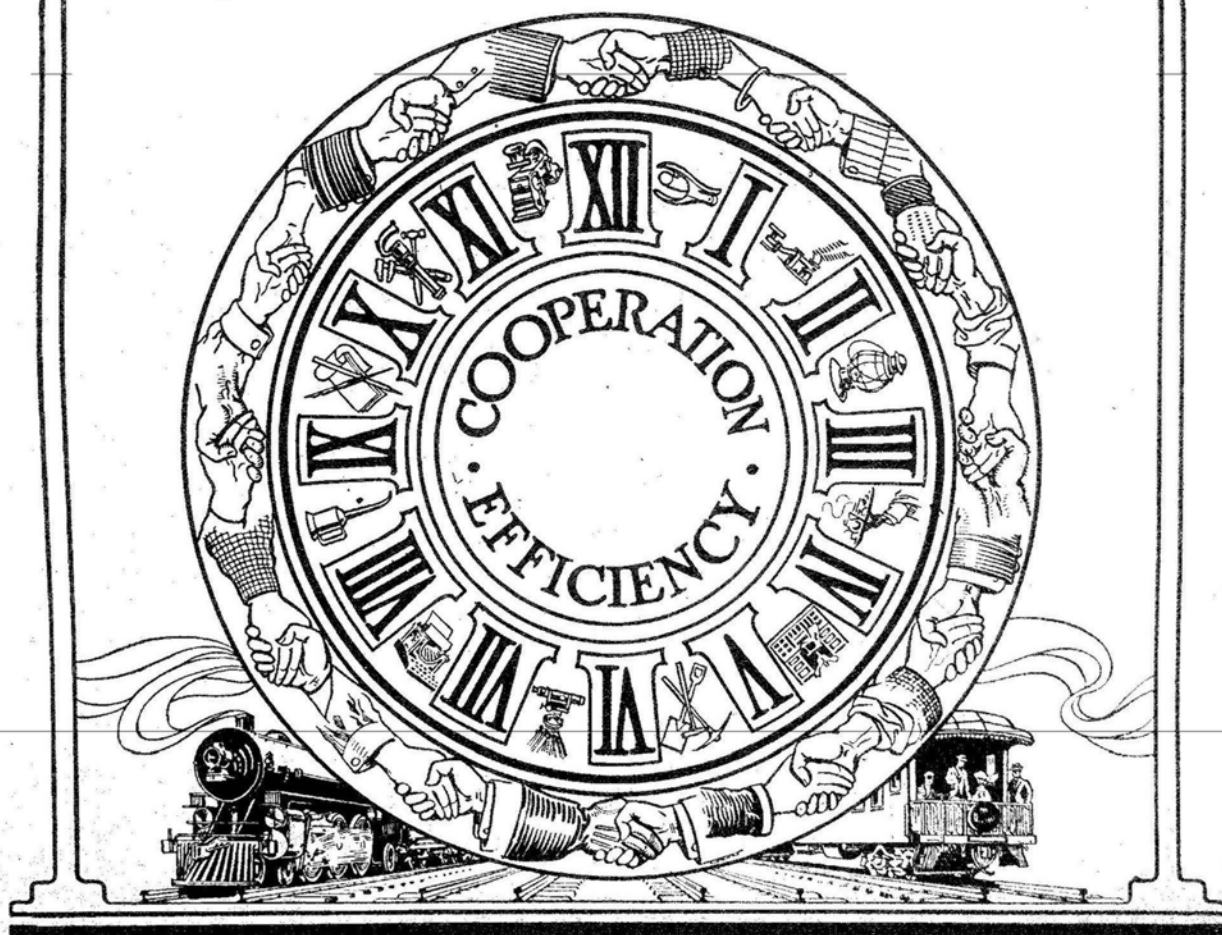


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

October

1915

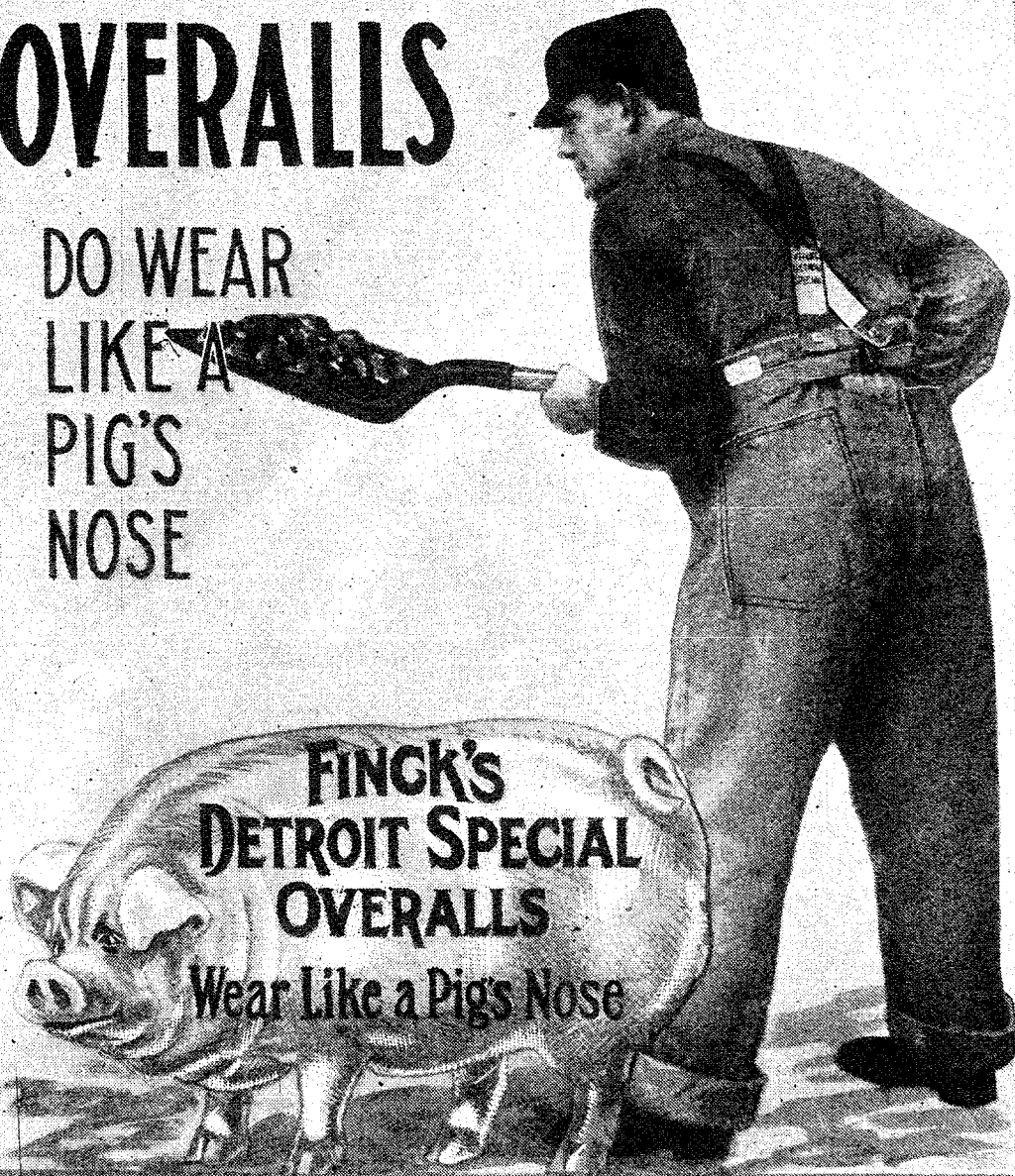


VOLUME 3

No. 7

FINCK'S DETROIT SPECIAL OVERALLS

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FOR SALE BY ALL HIGH GRADE DEALERS

W.M. Finck & Company

James L. Lee Treas.

Detroit

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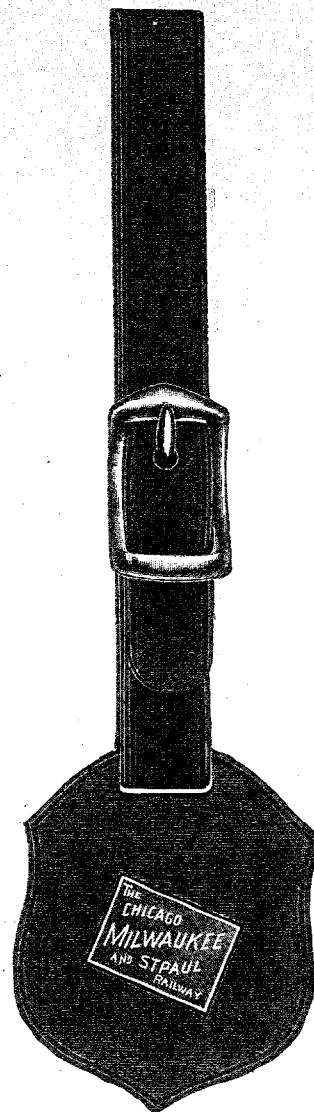
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72x84	"	"	"	12.00	at	8.00	"
70x80	White	"	"	5.50	at	3.50	"
70x84	"	"	"	6.50	at	4.50	"
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NORTH STAR WOOLEN MILL CO.

MINNEAPOLIS, MINN.

The Milwaukee Railway System Employees' Magazine

Railway Exchange Bldg., Chicago

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

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VOLUME III

OCTOBER, 1915

NUMBER 7

The Annual Report

The fiscal year ending June thirtieth last was a year of disappointments to the railways of the country and your Company participated in the unusual burdens common to all.

In addition to the general business stagnation, the lumber business of the State of Washington was particularly depressed and long haul tonnage in both directions suffered in consequence. Furthermore, the operation of the Panama Canal deprived the Pacific Coast rail lines of considerable business they have heretofore enjoyed.

The great activity in certain lines of manufacture resulting from the unprecedented demand for munitions of war is almost entirely confined to the great manufacturing centers east of and including Chicago, and lines west of Chicago reap little or no benefit therefrom. That part of the supplies for Russia which has been routed via Pacific Coast ports is a very small percentage of the total.

These conditions are responsible for the falling off in gross earnings of \$2,178,325, and in net earnings of \$1,259,725 as shown in the Annual Report for the fiscal year ending June 30, 1915. An increase of \$640,163. in the taxes paid brought the total decrease in operating income up to \$1,899,899.

Thus we entered the new fiscal year under conditions calling for the maximum of effort on the part of every officer and employee of the Company to secure all of the traffic possible and keep the expenditures down to bed rock, in order that the 1916 showing may be a source of satisfaction to everyone. Fortunately the harvest of small grains is greater than ever before, and even corn will probably make a fair yield. If foreign markets will take the surplus at a fair price, the proceeds of the crop ought to stimulate general business to our great benefit.

Additional information from the Annual Report follows:

The operations for the year show the following results:

Operating Revenues	\$91,435,374.26
Operating Expenses	61,971,701.03

Net Operating Revenue	\$29,463,673.23
Taxes Accrued	4,746,721.21

Operating Income \$24,716,952.02

Acquisition of Great Falls Terminal Railway.

On November 5, 1914, this company took over the Great Falls Terminal Railway, being the terminal facilities in the city of Great Falls, Mont. There are 3.45 miles of track, all of which is electrified and is being very economically operated with electric locomotives.

Seattle, Port Angeles & Western Railway.

The Seattle, Port Angeles & Western Ry., the outstanding Capital Stock of which is all owned by this Company, has under active construction a line of railway extending from Fairmount, Jefferson county, Washington, westerly through Port Angeles to Earles, a distance of approximately 62 miles. That por-

tion of the line west of Port Angeles, approximately 24 miles, has been completed and was placed in operation in January, 1915.

This line taps the rich timber country of the Olympic Peninsula and is proving to be an excellent feeder for the St. Paul system.

Additional Main Tracks.

The construction of the second main track and grade reduction work on the Chicago and Council Bluffs Division in Iowa, was completed on June 30, 1915, between Green Island and Manilla, Iowa, a distance of 270 miles. On account of unfavorable business conditions, it was deemed advisable to temporarily suspend the work on the Hastings and Dakota Division, but the work has been resumed and 178.70 miles were completed and placed in operation June 30, 1915.

On June 30, 1915, the following new sections of second main track were completed and placed in operation:

Chicago and Council Bluffs Division in Iowa:	
One mile east of Delmar to Lost Nation, Iowa	12.80 miles
Elberon to Capron, Iowa	40.46 "
Coon Rapids to Manilla, Iowa	31.90 "

Total 85.16 miles

Hastings and Dakota Division:	
Hopkins to Cologne, Minn.	23.87 miles
Minnesota Falls to Gt. Northern Tower, Minn.	5.80 "
West of Montevideo, Minn., to Double Track Switch	10.09 "

Total 39.76 miles

Automatic Block Signals.

During the year ending June 30, 1915, installations of automatic block signals have been completed as follows:

Chicago and Council Bluffs Division	
La Crosse Division:	
Portage to North La Crosse, Wis.	104.1 miles
River Division:	
Bridge Switch to Minnesota City, Minn.	30.5 "
Hastings and Dakota Division:	
Summit to one mile east of Milbank, S. D.	23.1 "
Chicago and Council Bluffs Division in Iowa:	
Green Island to Capron, Iowa.	152.9 "
Slater to Coon Rapids, Iowa.	51.8 "
Idaho Division:	
Center Street, Spokane, to Northern Pacific Crossing, Spokane.	1.4 "

Since June 30th, automatic signals have also been placed in service on the Chicago and Council Bluffs Division in Iowa, between Coon Rapids and Manilla. These installations comprise a total of 395.2 miles and make the automatic block practically continuous from Chicago to Minneapolis and from Chicago to Manilla.

The installation of automatic signals on the Hastings and Dakota Division from Hopkins to Cologne, Minn., a distance of 21.5 miles is now in progress and will be completed in the near future.

The installation of automatic signals on the Rocky Mountain Division from Butte Yard to Finlen, a distance of 16 miles has been authorized, and work will be started in the near future.

Miles of Track, June 30, 1915.

Owned solely by this company:	13,827.01
Owned jointly with other companies:	294.72
Used by this Company under contracts:	
Main track	354.94
Second main track	76.47
Third main track	1.14 432.55
Total miles of track ...	14,554.28
Average miles of main track in operation during the year:	
Owned solely	9,603.62 miles
Owned jointly	103.36 "
Used under contracts	345.60 "
Total average miles operated.	10,052.58 miles

Equipment.

During the year twenty-five locomotives and forty cars of various classes have been purchased or built as follows: 25 locomotives, 1 dining car, 2 mail and baggage cars, 2 passenger and baggage cars, 10 passenger cars, 13 sleeping cars, 3 observation sleeping cars, 4 parlor cars, 2 observation parlor cars, 2 cafe observation cars, 1 track scale test car.

During the year eleven locomotives and one thousand four hundred and sixty-one cars of various classes were destroyed by wreck or fire, sold or taken down on account of small capacity.

IMPROVEMENTS AUTHORIZED.

Equipment.

Authority has been given for the purchase or building of additional equipment as follows:

2 Lounging-observation cars.

7 Sleeping-observation cars.

also to convert 231 forty thousand pounds capacity box cars into cinder-dump cars.

Elimination of Grade Crossings.

The work of depressing the tracks of the Hastings and Dakota Division, from Hiawatha avenue to Hennepin avenue, in the city of Minneapolis, a distance of about three miles, was somewhat delayed during the past year. It includes the elimination of thirty-seven grade crossings. On June 30, 1915, however, the work was about 64% completed and it is planned to complete all of this work during the season of 1916.

The elevation of the tracks along the Bloomington Road, in the city of Chicago, which includes the elimination of 35 grade crossings and extends for a distance of 2.4 miles, was about 95% completed on June 30, 1915.

The elevation of tracks in the city of Milwaukee has been somewhat delayed during the past fiscal year. This work extends from Kinickinnick avenue to Fowler street, and from Clinton street to First avenue, a distance of 1.4 miles, and on June 30, 1915, was 30% completed. When completed 14 grade crossings will have been eliminated in that city.

Considerable progress has been made in connection with the elevation of tracks on the Chicago and Evanston division from Montrose avenue to Howard avenue, Chicago, a distance of 4.4 miles, and on June 30, 1915, this was 30% completed. It will probably take at least two years to complete this track elevation work which will eliminate 36 grade crossings.

New Lines and Extensions.

The line of railway from Lewistown to Great Falls, Montana, a distance of 137 miles, was completed and opened for operations early in September, 1914.

The grading of the Choteau Line, extending from Great Falls to Agawam, Montana, a distance of 70 miles, is completed, but track laying has been temporarily suspended.

Construction work on the Newwood River Line, a logging road, extending 18.25 miles northwesterly from Merrill, Wis., was completed and the line placed in operation in December, 1914.

Tunnels.

The construction of the Snoqualmie Tunnel at the summit of the Cascade Mountains, was completed, and the tunnel placed in operation on January 17, 1915. The opening of this tunnel shortens the main line of the Coast Division 3.6 miles, eliminates interruptions from snow slides, and also eliminates 6.4 miles of ruling grade.

Electrification.

The electrification of the Puget Sound Lines, which was commenced in April, 1914, has made such progress that the line between Deer Lodge and Three Forks, a distance of 114.4 miles, will be ready for full electric operation during the Spring of 1916. The electrification of the second division, between Three Forks and Harlowton, a distance of 114.2 miles, was commenced in April, 1915, and it is probable that this division will be ready for operation early in 1917.

A Big Railroad Through Newspaper Eyes

G. McEdwards.

As a newspaper man, on a big Chicago paper, I had been sticking close to my work. I had spent most of my time for years around the loop, or at the most around the inner circle of police stations, the spot where things were happening constantly.

My contact with large enterprises had been only superficial. I had interviewed a bank president or the superintendent of an industrial plant. I never had been given an opportunity to become acquainted with the inner workings. In fact, I had not thought, particularly, that there were inner workings—system, co-operation, co-ordination. I had been there to get news. I had gotten it, usually, and had left to put it on copy paper before it was stale.

My life was bound up in Chicago. I could have told you the exact location of most of the insignificant, block-long streets in Chicago, but if you had asked me if Montana was East of Idaho or what direction Seattle was from Tacoma, I probably would have been stumped.

I knew there was lot of big country out there. I wasn't much interested in it. If it happened in Montana or Idaho it didn't make news for Chicago, unless it happened pretty strong, and even then it wasn't in my department. The Telegraph Editor no doubt knows his geography like a book. Almost all the stories I wrote were local. They happened inside the city limits, as a rule.

Well, I left the work of news gathering, and came to the Chicago Milwaukee & St. Paul Railway. About the first act I did was to accept some passes good over any part of the system and on any train pulled by a Milwaukee engine. The possession of those passes sent a thrill through me. It seemed to bring the exquisite North of our country and the indescribable West closer to me. I began to realize

that the country was a whole lot larger than the limits of Chicago.

My loyalty to the Milwaukee road became unalterably established when they issued the next order. I was told to take my passes and go over the road—to see the country through which the great Milwaukee trail lies. I was to see it, by day, the cities through which it passed, the industries which it made possible, the feats of engineering which had been performed in order that it might penetrate into seeming impenetrable places.

I have had assignments on my paper which I considered were pretty soft, but I never had one that gave me the pleasure in contemplating it that this first assignment on the Milwaukee gave me. I began to realize how shut in, how citified my life had been. I was keen to see the land that lay between me and the great western coast.

