in hand with picnics. They are best taken in the bottle in which they are bought—the bottles can be disposed of after lunch is over. Maplenut Marguerites are very good as a sweet dish. If lemonade is to be served, extract the juice from the lemons and take in a bottle, any bottle will do providing it has a good cork. It is needless to suggest fresh fruit and plenty of it. Lastly, be of good cheer, and take everything as it comes! Remember you are at a picnic!

SOME FURTHER COMMENTS ON THE HIGH COST OF LIVING.

By Blanche Harper Cooley, in Sunday Record Herald.

It is not necessary for people to use great quantities of thick cream; and lettuce, the cheapest of all vegetables, is far better than pastry.

I know I will shock many persons when I state that there is no use whatever in taking ice in the winter time! The ordinary small family uses very few perishable things each day, and these can be set in jars in the pantry window, where the winter winds furnish quite sufficient cold storage.

These hints will suggest dozens of means of minimizing the bill.

I have no patience with people who assert that clothing nowadays is expensive. A city is teeming with real bargains, and ready-made garments are attractive, stylish and inexpensive. The trouble with modern women is that they constantly go on shopping orgies.

If we seriously are determined to cut down our expenditures, the only safe thing is to keep away from the stores! The stoutest feminine heart grows faint when she sees attractive wearing apparel, especially if its price seems to be unusually reasonable.

You will be surprised, if you have never studied the matter, how extremely extravagant you are when it comes to odds and ends—little things which you mistakenly think are necessities.

Many a man comparatively poor has a barber shave him every day in the year. This means something like \$60. If he takes to shaving himself he will at once save that amount of money and probably much more, for when he patronizes the barber shop he is tempted constantly by hair tonics, fancy soaps and lotions. The same, in lesser degree, applies to the woman who has her hair shampooed and dressed, for, whereas she pays more at the time, she does not go so frequently. Fifty cents here and 50 cents there, for hairdressing, manicuring, face massage and all the little luxuries of the rich, will make a considerable reduction in one's expenditures.

Time was when a bottle of good oil dressing served to blacken the family shoes for months at a time. Then father got busy, and employed the corner bootblack; and at last mother and all the children followed suit. Now it is 5 cents a shine for every member of the family almost daily, and 10 cents on Sundays. This is wholly unnecessary extravagance.

"Do you realize, dear," said Mrs. Potter, "that you have never done anything to save your fellow men suffering?"

"Never done anything?" replied her husband. "Didn't I marry you?"—*Exch.*

Platonic love insists that you sit ten feet away from the object of your admiration and talk of the tariff or manufacture of pig iron.—*Chicago Record-Herald.*



Conductor J. W. Cook, of the Chicago, Milwaukee & St. Paul Railway. He has carried a Hamilton Watch for years.

He Has the Correct Time Because He Carries a Hamilton Watch

When you begin to carry a Hamilton your watch troubles are over. It is the marvelous accuracy of the Hamilton Watch that is responsible for the fact that **Over one-half of the men on American Railroads maintaining Official Time Inspection** carry the

Hamilton Watch

"The Railroad Timekeeper of America"

The Hamilton Watch is made in all Standard Sizes and sold by jewelers everywhere. Movements only are \$12.25 upward. Hamilton No. 940 (18 size—21 jewels) and No. 992 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. Complete watches in certain sizes \$38.50 to \$150.00.

Write for "The Timekeeper"

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

HAMILTON WATCH COMPANY, Lancaster, Pennsylvania

"Master Builders of Accurate Timepieces"

Smiles

The Roundhouse Foreman

*With Apologies to Abou ben Adhem and the
Author of "Bill Miller's Pardon."*

The roundhouse foreman must have a great snap,

For his title commands your attention;

You naturally suppose his hard work consists,
Just in drawing his monthly pension;

But, the roundhouse foreman, I have heard
them say,

Caused great consternation in Heaven one
day;

The recording angel could not explain

What prompted the foreman to be so profane.

At last a spirit was sent here below,

To look up the cause of the foreman's woe;

So that night he sat down in the foreman's
chair,

And began taking notes of the happenings
there;

First a conceited young clerk, with expression
satanic,

Brought a bundle of letters from the Master
Mechanic;

And here are a few extracts I give as a sam-
ple:

Of the bunch the spirit took away, for ex-
ample.

Please note that the Superintendent complains,
You are using poor coal on your passenger
trains;

Please let me know what excuse you can make,
Why so many compound packing rings break;

Engine failures last year for this month were
but seven,

I regret, for the same time this year, there's
eleven;

You must take up the matter and ascertain why,
We used so much valve oil in the month of
July.

You are surely aware that a half pint to use,

Of valve oil, is simply abuse;

I believe it would be wise (at least you can
try it),

To give engineers feathers with which to ap-
ply it;

The President's Special is leaving today,

At Ten Twenty-Five, there must be no de-
lay;

But, alas; for the plans of mice and of men,
The telephone rang at a quarter to ten.

And the voice of the caller announced with a
drawl,

The fireman is sick, who else shall I call?

The fire-box man just then appeared at the
door,

The crown sheet is down on the 334;
Next came an engineer, swelled like a toad,
You'd think from his looks, he'd surely ex-
plode;
And asked loud in the name of the evil one,
"Why ain't the work on my engine been
done?"

The foreman then made an angry retort,
While the spirit examined the work report;
Of this same engineer, and this was the news:
"Wash the boiler and blow out the flues;
The seams are squirting, caulk all the leaks,
The right brake driver box is so dry that it
squeaks;

Steam pipes are leaking, pack throttle well,
Right main pin out, and runs hotter than—
it should.

"All the rod bushings are loose on both sides,
Set up the wedges and line up the guides;
The air pump jumps on the upper stroke,
Examine and see if the valve rod ain't broke;
Take down the left main rod, reduce the brass,
And don't fail to put in a new water glass;
Raise up the front end an inch or more,
And fix the catch on the fire box door.

"I think from the way she tears her fire,
Her petticoat pipe should be a little higher;"
Before the good spirit got through taking notes,
From the book containing the work reports;
From the Chief Train Dispatcher came a mes-
sage that read:

"The Golden State Special engine is dead;
Send another at once to take the train,
Why you sent this one on six you will please
explain."

When the hostler announced that a broken
switch,

Had caused him to put engine twelve in the
ditch;

The spirit departed, but on the same night,
Returned with a crown and in the greatest
delight,

Presented to the foreman's most astonished vi-
sion

A test of the recording angel's decision;

With a list of the great hero saints all re-
vealed,

And the roundhouse foreman's name leading
the field.

HUMORS OF THE TRACK.

Roadmaster (old times) to Sectionhand—Go
back, Mike, and "let three cars off" of the
gravel train!

Sectionhand, nodding over his shoulder to
the engineer, "Why can't he whistle 'em off."
"And to think," remarked the Roadmaster,
"this lad was only three weeks in America."



TOUGH—"Come on, cough up!" H.L. BOCK.

RAIL EMPLOYEE—"I'm sorry Bo—but I'm working for the Milwaukee Road and you know this is only the 11th of the month."

BE POLITE.

When freights are thick upon the floor and worse is yet to come; when someone slams the big front door—and slams it on your thumb; when everyone with stuff to ship acts mean enough to bite—it pays to wear a smiling lip—and be polite!

When some big shipper raises Ned because his shipping clerk has shuffled on your luckless head the blame for his own work, and hustles down to raid the place, just spoiling for a fight, it pays to pull a merry face—and be polite!

And when some lady wants to know "the cause of such delay" and doubts your word and tells you so, no matter what you say—though you may itch to tell the dame to run and fly her kite, it pays to grin right through the blame—and be polite!

You'll get no profit on a frown unless you keep a jail, and winning rows won't bend you down beneath a load of kale unless you win then in a ring, so chop the scowl and fight—be jolly—that's the proper thing—and be polite!
—Exchange.

Judge Blenski speaks Polish, German, English and French, but he can't talk West Milwaukee. He tried to understand it in court and he made a bad failure.

A brakeman was being tried for assault and battery on a switchman. The brakeman was on the stand and testifying:

"Judge, I high-balled the hoghead to slip the rattlers over the transfer, and this pie-eyed geek—"

"Hold on!" exclaimed the court. "What kind of language do you talk?"

"The same as every one in West Milwaukee," answered the brakeman.

"Is there an interpreter present who can speak West Milwaukee?" asked the court.

There was, and the trial proceeded.—Free Press.

The slogan "Safety First" is well chosen, it coincides with the first law of nature. This is aptly illustrated by a little incident that occurred on S. C. & D. train No. 6 some time ago. A few stations out of Mitchell, when leaving town, the fireman discovered two traveling Knights of Rest on the back of the tender and ordered them off. They showed some inclination to argue the matter and the fireman started to climb over towards them, when one of them pulled a gun and fired a couple of shots and they both jumped off. "Shall we stop and get them, John," inquired the engineer. "No," replied John, dryly, "Pull her out, Safety First."

PAT SCANLAN'S SCHEME TO USE WOOD ALCOHOL.

"Don't you know," said P. H. Scanlan of the Milwaukee road last evening at the Thornton, "that the ingenuity of the American in adapting himself to the conditions that confront or surround him is well known? During the late Spanish-American war, when the American soldiers were camped at and around Tampa, Fla., awaiting transports that never came to take them to Cuba, a bright one among the bunch of regulars scouting through the country discovered a process for converting the hitherto worthless pine of that district into charcoal equal in quality to that made of hard wood. The pine is put into an air-tight retort from which there is no outlet save from a worm at one end. It is then subjected to an intense heat, and about two gallons of non-poisonous alcohol are distilled from each cord of wood, enough to pay for the making of the charcoal.

"The effects of this discovery will doubtless be far-reaching. A man will soon be able to saw off a cocktail from the leg of a table, and instead of seeing a man between the acts he may keep his seat and get full on the tooth-picks he carries in his pockets. On his return home from the theatre a cocktail could be carved from the 'broom handle' and the man without a home would be able to get comfort of that sort even out of the worst kind of 'board.' These will be cold days for the cigar store Indian. In Butte, he would have to be clad in medieval armor. However, every man could be his own bartender and summary laws of the most azure kind could not restrain a man from chopping up the bureau in order to properly entertain a crowd of congenial cronies. The only drawback now discernible is that every man with a wooden leg would be in danger of having it amputated about four times a minute. Every day would be Arbor day and timber claims would flourish like a green bay tree. Besides all this, by grafting a milking stool and a slip from a Connecticut nutmeg tree on a sugar maple an experienced man fully aware of the great 'graft' in prospect could secure the finest brand of milk punch. And, again"—but what Scanlan started to say was that the Milwaukee's Pioneer Limited was still doing a very fair business, thank you.—Anaconda Standard.



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

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

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

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

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

This great text book is free for the asking. All you need do is to write us a note today saying: "Send your new 1000 page book without cost or obligation to me"—and it will come by return mail. You have had the dream of better living, of getting more comforts for all the family than you have had in the past, why not let this dream come true? Why not send for the book to-day—Now while you think of it!

MONTGOMERY WARD & Co.

Chicago

Kansas City

Ft. Worth, Texas

HEARD ON THE OLYMPIAN.

Mr. A:—Last fall, in Dakota, I went out one morning and in two hours, I killed one hundred prairie chickens. The next morning, in about the same length of time, I killed seventy-five; and the third day, I got one hundred and twenty-five in an hour.

Mr. B:—Is that possible. That was "some shooting." By the way, do you know who I am?

Mr. A:—No, I haven't that pleasure.

Mr. B:—Well, I'm the state game warden of Dakota.

Mr. A:—Indeed; and let me tell you who I am. I am the biggest liar in Dakota.

OLD—BUT GOOD.

An English, a Russian and an Irishman were in friendly conversation one day, when the Englishman remarked that he had recently been taken for Winston Churchill, and had accordingly felt much flattered. The Russian said he had once been mistaken for the Czar, by the peasants, who made a great fuss over him before they discovered their mistake. Pat, then, not to be outdone, chimed in—"Begorra, that's not remarkable at all, at all. But listen—the other day as I was standing on the street corner over yonder, along comes an ould frind I'd not seen for yares and yares—and pfwat sh'd he say as he shtuck out his hand—but 'Jasis Christ, is that you.'"

THE RAILROAD ALPHABET.

Contributed by John T. Cusack, Switchman, Chicago Terminals.

A is for Auditor, who handles the money.
 B is for Brakeman, with a yarn that is funny.
 C the Conductor in charge of the train.
 D the Despatcher, with keen-working brain.
 E is the Eagle-eye, fearless and cool.
 F is the Fireman, who obeys every rule.
 G the Grasshopper, an engine that's right.
 H is the Hostler, who keeps 'em so bright.
 W for the Watchman with lantern at night.
 X for Xtra which has the least right.
 Y for Yardmaster, the boss of the yard.
 Z for the fellow who works mighty hard.

GRUDGINGLY ADMITTED.

"Mother."

"What is it, dear?"

"Are you a human being?"

"Yes, of course, darling."

"Am I a human being?"

"Certainly, my love."

"Is father a human being?"

"Well, yes, I suppose so."

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

Safety First

A. W. Smullen

Safety in railroad operations is not only a question of safeguards, but one of constant personal caution. The aim of the safety movement on the C. M. & St. P. is to inject in each employe the idea of personal responsibility in looking after the safety of his fellow worker, as well as himself.

After years of investigation the railroads have discovered that to cut down the long list of accidents which occur daily, something must be done to waken men up to the fact that unless they will co-operate and practice safety first, conditions are bound to grow worse year by year as they have in years gone by.

Safety first to be a success must have the hearty co-operation of all—both the officials and employes—they must work together and have patience with one another. Success is then assured, because the idea appeals to the man with a family; it appeals to the young railroad man with a mother or sister to care for—and in fact, it appeals to every man more and more each day as he begins to realize what it means to him.

Men everywhere are beginning to understand the importance of doing their work in a careful and cautious way. They realize more now than ever before that when one receives an injury, he is not the only one to suffer.

"Safety First" didn't originate with the call boy or the crossing watchman—it is a plain common sense way of looking at the railroad business.

SAFETY FIRST AT MITCHELL, S. DAK.

"Safety First" was emphasized in the first public meeting which was held at the city hall last night. A number of officials of the company came to the city during the afternoon to co-operate with Assistant Superintendent Anderson, Agent Shelby and Chief Dispatcher Corbett, who were at the head of the work in popularizing the meeting. The Mitchell Concert Band came out during the early part of the evening, played several selections on Main Street and then went to the hall and opened the meeting.

There were several hundred people present to learn of this work being done by the Chicago, Milwaukee & St. Paul, and they displayed the keenest interest in the subject as it was unfolded by the different speakers. Division Freight and Passenger Agent Cody, of Mason City, Iowa, presided during the evening, and filled the position with the success with which he does all his work for the company. Two vocal selections were rendered during the program by Mr. L. D. Milne, who sang, "A Soldier of the Desert Am I," accompaniment was played by Mrs. W. A. Heimberger. Miss Laura charmed the audience with a soprano solo, which was cordially received. She was accompanied by Miss Marjorie Ford. Both singers responded to encores.

Prof. S. D. van Benthuyzen gave the address of welcome for the city in behalf of Mayor Hitchcock, who was out of town, in which he congratulated the company for its work. He stated he had found out to some extent the great need for the safety idea in his travels, and he thought the public needed to be educated to co-operation, with the railroad employes. R. A. Eddy, an engineer for the company, gave an interesting talk on the safety idea. Mr. Eddy has been running an engine for the company for the past forty-two years, thirty-five of which have been spent between Mason City and McGregor, Ia. He spoke of his first trip to Mitchell 30 years ago, and he said he could not express his delight at the great progress Mitchell had made. Mr. Eddy spoke of the dangers encountered by railroad men and passengers and offered suggestions for their avoidance. In connection with the railroad man he held that discipline was a necessity and obedience a cardinal virtue, and the emphasizing of the temperance idea as the best thing for the safety of the passengers and the company's property.

Hon. Robert E. Dowdell, of Artesian, spoke briefly in connection with the movement, saying he felt that the efforts of the company would be appreciated by the public and that there should be a better understanding of the situation and a better feeling between them. He referred to the fact that while a member of former legislature in this state he could recall the bitter efforts made to curb the railroads, but that at the present time there was a different spirit prevailing among the legislators.

C. W. Jacobs, agent at Rock Valley, Iowa, spoke of the safety conditions as he found them in foreign countries, where he has traveled extensively, and he declared that they were of such a character as to preclude the possibility of accidents to the general public. He read a number of statistics showing the carelessness of the American public in approaching railroad crossings, and how these should be protected.

T. A. Biggs, a conductor, emphasized the idea of loyalty to the company and to the passengers. He said that loyalty should keep an employe from drink and control his temper. He should not use profane language, and should not allow impure thoughts to control his mind, but should always be prompt in his duty, all of which begets safety. Mr. Biggs spoke of happiness in the home of the railroad man as a great aid to him and an incentive for him to be at his best when on duty.

With the presentation of a number of pictures showing the right way and the wrong way to do things around a railroad train, the jumping on and off of trains by boys, and the occupancy of the right-of-way by people cutting off distances, the meeting came to a close.

Mr. A. W. Smallen explained the pictures as they appeared.

Speaking on Safety First, Mr. Rush A. Eddy said:

"Now, men, wake up and get interested. Attend the meeting and learn just what Safety First means. If you find any fellow who claims he is from Missouri, bring him with you. When you go from one of these meetings, you will not feel so much like passing unconcernedly by something that needs doing, just because it happens to be outside of your line of work, and you do not consider it your duty to attend to it. It is every man's duty to protect his fellow man and the interests of his employer. Don't be afraid to make a note of things you see that need doing. If it is something that you cannot do yourself, report it to your superintendent. Do your duty and I assure you that he will do his, and we will all be benefited thereby."

W. L. Richards, superintendent of terminals, Kansas City, Kans., writes the following:

The local committee meeting semi-monthly are known to be hard and busy workers, each now gathering reports from members of their crafts, to such an extent that two hour sessions are inadequate to dispose of all items.

To show that the Safety First habit was infectious, allow me to call to your attention a line of reports, all of which were acted upon by individuals without loss of time, expense to company and without passing through members to get action.

An old German engaged in cleaning around yard and team track called my attention to a pile of 30 odd cleats and pieces of wood blocks containing one or more protruding nails he had gathered in two days and was ready to burn. This same man while going the rounds gathered in two weeks around team, transfer and automobile platform, pieces of blocking, timber 4x4-10 ft., 2x4-6-10 ft., enough to fill a car, and turned over to B. & B. department, besides getting them out of way of employees, saving many falls.

Section Foreman Gower gathered in Coburg yard this month thus far and delivered without delay to car department, 36 car doors, 11 couplers, saved three tons coal picked off of ground, delivered to stationary boiler plant and out of switchmens' way.

Switch Foremen Stewart, Thelan, Madison, Watson and Wright during this month removed from sides of box cars 18 explosive and 12 inflammable cards overlooked by connecting lines when cars were made empty, and shows how everybody is working with a good purpose in view.

An assistant yardmaster ran ten car lengths to catch a stock car and replaced a side door hanging, swinging and dangerous.

Switch Foreman Lane reported after a night wind storm an electric light wire hanging across track and low enough to catch a man on top of car, which was reported to Electric Light Co. and repaired in six hours thereafter.

Came across Round House Foreman Davies

Use the "Automatic"

And Save Your Employers Time and Money

The C. M. & St. P. Railway
has lately installed **Automatic Private
Branch Exchange** in their Railway
Exchange Building offices.

This better telephone service insures this great railroad system—

4 or 5 Second Connection on House Calls
10 Second Connection on Outside Calls
Unlimited Service, without Extra Cost
No False, Busy Signals
No Disconnection, until conversation is ended,
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The Automatic Telephone is installed by
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WATCHES, DIAMONDS

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WATCH INSPECTOR FOR
C. M. & ST. P. RY.

208 UHLEIN BUILDING
MILWAUKEE

CONSOLIDATED INDIANA COAL CO.

Miners and Shippers, Sullivan County Coals

Highest Grade Domestic Coals produced at
St. Clair Mine, Glendora Mine, Union Mine

High Grade Steam Coals produced at
HYMERA MINES, No. 32 & 33

Mines located on C. & E. I., C. T. H. & T. E. R. R.

FOR SALE BY DEALERS

139 W. Van Buren Street, Chicago, Ill.

and his machinist, W. Fletcher, making a careful inspection of machinery, fire apparatus and tools at noon hour, and last but not least, found in my rounds a trucker with board, hammer and saw repairing step on platform just broken by fall of heavy piece of iron and entirely out of his range of work or duties.

All go to show the spirit displayed and interest taken by all men.

There are many more men in other vocations that do and have done many little things that a year ago were left for "the other fellow to fall over or get repaired" after a world of red tape procedure, that I have not time now to mention in detail.

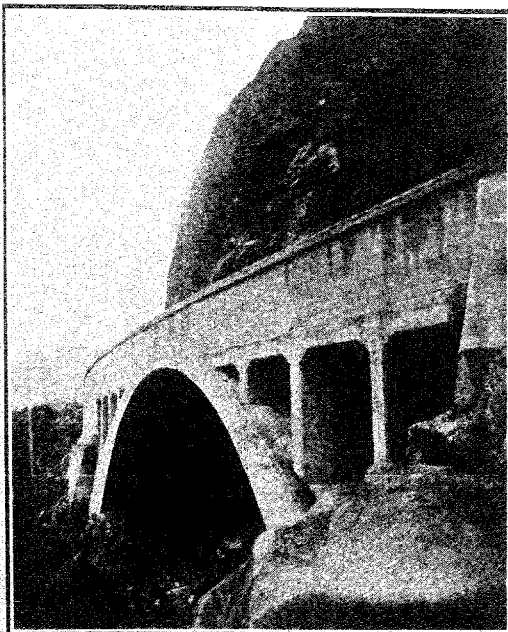
Mr. Jno. W. Phillips, engineer, Ladd, Ill., writes the following:

In my twenty-six years' experience I have come to the conclusion that it would be a good plan that when men are being examined to go firing, that they be given a paragraph to read on safety. I have often been tempted to put the matter up to the officials, thus avoiding a number of accidents to trainmen.

When a trainman goes between or underneath cars, fireman should not take a signal to move from another man, but should give the engineer this information, "Man between or underneath cars," whichever may be the case.

I have always made it a practice to so instruct new men whenever they made one of their early trips and in nearly every case they would tell me they had not been instructed previously.

Another thing I wish to mention is, should a fireman see anyone would be endangered by engine or cars moving, he must take safety into consideration first always and tell the engineer of the danger.