I left at once to take up, "The Trail of the Olympian." It has been described in a little booklet as, "Two Thousand Miles of Scenic Splendor." The booklet tells the truth.

The Olympian itself was a marvel to me. I knew there were excellent trains running out of Chicago. I was familiar with the name of the Olympian. I had seen it advertised in the newspapers. But I was better acquainted with the Madison street surface cars than with specially equipped trains.

I crawled into bed shortly after we left Chicago that night. Even the berth seemed wonders to me. I had heard that Milwaukee berths were "Longer, Wider and Higher." I found them comfortable, cool and pleasant. I was in a mood, in the morning, to appreciate the beauties of the upper Mississippi along which we were flying on our way to St. Paul and Minneapolis.

On the train, I found all the comforts of a hotel. There was a bath

and a barber shop. As a rule a man hates to shave at all times, but on a train, shaving is a greater ordeal than usual. To be sure I had my razor along, but—to have a barber there whose hand and body moved with the motion of the train, who shaved as sure and steadily as if his cozy little shop had been planted on an immovable rock, seemed a luxury and comfort that I had not realized existed. I was “for” the Olympian barber shop from the start.

I was impressed that first day with the smoothness of the “machinery” of that train. I met in every case with un-failing courtesy. From the porter to the conductor there seemed to be a spirit of co-operation and of a desire to give the best service possible that appealed to me.

It may have been because I was traveling on a pass out of the “Front Office.” But I do not believe so. There seemed to be the same effort to be pleasant to others. One reason I believe is that the sleeping car service is controlled by the same official who controls the rest of the train. There is no overlapping of authority.

I found the big, roomy observation platform a decidedly pleasant place to spend the day. As we traveled along the Mississippi I thought of the thousands of persons in Chicago incarcer-

ated in tenements and wished that they might have been transported to some of those great, beautiful open spaces.

After we left Minneapolis, we passed through many beautiful and well kept farms, some of them along wonderful lakes. What impressed me much more, though, were the great wheat fields. It seemed easy to realize after spending so many hours in sight of nothing but rolling, waving fields of wheat that the 1915 crop was expected to pass all records.

Only in one spot did I see anything that reminded me of home. It was when we were passing through, “the jungles,” just east of Aberdeen. I saw several specimens of humanity that looked familiar. I had come in contact with countless thousands of them on West Madison street between the river and Halsted street, and along South Clark street, south of Van Buren. I had seen them when they were spending the money they made working as harvest hands in the South Dakota grain fields. I had seen them—these poor, unfortunate wrecks of humanity—after they had ran afoul of a police station. I had seen them when they were working in the quarries and breaking stone in the House of Correction.

And I have seen them—“Silent wait the Judgment morn,”



Old Days at Savanna.

Each resting on his pauper bier—
The harvest home of Barleycorn."

In harvest time, they slept under the stars, with a bush for a boudoir. In the winter when I had known them they slept in municipal lodging houses or five cent "flops," hundreds of them together—the air reeking with the smell of alcohol and of dirty men, yet not a window in the place open for a breath of air.

Looking out at the rolling fields of wheat between Aberdeen and Miles City I felt secure against a bread famine. And I considered what it meant to those grain growers to have the Milwaukee Railway running through their land, shipping their grain to Minneapolis, Duluth, Chicago—making it possible to put the product of the land of this great granary in any port or any city of the world, with the least possible expense to the former for transportation.

Having been, successively an Indian and a cowboy fan in my early days I could not help but hark back to the time when that prosperous country was overrun with buffalo and inhabited by the red men of the Dakota tribes, and of the period later when red men were supplanted by red bloody cowboys. Miles City, I was told, was named after General Nelson A. Miles, one of the few remaining great Indian fighters.

We ran into beautiful scenery after we left Mobridge. We skirted woods and darted past swift rivers. I remember particularly one Indian reservation through which we passed. Indians were plentiful, we could see them at the stations at the small towns, watching the Olympian go through. We saw them in the country, in their huts and wigwams—all of them with horses.

Most of my experience with Indians had been furnished by Buffalo Bill and the Kickapoo Indians who used to advertise some sort of patent medicine by means of a show I considered, in those days, a wonderful display.

Indians must have been frequent sights to the builders of the Chicago, Milwaukee & St. Paul. Northern Wisconsin, when the Wisconsin Valley

Division was built through the virgin forests of pine was the hunting ground of the red men. Large parts of it still are. The main line West cuts through the last stronghold of the American Indian. Surely there must have been some romance in the lives of even the section men who laid the rails of this mighty trans-continental line.

I spent a night in Butte and was taken around to see the sights of this great mining center. Apprehension always paints in black. But to see Butte as I saw it that night, was to view a city beautiful and glistening in its frame of red brick walls. The smelters were at work and like a great ball of fire the mining town stood out in the inky blackness that enveloped the far off hills.

As I was impressed with the service the Milwaukee was doing in carrying the wheat out of the Dakotas, and Montana so was I impressed with its usefulness in transporting the products of the great mines of the Treasure State. We could see from the train the smoke from the chimneys of Anaconda and the fires of the smelters.

After we left Butte we began to touch the real picturesque country. There were wonderful hills, rock formation, pines and mighty firs. We saw sheep and cattle grazing among the hills. Here and there we saw the hut of a miner in the mountains, and the bore into the side of the rock that he had made in quest of valuable metal. What a graveyard of buried hopes for many of these men who roughed it in the early days! And what a mecca for those who, "struck it rich!"

The country between Butte and Spokane would drive any man to adjectives. The beauty of the canyons and ravines and mountains is, indescribable. The most beautiful river I have ever seen is the shadowy St. Joe with its clear, clean reflection.

It is along this part of the road that the creative ability of the engineers who built the road is seen. Perhaps the greatest feat is the one just being completed, the stretch of hundreds of miles of electrified railway, where the mountain streams furnish the power—

from Harlowton to Avery. When a person sees the work that has been done there, and is going on, and tries to estimate the millions of dollars it cost, he gets some idea of the greatness of the road, the initiative of its administrators and the perfection of the whole system.

I have been told of the millions of cubic yards of excavation which has been taken out of the mountains and hills to make the road possible and I have seen where the track passes through obstacles which must have looked insurmountable to any but a daring engineer who set the Pacific Coast as his goal, and made it the best, the most complete and the shortest possible line.

I had an unusually good chance to see one of the engineering feats. It was the Sixteen Mile canyon. I rode in the cab of the engine. It was a strange feeling to look ahead, and see nothing but a yawning abyss. Dozens of times it looked as if all was over. Dozens of times I murmured a little prayer for my baby back in Chicago, asking that the good angels would take care of his daddy. But each time we struck a curve and went around smoothly, swiftly, surely. When I stepped down from the cab I turned to the engineer and reached out my hand.

"Ever afraid out there?" I asked, pointing to the road we had just thundered over.

"No, never." He laughed. "A thousand times safer here than in the 'canyons' of Chicago. Good engine and excellent roadbeds. Safer by far than motoring in your parks." He waved a farewell and the long train started.

It was then I realized that only a comparatively few "know the flesh and blood and personality of railroads."

I can well imagine some of the obstacles to overcome in building the Milwaukee road into the heart of the lumber districts in the West and the North, in penetrating the Copper Country, in making it the road of the grain shipper, in distributing the silks of the Orient to the cities of the mines, the settlements of the forests, the hamlets of the great plains, the industrial cen-

ters of the middle west and the ports of the Atlantic coast.

I have found co-operation among the thousands of its employes. I have noticed a good spirit among the men and women of the Milwaukee wherever I have gone. I have found aid and encouragement from its officers. It did not take me long to become an enthusiastic believer in the supremacy of the Milwaukee road. In other words, I'M FOR IT.

It has been beautifully said:

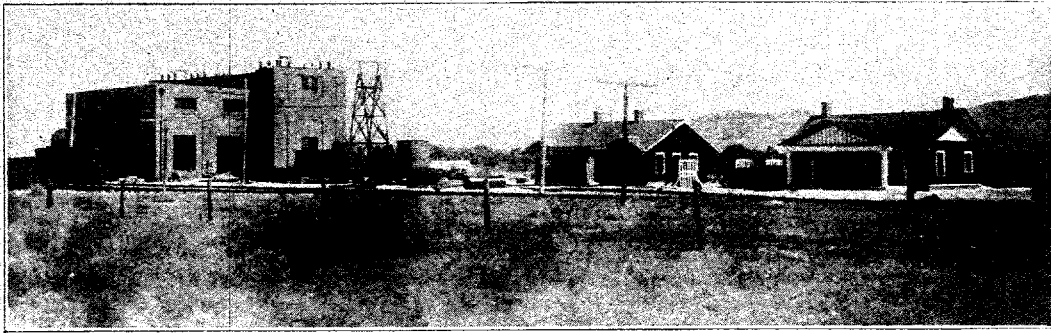
"A RAILROAD is not the unfeeling and relentless devourer of automobiles and little children at grade crossings described by impassioned advocates in crowded courtrooms. The whistle of danger is an engineer's use of a piece of machinery, but it is also the echo of a man's thought for his own babies left at home.

"A RAILROAD has been likened to an octopus by those who do not know the flesh and blood and personality of railroads. The soul of a railroad is Fidelity, and if a railroad is an octopus, it is an octopus with a soul.

"A RAILROAD is a disciplined power; owning rails and cars and locomotives; engaging the highest quality of mechanical skill and expert knowledge; but the glory of a railroad is the united adjustment of its living nerves to patience, courtesy, speed and safety."



Storekeeper Kroha and Shop Office Force,
Deer Lodge.



Typical Sub-Station Layout, Piedmont, Mont.

The Substation Plants of the Rocky Mountain and Missoula Divisions

F. B. Walker, Assistant Engineer Electrification Department.

The energy for the electrical operation of the above-named divisions is obtained by means of transmission lines from the various hydro-electric plants of the Montana Power Company. The current in these lines is alternating and has a pressure of 100,000 volts. Such an enormous voltage cannot be used directly for power but must be altered or transformed to a lower workable pressure, and, as alternating current does not permit of the ease and flexibility of control of motors as does direct current, the form of the current is changed to get the desired results. To accomplish these changes, proper apparatus must be provided and such apparatus as a whole is called a sub-station.

The current, then, is delivered by the power company to the substation at 100,000 volts, whence it passes through oil switches (the voltage is so high that the switches must be immersed in oil to prevent the great flash which would follow if they were opened in the air) to the high tension bus or current distributor which consists of three lines of copper tubing and which forms the source of power for the substation. From this bus the current is conducted to the transformers, through other oil switches, entering them at 100,000 volts and emerging from them at 2,300 volts, but yet remaining in the form of alternating current. This lower voltage current is conducted

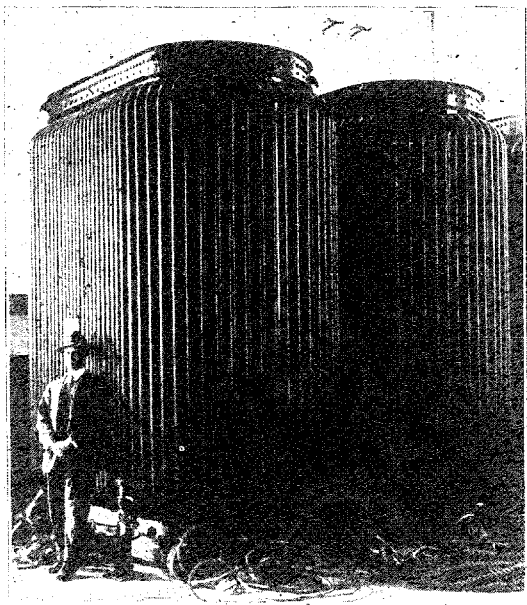
through selector switches to the motor generators which are machines consisting of one alternating current motor and two direct current generators. The 2,300 volt current operates the motor which in turn drives the generators for the production of 3,000 volt direct current, and after passing through the control switches on the switchboard this direct current is conducted to the feeder and trolley lines for the operation of the electric locomotives.

The above in general outlines the purpose and action of a substation but, of course, there is a large amount of equipment other than that mentioned which is necessary to the accomplishment, and there is auxiliary equipment for lighting and power for the substation and its appurtenant buildings, and for the operation of automatic block signals on the railway, etc.

One entirely new feature is being incorporated in the electrification scheme which is termed the Power Limiting System. By this apparatus, which consists of instruments, transformers, etc., in the substation, small motor generator sets in the train dispatchers' offices, and a circuit of copper wire connecting those offices with the substations, the train dispatcher is enabled to control directly the maximum power being used by trains on the road in the most economical manner.

To give some idea of the size of the

equipment in the substations, each of the 100,000/2,300 volt transformers require in their cases for cooling purposes about 65 barrels of oil and one of these transformers complete weighs 28 tons. One of the illustrations shows the cases of some the transformers, from which a conception of the size can be gained. Each motor generator set is 27 feet 7 inches long, 9 feet wide, 8 feet high and weighs 132,000 pounds. All of the ap-



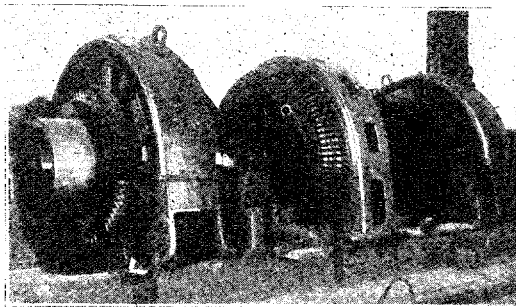
Transformer Cases.

paratus, however, is assembled in units of 10 tons or less to permit ease of handling, and the weight handling equipment in the substations, which consists of a hand operated traveling crane in the motor generator room and a triplex chain block hoist in the transformer room, is designed to carry loads of 10 tons.

The substations are located at Two Dot, Summit, Josephine, Eustis, Piedmont, Janney, Morel, Gold Creek, Ravenna, Prinirose, Tarkio, East Portal and Avery, fourteen in all and spaced an average distance of 33 miles apart; and power is received from the power company at Two Dot, Josephine, Piedmont, Janney, Morel, Gold Creek and East Portal. That the substations were located thus is due to the electrical requirements on the basis, that, with the railway

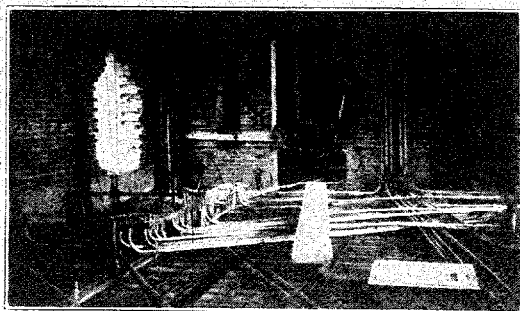
grades, etc., taken into consideration, the size of the copper conductors and the machines in the substations are a minimum. To vary the distance between substations from the locations determined upon would invariably increase the cost of the installation by increasing the size of the copper or the machines or both. Dependent upon the railway grades, the distances between adjacent substations vary, and because of the grades some substations are of larger capacity than others; for example, Piedmont and Janney substations are equipped with three 1,500 K. W. motor generator sets, while the other substations between Harlowton and Deer Lodge have two 2,000 K. W. Motor generator sets each. East Portal, the largest station in the installation, is equipped with three 2,000 K. W. motor generator sets.

The substation buildings themselves are of modern, permanent construction with concrete foundations, brick superstructure and concrete roofs on steel purlins and trusses. To accomplish proper ventilation for the motor generator sets, the foundations for them are of the arched type and are connected by means of a basement under the motor generator room which receives air through openings in the foundation wall. The supply of air is controlled by means of steel sash operated as butterfly valves. The sash throughout the building is of steel and all the ventilators in them are controlled from the floor of the building by means of



Motor-Generator Set in Process of Erection.

chain or rod operators. The building is divided into two rooms, the motor generator or low tension room, and the transformer or high tension room. The partition is of brick with the two



Conduits Before Laying Floor.

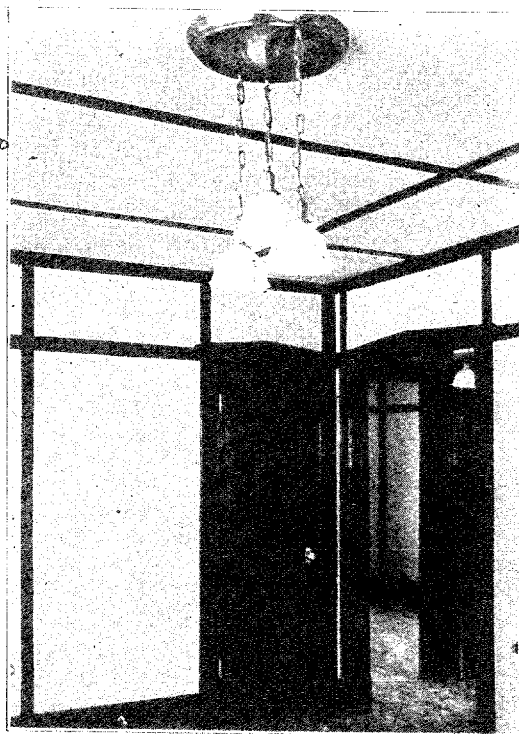
doors therein of tin clad construction for fire protection. One corner of the motor generator room is partitioned off and this together with the bay built onto the building forms the office for the substation. The interior walls and ceilings in the buildings are painted white with the exception of a green wainscot course 5 feet high. All doors, sash, steel, exposed conduit, and substation equipment are painted black.

The floors of the buildings are of concrete and in them concealed from view are the conduits through which are run the electric cables for transmission of power to the various parts of the equipment. Every conduit possible is thus concealed, only those for carrying the wires to the lights in the building and those carrying the cables to the outside feeder system are exposed to view. Incorporated in the floor is a standard gauge track upon which is operated a steel car or truck for the purpose of transferring heavy equipment from one part of the building to another, and a steel turntable is installed in connection with the track to enable this to be accomplished. The necessity for having the roofs of the substation buildings fire and waterproof caused them to be built of concrete overlaid with a waterproof material. The concrete is used in the form of a reinforced slab three inches thick resting on a steel roof structure and the waterproofing was made certain by the application to the slab of a five-ply pitch and gravel roof.

As mentioned above there are two and three unit stations. The former have transformer rooms 30x87 feet and motor generator rooms 40x60 feet. The latter have transformer rooms 30x101 feet and the motor generator rooms

40x77 feet. All the buildings excepting those at Drexel, East Portal and Avery are about 45 feet high. The three stations just mentioned have buildings of different appearance owing to the necessity for designing them with pitched roofs because of the excessive snowfall in the Bitter Root Mountains. Their interior plan is the same as that for all other stations except that it was decided to place the horn gaps for the lightning arresters indoors which results in the buildings being somewhat larger. The substation at East Portal is the largest of the fourteen between Avery and Harlowton. Here two taps come in from the power company's transmission lines, and provision is made for a future second railway company transmission line to the west. This station is a building whose transformer room is 30x170 feet, and motor generator room is 40x77 feet. The height above ground to ridge of roof is 55 feet.