A SAFETY CONCRETE VIADUCT AROUND THE NOSE OF MCCLELLAN'S BUTTE, CASCADE MOUNTAINS

Pay Day Will soon be here

Let us cash your check
Your savings account or checking
account is welcome at this bank
4% interest on savings

**United States
National Bank**
Deer Lodge, Montana

W. A. CLARK

Established 1877

J. ROSS CLARK

**W. A. Clark & Brother
Bankers**

Alex. J. Johnston, Cashier

J. K. Heslet, Asst. Cashier

Butte, Montana

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.

**The State
National Bank**
Miles City, Montana

U. S. Depository

Capital \$100,000

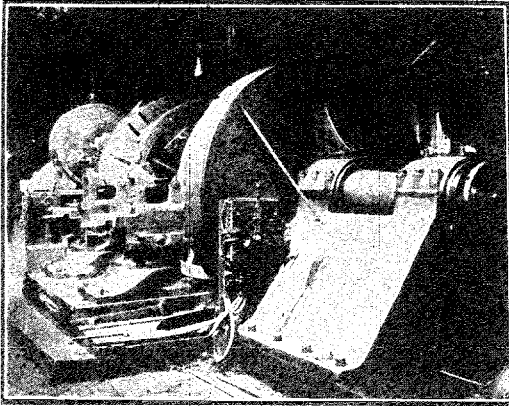
Surplus \$250,000

Interests: 4% in Savings Department
5% on Time Certificates

**Larabie Bros.
Bankers**
Deer Lodge, Montana

Founded in 1869 Oldest Bank in Montana
Every banking facility extended to
our customers.
Safety Deposit Boxes For Rent
Depository for C. M. & St. P. Ry. Co.

Shop Kinks



90" DRIVING WHEEL

On the 90-inch motor driven, Niles, Bement & Pond wheel lathe, a very interesting test was made on a pair of 78-inch tires.

The tires were turned simultaneously with an average cut at each tool of 7-16 inch and a feed of 7-16 inch. The cutting speed was 18 feet per minute. The average horse power required at the motor was 29 H. P., but when cutting through hard spots on the tires, the power required jumped as high as 35 H. P. Under this heavy duty, the tires were cut and taken from the machine in sixty minutes. The motor used to operate this machine is a Westinghouse No. 12, Type S, 50 H. P., 220-volt, variable speed motor.

The accompanying photograph was taken before the turning of the tires began.

(Signed) A. J. HUCK,
Operator.

Do not go into dangerous places until you are absolutely sure they are safeguarded. Caution others against like risks, unless convinced of proper safeguards.

AUSTIN ROUND HOUSE.

Recently engine 327 arrived on train No. 1, at 6:30 a. m., and went out on her run on No. 8 at 7:20 p. m. Engine left the round house at 6:30 p. m. with the following work done:

Machinist W. Hayes faced both valves, and took port openings.

Machinists Larson and Felt dropped back drivers, applied new brasses in boxes, and re-bolted deck.

Machinist Fred Fisher ground in throttle valve, and applied new cylinder packing. Had one man do the machine work.

Boiler Makers dropped pan, and also applied a patch on bottom of tank, 26x42".

We were just 8 hours and 30 minutes from the time the engine was blown off until we had a fire started and ready to go as soon as she had steam enough. Five machinists, two boiler makers, and three helpers.

Truckman Ben Beckel and his helper changed two pairs of tank wheels under a 6,000 gallon tank today in an hour and fifty minutes.

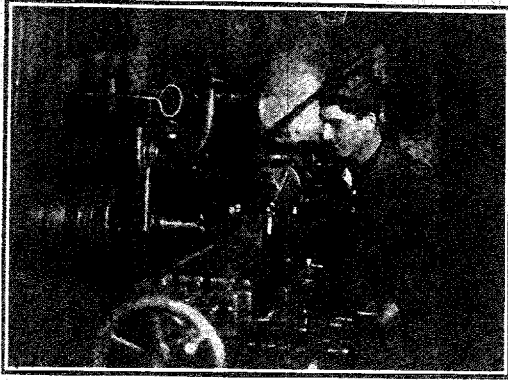
Mr. P. J. McCarthy of Malden, Wash., arrived in Austin to take charge of handling engines at the round house.

The improvements of Austin shops are being delayed account of waiting for pulleys for the main shaft. Milwaukee is being rushed for other material and is unable to get the pulleys out for us at present.

We are now applying flue and side sheets at Austin shops in the B-2 power. This being the first time any work of this kind has been done at these shops. Austin will undertake to try anything. We have three B-2 and one G-5 in shop, and two H-5 and three B-2 in round house all undergoing heavy repairs.



LAREDO ROUND HOUSE FORCE



The accompanying illustration shows hollow end mill cutter at Dubuque Shops, which screws on the end of the milling machine shaft. It is hollow in the center and shaped to conform to the proper curve on the beading tool according to template. The beading tools are held by a clamp in a "V" shape groove in a block fastened on the milling machine table. The operator is feeding table with beading tool in "V" block, the depth required to make the proper bead. By this device you can reduce the cost of milling beading tools to a great extent and they are all of a uniform shape and size.

COACH PAINT RECORDS—MILWAUKEE SHOPS.

In the coach paint shop office is a series of seven boards about 5'6" x 9'6" in size, upon which is shown in a simple manner, the paint and varnish record of each coach for the past 20 years. These charts also furnish information as to some of the important features of the equipment of each car. It is possible to determine quickly the approximate present condition of any coach, and if it is desired, to refer to book records for a detail description of what was done to the car at each shopping.

The painting is done at four shops: Milwaukee, Minneapolis, Dubuque and Tacoma. To distinguish between the shops at which the work is done, round tags represent Milwaukee, square, Minneapolis, hexagonal, Dubuque, and a square tag that has two of its ends clipped on a 45 degree angle, Tacoma.

The heavy repairs in painting are divided into three classes; burnt and painted, which means painting from the bare wood up; re-painting, which means painting on old paint; and re-varnishing, which means that the paint has been touched up and varnish applied. A key underneath the chart shows how these three classes of repairs are distinguished. As an example, car 376 was burnt and painted at Milwaukee shops in 1894; in 1895 it was re-varnished at Minneapolis; in 1897, 1899 and 1901, it was re-painted at Milwaukee, and in 1902, it was burnt and painted at Milwaukee. In 1904, 1906 and 1907 it was re-painted at Milwaukee.

Special tags are used for new cars upon which the name of builder and the date the car was placed in service are noted. A notation at the

Every Man

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C. B. West, Asst. Cashier

top of each tag shows the book and page upon which a detailed record of the work done on the coach may be found, and figures below indicate the month and date the car was replaced in service.

To illustrate: A record of work done on car 374, which was placed in shop for repairs on August 1st, 1895:

F-241.

Arrived August 1st, 1895.

Left September 28th, 1895.

Body outside; old paint burned off, two coats priming, two coats body color, one coat varnish body color, ornamented, two coats "A" body varnish. Inside varnished.

In addition to these records, a ledger is kept in which the exact cost of the work for each shopping of every car is shown.

Tags notched in the lower right hand corner indicate that the car has received new sheathing. Tags in space occupied by car number give information as to the equipment of each car.

These boards occupy very little space, as they are placed one behind the other and are hung from above with counterweights so that they can be raised and lowered to suit. After they are once arranged, very little time is required to keep them up to date, and it is possible to determine at a glance the condition of a car, and with very few minutes' study, the condition of an entire class of cars. Four of these boards are used to keep records of C. M. & St. P. equipment and three for records of cars in service on the Puget Sound line.

MINNEAPOLIS SHOPS.

The additions and improvements at Minneapolis Shops which were begun early last spring are now well under way and it is an easy matter to find a Bridge and Building Department crew at most any part of the shop yards. The new tool-room and sand blast buildings are about ready to be turned over to the shop forces. Just as soon as the roof is on the tool-room, the work of putting up the line and counter shafts, setting of the machines and benches will be rushed along to completion. This will give us a tool-room with 240 sq. ft. floor space, the building being 80 ft. by 30 ft. The present tool-room is located in the machine shop and the removal to the new building adjoining will materially increase the floor space proper and allow a location for the new machinery that has been authorized.

The authority also calls for additional up-to-date machines for the tool-room, which is engaged in making labor saving devices and new tools for the entire Northern District at all times. The tool-room is in charge of Gang Foreman D. Allen and several mechanics and helpers. When located in the new building, several increases will be necessary. At present, the masons are working on the walls of the new addition to the coach repair shop.

The present source of trouble lies in the air supply. About the first of the year of 1904 a new 800 ft. air compressor was installed at Minneapolis shops and at that time it was thought that this compressor would meet the

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requirements for a great many years to come. The compressor was a great disappointment from the beginning and from time to time additional requirements have been added till at present it is necessary to install numerous air pumps at various parts of the shops to help out. During the winter months when the weed burners are out of commission, the air compressors from this equipment are pressed into service at the shop to help out. We must furnish air, not only for the shop where a great deal is used in the operation of pneumatic tools, blowing up of water in the artesian well, testing of air brakes in both the heavy and light repair yards, as well as in Hart's Yard, where freight trains are made up and for cleaning purposes in the Upholstering Department. Also for the operation of the pneumatic street gates in Minneapolis and for all purposes at the Cedar Ave. Coach Yards, where all passenger equipment is thoroughly cleaned and tested. A new 3,000 ft. air compressor just received is now being installed and when in operation should furnish plenty of compressed air for some time to come.

During the past twelve years the changes and improvements at this point have been numerous. We have seen the removal of former District Master Mechanic John Taylor by death, the transfer of Asst. District Master Mechanic W. Alexander to Milwaukee and the coming of N. M. Maine and A. V. Manchester as District Master Mechanic and Asst. respectively. Later on both of these gentlemen were promoted and transferred to the Puget Sound Lines and Messrs. W. Wratten and H. S. C. MacMillan came to their places. July, 1910, saw the retirement of Mr. James M. Brearley, as General Foreman of the Shops and the coming of H. G. Dimmitt in his place. During this period, the shops were completely electrified. The passing of a City Smoke Ordinance sounded the death knell of the power plant which consisted of six 60-inch locomotive-type boilers and the building of a new modern power house and chimney, 177 ft. high and the installation of four Erie boilers with mechanical stokers attached. When all the new machinery that has been authorized is in operation and with the assistance of the shop at Austin, Minn., which is being enlarged, the repairs to the 425 engines assigned to the Northern District will be ably taken care of. A new mechanical coal shed and up-to-date sanding facilities have been authorized and when installed will greatly assist Minneapolis Roundhouse which is in charge of Mr. John Turney, in handling their eighty-five engines per day.

Minneapolis Shops is actively interested in Athletics this season, having organized four Kitten Ball Teams and entered same in the Twilight League, composed of eight teams as follows: Flour City Ornamental Iron Works, Plate Shop, Pattern Shop and Mechanical Shops from the Minneapolis Steel and Machinery Co., and Locomotive Shop, Car Shop, Roundhouse and Office teams of this Company at Minneapolis. The first game will be played Monday, June 30th. W. O. HIDDLESTON.

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A. G. ROCKWELL, Cashier
A. M. CAMPBELL — Asst. Cashiers — F. H. SHAINHOLTS

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The Get Together Section

FROM A C. & M. DIVISION ENGINEER.