For residences for the substation operators, one four-room and one five-room house is provided at each substation. These are of the bungalow type with running water and electric lights. The walls and ceilings are of paneled



Bungalow Interior.

wall board, calcimined in buff color, and with the wooden battens forming the panels and all other interior woodwork, excepting in the kitchen and bathroom, finished in fir with weathered oak stain. The bathroom and kitchen are finished in white woodwork and wall board painted in light green. The exterior of the four-room bungalow is of shiplap, rough side out, and the five-room house is of shingles. Creosote stains were used for coloring these houses instead of paint. The colors are varied at the different substations to get away from the idea of standard colors and to give each substation layout an individuality. In general, the colors used are brown, green, slate and maroon trimmed with colors to harmonize. The hardware and electric fixtures used throughout are of dull brass, which with the dark woodwork make a pleasing contrast.

The source of water supply, of course, varies with local conditions and includes deep wells, springs and streams. To have an adequate water pressure, underground steel pneumatic tanks are used in connection with electrically driven pumps which have auxiliary air pumps. The pumps are automatic, stopping and starting at given pressures. With this equipment a pressure is had the same as that in a city, and very little attention need be paid to the plant. The pumps are placed in houses, designed and painted to accord with the bungalows.

All about the houses and substation buildings the grounds are being planted to grass, through which run neat gravel walks. The idea being carried out is to make "beauty spots" of the substation layouts with living conditions for the operators to be as good as would be found in a city. It is believed that the idea is being accomplished, and the effort expended by the company to this end will be appreciated.

Conductors Higgins and Craig on their recent trip to New York City detrained at Englewood and returned to Chicago for a fresh start. Certain individuals claim as a reason for this strange action that they met one of those inquisitive gentlemen from Missouri, but we don't think so. Englewood is noted for its beautiful landscapes, so they just got off in response to an irresistible impulse of their esthetic natures. It came very near making them late at the Brighton Beach ringside.

Freight Handling.

T. M. H.

At the Safe Handling of Freight meetings which have been held recently, our attention has been called to the heavy losses due to claims for loss and damage to grain shipments. By the time our October magazine is issued this season's grain crop will probably be moving and upon us rests the responsibility of seeing that the losses are reduced to the minimum.

Of all the cars of grain arriving at Chicago during the month of July, 1915, 14 per cent were leaking. The causes for these leaks were as follows:

Ten per cent due to defective, improperly installed or insufficiently braced grain doors.

Ten per cent leaks over grain doors due either to failure of shippers to board doorways high enough, or to grain inspectors and samplers knocking off top boards on doors.

Twenty-nine per cent side of car leaks due to loose, defective or spread sheathings.

Seven per cent end of car leaks.

Twenty-two per cent door post leaks.

Two per cent end post leaks.

Four per cent corner post leaks.

Eight per cent bottom of car leaks.

Eight per cent end door leaks.

You will note that approximately 80 per cent of all this loss would have been avoided had the car been given proper inspection before being placed for loading. Where no regular inspection force is maintained agents should look cars over before they are loaded and if any are found that are not fit for grain loading and cannot be made grain tight, it is the agent's duty to see that another car is furnished and the defective car removed. Agents should also watch the cooping of cars, and where same is insufficient or improperly done, should endeavor to have the work done properly. The elevator superintendent probably leaves the cooping and applying of grain doors to his employes and the latter are liable to be indifferent or incompetent. When such a condition exists agents can generally

secure results by talking with the shipper and soliciting his co-operation.

Damage to grain by leaky roofs and doors is another cause of heavy claims. See that the cars placed for grain loading have a tight roof.

Trainmen can assist materially in avoiding and reducing claims for grain leaks. Trains should be looked over carefully for grain leaks as well as for defective running gear and draft rigging. A few nails and a piece of board will often save a large loss of grain. If the leak is such that trainmen cannot stop it, the car should be set out and notice given to train dispatcher. If the car is standing on side track the grain which leaks out can be recovered. That which leaks out while car is running is a total loss.

The officers of this company are making every effort to educate us in the proper loading and handling of grain as well as all other freights. The meetings which have been held at various points during the past four or five months are instructive, and we are all better posted for having attended them. Let us do our part by carrying out the suggestions offered and see if we cannot reduce the amount paid out for grain claims to the minimum.

Christmas Prize.

A prize of five dollars is offered to the little boy or girl, child of an employe, between the ages of six and ten years, who writes the best letter to "Aunt Jennie" about school, play-time, how he or she helps "Mother" and what he or she would like to have in the Christmas stocking.

Letters must not be more than two hundred words, must be written only on one side of the letter paper, must have the name and occupation of the parent who is employed by the company, and be addressed to the Editor of the Magazine, Libertyville, Ill., who will forward same to "Aunt Jennie." All letters must be in the Editor's hands by November 10th.

Items from the Chicago Terminals.

Catherine M. Bartel.

Telephone Operator Margaret Hughes and Yard Clerk C. Stark took in the scenery at Milwaukee August 29.

Mrs. C. Laue and daughter, wife and daughter of Operator C. Laue, made a trip to Chicago recently.

General Yardmaster Williams contemplates spending his vacation on a farm in Michigan. We have it from pretty good authority that he will not come back alone.

Roy Stahl, pay roll clerk, recently returned from New Hamburg, Canada, where he spent his vacation.

Material Clerk O. H. Schilling, mother and sister spent a few days at Graydon Springs, Mo., visiting relatives.

Miss Margaret Hughes, telephone operator, Western avenue, is taking her annual vacation. Mrs. E. Earl is taking her place at the switchboard.



Alberton Roundhouse Force.

A Greater Efficiency in Our Methods.

*Edward Assman, Jr., Machinist,
Milwaukee Shops.*

One of the most interesting articles which I have read recently in our Magazine was that by C. H. Dietrich on "Reduction of Loss and Damage Account," which was printed in the August number; and if there is any employe who has not read it, I ask that he please do so, for it is an inspiration. It was what prompted me to write these few lines on this subject.

Mr. Dietrich gives the astonishing information that the loss and damage for freight alone in 1914 amounted to the enormous sum of \$1,724,941.33. Think of it, nearly two million dollars which the company ought to be able to enter in its books as profit. And why could they not do that? Because somewhere along the line, under the loss and damage account, we did not give the company the best there was in us.

This is not written with the intention of criticising the individual or the department, but to call the attention of all employes to the necessity of doing well that which we are employed to do. Through the movement which has been started on our railroad, for a reduction in this loss and damage account, we are able to see that careless attention to our work, and slight mistakes, summed up at the end of the year, is an item of amazing proportions, and one that makes us exclaim, "Can it be possible!"

And what is the keynote of success for us as employes of the Milwaukee road but Co-operation and Efficiency—one just as important as the other. So let us each and every one, regardless of what department we are working in, bear in mind and try to eliminate all that makes for loss and damage, so that this account may show a substantial reduction at the end of the year. The future welfare of this company, as well as of all other railroad companies, depends largely upon the earnest endeavors of every individual employed by them. The recent decisions of the Interstate Commerce Commission

shows that railroads cannot rely upon it to give them an increase in revenue—neither does the public seem to favor it, and so it is left to us, as employes of this great railway system, no matter what our position may be, to help our company by doing our best and making it our constant aim to eliminate every practice that is wasteful and all other practices which operate against the welfare and success of the Milwaukee railway system—our employers.

The Farmer Boy's Soliloquy.

Guy E. Sampson.

I love to hear the stories
Of mining days of old
When men to California hiked
To dig the glittering gold.
I love to hear the stories
Of cowboys on the plains
But the stories that I love the best
Are from the boys upon the trains.

They tell of call boys' midnight raid
Upon their slumbers sweet,
In half an hour he's back again
The same call to repeat.
They tell of how they dress in haste
And to the lunch room hie
To snatch a cup of "Java"
Likewise a piece of pie.

They tell of checking up their train
Of testing air and all—
It makes me wish that I some day
Might heed the call boy's call.
Their life is sure exciting,
Their stories make that plain,
Methinks 'twould be a jolly life
With the boys upon the train.

I work for Dad up on the farm
Work mighty hard, By Gosh.
Of course I get my board and room
Likewise my weekly wash.
But Dad says, "Boy the farm is yours
When I have crossed the trail,
And you'll be happier then by far
Than the boys out on the rail."

I often wonder if Dad's right,
When he says that I'm insane
From listening to the railroad talk
Of the boys from off the train.
But right or wrong, I'll stick to Dad
Through sunshine and through rain,
But I'll always Stop, Look, Listen
For the boys from off the train.

If the correspondent for the I. & W. N. Division will give us his address we will send him a picture of Titus' calf. We have a few of these pictures left and they are worth having. Any one wishing one just say so in the next issue of the Magazine and we will send you one.



Superintendent F. G. Hill.



Trainmaster F. D. Campbell.

The Trans-Missouri Division

Geo. E. Waugh.

In an article on the H. & D. Division in the July issue, we made reference to the activities there were when the Puget Sound extension ceased to be a dream. As we scan the brief but interesting history of the Trans-Missouri Division and look over its physical construction, both reveal the bluntness with which the dreamers' visions must have been shattered against the almost insuperable obstacles encountered at the very threshold of the Puget Sound Line's construction. The day that the Trans-Missouri earned the right to carry its Latin prefix, marked an epoch in railroad history—the Missouri River had been spanned with the greatest steel bridge ever thrown across its swirling, muddy waters. This bridge site at the eastern terminus of the Trans-Missouri was the scene of the bitterest struggle ever waged between the rampant onslaughts of this muddy monster and the ingenuity of the engineer and the brawn of the bridge builder. It stands today as an imposing evidence of victory for the latter forces—the greatest bridge of its kind in the world.

The rifle-crack of the bridgeman's gun-hammer has long since subsided; the "sand-hog," who descended through the great cofferdams to the river bed to build the massive concrete piers—who dug his way down through muck and hardpan to find solid rock on which these great supports would rest—the picturesque "sand-hog," who reeled and blinked as he emerged from these air-chambers—is gone.

The steel erecting ganç has gone; the shacks of the building forces have disappeared, and their occupants are scattered. They are building bridges somewhere, but you can make a book on it—they are not spanning the Missouri.

Many will recall a story in the May, 1914, number of the Magazine, printed under the caption of "Construction Days at Pontis." It tells vividly and interestingly what it meant in labor, hardships and expense to cross the "Big Muddy." The sturdy forces working under F. E. Rice, the engineer who erected this monument to the science of bridge-building, saw their work of months succumb to the charges of rushing ice and crumble under the strain of driftwood and rushing waters in the springtime, for the Missouri River does not lend itself to bridging without attacks from its ample forces that will test and bend the stiffest vertebrae in the most determined men. In the end they won—they had to win or there would have been no Puget Sound extension.

The bridge represents an expenditure of \$1,000,000. In its towering piers there are 15,000 cubic yards of concrete and 4,400 tons of steel from the east to the west approach. Yet with this tremendous cost and the difficulties encountered in its building, it only represents 1,670 feet of railroad. The activities of the construction camp have gone into history and the only remaining signs of life about the bridge are represented in the homes of O. L. Aulick, engineer of the pumping station, and Nels Holmes, the bridge watchman. The pumping plant is an important institution to both the railroad and the City of Mobridge, as both are dependent upon it for their water supply. The water used in the city is carried through a big pipe line to the town which is located three miles from the river. The plant runs night and day and each twenty-four hours 500,000 gallons of water are forced through the powerful pumps for railroad and city use.

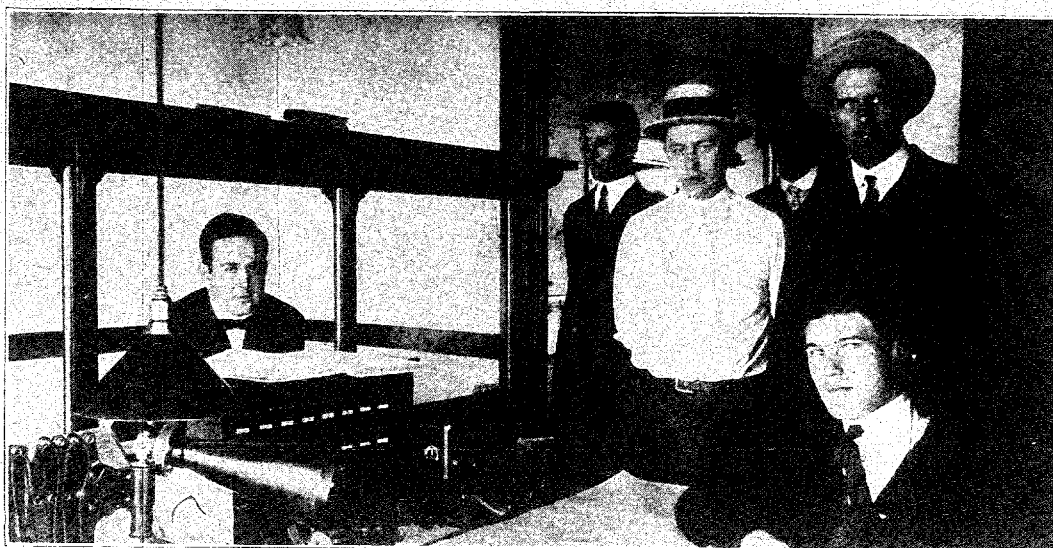
In covering the Trans-Missouri it is difficult to get beyond the fascination of the bridge, yet there is a story of the broad, fertile acres to the west of it which is much more wonderful. When the first train rolled into Marmarth on the Christmas morning of 1907, the line penetrated a vast expanse of territory that had been in all these preceding years the grazing ground of range cattle and the buffalo. That it was capable of producing wonderful crops was known to many, but these miles of virgin prairie land could not be farmed because the steel arteries that any country must have for its development had not been laid. The Trans-Missouri Division is the advance guard that made it possible for the farmer to prosper. Since it entered this field, cities have been built on its right of way, all of them new, prosperous, thriving towns with populations varying from 100 to 2,000 inhabitants. The total urban population of the division will run close to 30,000. Counting the farmers who have settled along the 490 miles of railroad comprising the Trans-Missouri, it is conservatively estimated that the construction of this line is responsible for increasing the population of North and South Dakota by 150,000 people who have settled in this new and desirable place to live. What this means to the individual, the Dakotas and the "Milwaukee" is forcibly manifested in the fact that this year the grain yields along this division will exceed 15,000,000 bushels. To move this crop, Supt. F. G. Hill has ordered 15,000 cars. Seven years ago this territory produced no grain—there was no necessity for equipment. This is the miracle performed on the Trans-Missouri in less than a decade. Yet we have only scratched the surface of the possibilities and the capacity of the territory tapped by this line. As an illustration of what the farmer can do, B. B. Bobb of Haynes, N. D., sold the alfalfa seed gathered from his sixty-acre tract for \$6,200.00. If in recent years you have been a follower of the achievements of the collegiate stars of the football field and baseball diamonds, the Hildebrands of Princeton need no further introduction. One might

naturally picture the boys in this celebrated family of athletes as lawyers, doctors, or any of the other professions—such a guess would be natural, but it would be wrong—they are farmers on the Trans-Missouri Division, and mighty good ones.

There are many employes on the Trans-Missouri, particularly those in the station service, who have taken advantage of the homestead lands in the Standing Rock Indian Reservations, and their quarter sections of fertile acres represent an ownership that makes them proud of the railroad beyond the fact that they are its employes; for with them, like the farmer, the road gave this country new life, bringing it into the agricultural utility for which it assuredly was intended. This year wherever the land has been cultivated the wheat yields have ranged from 15 to 30 bushels per acre, rye from 12 to 15 bushels, oats from 50 to 100 bushels, and as many as four cuttings of alfalfa have been taken from the land set out in this leguminous plant. Dairying, too, is becoming a big factor on this division and even now, in spite of the fact that the territory is still young, they are shipping daily from seven to eight hundred cans of cream off of this line that is used in Aberdeen and Mitchell and even as far east as St. Paul and Minneapolis. In an industrial way, the towns along the line are rapidly coming into their own. In Mobridge a new canning factory is under construction; the lignite coal mines are rapidly increasing their quota of local tonnage—from the Scranton mines we move approximately 1,000 cars a year. On the main line, about three and a quarter miles north of Haynes, we tap another productive coal area and the Haynes Coal Mining Co. are building an electric railroad to connect with the Trans-Missouri Division. As soon as this is completed the output will be materially increased. The same concern is also erecting a brick and briquetting plant. For the entire length and breadth of this division which extends from Mobridge to Marmarth, a distance of 190 miles on the main line, and



Chief Clerk C. A. Moulding and Force.



Trans-Missouri Division Train Dispatchers.

branches running from McLaughlin to New England and to Isabelle and Faith, the road and the territory through which it runs are entering an era of prosperity, and the future of this country is plainly indicated in the prosperity enjoyed by these settlers during their short residence in this country.

We have dwelt with considerable length on the remarkable transformation that has taken place on this division, but it is a worthy subject and in it is wrapped the story of progress and the visible demonstrations of what a railroad means to a country's up-building. In Wisconsin, Illinois, Iowa and the older states where the "Milwaukee" began its pioneering in the early 50's, 60's and 70's, these states which are the garden spots of America surely could not have yielded more bountifully to the home-makers of those days who traded their labor for the returns they found in the soil. There are many men who have grown gray in the service of the "Milwaukee" Road, who vividly recall the periods when these great commonwealths of the Middle West did not occupy the opulent positions they do today. Wherever the "Milwaukee" lines have been long established, the territory has reached or is reaching its zenith, but in the vast expanse traversed by the Puget Sound extension and the Trans-Missouri Division which represents the first connecting link of that wonderful road, there is a new empire in the making and one need not be a dreamer or visionary to hear the tread of the coming millions who will populate these states, grasp the opportunities within them and reap the rewards they hold for the railroad and the people. As the division has been newly built, it has had the benefit of all that is modern in the ingenuity of railroad construction. The main line is laid with 85-lb. steel and on the branches it is 65-lb. In train, station and shop service, together with the maintenance gangs, it furnishes employment for approximately 1,000 men. Many of them are off the old line, and but

few of them would care to return. The division headquarters which are located at Moberg were moved to the east end of the division from Marmarth in the December of 1910.

As a telegraph operator at Lone Rock on the Prairie du Chien Division in 1885, F. G. Hill, the Superintendent, began his preliminary railroad education for the office he now holds. He has come up through the various moves leading to his present position and one might be inclined to doubt from his youthful appearance, despite a few gray hairs, that he could possibly have spent thirty years with the company. But the service record is accurate and Hill is truthful and proud of his long record. He is that loyal, aggressive type of railroader that the "Milwaukee" is indebted to for the big things it has accomplished. Under him are Trainmaster F. D. Campbell, J. P. Rothman, Chief Dispatcher A. A. Babcock, F. R. Doud and H. R. Winship, train dispatchers. C. A. Moulding, chief clerk on this division, is an old employee who started with the company in 1881. His ancestry, however, antedates that period, as he is the son of John J. Moulding, road accountant, who is counted as one of the oldest employees on the "Milwaukee" Road.

With this territory to build up and a reputation to make in a new field, the "Milwaukee" Road has on the Trans-Missouri Division a loyal, intelligent force that any road could be rightfully proud of. They have that quality of enthusiasm which begets success. And neither the railroader nor the settler knows the color of the "white feather." It would be strange indeed if they did not prosper—and believe us they do!

The employees of the Fullerton Avenue office wish to announce that their fourth annual reception and dance is to be held at Victoria hall, Madison street and Western avenue, Friday evening, October 22, 1915. Tickets 25 cents. Everybody cordially invited to attend to help make the dance a success.

Little Practices Form Big Habits.*G. R. Morrison, Superintendent.*

As a member of the Safety First Committee of the R. & S. W. Division, it seems to me that an article on the Safety First movement from a trackman's point of view might not be out of place, and I submit the following:

Patrol track daily to see if there are any defects in switches or any other part of the track, especially during cold weather, and during and after heavy rainstorms. If any defective place is found, report at nearest telegraph station. Also leave proper signals at dangerous spot found. Ice forming under wing rails of frog, also toe of frog being low, will raise up wing rail—resulting in derailment. All guard rails, frogs and switches should be properly blocked at all times to standard rule, to prevent any one getting his foot caught, and run over.

All main line switches should be provided with camlocks, where trains reach high rate of speed. I have found, of late, two cases where trainmen forgot to lock main line switches, thinking they would be back again at above switch, but failed to do so (very important). Ends of switch ties to be sawed off to uniform length (16 inches from outside rail) also timbers under the mechanism of interlocking plants, so trainmen will not fall over them.

Platforms at depots should be cleaned off during and after snowstorms; salt should be used on platforms during and after sleetstorms. Pieces of boards or planks with or without nails in should be removed from all platforms, and from around stock yards or any other building where trainmen are doing switching, or shippers are frequenting.

When taking up crossing planks do not leave them beside the tracks with the spikes turned upward, as a trainman is liable to run one of the rusty spikes through his foot—blood poisoning might be the result and perhaps he dies.

A track jack should never be operated on the inside of rail if it can be avoided, and it almost always can be, and when absolutely necessary to so operate it, protection should be afforded by flag. Gates at stock yards chutes should be kept closed on account of trainmen getting hurt riding the side of a car.

Following are a few important things for trackmen to remember and comply with:

Watch out for trains, do not depend on the other fellow. On double track move always against the current of traffic. Don't operate hand cars or other track vehicles at night without proper light.

Don't operate hand cars without one man facing forward and one backward.

See that spike mauls are not loose on handles. They may fly off and injure or kill some one.

Don't jump on or off moving cars or engines. It is dangerous and your work does not require it. See that material is kept a safe distance from track so trainmen on side

of cars will not be struck by it. Always bend nails down before throwing boards away. Keep torpedoes when not in use in safe place under lock.

Draw bars, springs, brake shoes, lumps of coal and similar litter should be kept cleaned up from yards where trainmen are liable to stumble over them. Don't wait till regular cleaning up time; throw it aside in a safe place each day, as you are passing back and forth through the yard.

In operating cars around sharp curves where view is obstructed, stop and listen for trains. If a long curve, send a man ahead, as lookout; trains are liable to run at any time in either direction. Look in both directions, before stepping upon any track, especially in yards.

Do the best you can to keep clear of trains but if you are about to be caught by train don't risk your life trying to save a hand car.

At the conclusion of this article, I would like to make one demand on all engineers:

Please sound your whistles frequently during foggy weather or snowstorms, especially around curves.

These are but a few of the minor safety precautions and if they were made a part of our daily habits they would save our company large sums, which could be spent in further fields of safety to our lives; and these little things formed into habits will make a concrete foundation on which to build our greater and more important safety practices.

Minneapolis Terminal News.*Idell N. Widholm.*

A pretty home wedding was solemnized on September 18, when Miss Ella B. Carlson, stenographer in Superintendent G. A. Van Dyke's office, became the bride of John F. Bathurst. The bridal couple have gone on a wedding trip (they would not tell where), and upon their return will make their home in Minneapolis. We wish to extend to them our heartiest congratulations through the columns of this Magazine. Miss Carlson was also correspondent for this division.

Miss Elsie L. Bender has taken her place in the office. Miss Bender was formerly employed at South Minneapolis shops.

We are all glad to see William Smith, station baggage agent, back on the job, after having been off ill for some time.

Mr. and Mrs. J. E. Bullock, parents of F. W. Drew, chief clerk, have returned to their home at St. Albans, Vt., after having spent the summer in Minneapolis.

Miss Mabel Youngberg, freight receiving clerk at Minneapolis local freight house, and her mother were recent visitors at Zimmerman, Minn.

H. F. Burke, clerk in the St. Paul freight office, was called to Chicago on account of the death of his brother.

Business has been rapidly increasing in the terminal office. It has been necessary to install a new telephone. Another car distributor has also been added to the office force. George F. Hancer, formerly clerk at South Minneapolis, was the fortunate one to get this position. Good luck, George.

Messrs. C. U. Croner, McCabe, Martin and Kunsch, employes of the Minneapolis local freight house, recently attended the White Sox game at Chicago.

Mrs. W. R. Powrie, wife of chief engineer, was called to her old home at Tomah, Wis., on account of the death of her father.

At Home

Anna M. Scott, Editor.



"A Coming Railroad Man," Edward H. Bowen,
Little Son of Trainmaster A. C. Bowen,
Coast Division.

The Changeful Styles.

Every day now fashion designs become more established. The question of a winter suit is holding the minds of the feminine multitudes, and what is best and suitable must soon be settled. The styles for fall and winter are more practical than for many seasons. The military effects are paramount and are expressed in high collars, slight curves of the waist line, and the medium length coats, short box coats with long set-in sleeves, and the new redingote coat are the new features which prevail in suits. Dresses are seen in satin finished materials, such as charmeuse and crepe meteor; and in many plaid and plain material combinations. Many are embroidered with tinsel; skirts are full, bodices are simple; combinations of serges and taffetas are new. Normal waist lines and low set waist lines are both in vogue. The materials for suits are soft chiffon broadcloths, gabardines, poplins, serges and mixtures. One of the latest novelties for a suit for the young girl is of fine whipcord, in navy, brown or green, short flare jacket, collar trimmed with beaver, circular skirt with yoke effect and plaits at side.

Envelope Slip.

Pillow shams are not so much used as they once were. In their place are convenient bolster rolls. There are, however, people who do not like the bolster, and as the pillow case should be covered during the day, the envelope slip is very satisfactory. It is no trouble to make. See that each slip is wide enough and long enough to hold the pillow. Let the flap of the envelope slip have a scalloped edge and embroider on the flap any design desirable. An effective monogram embroidered above the design will add beauty to the slip.

Tatting.

Do you tat? Get out your little black shuttle and linen thread, all you who have not already gotten them out, for tatting is the thing now. It is being used even more than in our mother's day. And it surely is interesting work. Tatting may be used on dainty lingerie, sheer waists, children's dresses, etc. It makes delightful pick-up work and it can be done when traveling. You can slip it, shuttle and all, into your handbag, as it takes up very little room, and the motion of the train does not interfere with or prevent the best of results. All of the late fancy work magazines have beautiful designs for tatting, and there are books devoted exclusively to patterns and instructions for this most "exact science" among fancy works.

Good Things to Eat.

Red Raspberry Whip with Whipped Cream—Two tablespoons gelatin, one-half cup sugar, two cups raspberries, one tablespoon lemon juice, one cup boiling water. Soak gelatin in two tablespoons cold water ten minutes, dissolve sugar in the boiling water, and



Eleanor Craig, Little Daughter of Conductor
C. M. Craig, C.-B. Iowa Division.

pour over gelatin. Wash and mash berries through a fine strainer, add to the boiling water, also add lemon juice; set aside to cool; then place bowl in large pan with cold water and whip until light. Serve in bowl or in ice cream glasses, garnished with whipped cream. (Very good.)

Cocoa Sponge Cake—One cup sugar, half cup cocoa, half cup water, half cup flour, one teaspoon baking powder, three eggs and pinch of salt. Put the cocoa and sugar into bowl, add the water and stir until sugar is dissolved. Separate the eggs and beat yolks until light, add to cocoa, sugar and water. Sift flour, add to it the salt and baking powder, then add to the other ingredients. Mix until smooth. Beat the whites of eggs until dry and fold in very lightly. Pour in pan and bake in moderate oven forty minutes.

Fudge Cake—One cup sugar, half cup butter, two eggs, half cup milk, one and one-half cups flour, two and one-half teaspoons baking powder, two ounces melted chocolate. Cream butter and sugar, add beaten yolks of eggs, then milk and flour sifted with the baking powder. Beat well, add chocolate and the whites of eggs whipped to a stiff froth, bake. When cool pour over it a fudge frosting.

Fudge Frosting—Two cups sugar, half cup milk, one tablespoon butter, three-fourths cup chocolate grated, one teaspoon vanilla and chopped walnuts. Pour sugar, milk, butter and chocolate into saucepan and stir occasionally until mixture reaches boiling point. Boil without stirring eight minutes, then take from the fire and beat until creamy, add nuts and vanilla and pour over cake.

Peach Roly-Poly—Two cups flour, two teaspoons baking powder, half teaspoon salt, one tablespoon shortening, three cups sliced peaches, three-fourths cup sugar, one teaspoon butter, half cup milk. Sift flour, baking powder and salt into bowl, add shortening and rub in very lightly, add just enough cold milk to hold together; place on board which has been slightly sprinkled with flour, roll oblong about one quarter inch thick. Cover with the peaches and half cup sugar, roll same as jelly roll. Brush bake dish with a little butter, put in roll, brush top with milk, sprinkle with sugar and put the rest of butter on in small pieces. Place in moderate oven and bake twenty minutes; remove cover and bake fifteen minutes or until nice and brown.

First Prize Tomato Catsup—One bushel tomatoes, eight large onions, four cups sugar, one small cup salt, one teaspoon mustard, one nutmeg, one-quarter teaspoon ground cloves, one-half teaspoon allspice, three teaspoons cinnamon, one teaspoon red pepper, three green peppers, one red pepper. Peel tomatoes, slice the onions and peppers into preserving kettle and cook slowly forty minutes. Rub through fine wire sieve and return to kettle. Add spices, sugar and vinegar and cook until thick. About four hours. This same rule may be used for chili sauce, by slicing the tomatoes and omitting to rub through sieve.

Tried Recipes From Pasadena.

Mustard Pickles—One quart of onions, one pint of cucumber pickles, one quart of cauliflower, one quart of green tomatoes, large and small peppers (green and red) (take out seed), chop and let stand in brine over night, drain, then scald in vinegar with lump of alum until tender. A layer of ingredients then salt. When cold pour off vinegar. If desired add celery. Dressing for above: One-half pound ground cloves, one-half pound of ground mustard, one-quarter ounce of turmeric, one-half cup flour, one-quarter ounce of celery seed, one cup sugar. Stir into one-half gallon of boiling vinegar. Boil all together fifteen or twenty minutes.

Johnny's Delight—Two cups dry bread crumbs, one-half cup molasses, one cup sweet milk with one-half teaspoon soda, one egg, one cup raisins, one-quarter cup melted butter, juice of one lemon, spices to taste. Steam for two hours. Serve with hard sauce.

Gilt-Edge Cake—One cup sugar, one cup of milk, two cups flour, yolks of two beaten eggs, one tablespoon of butter, one teaspoon of vanilla, two teaspoons baking powder. Bake in two layers.

Mocha Filling—One cup powdered sugar creamed with one-quarter cup butter, two tablespoons strong coffee, two tablespoons dry cocoa. Flavor with vanilla and spread between and on top of cake.

Hints for Housekeepers.

Stone jars with tight-fitting covers make excellent bread-boxes.

When frying, be sure that the fat is hot enough to answer the test before the article is put in.

Keep the dishes containing food closely covered and the refrigerator will be kept free from odors.

If you are using tinned food of any kind, empty it into china or glassware at once when it is opened.

When separating yolks from whites of eggs, sometimes a speck of yolk slips into the white. To remove this dip a clean cloth into warm water and wring it dry, touch the speck with the end of this and it will cling to it at once.

Warm cake and pie pans and rub the inside with a paraffin wax. This is superior to greasing pans with butter.

If a cake crack open while baking it contains too much flour. Use half a cup less next time.

If you want a very fine grained cake beat well with a silver fork after mixing.

Personal.

C. N. Souther, general agent for the "Milwaukee" Road in Chicago, was elected chairman of the General Agents' Association in the World's Greatest Railroad Center. "Cal" Souther is one of the oldest and most efficient traffic officers with the company and the employees are greatly pleased with the honor the General Agents' Association has shown him, and from his performances with this company we are sure that they will never have a better chairman.

The Children's Page



A Jack-o'-Lantern for Hallowe'en.

My Dear Boys and Girls.

Hallowe'en comes this month and I hope you will each make a great big Jack-o'-lantern. Put teeth in him by sticking kernels of corn in his upper lip. Here is a good game for Hallowe'en night: Draw with charcoal or paint the outline of a large Jack-o'-lantern on a piece of white cloth. Out of stiff paper make some eyes just the shape of those on your drawing. Tack up the cloth and give each player a paper eye with a pin stuck into it. Blindfold each player and see how near to the eye of the Jack-o'-lantern he can put his paper eye. The one nearest wins the prize.

Write and tell me of the gay times you are planning. With love.

AUNT JENNY.

Baby Dear.

Where did you come from, baby dear?
Out of the everywhere into the here.
Where did you get your eyes so blue?
Out of the sky as I came through.

What makes the light in them sparkle and spin?

Some of the starry spikes left in.
Where did you get that little tear?
I found it waiting when I got here.

What makes your forehead so smooth and bright?

A soft hand stroked it as I went by.
What makes your cheek like a warm white rose?

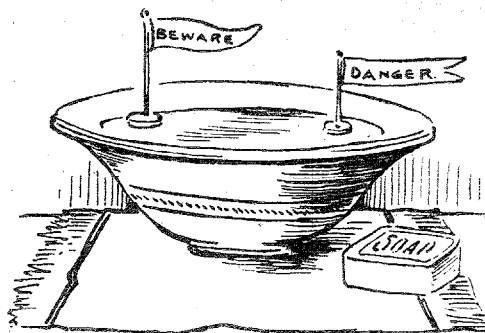
Something better than anyone knows.

Whence that three-cornered smile of bliss?
Three angels gave me at once a kiss.
Where did you get that pearly ear?
God spoke, and it came out to hear.

Where did you get those arms and hands?
Love made itself into hooks and bands.
Feet, whence did you come, you darling things?
From the same box as the cherub's wings.

How did they all just come to be you?
God thought about me, and so I grew.
But how did you come to us, you dear?
God thought of you, and so I am here.

—George MacDonald.



The Danger Signal.

Goodness, Gracious! Is This So, Boys?

How boys wash. Spill one-half dipper of water on the floor. By mistake get one tablespoonful of water in the wash dish. Stand three feet away and stare at it. Warranted not to fade the most deeply dyed complexion. —Selected.

Find the Hidden Vegetables.

Can you find the hidden vegetables in these sentences?

Example: Please don't *be* a naughty boy. (Bean.)

1. Is there and extra dish there?
2. You can jump easily, if you try.
3. The wheels of that car rotate very slowly.
4. Give that sock to Ma to darn.
5. You will be eternally glad you did that.
6. When you have eaten your egg, plan to come with me.
7. Get into that cab, bag, equipment and all.
8. Did you bring me a whole ton? I only ordered a half ton today.
9. Did you see that aeroplane turn? I photographed it in the air.—Exchange.

He prayeth best, who loveth best
All things both great and small;
For the dear God who loveth us
He made and loveth all.

—Samuel Taylor Coleridge.

Dear Aunt Jennie:

I'm a little boy seven years old, and my papa works for the railroad, so I am writing to tell you I am glad you have given us railroad kiddies a page. I will send you my picture some time if you would care to print it. One time my papa fell off the engine and hurt himself, and I asked him what he said, but mama says I must not write it down. I hope to see you some day. ARCHIBALD.

Vacationing On the Grays Harbor Line.

Dear Editor:

Do you know our Grays Harbor Line? I spent part of my vacation down there, near Fullers, just a little flag stop. There is no town worth mentioning.

The Chehalis river flows down the valley, which our line follows to the harbor, and near Fullers the Satsop unites with it. Anything more beautiful than these two rivers cannot well be imagined.

The country is hilly—hills that go way, way up—and are a good stiff climb; so high the eastern people call them mountains. The valleys are narrow and the hills being so steep and covered with trees, gives one the feeling of being shut in. Trees are here in abundance. The fir, cedar, hemlock, and oak are everywhere, intermingled with hazel brush, and the now scarlet vine maple. Perhaps a hillside will be a solid dark green with fir and cedar, and one slender vine maple glowing in red and yellow, as though some Indian warrior in war paint, feathers and blanket had suddenly stepped from the dark forest.

The rivers—how they ripple along over the stones, sometimes deep and dark, other times shallow and dancing in the sun. Such camping places! Ideal places to pitch tents, unlimited supply of fuel, and always the song of the river. They tell me fishing is good, and I saw lots of trout from twelve to sixteen inches in length, but I am no angler. I fish and hunt with my kodak. Surely this ought to be our playground. Any place in the valley is within easy reach of some little town, which is very necessary, as this kind of life produces an appetite which puts money into the coffers of the butcher and grocer.

Then, too, the grain was ripe. Here are fields of oats and hay. The hay was piled in long windrows waiting for the teams and men, and how good it did smell. Gardeners with their auto trucks take their produce to Hoquiam and Aberdeen. Large shipments are made to the wholesale houses in Seattle and Tacoma. Honey is shipped by the ton and also castara bark. The Indians peel and dry the bark and sell to the merchants, who in turn ship to the nearest market.

There are many Siwash Indians in the locality, peaceful, happy and lazy. The usual thin old horse and rickety buggy indicates their approach, but now and then a really fine team and carriage is seen, and I saw one family in an automobile.

One of the farmers told me of the early days—how his father packed on his back, or by horse, all their supplies from Olympia, forty miles away, when there was only a foot path through the forest, and when the fertile valley was like a swamp and jungle combined. It is hard to realize the work it has taken to make the beautiful farms they now have. The pioneers are

gone now, but surely they were sturdy and determined men.

About fifteen miles up the river is one of the state fish hatcheries, but I did not have time to go there. However, I came home sunburned and happy. Yours truly,

M. G.

Midsummer.

M. B. S.

Perfume of dying flowers

Like incense on the whispering air,

And hum of honey bee, deep in the heart of
some late blooming rose.

Along the garden wall nasturiums gleam

Golden and blown, and wilting poppy petals
fall.

Cloud after cloud across the summer sky

Darkens my garden. Comes the sun again.

Over my senses steals the magic of the endless
days

And like benediction, peace so long denied

Covers my heart and leaves me unafraid.

Summit, Mont., Aug. 25, 1915.

The Girls, Bless 'Em.

I do not pine for human gore, yet boldly I assert I'd like to slap the brainless yap who calls a girl a "skirt."—Peoria Journal.

I pine not to bring to others woe—I trust I'm not so mean; but I would like to swat the bo who calls a girl a "queen."—Houston Post.

I am not prone to violence, but I should like to maul and kick and muss the inane cuss who calls a girl "some doll."—Judge.

I do not want to seem a crank, but always get a pain, and want to club the awful dub who calls a girl a "jane."—La Follette's.

I do not care to kill the guy nor wish to hear him screech, but I could poke the senseless bloke who calls a girl a "peach."—Marquette (Wis.) Mining Journal.