Dear Editor:

We read with great interest, Mr. Earling's article in the first issue of the magazine, and on every hand, words of praise were heard for the masterpieces that it was. It shows how closely in touch the president is with the whole situation, and how keenly he realizes the fact that the simple part, well taken, is the foundation on which all of the great work depends, and that those who faithfully perform the arduous, and sometimes disagreeable duties, are the real heroes. He points out the gain of co-operation, which is so very true, for we are all preferred stockholders in the railroad, from the very beginning of our work, because when once placed upon the banner, few names are ever erased. Our coupons are the first to be torn off, and any little extra effort on our part is a stone in the retaining wall of the treasury in which our coupons are cashed.

No general, no matter how great his ability or how willing he is to risk his all, ever won a battle without the loyal support of his soldiers. No, whole nations have gone down to defeat on account of the indifference of its fighting forces; and no one can faithfully perform his part for the mere money involved in his hire. There must be some greater motive and that desire which all righteous men feel to do things well. Then, let us rally to the flag carried by our leader who has himself been in the ranks; and which, with our simple aid, he has borne over mountains and plains, across valley and stream until he unrolled it to the breezes of the far-away Pacific.

Co-operation will help to silence into reasonableness, the rush-alls and kick-alls that are ever clamoring for change and for something different—they themselves know not what. We live in an age of changing conditions and it is the duty of all thinking men to put forth every effort to bring these about as gradually and cautiously as possible in order that progress may not be diverted into improper channels. The Magazine will help us much in our task, so let us plant the seed of friendship in the garden of its beginning, and so nourish it that it will bloom into a bright blossom of lasting regard for each other and each other's interest.

E. H. McCANN.

STARTED WITH THE MILWAUKEE ELEVEN YEARS AGO.

Andrew Van Halteren, steam-fitter, now on the Puget Sound Lines, writes to the Magazine that he commenced work with the Milwaukee under Mr. C. F. Carroll, chief steam-fitter, working steadily for him until last February, when he went to Tacoma, to work for Mr. C. F. Eppert. Mr. Van Halteren is much interested in the Magazine and expresses the sentiment that it will be productive of much good in promoting friendship among the craftsmen and

bringing all employees closer together in their work. Of his own branch of the work on the railroad, he says, in the interest of efficiency, that it is most important in making repairs to engines and stationary boilers to see that no unnecessary delays occur, thereby unduly crippling the plant and hindering all the work of the shop. By publishing letters and records of work done, in the Magazine, Mr. Van Halteren believes such work may be materially stimulated, and interest created that will be of benefit among the craftsmen of all branches.

In a little talk before some of his fellow-employees, Mr. Rush A. Eddy, referring to the Get-Together-Spirit, says:

"I want to emphasize this—the great structures of our cities that we point to with pride, have been built brick by brick, and stone by stone, tied together with what we might call insignificant mortar. But how essential each brick and stone, and that they be firmly tied together; and how essential in our work are the little things. If every employee would do all in his power to take care of the little things, the saving of the company in just one year would be enormous. If the man who thinks that Safety First for instance means new ties, new rails or new anything, would do his part and exert his influence toward the others doing their part, there would be saved in a very short time, the money necessary for the purchase of all necessary new things. But if every one will carelessly pass by and ignore the little things, what encouragement have the management to supply the better and greater things.

Let us be the bricks. Let us tie ourselves together. Have meetings. Talk things over. Get each other's ideas in regard to what we should do. Then get to work and in time we will have erected a monument that will stand in the memory of people, when we who built the foundation are moldering in the grave.

By unity of action, and a get together and a work together spirit, we will reach the point where the men whose money is invested will see that they have loyal support in its use; so that when making appropriations the purse strings will be loosened. When these men find that things are being taken care of, and nothing allowed to waste, we, the employees, are going to reap the benefit.

An entertainment for the Railroad Men's Club at Three Forks, Montana, will be given early in August under the direction of the Magazine Committee on Entertainment. An illustrated talk on the beauty spots along the Milwaukee Line will be given by Rev. Father Gueymard, and there will be music and some friendly chats with the boys, by Assistant General Superintendent Barrett, Superintendent Molchoir, and others.

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THANKS TO THE OLD EMPLOYEES.

Many contributions from old-time employees have been received and the editor takes this opportunity to thank each one. Their letters are unusually interesting and contain invaluable information touching the early history of railroading in the middle west—and while it is impossible to publish them all at once, all will appear in due time.

The interest in the magazine manifested by employees who have grown old in the service is a speaking testimonial to our boasted family spirit, which is and has always been one of the notable qualities of "Milwaukee" men. It is also especially gratifying in its proof of the remarkable loyalty, and the tenacity of the ties which have bound us together for years. Every man has a right to be proud of himself and of a record which has enabled him to "hold his job" steadily from the days of his youth through to the evening of life. And proud are we as an organization that there are many such. The stories these men tell cannot fail to prove valuable to those who are following along. We'll all be old one day, and we want to be able to go back and spin as good a yarn as those we are reading today.

THE EMPLOYEES MAGAZINE.

Dear Editor:

I know of nothing which will be so beneficial or so far-reaching as our Employees Magazine. Our esteemed president, Mr. A. J. Earling, in his message to the organization has struck the key-note. He has given us much to think about, and his words, I am sure, will be an incentive to every man to put forth his best effort, for it is only as we do put forth our best effort, no matter how humble may be our occupation, that we gain efficiency and are able to give efficient returns to the company which employs us. This is a day of specialization. The little details that at one time were accepted as part of the daily routine, are now attended to by specialists. Never before have there been so many experts in the common matters affecting daily life; and without doubt it is safe to say that in no line is this so manifest as in the work of a great railway system.

The magazine will create an interest by drawing the men closer together through little personal notice and local items of interest to someone somewhere all over the system. The experiences of others, told by them will bring before us all the activities in all departments and this cannot help but create enthusiasm and co-operation; all of which bespeaks success in our work. As we, in the west, so often hear from employees of other lines, that the employees of the Milwaukee are like one big family, we should all be eager to be creditable members of that family—and to this end we should bear in mind that our real wealth is not what we get but what we give; not what we put into our pockets, but what we put into life.

THOS. McFARLANE,

Traveling Engineer, Columbia Division.

Hillison & Etten Company

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Some of Our Baseball Boys



ST. PAUL FREIGHT STATION TEAM



Application blanks for membership in the Milwaukee Puget Sound Pioneer's Association may be secured by those eligible for membership, from E. H. Foster, the Secretary, Deer Lodge, Mont.

It is expected that the first regular meeting will take place in Deer Lodge early in September, and a fine program is being prepared for the entertainment of the members.

Economy is a very desirable quality in the operation of a railroad, and in the interest of this, some suggestions are made by Conductor John Ryan, of the C. & C. B. Ill. Division.

Since the new and large engines have come into general use, some of the old turn tables are not large enough to accommodate the heavy power and frequently engines have to go long distances at the end of their runs to be turned. One of these instances occurs at Elgin, where the table is not large enough, and engines have to go to Spaulding to be turned, requiring four hours of time to accomplish this. Mr. Ryan thinks a Y at Elgin would obviate this difficulty, and there are several other places where the like accommodations might result in economy of operation.

Mr. Ryan's suggestion, on the face of it, seems most reasonable, but as there are always two sides to every argument, possibly there are insurmountable objections to the putting of such a plan into effect.

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Special Commendation

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

Conductor Geo. E. Berg of the West I. & D. Division is entitled to a credit mark, also favorable mention in the employes' magazine for discovering a cracked wheel in train 64 at Roscoe, May 28th. The train consisted of 65 cars and the first stop made after leaving Mobridge was at Roscoe, where they took siding to meet an extra West. While the train was on the siding, Conductor Berg walked along the train inspecting the cars, and as he passed St. P. car 29936, he noticed some heat and made a close examination, discovering the wheel was cracked nearly all the way across. He had the car set out of the train. The car was the eighth car ahead of the caboose and would undoubtedly have caused an accident before the train reached Aberdeen. This was a defect that an ordinary inspection would fail to discover, and indicates that Conductor Berg is giving his train careful inspection whenever he has an opportunity.

During the past week the Rocky Mountain Division has been making tests on East Sub-division to determine how much tonnage can be safely handled by Mallet engines. On June 17th a train of 86 loads, weighing 3,490 tons was handled from Three Forks to Harlowton in 13 hours and 15 minutes by Engine 9102, Farrell engineer, with Engine 9610, Spring, engineer, as a helper from Lombard to Summit.

On June 19th a train of 75 loads and 6 empties weighing 3,500 tons was handled from Three Forks to Harlowton in 10 hours and 40 minutes, by Engine 9601, Townsley, engineer, with Engine 9102, Farrell, engineer, as a helper from Lombard to Summit.

This is up a one per cent grade for nearly 50 miles.

H. & D. 2nd 65, June 6th, 1913, stopped at Waubay, S. D., to take coal. While the coal was being placed on the engine, Brakeman Towner inspected the train and discovered St. P. car 31855 with 22 inches of the flange missing from one of the wheels, and the car was set out without a derailment.

Roadmaster F. H. Mahon, West I. & D. Division was at Tuscon, S. D., while Kit Carson's circus was pulling through that point, morning of Jan. 7th, noticed sand board down and dragging on rail, stopped the train and probably prevented a bad wreck.

COMMENDS OUR DINING CAR SERVICE.

Mr. George W. Hibbard, General Passenger Agent, Chicago, Milwaukee & St. Paul Ry. Co., Henry Building, Seattle, Wash.

Dear Sir:—With Mrs. Munson and three friends I was a passenger on your Olympian train leaving Seattle, April 12th. I never go in any part of the country where your road runs without taking that line, as I regard it as one of the very best roads in America. In this case we were entirely comfortable and well cared for in every way.

I particularly want to commend Mr. H. C. Frank, the dining car conductor. He is an unusually good man, indeed, I never remember any one in his line of work equal to him, and it gives me great pleasure, without his knowledge, to commend him to you.

Very truly yours,
(Signed) C. LA RUE MUNSON.

Helena, May 3, 1913.

Mr. F. W. Getty, Supt. Dining Car Service, Chicago, Illinois.

Dear Sir:—On my recent trip East I had the good fortune to travel on the Olympian with Harry C. Frank, in charge of the diner. It gives me great pleasure to write you on the general and excellent good table, fine service and the general attention shown the passengers by Mr. Frank, not only to myself, but to all the passengers I came in contact with on the train. It also gave me great pleasure to tell my old friend, Colonel Everett, and your general passenger agent how well I was treated.

Wishing you all success, I remain,

Yours,
(Signed) WM. KEATING.

During the month of June, the following actions worthy of special commendation have been brought to attention on the Missoula Division:

In the first instance, Track Watchman M. J. Grady, stationed at Hellgate Cut, discovered a rock slide on the track of the Northern Pacific about 8:30 p. m., June 12th. At this point the C. M. & St. P. and N. P. Ry. run parallel, and although the slide did not occur on the track which he was employed to watch, Grady was aware that N. P. No. 197, a passenger train, was almost due. Running down the track, he placed torpedoes as he went and waved frantically to the engineer to stop. The train came to a full stop before striking the slide and without question a very serious accident and probable loss of life was averted. The passengers left the coaches and expressed their gratitude very profusely and Superintendent F. L. Birdsell of the Northern Pacific wrote Mr. Grady a very nice letter of commendation, thanking for his prompt action and good services to his company.