I do not want to slay the gink, though 'twould be a pleasant job to land a kick upon the hick who calls a girl a "squab."

—Spokesman Review.

I never was a Capt. Kidd, ne'er sighed for deeds unhuman; but I could worry the worm who calls his wife "Old Woman."—Sted.

Roadmaster Kofmehl Goes with Chicago Malleable Casting Co.

Roadmaster W. H. Kofmehl, who has been located at Elgin on the C. & B. C. Ill. Division for the past fourteen years, has been granted an indefinite leave of absence to enable him to accept a position with the Chicago Malleable Casting Co., demonstrating the Thomas Rail Anchor Tie Plate. This is a new track appliance of proven efficiency wherever it has been tried and as Mr. Kofmehl has been for a great many years recognized as an expert in track matters, he was prompt to see the possibilities of the device when the new position was offered him.

Mr. Kofmehl has been with the company for thirty-five years and expressed keenest regrets to his many friends at leaving the road. The regard with which he is held by his co-workers was manifested at a roadmasters' meeting recently held, when he was presented with a handsome Elgin gold watch.

Employees of the "Milwaukee" Road extend their heartiest good wishes for his success in his newly adopted field.

Just Gossip

Editor's Note—Don't worry. It may not be true.

H. H. Tavenor, ticket agent at Missoula, says that when he was a young man he was 6 feet 5 inches tall, but since he got married he has settled down a whole lot.

We understand one "T. P." recently bought a swell statuette from a peddler down town for \$2.00, and when he got home he discovered that his wife had bought one just like it for 25 cents from the same peddler.

Roy Randall, agent at Ellensburg, got back from San Francisco last week. He was seasick going and coming, and when he was asked how he found the meals on board the boats, he replied that he didn't have occasion to look for any.

We understand that Superintendent Whiting, of the Northern Montana Division, is looking for a 999 H. P. aeroplane to take the place of his gas car, as the latter only goes 50 miles per hour and is entirely too slow.

Ben Simen, our C. & M. correspondent, went tearing into a barber shop in Libertyville the other day and said "I want to get a shave in a hurry. I'm going to a masquerade ball." The proprietor said "Let that new guy in the end chair shave you, and no one in town will know you." And then Ben tore out as fast as he tore in.

M. W. Sherman, city ticket agent, Bellingham, sent us some canned salmon last week, with the information that as a brain food canned salmon had sirloin steak beaten by 5 per cent. Badly as we may need the brain food, we shall continue upon rare occasions to have ourselves measured for the sirloins.

Stanley Roberts, general adv'tg. agt., is back from the Fair at San Francisco, where he says he saw a sign in a hotel prohibiting children and dogs from stopping at the hostelry. He says every dog in town was sore at the hotel.

Pat Scanlan, D. F. & P. A., Great Falls, said he had no idea of the horrors of the European war until he saw in a magazine recently a picture of a German trench being charged by a regiment of kilted Highlanders wearing sport shirts.

He Got It.

She put the hat with feathers rare, upon her head with artful care, then ran the hat pin through her hair.

Within a crowded car she stood, surrounded by her gentle brood, and looked the very soul of good.

The street car took a sudden lurch, the hat pin gave a rasping twirl—and what he said was not for church.—J. H. G.

The Question Box.

I am planning a trip to Europe this fall. What shall I wear? Clara.

Answer: Just for a starter I would suggest a bullet-proof weskit, a cement bonnet and a steel parasol. Also the left hind leg of a rabbit.

Can you give me a suggestion as to how to avoid old age?

Answer: Die young.

I bought some insect powder to get rid of cockroaches. How shall I apply it? Sylvia.

Answer: Tickle them behind the ear with a feather and when they laugh give it to them.

What language do the Belgians use? Maud.

Answer: We know what language we'd use if we were Belgian.

A rich relative died recently and left me a million dollars. I would like to go into half mourning. What would you suggest. Dolly.

Answer: A white automobile and a black chauffeur.—Ginet.

If the gay Lothario on the Puget Sound Lines ever makes good on calling for Kitty, he will have to transfer his residence to Salt Lake City. All the operators on the switch-

board have changed their names to "Kitty," and the habit is extending with alarming rapidity to the stenographers and the girls at Fullerton Avenue. We dare you to come east! If you do we guarantee to supply you with enough Kitties to populate the Catalina Islands.

S. D. Roberts, who handles the company's advertising and conducts singing societies over the line carrying away ten thousand dollar prizes, left Sept. 8th, for the Jackson Hole Country (wherever that is). We understand that the place is infested with grizzly bears and mountain lions. Roberts has gone into the wilds to try his marksmanship on big game. If his aim is poor, here's hoping that he doesn't forget that "music hath charms to sooth a savage beast." Stan will stop off at Kincaid, Kas., and Colorado Springs.

If you want full and complete information regarding Atlantic City, get in touch with Walter Cooper, chief rate clerk in the passenger department. He can tell you the location of every splinter on the board walk. The beach is wonderful. Each morning "Walt" went in for a duck and came out with a chicken.

The "Joe-Joes" (Ginet and Bahl) from Seattle, and A. E. Harris, traveling passenger agent, Juneau, Alaska, scented with garlic and enrolled in spaghetti, called at the general offices last month singing the praises of Mount Rainier and the Pacific North Coast in a strange tongue. From their recent associations we imagine the acquired language to be Italian. The special trainload of reservists these men accompanied had no trouble in Italianizing Bahl to Bahliardo, and Ginet to Ginetto; however, they were stumped on Harris, but as long as he looks like Caruso they were well satisfied. G. E. W.

We stood on the bridge at 8:00 p. m.
In the City of Spokane

The moon rose over the lumber yard.
As I stood and talked with Anne.

She wanted to go to the Movies,
I wanted to go to the Nat.

So we stood on the bridge at 8:00 p. m.

A	W	B	S	
n	i	o	t	
d	l	y	o	Pat.
	l		o	
	i		d	
	e			

We stood on the bridge at 3:00 a. m.
In the City of Spokane.

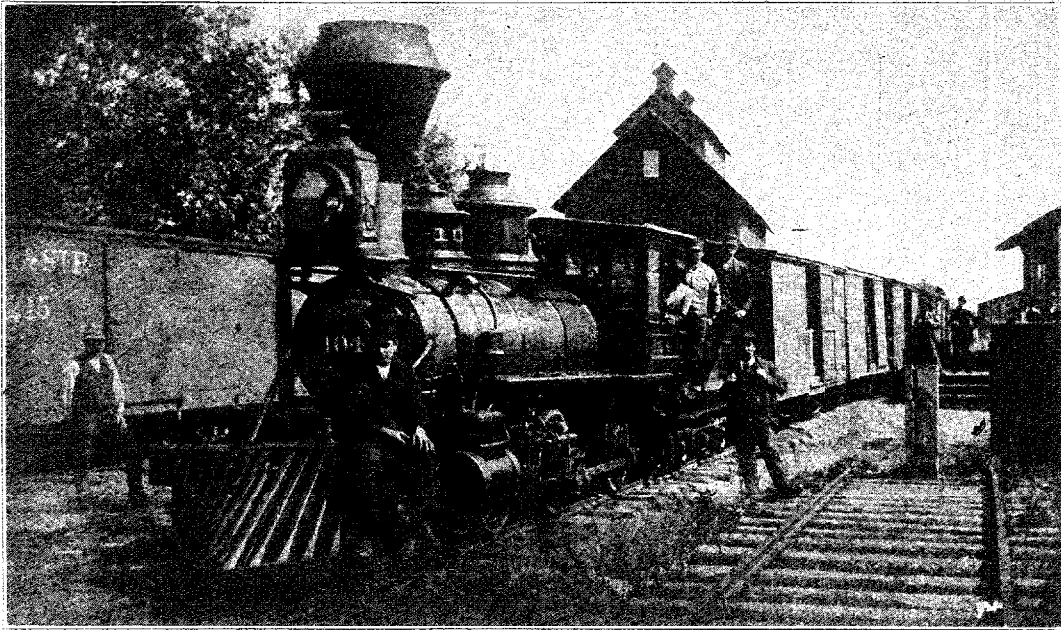
The moon sneaked over the western hills

As I stood and talked with Anne.
She wanted to go where her trunk hung out
And I wanted her TO GO—

Explanation: Above is written in a meter recently brought to notice in the American and English press from records discovered on some tablets recovered from ruins in Northern Egypt last summer by Professor Dygh M. Uph, of Edinburgh, N. W. The new form is confusing at first but the academic world has accepted this standard and predict a new international interest in poetry through this important discovery. While the ancient writings, so far as recovered, are recorded largely in this meter the words herewith submitted are entirely original with the writer and we would not have you think we are attempting to steal any glory from those honorable ancients, for fear we might be detected. Otherwise we would have no objections. Neither do we claim any literary merit for this offering, as it is written merely to illustrate the new system that is going to be the vogue in literary circles this winter.

STED.

Scene—General Passenger Department.
Telephone rings—Van, of the Superintendent of Transportation's office asks for Mr. Caldwell. Feminine voice in the Passenger Department reports that he is home sick.
Van's rejoinder: "Then why is he called well?"



104 at Zumbrota in 1870.

Then and Now. "Raft."

The two accompanying pictures are of unique interest in showing transition and change in railroading on the Milwaukee Road.

The first picture is of Engine 104, taken at Zumbrota, Minn., 1879. The second picture is of Motor Car No. 3, taken at the same spot in 1914. A peculiarly interesting feature is the fact that part of the crew seen on Engine 104 are shown in service on Motor Car No. 3.

Engineer Morris Wheeler, shown standing in gangway of 104 and doorway of Motor Car No. 3, has had a long and varied railroad career. He was born August 16, 1850, at Wheaton, Ill. He came to Wabasha, Minn., Nov. 22, 1876, and entered the employ of the Milwaukee Road as engineer on the Wabasha Division. The road at that time was a narrow gauge and was completed as far as Cary Hill, just west of Midland Junction. There was one engine, No. 1, known as Peggy, in service at Wabasha at that time; two more, Nos. 2 and 3, were on flat cars at Midland Junction. They were soon put in service, Morris Wheeler taking charge of Engine No. 2. He ran this engine during the construction work on the division. The next fall passenger service was given a great impetus by the addition of Passenger Engine No. 5, which was Brook's type and considered a beauty for those days. Wheeler's passenger experience started with running No. 5. Since that time he has been in continuous service of

the Milwaukee Road on the Wabasha Division, and is still in service as engineer on Motor Car No. 3.

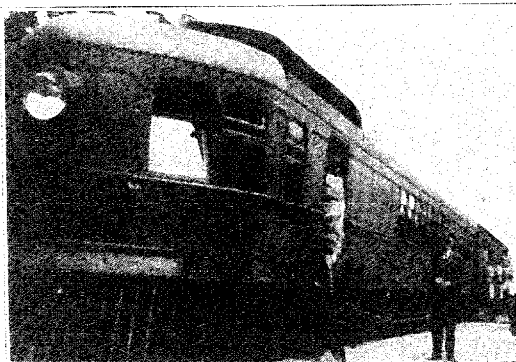
George Rawson, who is standing beside Engine No. 104 and leaning against Motor Car No. 3, was born at Oxford, Wis., December 5, 1851. At the age of 20 he started braking on the Iowa & Minnesota Division of the Milwaukee Road. He worked as brakeman for four years and then came to Wabasha, November 26, 1876. He went to work as conductor on the Wabasha Division, which was then in process of construction. Rawson was conductor of one of the first regular trains to run the full length of the division. In the picture of Engine 104 he is shown in charge of one of these first trains. He is still in the service of the Milwaukee Road and at present is working on Motor Car No. 3, together with Engineer Wheeler.

This is said to be a true story:

A few weeks ago, a local freight agent of the Milwaukee, met a prosperous appearing and pleasant gentleman at the depot, in his home town. Both had some time on their hands, so they retired to an adjacent tool box on the platform and sat down, discussing many things, mostly the "Milwaukee" road, for a half hour before No. 16 came through. On his way to the train the affable stranger was greeted by two railroad officials who knew the local freight agent. After the train left, the agent informed them both that his tool-box companion was a mighty nice man, and "surely knows a lot about the railroad." "He ought to," remarked the local officials. "he is the president of this road"

When you recall your boyhood days for little wife's sake,
And boast about the nice things that your mother used to make;
Just render credit where it's due,
And don't forget that though
Your dear old mother made the bread
'Twas father made the dough.

And when you tell your wife dear of mem'ries long ago,
About the bread that mother made while father furnished dough;
Recall the time you stole the jam
And had been sent to bed;
'Twas mother's tears made you feel blue
While father made you red.



Motor Car at Zumbrota in 1914.

Get Together

The Veteran's Association.

Indications for the successful accomplishment of a Veterans' Association grow brighter every day. A meeting should be called soon by those interested and plans laid for organization. The following from a letter written by John H. Nichols, the secretary and treasurer of the "Veteran Association of the Nickel Plate Road" gives some general information as to the lines along which such clubs and associations are formed:

"As a matter of information I will advise that the Veteran Association of this road is the pioneer in this movement and since which time organizations have been, to my knowledge, organized and are in a very prosperous condition:

"B. & M. R. R.	"Erie R. R.
"N. Y., N. H. & H.	"P. & R.
"L. V. R. R.	"Great Northern.
"C. R. R. of N. J.	"C. St. P. M. & O.
"N. Y. C., west of Buffalo.	

"P. R. R., east and west of Buffalo, and the B. & O. R. R. are just organizing and having a convention this week at Burkley Springs, W. Va. I am also enclosing a copy of the proceedings of the Great Northern R. R. Perhaps you have had a copy of this previously.

"These organizations generally speaking are organized by men in the ranks, as they seem to be more successful through such organization than through the officers of the road, for the reason that we found that the men are a little skeptical of joining the organization when organized by the officers. At least it has been the case with organizations that I have known, or have come in contact with, and our method on this road was to interest engineers, conductors and other minor employees. The officers of the road giving them their moral support. These men will soon perfect an organization that will be surprising.

"We have an organization on this road at the present time of over five hundred men and there are not more than one-half dozen employees on the entire line, who have performed twenty-five years of service, who have not joined the association. In fact, men are brushing up their records and look forward anxiously towards completing their twenty-five years and join it.

"Another feature involved is our fee of membership in the nominal sum of \$2.00 and \$1.50 annual dues, which is ample and cares for the men down in the ranks in an admirable manner.

"Second, if you are successful in your organization, I would recommend that only men who have the interests of an association thoroughly at heart be put on your executive committee, and for the positions of secretary, assistant secretary and treasurer some person, in a clerical capacity, who is thoroughly familiar and well acquainted with the old employees.

"The organization on the Nickel Plate Road has cemented the employees between Buffalo and Chicago on four divisions in a manner that it could not be done otherwise. When organized there were men employed on this road, who had been here twenty-five years, who had never met employees from other divisions, and at conventions we find the attendance at about 90 per cent of the total membership, as it is an exchange of greetings, reminiscences, etc. This is the time when all employees set aside their individual station in life and mingle only as veteran railway men."

The Collateral Lines of Revenue Getting.

Making money for the railroad along the byways is possible for every employee who comes in contact with the public. Of these, none are more potentially money-makers than railway station agents and railway ticket agents, for they are really the initial contact of the company and the public. Every day you hear and read the gospel of courtesy—it is the mainspring of the business-getting contingent of any enterprise—and the railroad whose agents generally are affable and well-informed bears a high reputation among the carriers of the world.

The man who stands behind the ticket counter or at the little window in a country station, by using his opportunities to the best advantage can literally coin money for his company. When he steps forward to meet a prospective patron, he may not at once be called upon to sell a ticket, perhaps all he will have to do will be to answer a question. Now the number and kind of questions that travelers and those who think they would like to travel can find to ask are limitless, and perhaps the ticket man with his superior knowledge does not look upon the terrors of travel with so much concern, therefore, he is not as considerate as he might be to the inquirer, and the prospective patron possibly gives up his notion of going somewhere or applies to some other ticket agent. If, on the other hand, the ticket agent takes pains to give as much information in regard to routes, rates, trains, connections, accommodations, schedules, service, etc., as he possibly can and furthermore manifests a real interest in the proposed journey and a desire to help make the journey comfortable and enjoyable, he is almost sure of selling the tickets, and he has made a permanent friend. Cast your bread upon the waters and it will return after many days. The pleasant impression gained by an inquirer at the ticket office is like the ripple caused by throwing a pebble into the lake. Its circle widens and widens and goes on through all eternity.

An incident of a careless ticket agent came to my notice, recently. Some people living in an interior town desiring to go to the California Fairs, and make the grand tour from north to south along the coast, applied to the agent of the company in his town for information as to routes, as to whether they could go via Puget Sound country to San Francisco and San Diego and return via the Grand Canyon—or vice versa. The ticket agent did not know, had no travel literature or information concerning routes west, of any kind. Therefore, a party of five people wrote to the agent of the "Milwaukee" in a nearby town, promptly received the information they asked for and started out on their travels over our Steel Trail. Now, fortunately for us, it was the agent of a foreign line who was not well informed, but it serves to illustrate the point that the ticket agent who is interested in the business of his company just as if it were his own personal concern, will take pains to be informed on general matters of importance; and also if an applicant appears before him asking questions which he is not able to answer at once, he will volunteer to procure all the necessary data, and make an appointment to meet his questioner again when he can give all the information desired. That assures the patron that the agent is interested, is anxious to be accommodating and desirous of being a good fellow, regardless of whether or not the business is assured to him.

(To be continued.)

Safety First

A. W. Smullen, General Chairman.

From Bureau of Safety.

Individual precaution for Safety by every employe is the only guarantee against accident.

One man's effort towards Safety may seem small, but, with all working together, wonderful results can be accomplished. Every man, who is a man, wishes to progress, and to make real progress, co-operation is necessary. We cannot progress alone. The prosperity of those with whom we are connected means our own prosperity; the protection of those with whom we work means our own protection; the welfare of our company means our own welfare, and to have the good will of the public lends largely to the welfare of any public service corporation.

Safety First has no place in the life of the weakling or the coward; it is the thought of strong men doing a brave man's work.

The man who leaves boards with nails projecting through them, is just as dangerous as the man who rocks a boat.

The Section Foremen on Safety First.

I believe I would make a better success spreading a car load of ballast than the contents of an ink bottle. I am really glad to have the opportunity of saying something, however, on Safety First, as its teaching to my mind accomplishes good, both for the company and for the employes.

Perhaps no department of a railroad has greater or better chance to put into effect the teachings of Safety First, than has the Maintenance Department, and in keeping the track and right-of-way in condition to insure safety for the traveling public and to the road's employes; to eliminate the chance of damage to equipment and other property, everyone, from the roadmaster to the section hand, can do great service by keeping his eyes open and heeding the Safety First signals. From my own observation Safety First is fast becoming a habit on the Columbia Division.

The greatest benefit that has accrued from the Safety First education is the lesson taught of paying immediate attention to the small things. A piece of track may be needing some slight work. The chances are in favor of its condition not causing trouble for a few days, but still there is the remote chance that a wreck or at least a delay might be occasioned if not repaired at once. Therefore Safety First demands that the work be done immediately, the defect is found, and this is not only for safety, but also for economy. What an hour's work may accomplish today may require several hours' work a few days later. It is the old "stitch in time" motto applied to railroading.