Three years ago, the depot grounds at Wyocena, Wis., were parked and set with shrubs and flower pots, and the Wyocena Advance thus compliments our agent for his care of the station surroundings:

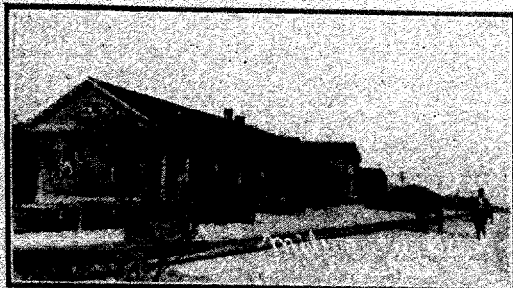
There are no better kept parks along the Milwaukee lines than the one at our depot, and why? Simply because our agent, O. J. Peters, has kept continually at it; removing and replacing dead shrubs, setting new ones and giving them personal attention. This spring he has set a row of trees along the north edge of the grounds that will add very materially to the beauty and comfort of the parks in a few years. He has caused an unsightly advertising board to be removed from the grounds. The walks are kept free from rubbish and dirt. The building is neat as wax at all times and the walls attractively hung with groups of pictures, many of them the production of his own camera.

On the night of May 5th, on train No. 15, Train Baggageman Odell heard something pounding under baggage car 514, and pulling the air, stopped the train. On examination it was found that all but two inches of the tread of the tire on one of the wheels under this car had broken off. The presence of mind and quick action of Baggageman Odell no doubt prevented a serious accident. Superintendent Molchoir wrote Mr. Odell as follows: "For your prompt action in the case of a broken tire on one of the wheels of baggage car 514, I am placing a mark of merit to your credit on our roster. We appreciate things of this kind."

From Mr. Howard Waterman, a prominent attorney of Seattle:

"My wife went East last week on the 'Olympian,' accompanied by Mrs. Frank P. Lewis, of Peoria, Ill. She has written me requesting me to express to your their appreciation of the perfect service and delightful journey on the 'Olympian.' They were charmed with the prompt and courteous attention of every one connected with the train, and were much pleased with the cuisine, which is such an important consideration in making a transcontinental trip."

Section Foreman J. Huntley, while en route from Herndon to Jefferson, not long ago, passed over another man's section and finding a broken rail, promptly reported it—thereby saving more or less serious damage.



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A Watch Offer Without Parallel

We have decided to make such a tremendous offer direct to the public on a first-class time-piece that old watch selling methods will be swept aside. The famous Burlington direct and at the same price even the wholesale jewelers must pay. And, in order to make the proposition doubly easy for the public, we will even allow the rock-bottom price, if desired, on terms of \$2.50 a month.

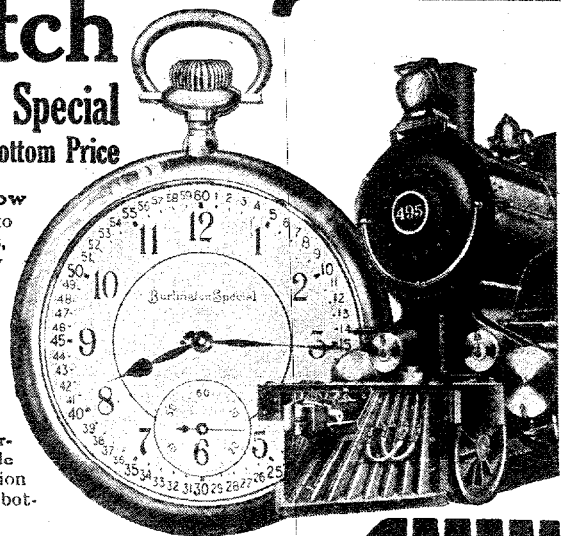
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A book that will tell you the inside facts about the watch industry. It will tell you what you ought to know before you even examine a watch. It will tell you the inside facts about watch prices and explain the many superior points of the Burlington over the double-priced products. Just send your name and address TODAY. Sign and mail this coupon.

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Please send me, without obligation and prepaid, your free book on watches and a copy of your \$1000 challenge, with full explanations of your cash or \$2.50 a month offer on the Burlington Watch.

Name

Address

On June 25, while inspecting his train at Falcon, Conductor T. Voss noticed broken flanger on car 48259. The discovery of this defect in all probability prevented a serious derailment and shows that Conductor Voss is following instructions to inspect his train before descending a mountain grade.

On May 3rd, 1913, train first section 63, Coast Line time freight from Chicago to Tacoma, consisted of the following: 26 cars of machinery for Yokohama, Japan, via Tacoma Wharf; 2 cars automobiles, 2 cars merchandise and 1 car sewing machines for Tacoma, Wash.; 4 cars furniture, 4 cars merchandise, 1 car machinery, 1 car paper, 1 car starch and 1 car steel plate for Seattle; 2 cars merchandise and 1 car machinery for Spokane; 2 cars merchandise, 1 car furniture, 1 car pails and 1 car starch for Butte, Mont.; 2 cars automobiles and 1 car furniture for Lewiston, Mont.; 1 car couplers for Miles City, Mont.; 1 car h. h. goods and 1 car pipe for Mobridge, S. D.; 7 cars furniture for for Lewistown, Mont.; 1 car merchandise for Fargo, N. D.; 1 car machinery for Montevideo, Minn., and 1 car tie plates for Glencoe, Minn. This made a total of 67 loaded cars, or 52,210 tons. That is good business, certainly for the boys of the freight traffic department.

Mr. E. M. Dousman, 2nd trick dispatcher is deserving of special commendation for reporting damage to our tracks in Wauwautosa during the heavy downpour on the morning of May 28th. Mr. Dousman was returning to his home in the village while the storm was at its height, and feeling some uneasiness on account of possible damage to the line from the high water, he walked over through the drenching rain and found the first crossing west of Wauwautosa one foot under water, with planks floating on the track and gravel being washed over the rails. He immediately notified the superintendent's office and section men were called out in time to prevent any serious damage. They cleared the debris away just in time to let No. 2 by without delay.

Telegraph Operator Siemens of the I. & M. Division has been given a credit mark for having discovered and reported a broken rail at Dundas on June 25th.

Although on a leave of absence, Conductor C. E. Kelley, of the Elkhorn milk run, upon learning of the wreck at Springfield last week, put up his fish pole and took charge of the run. His presence doubtless greatly assisted in the proper and prompt handling of the eighteen hundred cans of milk which this run handles.

On the Steel Trail

THE HEROES OF GETTYSBURG.

The Milwaukee was a busy railroad during the closing days of June. Not that it has not always plenty of business on hand, but this special business concerned the safe and comfortable transportation of gray-haired, empty-sleeved, limping, toil-worn old heroes who were on their way to Gettysburg to commemorate on the battlefield, the fiftieth anniversary of the great engagement which turned the tide of war and swung back the advancing southern hosts.

Great credit and commendation is due the boys of the Passenger Department, all over the line for their hard and successful work; for The Milwaukee scored one of the greatest triumphs in the history of its passenger traffic. We carried the delegations from North and South Dakota, from Montana, Minnesota, Wisconsin and Iowa, practically to a man. Two thousand of them in solid steel, special trains went on to Gettysburg to live over "the brave days of old," and the yellow cars in their glittering golden splendor, marked the steel trail all the way there and back. It's good for us all to be mixed up in celebrations of this kind, and when we gather around the ticket counter after the day is over, congratulations all 'round, will be in order. And when the boys who "pulled" these veterans, and those who looked after their comfort on the trains, gather around the lunch counter at the end of the run, it will be cause for general rejoicing that The Milwaukee had the honor of carrying almost the entire representation from the above mentioned states. They are passing fast, these "comrades" of '63 and there will not be many more excursions for them on this side of The Great Divide. Lucky then, is The Milwaukee to have had the opportunity to make this journey of theirs a happy and comfortable one.

Another notable delegation which The Milwaukee secured, and for which special commendation is due the Passenger Department representatives, were the five hundred members of the American Medical Association going to Minneapolis, to attend their annual convention. The most noted physicians and surgeons in America were in the party, and it was the largest movement of medical men, leaving Chicago in many years.

C. & M. DIVISION.

B. J. Simen.

Engineer R. N. Scott has returned from a week's fishing at Minocqua Lake, Wis. "Bob" brought home a nice string of fish.

Mr. F. E. Allen, Traveling Accountant, has moved his family from Missoula, Mont., to Libertyville. Mr. Allen lived at Libertyville several years ago. We are pleased to see him return.

F. C. Appley, clerk at the Freight Office, Libertyville, is enjoying a two weeks' vacation.



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

White Enamel Refrigerator Co.
St. Paul, Minn.

Creosoted Wood Paving Blocks

Durable Smooth Sanitary Noiseless

Creosoted Timbers and Piling

Ayer & Lord Tie Co.
Railway Exchange, Chicago

Wisconsin House

A. N. ALDRICH, Prop.

European Plan

One block from Milwaukee Depot

ABERDEEN, S. D.

Conductor O. P. Taintor is on his annual vacation. Conductor Arthur Slade is handling the punch on trains Nos. 138 and 135, while "O. P." is hunting cool retreats in his "Overland."

Engineer R. H. Pritchard and family are on a ten days' trip through the east. They are making the route over the B. & O. They will spend a few days in Pennsylvania.

Extra gangs at Rondout and Grays Lake are relaying steel on the Janesville Line.

Dispatcher C. E. Larson and family are spending their vacation at Fox Lake.

Miss Mary Sullivan, clerk in Supt. E. W. Morrison's office, is taking a "round the lakes" trip. She will visit the resorts on Georgian Bay and stop some time at Mackinac Island.

The boys in "Conductors' Room," Union Depot, Chicago, are asking if J. W. Hare is going to buy those shades for them this summer. This is just the season of the year when protection from the sun is needed, and new shades would certainly be appreciated. Gene's been promising them for a long time, and some of them are afraid he has forgotten about it.

On Friday, June 13, 1913, Conductor Plum brought in the Pioneer with thirteen coaches and one hundred and thirteen passengers; and it was on time, too. He must have had his rabbit's foot with him.

CHICAGO TERMINALS.

J. B. King.

John Costello, Trainmaster of the Chicago Terminals, is spending his vacation at Excelsior Springs, Mo., drinking the beautiful Silome water, and will be in fine condition to handle the heavy run of business which we expect this fall.

John Grunau, General Yardmaster and member of the 48th General Assembly, is through making laws at Springfield and has resumed work. If he handles as many box cars as he did bills at Springfield business will be pretty good at Galewood.

Frank McPherson, Chief Clerk at Galewood, and his bill clerks spent the Fourth of July at Fox Lake, Ill., catching fish and bathing. They also participated in a chicken dinner at the Red Top Inn.

Frank Dudley, Yardmaster, is spending his vacation at Altoona, Pa., studying out some new ideas in switching which he expects to put in effect in Yard No. 3 at Galewood, which will enable him to get his time freights out ahead of time.

Miss Kathleen O'Neil, stenographer to Mr. W. C. Bush, Asst. Supt. Terminals, will spend her vacation next month in the Catskill Mountains. It is reported that she is soon to become the bride of a well known business man in the loop district.

Miss Esther Lutz, whose melodious voice has long been heard on the telephone switch board at Galewood, will become the bride of Jesse Earl, engineer in the Terminals. They will spend their honeymoon abroad, and when they return will make their home at No. 4031 Lake Shore Drive.

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**Purchases were
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Milwaukee**

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Wilmington & Vermillion
Coal Co.**

McCormick Building, Chicago

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

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

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

Dealers:

Write for Prices

Miss Mabel Williams, telephone operator at Galewood, will spend her vacation in the Adirondacks. It is also reported that she is about to take a companion and resign her position.