Around the yards, and particularly close to switch stands, care should be taken to have no debris lying about to become trip-falls for the men working around trains. Keep the yards clean, also see that there are no holes into which a man might step. These are little things, but a lost footing might easily result in a lost life or a broken bone. Loose boards with nails in them, nails only partly driven into structures and protruding or raised nails in platforms are all dangerous and inimical to safety and care should be taken to prevent their existence.

As the dollar looks after itself after the pennies have been cared for, so will the big things along the right-of-way take care of themselves if attention is paid to the smaller matters, which sometimes seem insignificant. But there is nothing insignificant about a railroad and in the matter of defects lack of size does not mean a corresponding lack of importance.

Self interest demands adherence to the Safety First principles. We do not do this all for the other fellow, as we are just as liable to suffer from our own carelessness or negligence as is someone else; but we owe it to the other fellow, as well as to ourselves, to do our share toward making the road safe, because the other fellow is, or should be, doing his share of this work and we are benefiting from his efforts even as he is from ours.

Roadmaster J. M. Dorsey once each month has all the section and yard foremen under his jurisdiction, meet and talk over matters of interest in connection with the work and one of the principal topics is always Safety First. It seems to me that this is a good plan. It makes men in the same line of work better acquainted, keeps them in touch with the work on the whole division and maintains interest. Everyone of us likes to have something to relate that may be new or a benefit to others, and the spirit of competition is always with us. Competition is a slave driver, but it adds spice to the work and we like it.

JAS. DONLEY, Yard Foreman,
Othello, Washington.

Since the "Safety First" movement has been started I think there has been a considerable decrease in the number of accidents occurring on the Prairie du Chien Division, in the track department as well as other departments.

We are beginning to realize more fully the importance of "Safety First" to ourselves and to the company. I find that if we follow the motto, we have to think well before we act, and at all times keep our minds on our work.

1. Do not make a practice of running motor cars too fast, because it increases the danger of some one getting injured; then again we cannot inspect the track properly if going at too rapid a rate.

2. Do not repair track where it will leave it unsafe for trains to pass without first notifying the train dispatcher and putting out proper signals.

3. When removing crossing planks, do not leave the old planks taken out with the spikes sticking up, some one may get injured on them.

4. When working at a switch do not leave it until you are sure it is set correctly.

5. In going to and from work with two or more hand cars, keep them at least two telegraph poles distant from each other, so if one car jumps the track, the other will have room to stop before running into it.

Again in going around short curves where the view is obstructed there is more show of a man getting off track in case of a train coming, if not too close together.

6. Do not allow chunks of coal or other obstacles to lie around where some one may stumble over them and get hurt.

7. Do not use defective tools as they are dangerous.

8. Do not neglect reporting anything that does not look safe, whether it pertains to the track department or not—some accident occurring from failure to report such may result in personal injury or damage to property.

9. Do not let boys play with hand cars as they are apt to get hurt.

10. Do not get gay with roadmaster or superintendent, this is also unsafe.

E. HAZELTINE,
Lone Rock, Wis.

"Safety First" if practiced in the track department means much to the employes and

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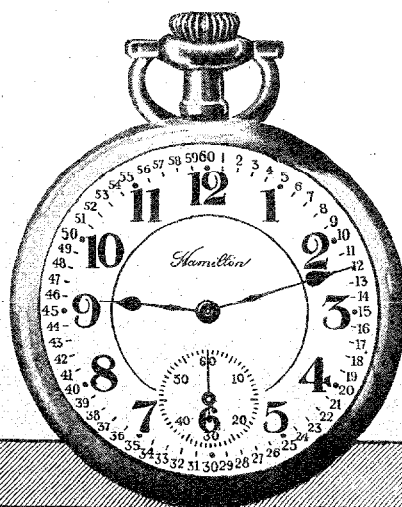
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railroad company, and also to the traveling public. The section is the first place on a railroad where "Safety First" should be practiced; if it is not practiced there, all the other departments will be affected, for without a good, safe and well-patrolled track, there is no safety, therefore the section foreman when performing the various kinds of work should use his best judgment in doing it carefully, so it will not cause any derailment. We must keep the track in our charge safe; at times when we are allowed but few men we must first do work that will keep the track in a safe condition, such as gauging on curves, and keeping up the worst spots, repairing foot-guards around frogs and switches, and not allowing any obstruction near the track that may cause personal injury. We can let the cutting of the weeds and the beautifying of the right-of-way go until we have time, or more help. It is very important for us to patrol the track in our charge during storms, and carry with us the proper signals, so that if we find anything wrong we can warn the train crews and avoid accidents. We must report the condition of the track to our officials for they are anxious and cannot do any business without knowing whether or not they have a track to do it on. All our work should be done in a safe manner, so we do not cause any injury to ourselves or the men in our charge; this is very important; our tools should always be in a good condition and we should not take any chances; we must think of "Safety First," we owe this to ourselves and to our families.

Most of us have motor cars, a very modern way of getting over the track, although some danger is connected with it, when the foreman or his men are careless. We must watch the tools when we are running the car that they do not shake off, particularly the track jack, which should always be on the rear end of the car so that if it does fall off, it will not cause an accident.

We can prevent many accidents if we practice "Safety First." I have been employed seven years as section laborer and afterward fifteen years as section foreman, in all, twenty-two years in service, and when I think back to the small engines and forty thousand capacity cars; and now to these modern times with heavy engines, and one hundred thousand capacity cars, heavily loaded, pounding over our track, it convinces me that "Safety First" methods should be taken in the track maintenance department, and if all foremen with the roadmasters at the head, faithfully and carefully perform the daily work, we can save a whole lot of money and trouble for the company and ourselves; and make better men of us.

In looking over the pages of our splendid monthly magazine I fail to see much from our department, and in this department is the foundation of "Safety First" for in it really is the first safety.

JOHN FEALEY, Sec. Foreman,
Prairie du Chien, Wis.

In perusing the columns of the Safety First Bureau, published monthly in our magazine, I have noticed that there has been very little publicity given to the subject of Safety on Railroads. In my estimation the principles Safety First should be rigidly observed on the section, as in any department of the road. For, is it not the section that is the real foundation of the road? Therefore, it is fitting that in the ranks of Safety, the section should stand to the front. In no other department of the road is there more opportunity for practical application of the principles of Safety First as on the section. The suggestions I could offer in this line are many and varied, in fact there are so many points that it is almost impossible for me to enumerate them. I will, however, endeavor to set down a few of the most important points and which I consider as most conducive to Safety. Among them is the worn rail, no subject offers so wide a field for discussion as only the dark side of every effort made to improve on the customary order of things.

the rail, a small part of the road in itself, but, oh, how important to the Safety of the hundreds of travelers, is the condition in which this small piece of steel is maintained.

Brother Foreman, watch the rail, when it shows signs of excessive wear take it out, don't take a chance on it lasting a few weeks or even days longer, it may break or chip over night or even under a moving train, and with what consequences—who can say. Another point equally important is the correct gauge of track. No specific instructions can be laid down in regard to this point, but gauge should be watched closely at all times and never allowed to become excessive.

Another point to be considered is the protection by flag of all work where the track is disturbed. A great many accidents occur each year on account of this point being neglected by foreman. We also hear frequently of hand cars, gas cars, and loaded push cars, etc., being struck, while passing points where view is obstructed, without flags out in advance.

Foremen, do not depend on the automatic block for protection, it is not good policy, for while you may pass one clear board a train may easily come within a block and catch you before you read the next signal. Foremen, don't neglect your flagman—it may take you longer to get your work done, or it may mean that you will be kept out longer in the cold and disagreeable weather, but you owe it to your men working under you, to your company and your family—don't take chances without a flag.

I am what is called a crank on these subjects, but in my nine years' experience as a foreman of the Milwaukee, I have never injured a man through neglecting to place a flag at the proper point, or had a derailment, due to excessive gauge or bad rails.

O. A. GEELHART,
Cedar Falls, Wash.

Personally Safety First means a great deal to me, and should to all those connected with track and train service. I am not going to say what other section foremen should do, but what I practice myself. I always keep a sharp lookout for anything that would in any way hinder the safe passage of trains; I watch passing freight and passenger trains and if I discover a broken rod, I notify train or dispatcher; I have by this, several times prevented possible derailments. If I see a board lying around with a nail sticking up I remove it, I do not pile ties, rail, or in fact anything that trainmen would be liable to stumble over. If I see people walking on our tracks I tell them in a gentlemanly way that it is against the law, also very dangerous. While I may get a few rebuffs from some people, I find that most of them agree with me. If I see any employe in track or train service, doing anything that is dangerous, I try to impress on him the foolishness of taking any chances of getting injured. I feel that I am a part of this great railway system, and it is my duty to keep a sharp lookout for anything pertaining to the good of Safety First.

JAMES BROWDER, C. & M. Div.

While the nations of Europe are at each others throats, engaged in a death struggle, barbarously and wantonly putting countless thousands of the best blood of their countries in their graves, the railroads and industrial firms of enlightened America are adopting methods to lessen human suffering and conserve human life.

The success of the Safety First movement on the Milwaukee, testifies eloquently to the wisdom of our management in supporting the best movement ever organized in the world's history for the physical welfare of mankind. This movement, like all similar in character, has its sceptics and scoffers, men whom astrologers would say were born under receding stars; men pessimistic by nature, who see

To these I wish to say, our management viewed with alarm the increase of claims, which were out of all proportion to the increase of employees, and to meet this ever-increasing problem the management, at considerable expense, gave us Safety First. The Safety First movement is a product of this enlightened country, it has long since passed the experimental stage, and is now an established fact, and the records in Mr. Smallen's office will testify to the good it has done since its organization. The biggest problem supporters of this movement have to contend with, is the chance-takers, who refuse to be convinced, who see only the mercenary side of the movement and figure they have many chances to win but forget they have absolutely only one chance to lose.

Gentlemen, your opposition will never stay the progress of this movement, in fact you are falling rapidly to the rear, and it's only a question of a little time when you will be lost forever in the dust of this movement, as it rolls successfully by.

I have no apologies to offer for asserting the section foremen work as safe if not safer than any other department on the system; however, there are some things out of joint in the best regulated households, to these I am going to take the liberty of offering some advice.

Do not place your track-jack inside the rail, it works as well outside, besides placing it inside is strictly against the rules of the road. Some will say I can get it out of the way in time, so thought that Eastern State foremen some years ago, but he failed to do so, with the result that a passenger train was derailed and some twenty-five innocent lives were sacrificed on the altar of carelessness. Do you think you would feel comfortable carrying the ghastly remembrance of a horror of this kind through life? I think not, so avoid it by obeying the rules.

When doing any work that obstructs the track protect yourself with signals, it's a little slower of course, but it's safe, and keep this fact ever in mind, the patrons of our road are entitled to safe methods of repairs; remember it's much easier to work safe than it is to take a chance, lose and then write explanations, telling how it happened.

In double track district, care should be taken to have men step clear of both tracks, when a train approaches, whether it's on the track you are working on or not.

If when passing over section you meet a train on the other track stop and wait for them to pass before moving on, it's not only hard running but it's dangerous to do otherwise.

Remember the success of the movement depends as much on the trackman as any other department.

Do not get the notion the company favors it, only when it costs nothing—it is costing the company considerable now, and bear this fact in mind, there are many other things to pay for in the operation of a large railway system. Get the Safety First habit, be ever ready to contribute your share, and when you find anything that might cause accidents, correct it—do not leave it for the other fellow, because it may be more in his line of duty. An accident might occur before the other fellow comes along, then it will be too late. Remember in doing anything for the betterment of the service and the safety of the patrons of the road, you are contributing to the success of the movement, which means safety for yourself and safety for your fellow workman.

TIMOTHY RYAN,
Sec. Foreman, River Div.

Regarding Safety First, I do not agree with a good many of the employees, that it is just the same as it was years ago. I was on the Safety First committee last winter and we were all asked personally by our superintendent or trainmaster, if anyone knew of anything whatever, to improve the conditions, or of anything to make things lean towards

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our Safety First system, and I will say a great many things were done, whether it was expensive or not. Furthermore, I know our superintendent, trainmaster and roadmaster, have constant eyes on anything to put things up to Safety First conditions, no matter where it is, or what it costs.

It would be a good thing if someone of the parties, who do not believe that there is anything done at Safety First meetings, to be elected as a delegate, he will soon change his mind, or if he can not do this he is ever welcome to drop a line to the delegate from his or other departments, and he will see that it is attended to. So Safety First is improving at each meeting that the committee has.

H. N. VOGEL, Yard Foreman,
St. Maries, Idaho.

As I have had the privilege of attending the three last regular Safety First meetings, of the C. & C. B. Division, at Savanna, Ill., and as I have been chosen by my brother foreman, to represent them as a member of the above committee, I thought it well to write a few lines to get in touch with them.

First of all I wish every one of my brother foremen would co-operate with me in this Safety First movement. By this I mean, that you give me your ideas from a standpoint of a section foreman, and also let me have any suggestion as you go along with your daily labor, you no doubt can give me some good ones, and I will be more than thankful to you all, if you will help me in this matter. At the present time I am the only foreman on this division to prepare suggestions, and we will not get very far if you leave this all to me. Try and send me your suggestions so that when the Safety First committee meets again, there will be no time left to discuss any other but the section foreman's. I will give you a few ideas, what a section foreman can do to help the Safety First movement along.

Some morning you will take your car out of the tool house, and the weather is foggy, you will be in doubt what to do, here it is: Think of Safety First, and you will take your car back to the tool house, and send a man to patrol your track, while you can work the rest of your force near your station, side track or right-of-way.

Again, some cold morning you will find a 33-ft. rail broken, your force consists of two men and yourself. You will be in doubt how to proceed; think of Safety First, and you will send a man out to flag, go back to station and report, call for help to haul out the rail and change it, never take any risk by thinking you can change the rail with your two men.

Again you will be out on your section, raising or surfacing track layed with 100-lb. rail, your force consists of four men and yourself, and this piece of track needs lining, think of Safety First, and call on your neighbor for help. But, if you try and line it with your four men, and one of them injures himself, think of Safety First, and again, allow this man enough rest with full pay until he is able to go to work again. I have seen men getting injured in this way.

Again, when out repairing your curves on double track, think of Safety First every time you see a train approaching on the track you are working on, and you will never allow yourself and men to step on the other track, for the reason you may find yourself and men with the day-light knocked out by a train approaching you from the opposite direction.

When going over your section think of Safety First, stop your car and pick up all worn out and broken material left lying around by trainmen, car repairers, signal and pumpmen, or men of other vocation; in fact every person whether employe or not, seem to regard trackmen as regular roustabouts and seem to think the right-of-way is a dumping place for everything, and that the

section men will run out of work if this rubbish would not be there.

A great deal more can be said and I will now mention a few items of how a section foreman should promote Safety First toward the public, which is of the greatest importance. In my opinion our track should be considered the first of importance as to Safety First, but it being the most expensive part of a railroad to maintain, it receives the first blow whenever a wave of retrenchment passes over the country.

With the constant menace towards railroad companies by the different laws and regulations thus compelling the expenditure of large sums of money for accounting, also other laws exacted by the different states compelling railroads to go to useless expense, thereby reducing the necessary revenues received which should be expended to improve our track, instead, as I look at it, a channel of waste for the benefit of a few politicians. From my standpoint, as I have been a section foreman on this division for twenty-four years, to create such a waste and drain upon railroad properties handled by the best brains in this country, is an injustice in which we all suffer from the president down to the section laborer.

At the present time the heavy burden falls upon the section foreman. He must keep Safety First in front of him at all times, with the constant reductions in his forces due to one cause or another.

Such a condition we are working under at the present time, and from a section foreman's standpoint, it is far from being Safety First, and I believe every section foreman on our great system will agree with me, that money wasted regardless of the progress of railroads could be spent to improve the track and other properties to the highest standard, thus promoting Safety First to the public and employes alike.

AUG. FREDERICK,
Itasca, Ill.

Safety First is a move that was promoted not from a financial standpoint, on the part of the railroad company, but for the purpose of enlightening the employes in the way of safety to all, that they may do their work in a safe way, as we know hundreds of employes take dangerous chances everyday, with a little consideration they could do their work in a safe way in about the same length of time.

In a great many cases we do not stop and look when we know that we are in a place where danger exists. There are many of our fellow-men, who are crippled and disabled, who would not be so, if we all would take more precaution in dangerous places; as our lives and limbs are worth all the world to us, and if we bear in mind the good advice that Mr. Smullen has given us at our various meetings, we would certainly do things in a safe way.

There have been many changes made in our methods of doing work and avoiding accidents, since this movement has been organized on the C. M. & St. P. Ry., which is now becoming a national cry of Safety First.

Any employe who now sees any dangerous obstruction, defective tools or machinery, that are unsafe and does not report these promptly, is neglecting a duty he owes to himself and fellowmen. As we all have a representative who has a voice to offer and new suggestions to the Safety First committee.

M. P. BAMBERY,
Trans-Missouri Division.

Eugene B. Finegan, chief clerk for Vice-President Keeley, surprised his legion of friends in the general offices in Chicago, Saturday, Sept. 18th, when it was announced that he was married that morning by Chancellor Hoben to Miss Marie V. Sommers. The bride and groom are now making an extensive tour of the East.

G. L. Cobb, general agent at New York City, spent several days in the general offices the early part of the month.

Obituary.

The death of Paul E. Guinther, traveling passenger agent, Salt Lake City, which occurred September 8th in St. Agnes Sanitarium at Denver, removed one of the most promising young passenger men in the railroad business.

General Passenger Agent Haynes was with Paul when he died, and accompanied the body to Galion, Ohio, where the burial took place Sunday, Sept. 12th. Beside Mr. Haynes, the funeral was attended by the following representatives of the Company: E. G. Hayden, Fred N. Hicks, H. H. Hunkins, E. G. Woodward, A. L. Eidemiller, C. B. Patterson, Ed. J. Wellinghoff and F. McIntyre.

The sincerest sympathy of his co-workers on the "Milwaukee" road is extended to his father and mother, for we feel keenly the loss of a loyal friend and capital railroader from our roster of employees.

Engineer Joseph Craig of the Columbia Division, died Sept. 1st, at Sacred Heart Hospital, Spokane, following an operation for appendicitis. The funeral took place in Ellensburg, Sept. 3d. He leaves a wife and daughter and a host of friends to mourn his passing. The sympathy of all is extended to the bereaved family.

Engine Watchman Fred Dawson died at St. Maries, Idaho, on Sept. 5th. He was an old C. B. Iowa man, well known and liked by his fellow workers east and west. Burial took place in Marion, Iowa, and the body was accompanied east by Engineer Ned Dawson and wife, brother and sister of the deceased.

River Division Items.

H. D. Witte.

Conductor H. L. Wahl and family left Wabasha, July 21, for an extended trip through the West. They will visit the Exposition and many other points of interest.

Agent H. J. Holland of Red Cedar, is taking a two weeks' vacation. He is relieved by Agent Utberg.

Funk.

Engrs. D. Harris, J. Pool and families are out camping for a week at Webster, Wis.

A daughter was born to Mr. and Mrs. Malvin Huber of Minneapolis.

Engineers D. Harris and A. Hoard have been assigned to the River Division. Trains No. 91 and 92. Jack Maitland accepted the position dispatching at St. Paul.

An eight-pound daughter arrived at the home of Mr. and Mrs. Chas. Finney, conductor on the Menominee line. No wonder Chas. feels so cheery.

Engineer Sim Evans is enjoying a few days' vacation.

Henry Seyfried, Jr., machinist, died at Minneapolis, August 5.

Engineer J. Tiffany and wife are visiting relatives in the East.

The ladies of the G. J. A. of St. Paul and Minneapolis, gave a picnic at Minnehaha Falls, which was largely attended. All report a very pleasant time.

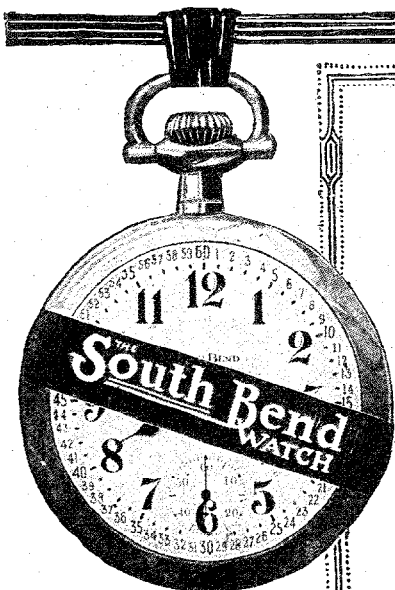
Mrs. S. R. Nappen, wife of Engineer Nappen is making an extended trip through California, Oregon and Washington.

We are informed that Engineer Eugene May is at Rochester, Minn., undergoing an operation for ulcers of the stomach. It is the entire wish of the Division that the same will prove successful and all hope for a speedy recovery.

W. W. Dinnels, our old reliable lineman, while cutting brush along the Wabasha Division telegraph and telephone line, is having considerable excitement with the reptiles in the way of rattlers, which adds laurels to his crown. He dispatches the rattler quickly with his hatchet and we noticed upon his return Saturday night that he had five or six of their skins upon his belt.

L. T. Johnston, T. M., while en route for Menominee, Wis., was a pleasant caller at Wabasha, August 17.

Jno. Hayes, conductor on the Wabasha Division, is enjoying a week's vacation at Camp West Newton. He is relieved by Conductor



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**FROZEN IN ICE
KEEPS PERFECT TIME**



Special Commendation



Engineer George Smith.

George Smith entered the service of the S. M. railroad the 12th day of August, 1867, as a watchman in Hekah Shops, and has worked for S. M. R. R. and S. M. Division continuously since that time. When he first went to work Clark Thompson and C. G. Wyckoff were the bosses, and they were all the name implies, as they carried the cash to pay off employees in a satchel.

On July 12, 1915, while in charge of engine hauling train No. 23 from Austin to Jackson, about two miles west of Oakland, where the highway crosses track and then parallels it for about three-fourths of a mile, he saw an automobile moving at a very high rate of speed cross the track.

Engineer Smith called the fireman's attention to the auto, remarking, "He won't go far at that rate." The words were hardly spoken when auto turned turtle going over twice. Engineer Smith could see that occupants of machine were under it, so stopped his train, and with the assistance of passengers and train crew removed the two men who were pinned under the auto.

Both men were seriously injured and no doubt would have died had Smith not stopped and assisted them.

They were taken to Albert Lea, on train 23 and placed in a hospital, and are now on the road to recovery.

Superintendent Atkins has sent the engineer a letter of commendation and caused a credit mark to be placed in the roster.—T. P. Horton.

O. H. Huyck, agent at Newhall, received letter of commendation and credit in the roster for the discovery of brake beam dragging on car in train 71 passing his station, September 15th.

H. O. Hartman, middle division brakeman, received letter of commendation for prompt attention to duty in stopping his train September 5th, when a journal broke under one of the cars.

W. S. Delaney, C. B. Ia. Division brakeman, received the customary letter of commendation and credit in the roster for the discovery of a car door dragging in train Sept. 13th.

Charles McCurdy of the section force at Panama, received a letter of commendation for the discovery of a brake beam dragging in train 2-70, Sept. 7th. He was watching the train as it passed and signaled the train crew to notify them of the danger.

Wm. Lee, carsmith at Perry, while on his way home from work discovered that a switch lock had been removed from a switch at 5th street, in Perry. He provided the switch with a new lock before going off duty.

R. E. Heath, batteryman, located at Cambridge, received a letter of commendation for the discovery of a broken flange under a car passing him while he was out on the line looking after his work.

Robert Tourville, a bus driver at Sparta, Wis., has received a personal letter of thanks from Superintendent Macdonald, for his timely action upon discovering that a safety rod on brake beam on express car in No. 18, Aug. 22d, was dragging. Mr. Tourville at once notified Conductor Holbrook and same was repaired, thus averting more serious damage.

Section Foreman Henry Bernet, on the Viroqua line is the latest member of the "Accident Preventers" on the LaCrosse Division. On Aug. 23d, as train No. 693 was running along between Viroqua Jct. and Leon, Mr. Bernet noticed, as train was passing his section crew, that an inside-connected brake beam was down and dragging. He signaled the train crew to stop, and Conductor E. A. Zottner, who was braking on the train, got a signal to Engineer R. Leach, stopping the train before any serious damage occurred.—G. E. Sampson.

When it comes to co-operation, Agent Wm. Upham of West Salem, sure needs commendation for the service he rendered at Portage this month. During a short layoff, which he was spending in Portage, attending the Fair, Operator E. L. Johnson accidentally injured his hand. As there was no operator available at the time, Mr. Upham stepped into Johnson's place and saw to it that this important terminal was not left out in the cold for want of an operator.—G. E. Sampson.

Operator H. A. Dickson, River Jct., Minn., noticed a heavy steel brake beam dragging under car in train passing the station, Aug. 28th, and promptly flagged the train, thus averting serious damage. A credit mark and special commendation has been given him.—C. E. Prichard.

On Aug. 27th I. & M. No. 62, stopped for water at Adams, when it was found that valve on water tank was disconnected. Fireman Frank Dunlap and Brakeman Ray Devaney, found an iron rod with a hook on it, with which they went to the top of the tank and opened the valve. This saved a very serious delay, as otherwise train would have had to run to Lime Springs for water. Both men have been given a credit mark. The action of Brakeman Devaney was particularly commendable, as he is a regular S. M. Division employe, making a special trip over the I. & M.—C. E. Prichard.

Edward Ritchie, car-repairer at Winona, while off duty the evening of Sept. 11th, discovered a brake beam dragging under car in train No. 2. He promptly notified the operator, who had the train stopped at C. G. W. crossing, thus averting more serious damage.—H. D. Witte.

Special commendation is due James Grogan, laborer in fence gang between Juda and Monroe, Wis., for discovery of dragging brake beam in train No. 91. He jumped on the caboose, while train was in motion, and succeeded in having the train stopped, thereby averting an accident. Superintendent Thurber has written him a letter of thanks.

J. N. Elsner, agent Hale, Ia., has received a letter of commendation and credit record for discovery of loose door on merchandise car, train 1-61, June 29th. He promptly reported the matter and thereby averted more serious damage.

Engineer W. H. Young, C. B. Iowa (East), has received a letter of commendation and a credit record for timely discovery of a piece of iron stuck in a switch point on east bound track west of Sabula, Sept. 2d, and promptly reporting same.

Engineer Geo. Le Guire, C. B. Iowa (East), has received a letter of commendation and credit record for watchfulness while on duty. On 2nd 61, Aug. 15th, he discovered a broken brake beam under car 502544, just east of Marion, and had it promptly removed, thereby averting more serious damage.

Signal Maintainer S. C. Lawson, received a letter of commendation from Trainmaster Hoehn, for promptly reporting discovery of a broken rail in main line track east of Marion, on Aug. 10th. Mr. Lawson's watchfulness and prompt action undoubtedly prevented serious damage and credit record has been made in signal department roster.

Columbia Division brakeman, George Shafer, has received a letter of commendation for discovery of a broken flange on car in train No. 64, Aug. 8th, while train was at Horlick.

Engineer E. L. Cleveland, Rocky Mountain Division, has received a letter of commendation and thanks for good judgment used in handling 2/62, Aug. 20th, on approaching bridge at Antelope Creek, and finding east abutment washed out and bridge settling. Entire credit is due Engineer Cleveland for averting a serious wreck.

On Sept. 8th, S. M. (West), Engineer Price Hughes, on an extra east, discovered a broken rail about two miles east of Fulda, he promptly notified the Kinbrae section force and same was repaired immediately. By his close attention to duty he probably averted a serious accident as a passenger train was following soon. Engineer Hughes is to be complimented upon his attention to duty and his name will be entered upon the roster as a diligent member of our "Safety First" committee.—J. W. Malone.

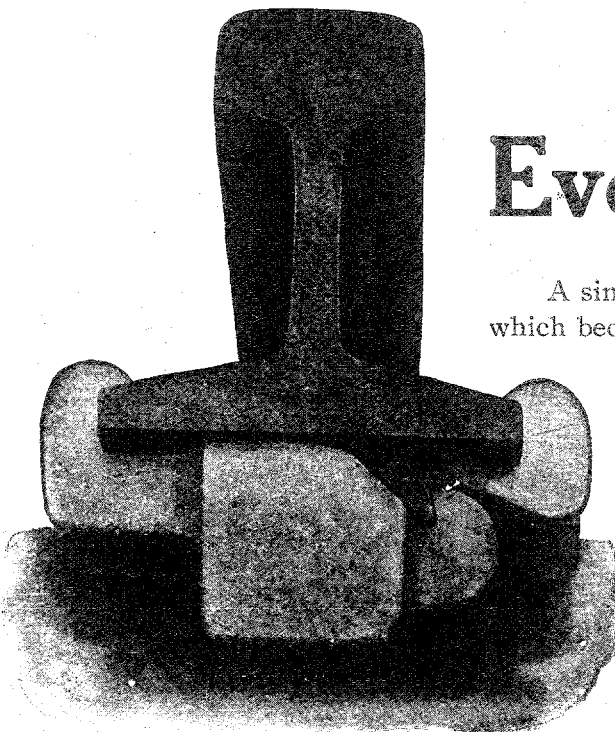
Engineer Ed. Champlin on train Extra East Aug. 21st, reported a broken rail one mile east of Bowdle. Section men changed out the rail before an accident occurred.—S. E. Keane.

A. Jackson, employed as watchman on new fill at Hazeltine Lake, discovered a fire in a box car stored on the old main line, and put out the fire before any damage occurred.

On train No. 15, the Olympian, Aug. 7th, Engineer Wm. Aggas, discovered switch open at Roscoe leading in to the West freight yard, and stopped the train, the engine and one car only passing over the switch, the switch having been left open by some unknown party. The switch is in a difficult position to be seen plainly, and indicates that Engineer Aggas is watching closely when handling this important train.—S. E. Keane.

The alertness of R. & S. W., Conductor N. Hermis and prompt action of Brakeman Ed. Gibbons, no doubt averted a disastrous spill one mile east of Durand, Sept. 11th. The truck under U. R. T. car 301119, several cars from caboose, broke, and but for vigilance of these men would no doubt have caused great damage. Nick has an enviable record in these cases and with "Gib" makes a team that would be hard to equal anywhere.—H. J. Beamish.

On the occasion of the 17th annual session of the Grand Aerie Fraternal Order of Eagles, held in Spokane, last August, the Seattle State Aerie Club made the trip to Spokane in a special train over our line. Their appreciation of the cordial and efficient service accorded them was expressed in a letter to Superintendent J. F. Richards. In the letter their secretary mentions for special commendation, Conductor W. A. Reimer; Engineer H. M. Clark; Fireman W. J. Robinson; Brakemen H. J. Mostead and F. O. Whitney, and Baggageman John Leiby, the crew in charge of the train.



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Scraps from the West End.

C. E. Pike.

We regret very much to say that we have forgotten what Law West said to us and readers will have to see Law on his return from his vacation. Perhaps he will remember.

G. R. Hawes of the Engineering Department joined a party of friends on a sailing cruise of the Sound for his vacation. He reports having a fine trip, although they never saw land except when they bumped into an island or the shore somewhere on account of the smoke from the forest fires which occurred during August.

Another feather in the cap of our line. Two trains of thirty cars each of lumber left Hoquiam the first part of September destined to Curtis Bay, a point near Baltimore, Md., routed via our line and the B. & O. These trains made better than time freight schedule, and are carrying the first part of an order for 3,000,000 feet of lumber, one of the largest orders placed with any firm this season, and it means a great deal to our line to be able to handle the entire shipment.

R. J. Vangorder of the Purchasing Department is spending his vacation in the East.

Alki Beach was the magnet that took Miss Nettie Hammond from her office duties for a period of two weeks, and R. S. Smith and D. C. Hall also spent their vacations on the shores of Puget Sound.

M. C. Mumford and family spent their vacation camping near the Sound.

Washington's National Guard has secured another recruit in the person of Chester Henwood of the Freight Claim Department. That makes an even half squad now, and the Milwaukee is furnishing almost its full quota for defense of the country.

Miss McKay of the P. S. & W. H. office force is spending her vacation in the East and will visit Boston, New York and other Eastern cities before she returns to a real live town on the Pacific Coast.

August Steinmetz of the General Superintendent's office tried the heat of Evansville, Ind., during August and returned to Washington convinced that Seattle is the only place on earth. Fred Schmitz of the same office said he tried to get August to try Suquamish with him, but couldn't convince August that Washington was the best place in the country to spend his vacation.

On account of Harry Cleveland's sudden call to Superior, Bates, the P. K., was called back to the office and had to turn in his bathing suit. Later he was permitted to again take up his residence on the Sound. Vacations are now over for the summer in the Freight Claim Department, Emil Hansen and Bill Armstrong being the last two to go.

September 10, The Willapa Harbor Line was in shape to handle freight, and on that date a special train of thirty-two cars of lumber, appropriately decorated with banners showing that it originated on the P. S. & W. H. was run over the line en route to the East. It was a "banner" train and a mighty good ad for the company. The mill companies at the Harbor are much pleased to have the Milwaukee serve them, and the freight boys expect to secure a good share of the business out of that country.

Ira Markwell of the Chief Engineer's Office, Chicago, spent his vacation in Seattle, most of it at Alki Beach. Ira says they have bathing beaches in Chicago, but city ordinances require full dress suits. He reported what he had seen to W. V. Wilson, assistant general auditor, and the latter spent his entire time at Alki, one morning going over as early as 5:30. Both of them plan to come to Seattle to live.

George A. Loomis and family are spending their vacations in Nebraska.

News and Notes to Say the Least, Gathered Along the S. M. East.

T. P.

Old Father "Temps" has "fugited" along once more and as usual I am confronted with the old, old story. How can I produce copy when my reporters have all deserted me? I received one lone item from one of the "fans." It conveys the news that the S. M. East baseball tossers journeyed to Madison to play the S. M. West club at the big Safety First picnic at Lake Madison, but, not being acclimated, Manager Fogarty's team, that is, the aforesaid East-enders, went down to an ignominious defeat to the tune of 7 to 1. On August 28 the same teams clashed at Wells and the Irish Brigade, with Tom Fogarty as the mascot, cleaned up the Westerners with a score of 5 to 4. Manager Tom Fogarty, whose address is Sherburn, Minn., challenges any and all railroad teams on the system for a game, any time, any place, and for any route.

Lots of grain to be moved, but the farmers are hanging on to it for a better price, while in the meantime we consume the time in emulating Bill Bryan with his "watchful waiting."

Money must be "easy," the way all the agents and ops. are asking for relief.

Operator Langan at Houston, off for a few weeks on vacation, is at present relieving Agent Keller at Wykoff.

A new operator named Shipley went to Houston in Langan's place, and whether he missed the white lights of the city or tired of the simple life is a matter as yet unexplained. The cold, hard fact remains that he tarried too long at the bar, and it wasn't a sand bar, either, albeit several schooners sailed



Familiar Faces at Aberdeen Roundhouse.

across it. He has now departed for new scenes and fresh worlds to conquer. Another new man named Lane is the present incumbent at that place.

"Pink" Hurley, agent at Lacrescent, the city across the creek over in Minnesota, has gone west to view the broad prairies of Dakota. We presume he tired of the mountainous aspect of his regular habitat. In his absence Operator Boeckh is holding down the daylight shift and we didn't hear who was on the "dog watch."

S. C. Sorensen, chief dispatcher at La Crosse, is in the La Crosse hospital recuperating from some very painful burns caused by pouring oil upon the troubled waters of the "Mississippi" and then throwing a match into it. For further particulars see the La Crosse and Minneapolis papers.

Extra Dispatcher R. E. Wood has returned to Lanesboro after relieving at Madison Bumping Trudell, who departed for St. Paul, and at the time we go to press the latter has not returned.

"Spike" Parker sent us a card from 'way up in the wilds of Canada. It's a good thing he's built like a match or the Canucks might take him for a German and hold him up there—then what would all the fair ones around Austin do?

Operator Hubbell is on second at Ramsey awaiting the return of "Spike" from foreign countries.

"Bobby" Canfield, operator at Winnebago, is on his annual peregrination among the various parts of the earth, being relieved by Operator Rondeau, from Ramsey.

Agents J. M. Johnson of Mapleton and Charles Johnson of Granada have our sincere sympathy in the sudden death of their father, which occurred in his home at Hixton, Wis. Agent Keller, from Wykoff, whose home is at Mapleton, took charge of that station, and Operator Marr, from Jackson, went to Granada.

Another globe trotter, Operator Theophilus, has returned to second at Jackson, thus putting the skid under Operator Marr.

Agent W. B. Campbell, from Bryant, was an inmate of the La Crosse hospital for a few days. I think if he had consulted Engineer Herrman that gentleman would have recommended the Grand View hospital, mainly on account of the nurses giving him such "fair" treatment.

Charles Jensen, formerly agent at Delavan, called us up on the wire the other day. He is on the road to becoming a "plutocrat," as he is now engaged in the banking business at Little Falls, Minn.

Another one-time agent, George W. Smith, formerly at Winnebago but now one of the "main springs" of the Anchor Steamship Company, visited in Winnebago for a few days.

While Tom Fogarty was absent from Sherburn piloting his baseball aggregation to Madison he was relieved by an M. & St. L. operator named Meininger, who formerly worked on the S. M. Division, but in an unguarded moment deserted to the ranks of the Misery and Short Life.

I notice some of my fellow correspondents are asking about the convention, and for their benefit will say there is a scheme on foot, but the details have not all been arranged as yet.

"Sted" seems to be about as big a book worm as a "Fish" story teller.

Oh, you "V. B. R." Are you still watching that calf? September items say it's doing fine.

Say, Ed, I never went to the Anamosa fair, but I met a fellow once who went to Anamosa and when he got out his hair was cut short and he left his picture there.

Wonder if I would be eligible to membership in that Veteran's Association, as I have been on the Milwaukee for thirty years. Just naturally blew into the depot at Wentworth, Dakota Territory, one cold day, namely, January 18, 1885, and have been hanging around ever since.

You're right, "V. B. R." Old Jupe Pluve reigns and rains and then some more. If you don't believe it, ask me how I like embarking to work just previous to 12 o'clock in the "wee sma' hours" of the night in a steady down-



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pour—made me feel real somesick for Seattle, Wash.