Thos. McGuire, the neat switchman, better known as Fashion Plate or Gold Tooth Tommy, has decided to send his Snooky-U-Kum and his little Bumble Bee to their home in Cleveland for a vacation next month. I wonder how Tommy will get along batching it while they are gone?

GALEWOOD NEWS.

H. H. Peebles has gone to Dorset, Minn., on the Great Northern to fish. He has taken "Ed" Dunning with him to carry the fish.

Ezra Kiley, rate clerk, just returned from a trip down south on a vacation.

Miss Briggs arrived at the office in an automobile after making a trip to Los Angeles, Cal. Some class, hey, kid!

The boys took up a collection last month and bought Doc Wilbur a package of Tip Top. "There goes Doc."

The married men played the single men. Score, 6 to 3, favor the latter.

NEW ITEMS ON DUBUQUE DIVISION.

C. E. Mutsehr.

E. J. Prolow, agent at Garber, is the proud father of a baby daughter.

A number of new machines have been installed at Dubuque shops and the shops are now one of the finest equipped on the system. The machines consist of shapers, planers, forging, lathes and turning machines and represent an expenditure of about \$35,000.00. The installation of the machines will take some time as they are large and heavy. The shops have undergone a cleaning and all of the ceilings of the different building have been whitewashed and present a very neat appearance.

C. A. Boehmler, district adjuster, is mourning the loss of a very valuable hunting dog which was killed by a street car at Cedar Falls, Iowa.

P. Ott, agent at Preston, Minn., is slowly recovering from his illness.

C. M. Bacon, agent at Caledonia, Minn., has been off duty for a few weeks on account of illness. W. H. Martin is relieving him.

The many friends of E. W. Stafford, formerly employed as chief clerk in the D. F. & P. A. office, Dubuque, but now traveling freight agent of the I. C. R. R., will be pleased to hear of his marriage to Miss Susie Kirk of Dubuque, Iowa.

The marriage of Mrs. Ida K. Dick and Walter G. Ruprecht, employed as engineer on the Dubuque Division, was celebrated at Chicago June 10th. The couple will spend their honeymoon in the east.

Engineers Frank Morgan and D. C. Huntington have departed on a trip west to look over their land interests.

E. D. Cutting, day general yardmaster Dubuque shops, died Tuesday morning, June 10th, at 9:15 o'clock at the family residence, 958 Garfield Ave. The deceased had been ill for four weeks with pneumonia. He was born in

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D. G. GALLETT

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Responsibility of Stockholders
\$15,000,000.00

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JEWELER

Your Local Watch Inspector

Diamonds Railroad Watches

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

W. M. Stone

16 So. Third St.

Minneapolis, Minn.



Dubuque. Funeral services were held at his home Wednesday at 2:30 p. m., and the body was taken to La Crosse on No. 3 Thursday and buried in the family lot. A large number of relatives and friends accompanied the remains.

Glenn Bankston, train baggageman on Nos. 30 and 31, has returned to work again after a week's illness.

F. L. Stitz, employed as brakeman on the Dubuque Division, has been visiting friends in Chicago.

R. J. McAndrews, engine foreman, Dubuque, has returned to work again after a week's visit with relatives at Monona.

W. J. Whitby, clerk at the Dubuque freight office, spent a few days in Milwaukee.

KANSAS CITY SHOP NEWS.

Chas. Hulcer.

Horace Morrow, who was formerly car foreman at Nahant, has accepted a position with the Bettendorf Company, Bettendorf, Iowa, as assistant foreman in the erecting shop.

Engineer Harvey Bronson was married to Miss Jessie Crawford on May 28th. The bride is the accomplished daughter of Smith Crawford, handy man at the Coburg shops.

Leo Kalen, assistant car foreman, located at the Broadway yards, was married to Miss Florence Bentrup on June 11th. The happy pair left for an extended trip through the North.

Hostler helper, John C. Miller, has taken unto himself a June bride.

The matrimonial bee has been so active in the vicinity of Coburg, that Engine Handler, Willie Hejms, fears that he may yet be stung by the pesky thing.

General Foreman TeBrake and Superintendent of Steam Fitters Carroll have large forces of men overhauling the elevator, putting it in shape to handle the new crop of wheat.

Superintendent Richards is attending the freight agents' convention, in Buffalo.

KANSAS CITY ITEMS.

W. L. Richards.

Our old warehouse foreman, Mr. J. C. Hennessey, takes charge of both Kansas City freight stations June 6—and in the city there is no better. He was in charge here for 5 years until 1907, when he went to Tacoma to handle ocean dock work.

The boys in local freight office selected a choice team of well known ball players and are properly organized to meet any and all clubs. They stand second in association of ten railroad clubs. Their uniforms are peculiarly attractive, being made of wine color and CM-&St.P trade mark across breast in orange color.

KANSAS CITY DIVISION.

F. R. Moore.

Joseph A. Clogston, for twenty-five years employed as conductor and yardmaster on the Kansas City division, died June first, 1913, in Marion, Iowa, after an illness of two years.

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Tacoma, Wash.

UNITED STATES DEPOSITORY

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ARTHUR F. ALBERTSON, Vice President
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Fun Costs the Young Man

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

Save it.

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

It requires money to enter business.

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

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

Your Savings Account may be open by mail, if desired

Merchants National Bank

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

LA CROSSE DIVISION ITEMS.

H. J. Bullock.

Traveling Engineer A. J. Klumb is busy at present directing installation of electric head lights on locomotives.

Train Dispatcher Thos. P. Horton is acting as first trick dispatcher on the So. Minnesota Division in the absence of C. M. Augey.

F. H. Cole gave us a pleasant call recently. Mr. Cole is one of the able assistants in the St. Paul, Minn., city ticket office.

Mr. D. C. Cheney and Supt. W. J. Thiele held a meeting here recently for the purpose of instructing all concerned in the equated tonnage system. This system is expected to make rating of tonnage much more simple and more quickly.

Mr. Fred Hauer is acting as road master in the absence of P. H. Madden.

Mr. McCollum, representing the Beaver Dam, Wis., stove works, passed through here recently en route to Austria, Minn. Mr. McCollum informed us he was in the locomotive service on the C. M. & St. P. during the period of wood burners when the company owned only about twenty-five engines.

"Hickory" Sampson has returned from California and resumed service as conductor on La Crosse Division.

District Carpenter W. O'Brien transacted business here a few days ago. William is one of the live wires and does things in a quick and thorough manner.

TRANS-MISSOURI DIVISION—WEST END.

M. A. Tripp.

Mr. C. A. Moulding, formerly chief clerk to Superintendents Molchior and Richards, was calling on friends at Marmarth on a recent trip with Superintendent Hill. Charley is one of the old pioneers with the Puget Sound Lines and has been very ill for some months. He is recovering and many of his friends look forward to his full recovery and return to the service.

Marmarth celebrated the Fourth of July in good old style. Over one thousand dollars was given away in prizes. People from all directions and distances came to Marmarth where running water and abundance of shady trees are free. Had the railway company been able to furnish equipment, special train service would have been arranged.

Roadmaster P. Burns is working day and night in the interest of clean station grounds. Much attention is being given depot parks and it is thought he is after the whale prize offered by the management for the neatest and best kept grounds. His work at Marmarth is deserving of much praise and an excellent example of what can be done with a little labor and lots of determination.

The enterprising town of Rhame had a farmers' gala day June 27th, conforming to its annual custom. The territory tributary thereto is probably the most productive along the Puget Sound Lines in North Dakota, and the outlook for a bumper crop this fall was never

Continued on page 58

The FLINT Varnish Works

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Make everything the
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Books for Enginemen, Shop-
men, Trainmen and other Rail-
way Employees. For Particulars
Write

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TRIBUNE BUILDING, CHICAGO

SCRAPS FROM THE WEST END.

J. H. Ginet, Jr.

Mr. R. R. Borgen, cashier and voucher clerk in the Traffic Manager's Office, at Seattle, has become quite a favorite with our lady employees all over the West, and has promised to furnish the "Magazine" with an extensive article on "HOW HE DID IT."

The ladies all have hopes that the article will be accompanied by Borg's picture and perhaps some illustrative photographs.

A. J. Hillman, DF&PA, Butte, says he's been so busy "getting business" that he hasn't had time to make any contributions to the "Mag." However, he has promised to "come across" in the near future.

Incidentally he told us of his business increase in figures, which we are unable to reproduce here for lack of space.

Mr. Wright, chief clerk to General Supt. Foster, at Seattle, has repeatedly promised us an article on "Operation," but he's a little slow in "producing."

Wright's all right, but he won't write.

Pat Scanlan, TF&PA, Helena, Mont., says if business was any better he might lose some of it. He also says—but we won't attempt to tell all he says in one edition. We'll have to string it out.

B. B. Ferris, passenger conductor out of Three Forks, was recently initiated at Bozeman, into the mysteries of Elksdom. Ferris hasn't said as yet how he liked it, but the boys claim he got all that was coming to him.

The editor is just in receipt of information—more or less reliable—regarding a ball game between the boys of the General Passenger Office and those of the General Freight Office, at Seattle, which was played on Saturday afternoon, June 14th.

The Freight boys claim to have won the game by a score of 14 to 8, but the Passenger boys claim the freight boys would certainly have been "skinned" to a frazzle, had the latter not insisted on the "battery" of the Passenger Department playing for both teams. It is also claimed that the umpire (Billie Wiggerhaus of the Passenger Department) gave the Freight boys all the best of the decisions. This, however, is denied by the Freight boys, who claim that Billie couldn't possibly give anybody the best of it, as he didn't know a fair ball from a foul.

Following is the line up of the two teams:

General Pass. Dept.	General Freight Dept.
Ginet, Captain	s.s. Scott, Captain
McCarthy	1b Soergel
Webster	2b Kellogg
Strattman	3b Leake
Bahl	p Bates
Baxter	c McAvoy
Elliot	1f Abrams
Grinnan	rf Fowler
Ball	cf Hyett

Some of the interesting features of the game—a hot scrap between Webster and Sorgel, over the umpire's decisions; McCarthy's "Major

League work" on the first bag and with the stick, Kellogg caught a ball once; Bahl's strong arm work; Bates fanned 'em all at some stage of the game, except McCarthy, whose specialty was batting out "homers." Ginet brags of having touched the ball once for a foul tip, but he can't prove it.

Notwithstanding, they were favored with one of Puget Sound's delightfully balmy days, the boys had a "hot time" and some are still scrap-ping—especially Scotty, but he'll probably get over it in time.

LEAGUE OF GENERAL OFFICE TEAMS.

A baseball league to be comprised of teams representing the different departments in the General Offices at Chicago has lately been talked of, and considerable headway has been made toward the organization of such a league. The boys starting the movement have endeavored to have the Operating, Freight, Passenger, Purchasing, Accounting and Engineering departments represented and all but the last named have signified their desire to join.

It was thought the boys would show considerable enthusiasm over the prospect of a regular schedule of games amongst the departments and that every one would do his share to help the scheme along—a good time as well as a better acquaintance with each other being the result.

Up to date, while most of the departments have organized teams, like all new movements, seems to be a hard matter to get together on the proposition and complete the details. A game was scheduled between the Accounting and Purchasing Departments to be played in Grant Park on June 28th. Through some misunderstanding, some of those up to play did not show up. The final score in seven innings was: Accounting, 12; Fuel Inspector's Office (representing Pur. Dept.), 4.

The Operating and Passenger Departments also had a game scheduled on the same date, also to be played in Grant Park. The Passenger Department had their entire team on the diamond but the Operating boys couldn't get away for the afternoon and the game was called off.

For the information of those who would like to try for positions on the various teams, the following is a list of teams so far known to have been organized and their respective managers:

Freight Department—Charles Nelligan, Mgr.

Operating Department—Bill Kane, Mgr.

Acct. & Aud. Department—Jerry Welsh, Mgr.

This if carried through will prove to be good sport, and these GET-TOGETHER outings will be the source of much pleasure and profit. The League should meet with the success it deserves.

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Harrison 5504, 404, 405 and 406

Automatic 51526

Magner, Winslow & Co.

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**STEAM HOSE COUPLERS
EMERGENCY HOT AIR HEATER
for Cars and Domestic Use
STEAM TRAPS ∴ SAFETY VALVES
END VALVES OPERATED FROM
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GUILFORD S. WOOD

Mechanical Rubber Goods
Inlaid Linoleum
Upholsterers' Leather
Rolled Steel Tie Plates
For Domestic Use

Wood's Flexible Nipple End
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**GREAT NORTHERN BLDG.
CHICAGO**

DEARBORN FEED WATER TREATMENT

**RIGHT IN PRINCIPLE
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Made to meet actual water conditions shown by analysis—prevents foaming, corrosion, pitting, scale and leaks—saves fuel, increases life of fire-boxes and flues, reduces repair expense, increases mileage and hauling capacity and improves traffic conditions generally.

**DEARBORN CHEMICAL COMPANY
McCORMICK BUILDING, CHICAGO**

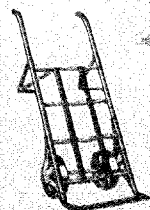
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Incorporated

20 W. JACKSON ST., CHICAGO

Manufacturers of a complete line of all steel warehouse and store Hand Trucks, of every description. Special designs to order. For Domestic Use.

**CORRESPONDENCE
SOLICITED**



Continued from page 55

better. Many new artesian wells have been sunk this spring, which has given quite an impetus to the live-stock industry. Here's to Rhame and her fast baseball team.

A hobo claiming a right to ride free anywhere on a train, while recently riding on a freight down Thunder Hawk hill, discovered a low break beam on a box car, apparently about to drop while train was under speed. He walked back on top of train to the engine, told the engineer and fireman of the circumstances and upon halting of train, really noted the dangerous situation. In all probability there would have been a serious accident resulting in loss of property, had it not been for the "hobo" stealing a ride. Here's to the hobo, just now very numerous everywhere.

The homes of Brakemen Hoopes, Goddard and Larson have been gladdened by the arrival of young conductors.

Brakeman "Snooze" Knudson has been chosen captain of the Railway Men's Baseball Team of Marmarth.

Agent O. B. Tripp, of Hettinger, N. D., is on a leave of absence and is taking an extensive tour by automobile to Minnesota and Wisconsin in his new Hupmobile.

Agent R. W. Cornell, Scranton, N. D., and Fireman Fred Arneson have just returned from a vacation trip South. While away, they both became charmed by the banana, pineapple and orange trees in Florida and invested in a few acres of land. They did not mention whether they will engage in the fruit business or alligator industry.

Fred J. Morase, safety appliance inspector in Marmarth yards, has been taken to Rochester, Minn., hospital for consultation with the Drs. Mayo, relative to a cancerous growth in his jaws. His condition is regarded as serious and his many friends are awaiting with anxiety the outcome of his conference with the specialists.

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

Ruby Eckman.

Switchman George Franks deserted the ranks of the bachelors among the railroad men June 18th and was united in marriage to Miss Tina De Grote of Perry. They will make their home in Perry, Frank having a regular job in the yard.

The large number of work trains on the middle division has made necessary the splitting of the division, half of the dispatchers working from Perry to Ferguson, the other half from Ferguson to Marion. Dispatcher D. T. Morrison, who formerly worked at Perry, C. R. Posten, one of the extra men, and James Keen, an extra dispatcher from Marion, have been assigned to the three new positions. A. J. Elder, the extra man in the Perry office, will act as relief dispatcher while the regular men are taking their vacations.

Harry B. Zeehor, who has been second trick operator in Perry dispatcher's office, has been assigned to the extra work as train dispatcher at Mendota during the summer. This is a



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and a descriptive folder of
these watches.**

**ILLINOIS WATCH COMPANY
SPRINGFIELD**

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of the C. M. & St. Paul have been buying land in Adams County, North Dakota. Lands are cheaper now than ever before. We have one hundred quarters on our list which are offered too cheap. Be a **Fore-wise Reader!**

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FRANK RHODA, Cashier

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We pay 6% on Time Certificates
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Hettinger,

North Dakota

7 Days Lake Trips

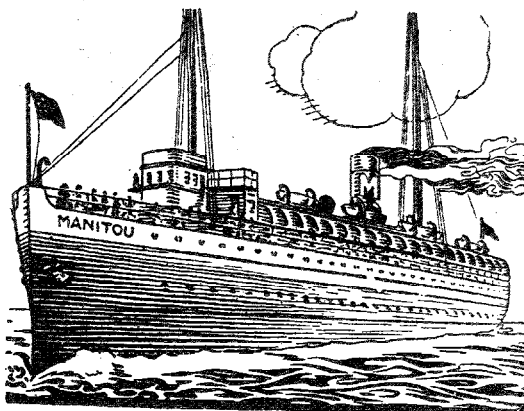
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The Steel Steamship "MISSOURI" to

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J. C. CONLEY, Gen. Pass. Agt. - - - **Offices and Docks, North End Rush St. Bridge, CHICAGO**

promotion for Mr. Zeenor which his friends are glad to see him get. Operator Earl Nunn from Council Bluffs comes to Perry for the position in the dispatcher's office.

The establishment of the superintendent's office at Perry when Mr. C. H. Marshall was made superintendent of the middle and western division, was a welcome note to the railroad men and the citizens of Perry as well. When the new depot is erected at Perry, the citizens of Perry feel that they will have even more recognition.

Conductor Frank Burnham, of the middle division, who has been in poor health for some time, has gone to Rochester, Minn., for treatment.

Brakeman Bradley Thomas of the middle division was married in Marion the fore part of June.

Telephone Maintainer Roy Coker, who is stationed at Perry, was the victim of a peculiar accident the fore part of June. He was riding his machine on the pavement when one of the tires blew out, the machine became unmanageable and the result was that Roy was thrown and dragged considerable distance, receiving some bad bruises.

The M. O. W. O. Club, an organization composed of the wives of the Milwaukee train dispatchers and operators at Perry, have disbanded for the three summer months. The ladies have some very pleasant meetings.

Brakeman Fred Potter of the western division was united in marriage to Miss Morrow, of Omaha, the latter part of June. They will reside in Perry.

Fireman Irwin Padgett has joined the ranks of auto owners at Perry and is now driving a Ford touring car on his lay-over days at Perry.

Engineer Frank Hunter has purchased an automobile for the entertainment of his family and friends.

Peter Anfinson and Charles Soden were promoted to engineers and passed the time card examination the latter part of June, allowing them to ride on the other side of the cab.

Harrold McElroy, A. M. Peterson, J. B. Bryant, R. W. Porter and C. P. Pottorff were promoted to conductors on the middle and west C. B., Ia., division the latter part of June.

Walter Walrath was on the lay-off list the latter part of June on account of serious injuries he sustained while at work.

Engineer John Rogers has joined the ranks of auto owners in Perry.

Passenger Brakeman Merrill Cate has resumed work after an illness with typhoid fever.

Former Chief Dispatcher George Hill, who is now employed at Missoula, spent a few days in Perry the latter part of June visiting his relatives and friends.

C. & C. B. EASTERN IOWA.

Hazel M. Merrill.

Mr. B. F. Van Vliet has been made superintendent of the Eastern C. & C. B. Iowa Division of which he was a superintendent before the division was divided.

Mr. C. H. Marshall, formerly superintendent of construction, has been appointed superintendent of the Middle and Western Divisions.

Mr. C. E. Kinney, formerly clerk to Mr. Van Vliet at Marion, has gone to Perry with Mr. Marshall.

Mr. J. S. Keenan is working second trick on the east half of the Middle Division, Ferguson to Marion. This gives Mr. M. A. De Voe the extra dispatching on the branch lines at Marion.

Mr. G. H. Hill, former chief dispatcher at Perry, now located at Tacoma, Wash., spent a few minutes between trains at Marion.

Conductor F. B. Cornelius attended the conductors' convention at Detroit, Mich. Conductor Ben Freeze and brakeman E. R. Mitchell attended the trainmen's convention at Los Angeles, Cal.

No. 28 brings a diner to Marion each night which returns on No. 3. After the car was switched in No. 3 and the train ready to go, Carman Starbuck discovered a piece of flange and tread of wheel 18 inches long missing. The car was set out at Marion, and No. 3 stopped for breakfast.

Vacation time is here. Dispatcher H. C. Van Wormer has just returned from a 30 days' vacation in Northern Minnesota. Dispatcher F. W. Ray will spend his vacation in Portland and points along the Puget Sound Lines. Mr. L. G. Hewitt, clerk superintendent's office, will spend his vacation in Buffalo and Syracuse, N. Y. Mr. H. J. Murphy, clerk roadmaster's office, has left for Beaver Creek, S. D., to be gone ten days or two weeks.

There are about 15 work trains in service on the Eastern Division and the double track work is in rapid progress.

Mr. G. B. Woodcox, station baggageman at Marion, entertained the Milwaukee girls at supper at his home. The girls presented Mr. and Mrs. Woodcox with a beautiful picture, and a very pleasant evening was enjoyed.

MISSOULA DIVISION.

H. R. Nelson.

Chief Dispatcher J. P. Phelan and Trick Dispatcher Geo. Hill have returned from their vacations. Phelan spent his near Bozeman, recuperating on a ranch, while Hill took a trip East around Marion, Iowa, and Chicago. We have a new dispatcher on the Missoula Division, H. T. Lindsay, from Aberdeen, S. D.

ALBERTON ITEMS.

B. E. McElhaney.

The boys on the C. & C. B. Ill. Division will no doubt be pleased to learn that their old

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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

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friends and former associates, J. E. Coy, Harry Vandercook, J. W. Salisbury, Chas. Fullerton, Geo. Borton and E. D. Cornwall, are prospering and doing fine.

The Puget Sound Lines are very proud of their officials and employees, who are of the best railroad men in the country.

The officials are always pleasant and agreeable, and the boys enjoy meeting them when they are out on their trips of inspection. We have twenty-four freight crews, running in and out of Alberton, made up of very pleasant and agreeable men to work with.

Fred Wilder has returned to work, after an extended trip in the East. W. S. Greely is still away on an extended vacation.

NOTES.

Mr. James L. Crowley, assistant general foreman of the L. & M. Division, Austin, Minn., was married to Miss Marie McGovern, of Whittemore, Ia., on June 25th. Mr. Crowley and bride are touring in the East, and on their return will occupy a pleasant home in Austin. Mr. Crowley is an employee of long service with the Milwaukee, starting as machinist apprentice at Milwaukee shops, going from there to become night foreman at Janesville, and then at Savanna. From there he became day foreman at Wabasha, Calmar, Farmington, and finally at Austin round house, from which place, he was appointed to the position of assistant general foreman.

COLUMBIA DIVISION.

C. E. Molander.

Second Wire Chief C. E. Potter attended Masonic Grand Lodge meeting at Aberdeen, Wash., June 10 to 12, inclusive. He reports a good time.

Engineer Chas. Mahoney smiles. Why? A boy arrived at his house June 14th. Mother and son doing nicely.

C. A. Barry, second assistant wire chief, is on vacation and is being relieved by R. B. Jase. F. O'Leath is working as operator in Jase's place.

Lineman R. H. Robbins expects to leave Malden the latter part of June for an extended trip to Seattle, Portland, Denver, Lewistown and Butte, Mont.

To show that Columbia Division trainmen are on the job, we stopped recently for an automatic block at danger between Omega and St. Maries. The head man went ahead to flag. A horse had wandered onto the track at this point. Mr. Trainman immediately grasped the opportunity, also the horse's mane, mounted and rode through the block.

The Pullman Railroad Company, a part of the Pullman Company, has elected Mr. James T. Morrison vice president in charge of its traffic. "Jimmie" is well known to "Milwaukee" employees, he having been for many years chief clerk to Vice President E. S. Keeley, when Mr. Keeley was "somewhere down the line" working his way toward the top of the ladder.

W. S. BOGLE, President

C. W. GILMORE, Vice-President

H. A. STARK, Secretary

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Properly prepared and all sizes

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Steam Coal

James S. Dean

The death on May 30th of Conductor James S. Dean removes from our ranks one of the old, tried and true railroad men. He entered the service of this company as freight brakeman in 1864, and was promoted to passenger conductor in 1868. Superintendent Thurber pays the following tribute to his memory:

"His record shows a clear page, proving him to have been a very efficient and careful conductor. I have known him all my life and I attended his funeral. More old railroad men were there than I have seen at any such gathering that I have attended, showing that he was held in high esteem by his associates. Men of his caliber can ill be spared from our service and we feel that in his loss we have lost not only an excellent employe but a personal friend."

"Why Johnny!" exclaimed the mother, "you have had two helpings of soup, two of roast, two of corn, two of potatoes, two slices of bread, two glasses of milk and a large cut of pie!"

"Yes'm, I've had a chaser for everything but the pie."—*Exch.*

Continued from page 29.

This delay could be avoided in a great many cases if the Agents would suggest to the Shippers that they prepay the charges. The original way-bill should always accompany the car, especially when destined to points on connecting lines at Chicago; as an expense bill cannot be made from a slip bill and the car must be held until the way-bill is received.

Empties billed to Chicago for delivery home should always be routed. On foreign cars billed from Chicago the correct home route is shown on the way-bill under the heading of Consignor, with the exception of a few cases where they are loaded on the house or on a team track.

SYSTEM.

By Carrie Bush.

System, System, System,

It is system thru and thru;

System, System, System,

This is very true.

System, Accurate System,

Is the clue

Why Chicago, Milwaukee & St. Paul

Is the road for you.

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Chicago

C. E. Prichard, chief clerk to Supt. Thiel, has been enjoying a vacation trip to the Pacific Coast, visiting at Portland, Santa Cruz and other points. At the time this is written, he is understood to be splashing salt water all over the western edge of this country in his efforts to learn to swim in the Pacific Ocean.

Art Gamm, formerly stenographer in the office of District Carpenter F. E. King, has transferred to the office of General Supt. Foster.

A meeting of the Safety First Committee of the I. & M. division was held at Maurek's Hall at Austin at 9:00 a. m. on June 24th and the full membership of the committee was present.

After the meeting of the committee in the morning, a general meeting of the employees at Austin was held in the same hall at 3:00 p. m. This was the largest and most successful meeting held so far at Austin since the Safety First movement was inaugurated, and General Chairman Smullen expressed himself as well pleased to see so many people take an interest in the movement, and with the spirit of co-operation displayed, this being especially marked when it is taken into consideration that the meeting was held indoors on one of the hottest days of the year.

On the afternoon of June 25th a meeting of the River Division safety first committee was held at Supt. Thiel's office at Minneapolis and at eight o'clock in the evening a general meeting was held at the assembly hall at the court house. A number of ladies were present and it was especially gratifying to the committee that so many ladies, as well as an exceptionally large number of men turned out on the hottest evening of the summer to attend the meeting. Addresses were made by Mayor Nye, who spoke at some length of the safety first question, not only as applied to railway work, but to the administration of the municipal affairs of a large city and to the handling of street and railway traffic in large cities. An address was also made by Mr. F. W. Root, General Solicitor for the C., M. & St. P. Ry. for Minnesota, who spoke of the movement from the standpoint of a lawyer as well as a citizen.

The River Division office force acknowledge themselves under obligations to Engineers Nihill and Murphy for a nice mess of black bass, which those gentlemen were thoughtful enough to send in from their recent fishing trip. Here's hoping they live to go fishing again next year.

Bert Morton, after a long period of years in the baggage room at Minneapolis, has purchased a blue uniform and enrolled himself in the ranks of River Division passenger brakemen.



ENGINEER JOHN LEAF AND SWITCHING CREW AT PERRY

The Investment for the Men of the Rail

Founded and Controlled by Railroad Men

Paying 7 per cent on the investment, with privilege of withdrawing any time on 30 days' notice.

Actual assets in property far to exceed our liabilities, and with earning capacity far in advance of the 7 per cent.

If you are not drawing 7 per cent on your earnings, fill in the attached coupon and mail to me personally today:

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I subscribe for this stock with the understanding that I am to draw 7 per cent while my investment is used by The Meredith Flower and Vegetable Co., and that I can withdraw at any time by giving The Meredith Flower and Vegetable Co. 30 days' notice.

Signature

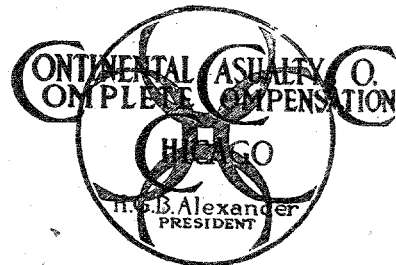
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Before I'm hurt
tell me how little
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Chicago, Milwaukee & St. Paul Railway.

MARION EXTENSION—West of Coon Rapids.

No. 1

TIME TABLE.

No. 1

Takes Effect Sunday, July 24, at 12 o'clock Noon.

Trains Going West			STATIONS.	Distance from Council Bluffs.	Trains Going East		
No. 1					No. 2		
Freight.					Freight.		
7.30	De. A. M.	0	Coon Rapids..... 8.2	93.5	8.00	Ar. P. M.	
8.25		8.3	Dedham..... 6.8	85.2	7.05		
9.10		15.1	Templeton..... 5.6	78.4	6.20		
9.46		20.7	Warrack..... 5.3	72.8	5.45		
10.20		26.0	Aspinwall..... 13.5	67.5	5.10		
11.50		39.6	Defiance..... 9.7	53.9	3.40		
12.30	P. M.	45.8	Marthan..... 5.2	47.7	3.00		
1.05		51.0	Panama..... 6.2	42.5	2.25		
1.45	Mt. No 2	57.2	Portsmouth..... 5.6	36.3	1.45	Mt. No. 1.	
2.17		62.7	Persia..... 4.9	30.8	1.14		
2.42		66.7	Yorkshire..... 5.8	26.8	12.44		
3.20		72.5	Neola..... 5.1	21.0	12.11	P. M.	
3.51		77.6	Underwood..... 5.0	15.9	11.40		
4.22		82.6	Weston..... 10.9	10.9	11.09		
5.30	Ar. P. M.	93.5	Council Bluffs.....	0	10.00	De. A. M.	

All trains run daily Sunday excepted.

Trains going from Coon Rapids towards Council Bluffs must keep out of the way and off time of all trains of the same or superior class going from Council Bluffs towards Coon Rapids.

Trains on this time table will be governed by the general rules of time table in force on the Racine & Southwestern Division in Iowa.

There are no side tracks at the following stations: Underwood, Yorkshire, Panama, Marthan and Defiance.

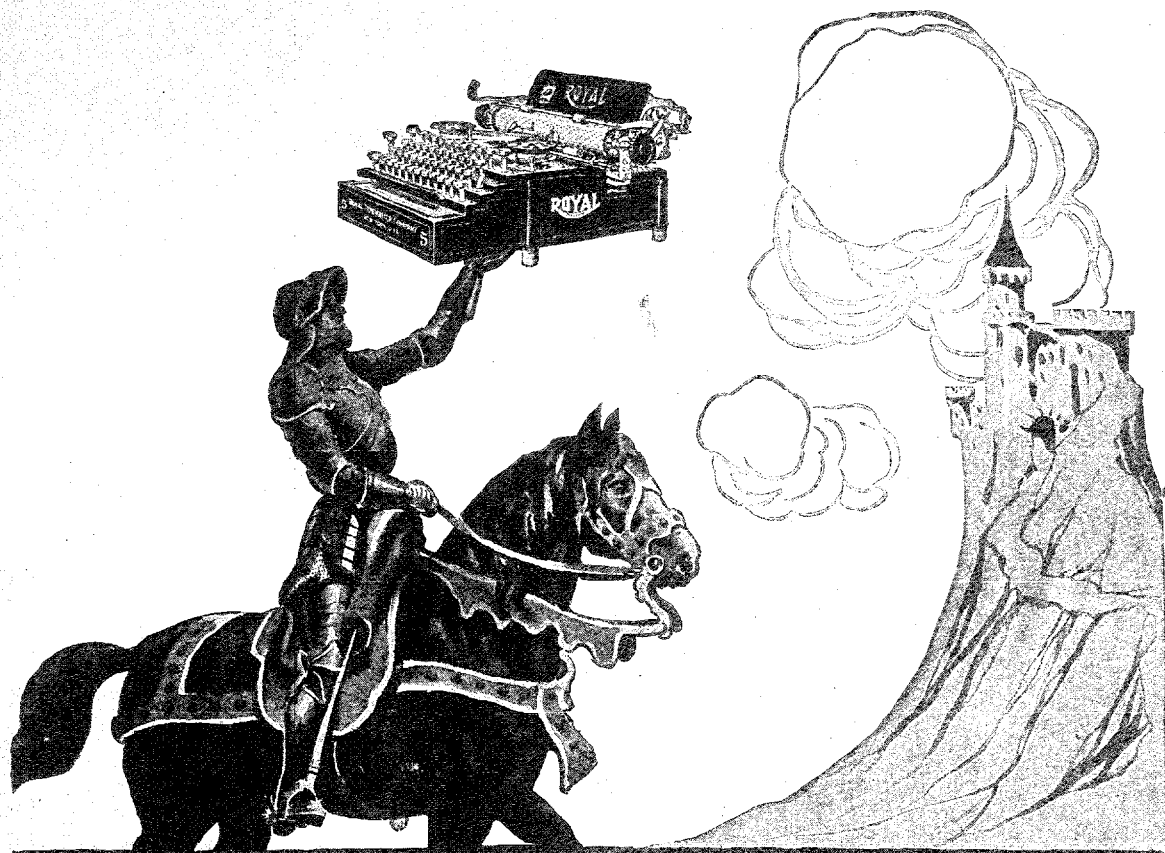
C. B. BROWN, Train Dispatcher.

D. A. OLIN, Superintendent.
A. J. EARLING, Assistant Sup't.

S. S. MERRILL, General Manager.
J. T. CLARK, General Sup't.

An Old Time-Card

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