A. W. T., formerly reporter at Albert Lea for this Magazine, has given us the bounce. Presume he is too busy walking the floor nights since the "stork special" arrived some time past.

Marion Roundhouse News.

Edward Griffiths.

On August 21, while crossing the tracks at the roundhouse Machinist Eldridge Thompson was struck by No. 19 and quite badly injured. He is now out and doing fine.

Otto Bensch, the blacksmith, is spending a few days in Dubuque.

Fred Rasmussen, machinist, took a trip to Omaha last month.

The passenger power started to run through from Savanna to Perry on August 25. This relieves Marion roundhouse of some of the work, but if you think we haven't anything to do now, you ought to visit us for a short time and see us go.

Ott Bell, assistant to Storekeeper George Titus, is on the sick list.

Weare Lake, machinist helper, who plays the big horn in the band, was taking in the State Fair at Des Moines.

Engineer Oliver Thompson, on runs 21 and

Chicago Terminals News.

Catherine M. Bartel.

A grand game of baseball was played on July 25, at Monticello and Grand avenue, between A. G. Y. M. Cusack's "Shamrocks" and "Froggy" Howard's "Galewood Lion Tamers." The "Lion Tamers" losing by a score of 6 to 5 on account of "Froggy" Howard being "beamed" in the ninth inning by Pitcher Radke on a wild pitch just when he was getting ready to make one of his famous three-base hits. "Froggy" was taken to a nearby drug store and his "bean" bathed in seltzer, only to come to, and find "Time Card" Willie had been substituted

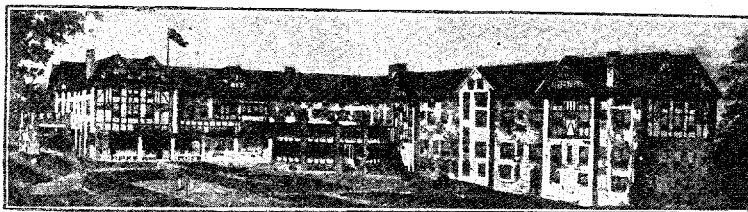
to bat for him and struck out, losing the game by the above score.

Yardmaster Frank McGraw and family have rented a cottage at Ottawa Beach, Mich., and are spending the summer there, or rather what little summer we have had. Mr. McGraw writes they are having a fine time, but fishing is not very good. General Yardmaster Grunau and wife spent over Sunday, July 25, as guests of Mr. and Mrs. McGraw. Jack says it is a fine place, but nothing like the Green Mill Gardens.

Miss Selma Freize left July 31, on her annual vacation. She expects to visit Denver, Salt Lake and Colorado Springs. It is rumored she will be married on her return or shortly after, but I am not authority as to that part of the program, but as far as indications go I have commenced to think it may be so. Well, any way, if it is so, everyone in Galewood joins me in wishing her and Johnny a very long and happy life. Mrs. Esther Earl is relieving Miss Freize on the switchboard during her absence.

Yardmaster Crone of Yard No. 2, used a wheelbarrow and lots of cinders making a sidewalk from the viaduct on the south approach to a point where the cement walk begins. Teamsters and horse-back riders insist on using this walk for traveling and Mr. Crone is objecting. A day or so ago there was a heavy wagon stuck in the mud after attempting to use the walk for a driveway and came over to Mr. Crone to borrow a jack to get his wagon out. Of course Lou gave it to him—not. We do not know how Mr. Crone answered him, but will bet the gent that wanted the jack does.

Foreman John Mahon has returned to work after spending his vacation at Long Lake, Ill., where, we understand, he made some fine catches of blue gills and dog fish. All his friends around Galewood have been eating fish lately. Understand he rocked the boat and fell in the lake and but for the assistance of Conductor Henry Bond, who happened to be passing on the ice train and heard "Lousey's" cries, he would have been drowned.



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R. & S. W. Division Notes.*H. J. Beamish.*

Conductor W. H. Smith went to Minneapolis, Aug. 27, to meet the family returning from a trip to Grand Forks.

Conductor Muckerheide acted as best man for his brother, the doctor, in Milwaukee the last of August. As Bill is expected to start paying rent in October, it acted as a sort of trial heat for him.

Closing notes from the Beloit pit: Arries relieved Muck. McGarry on D. McCarty's car for few trips. Engineer Emigh on trimmer engine, off few days; Hanniford on the job. Engineer Buell, on spotter engine, very sick at home in Milwaukee; Howe acting in his place. Brakemen Arries, Hixon and Nolan all off for few days.

Operator Clark is acting baggageman at Racine while the regular man takes helper's run on trains 35 and 36.

Yardmaster Herman, Racine, was one of a fishing party at Arbor Vitae, the last of August. He reports a very small catch.

Commercial Agent P. L. Heinrichs, Davenport, was a caller on Agent Hayes of Elkhorn Aug. 31.

Operator Labundy, Rockford, was the guest of relatives at Elkhorn Aug. 29. He states that Rockford is in a fair way to break into the "new depot" class very shortly.

Night telegraph offices at Durand and Florence have been closed.

Ray Harkness has been assigned third trick at Freeport.

Supt. Morrison transacted business in Racine Aug. 24.

Conductor Cavey, 23 and 24, off trip Aug. 30; Hermis taking run.

Spark's circus showed at Burlington Aug. 21, going from there to Janesville.

Operator Lewis is acting ticket agent at Racine and Diven, holding second trick at Corliss.

Operator Morrissey is back on third trick at Elkhorn after several weeks at Corliss.

Jim Sweeney and Milo Gaylord attended the Home-Coming at Durand Aug. 20 and heard the noted Socialist orator, Darrow, deliver the principal address.

The report that an arena is to be built in the Beloit gravel pit to hold one-round bouts during the winter is officially denied.

Change of time Sept. 6. No. 24 going back to the old time and connecting with C. & M. 24 at Corliss.

Golmar's circus at Delavan, Aug. 19. While loading at night one of their teams backed into No. 74's engine and one horse was killed. Roth was the conductor—and the driver was also wroth. Martin says he never had a real good cussing until that night.

Trainmaster Richards took a two weeks' vacation the first of this month, Mr. Chambers doing extra work.

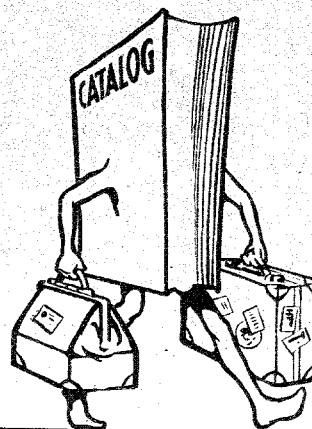
Division Operator Carter holds the motor car record for the line. Left Savanna at 4 a. m. and arrived East Moline 1 p. m.

A real "James Boy" is operating along the division. Ticket Agent Bush, at Beloit, looked down the muzzle of a gun and complied with the request to "fork over" to the extent of about two hundred, while the safe at Dakotah was blown open and fifteen dollars taken.

The Beloit gravel pit closed for the season Aug. 30. From April 1 up to the close of the pit twenty-four thousand three hundred and fifty-six cars of gravel were loaded.

The death of Engineer Walter Specht, which occurred in the derailment at Racine Junction Sept. 1 was a shock to the entire R. & S. W. family. Walter was one of the best-known engineers on the division and was universally esteemed and respected. The funeral, held at Racine Sept. 3, was largely attended.

One of the worst storms the division has seen in years came Sept. 12. Track on the Eagle branch was washed out for about one-half mile and service tied up for twenty-four hours. Roadmaster Dougherty, with a large crew, was on the job early the next morning and, considering the conditions had things running in a surprisingly short time.



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Engineer John Bjorkholm has returned from an interesting trip through the New England states, where every factory is working 24 hours a day making munitions of war, some for Uncle Sam, and for all other nations, it seems. John visited one plant where they had a contract to manufacture 7,000,000 bayonets for the Chinese government. Evidently John Chinaman does not place much faith in scraps of paper. Engineer Bjorkholm also visited the Lake submarine boat works which are turning out subs as fast as possible. This was especially interesting to John, as before he joined the ranks of railroad toilers he was engaged in submarine and deep sea diving, and has many times been below the surface of the briny deep, an occupation the thoughts of which makes most of us landlubbers have a chilly feeling around our feet.

Now that the gravel trains have been taken off, there is an awful job of bumping the bumps taking place; and this is one of the times when gray hairs that have shown themselves through long and faithful service with the company, count to the wearers' advantage. In the long run it pays to be a home guard with a good company like the Good Old Milwaukee. The rolling stones of railroad service seldom get farther than the first grades in their calling.

Engineer Alex McMullen, who sustained an injured knee in a collision at Racine Junction, which also resulted in the death of Engineer Walter Specht, is progressing nicely towards recovery, and we all hope to see him back to work in a short time. Alex had a narrow escape from meeting the same fate as Engineer Specht, as a delay of one second would have got Alex between the engine and tank, which were telescoped and wedged so tightly as to make it difficult to pull them apart.

Train 72 on Sept. 13, which is our busiest east-bound freight, had the misfortune to run over a man just west of Freeport. The body was found under the wheels of the engine after it was brought to a stop. The crew was taken off their train at Freeport and delayed three hours and fifteen minutes to attend the inquest. After the inquest they resumed their run of 158 miles, doing all the work on this run, and had one hour to spare when they arrived at their terminal, Milwaukee. This goes to show what can be done when the entire crew makes every move count in conjunction with first-class train dispatching, under the command of a live conductor.

C. & C. B. Iowa Middle and Western Division. *Ruby Eckman.*

George Hanner, the young son of Engineer Hanner, had the misfortune to injure his knee very badly while playing football.

Engineer Frank Hunter has been quite sick for several weeks with typhoid fever. His condition was such that he was removed to a hospital in Perry the middle of September.

Mrs. Fred Tomer, wife of Middle division brakeman, spent a couple of weeks of September visiting with relatives in Aurora and Chicago, Ill.

Switchman Charles Field's wife visited relatives in Chicago the latter part of September.

John Johnson, one of the oldest section laborers on the Western division, died Sept. 17 from injuries received.

Mrs. F. D. Reihl, wife of one of the Perry switchmen, was very sick during September with an attack of lumbago.

Brakeman Sam Fyfe welcomed a son into his home at Perry the fore part of September. Sept. 15 Operator A. W. Callahan of the Manila office force, deserted the ranks of the bachelors and was joined in marriage to Miss Nine Sykes, a prominent young lady of that city. After a two weeks' wedding journey they went to housekeeping in Manila.

C. B. Iowa division officials think they have broken the record in handling tonnage. On Sept. 10 train 2/62, engine 8065, P. J. John-

son, conductor, with Engineer Hiram Colburn, registered into Perry with a train consisting of 74 loads and 33 empties, a total of 4485 tons. This is the heaviest train ever handled on the C. B. Iowa division.

Carman Peter Slater went to Milwaukee the fore part of September as a delegate to the Car Men's Protective Board meeting.

Car Foreman Staples took a two weeks' vacation and visited with relatives in the eastern part of the state.

Albert Council, one of the crew employed on the steam derrick, was off duty the fore part of September on account of a slight injury to his leg.

Bernard Hewitt and Edward Gardner are new names on the roll at the car shops due to the increase in business on this division.

Car Inspector Victor Lewis was called to his home in Ottumwa the fore part of September on account of the death of his grandfather.

Car Inspector Charles Lutze has returned to work after a lay off, during which time he visited with relatives in Rochelle, Ill.

Edward Jordan, a carpenter employed in the car department, was off duty the fore part of September looking after the work on his farm near Wauke, Ia.

Joe Adey, one of the carpenters in the car department at Perry, took a round at washing dishes and doing housework the fore part of September while his wife was visiting in Bear Creek, Ia.

General Car Inspector Parkinson was a visitor at Perry the fore part of September, looking over the work.

Wrecking Foreman Cameron took his vacation the fore part of September. Mr. Cameron's wife has been in the hospital at Perry for a surgical operation, the second she has undergone in the last few months.

Thomas Griswold, operator at Tama, asked for a lay off during September, the occasion for which was his marriage to Miss Susie Jackson. They went to Milwaukee for a wedding trip, after which they went to housekeeping in a new bungalow that Mr. Griswold had erected in Tama.

Conductor Charles Bradley has returned from a very pleasant visit with his brother in Seattle, Wash.

Miss Ivy Stoner, daughter of Engineer E. Stoner, has returned from a visit to Miles City, Mont.

Conductor Wm. Simonton, wife and two daughters, left Perry the latter part of September for a visit with relatives at Norfolk, Va. They anticipate a very pleasant time, as they expect to visit all the points of interest in that locality.

Brakeman E. A. Rumley and his mother, Mrs. Barber, who makes her home with him, left the fore part of September for a visit with relatives in Detroit, Mich.

Engineer Chas. Hunt's wife has been visiting with relatives in Erie, Pa., for a few weeks.

Brakeman E. R. Fitzgerald of the middle division became the father of a fine son Aug. 23.

Engineer L. F. Johnson has been batching for a few weeks while his wife has been visiting with relatives in New York State.

Engineer Jerry Stoner's wife has been in the hospital at Perry for a few weeks, having been very seriously ill.

Dispatcher A. J. Ekler of the Perry office force, was married in Chicago, August 31 to Miss Alta Dahl, daughter of Engineer Wm. Dahl of the eastern division. They have gone to housekeeping in apartments in Perry.

Miss Gladys Hulburt, daughter of Engineer L. A. Hulburt of the middle division, was married Sept. 1 to Mr. Ray Courtney, a young business man of Perry.

Conductor George Baccus and family of Miles City, Mont., visited with their many Perry friends the fore part of September. Mr. Baccus was formerly a conductor on the C. B. Iowa division, but is now working on the P. S. lines out of Miles City.

Operator E. C. Rood of Slater has gone to Montevideo for a few weeks' outing. He is being relieved by Operator C. M. Clayton.

Agent G. N. Whipple, who has been laying off for a number of months on account of having trouble with his eyes, expects to be able to resume work within a few weeks.

Relief Agent Wm. Uptegrove, who has been at his home in Alvo, Neb., for a number of weeks on account of sickness, has resumed work. He relieved Agent Blakslee of Defiance, who made a trip to Chicago.

Conductor Roy Keenan, who has been off duty a number of months on account of sickness, has regained his health sufficiently to be able to resume work.

Mrs. George Rait, wife of engineer of Spokane, visited in Perry with relatives and friends the fore part of September. George started his railroad career at Perry and when the P. S. line was built was one of the first to go west.

Oscar Fisher, foreman of the company coal shed at Perry, took a lay off the fore part of September and visited relatives in Des Moines.

Engineer F. L. Hanner was in Denver the latter part of August for a short time visiting with his brother who has been quite sick.

Miss Blanche Fuller, daughter of Conductor A. J. Fuller of the middle division, has resumed her work as instructor in the schools at North MacGregor.

Miss Hazel Lawrence, daughter of roundhouse foreman at Austin, visited with her Perry friends the latter part of August.

Mrs. Newman Fuller and daughter of Miles City, Mont., were visiting with Perry relatives and friends during August. Mr. Fuller is a conductor on the P. S. line.

Operator Dan Crowe of the Perry office force entertained his brother, Frank Crowe of Chicago, the fore part of September.

Conductor Andy Dollison has gone to Ohio to spend a few weeks with his sister.

Machinist Gus Vath is a new member of the force at the Perry roundhouse. Gus served part of his apprenticeship at Perry and his friends are all glad to see him back as a regular man on the force.

Engineer E. E. Brokaw's wife has been at the King's Daughters' Hospital at Perry for a few weeks, having undergone a surgical operation.

Engineer Oscar Woods is in Chicago attending the meeting of the committee of the B. of L. E. Fireman Kuykendall is there on the same business for the firemen.

Home Bucket Brigade Saves Train.

About noon on Aug. 3d, a stock car in a string of thirty-nine others standing on a blind siding at Baxter, eight miles west of Lewistown, was discovered to be on fire by Mr. Andrew Johnson, a farmer living nearby. Mr. Johnson rallied his entire available fire force (his wife and one son) and together they formed a bucket brigade, which had to carry water a long distance. But they succeeded in subduing the flames, and meanwhile Mrs. Johnson telephoned the dispatcher at Lewistown, who sent a switch engine to switch the burning car out from the string.

General Superintendent Foster, Assistant General Superintendent Barrett and Superintendent Whiting, united in a cordial acknowledgement to Mr. Johnson and family for their interest and services which prevented a very serious conflagration. A high wind prevailed on the day in question and had the fire gained headway, the entire train of cars would have burned up, whereas the damage to the one car was only about \$50.00.

Section Foreman R. E. Covey, Coast Division, has received a letter of commendation for watchfulness and quick action in stopping train 298 on Aug. 18th, two miles east of Duvall, Wash., when he discovered steel brake beam dragging under a car in the passing train. Mr. Covey's vigilance undoubtedly averted serious damage.

Noise from the C. & M.

B. J. Simen.

C. J. Fisher has been appointed as agent at Fox Lake, Ill. The position vacated by him, the first trick at Rondout Tower, has been taken by G. F. Root.

While Brakeman Cheeney was visiting his cousin at Shermanville some one stole his motorcycle. He recovered it a few days later when it was found abandoned along the road.

Baggage man Ben Collins was off for a few days on account of being injured by a lamp falling and striking him on the head, he was relieved by Verne Gerred.

Agent J. F. Miller of Hebron Tower was visiting friends in Chicago for a few days. This is the first vacation in six years for John.

A. Mattis, maintainer at Rondout has had a ten-day vacation. He visited in Chicago and Milwaukee, his mother returned with him from Milwaukee and spent a few days at his home in Libertyville.

Conductor J. W. Kingsley laid off for a few days attending to a business matter, he was relieved by Jack Cahill.

Engineer James Lee was called to Birmingham, Ala., to attend the funeral of his nephew, William Lee, who died very suddenly at Loxley, Ala., on September 13.

Mrs. Warner, wife of fireman Oscar Warner of Libertyville, is still suffering from rheumatism. On account of this her daughter, Mrs. Gerred, wife of Baggage man Verne Gerred, has found it necessary to give up her home and they are now staying with her mother.

L. D. Robar of the superintendent's office made a trip to Walworth on September 14 to attend the funeral of his uncle.

Engineer F. G. Cleveland's son, George, who is a cattle buyer for Swift & Co., has been transferred from the Omaha yards to Buenos Ayres in South America. This position carries a very lucrative salary. Accept our congratulations.

Roadmaster M. Burke of the Chicago Terminals shook hands with friends on the Janesville line on Sunday, September 12. He spent the day at Bardwell.

C. S. Abel has been appointed as second trick operator at Ranney. The agency at Franksville has not yet been filled.

Born on September 16 to Section Foreman John McEvoy and wife at Spring Grove, an eleven-pound girl. Why should he not smile?

Well, it happened at Waukegan, Ill., on September 8—the marriage of Frank C. Appley and Miss Winifred Young. Mr. Appley is a clerk at the old station Libertyville. On September 11 the newly-weds left on the Southwest Limited for Washington, Iowa. They will spend a two-week honeymoon then they will return and make their home in Libertyville. They outwitted our local gossips, as they were married several days before it was generally known. Who will be next?

Joseph Heuer, son of Baggage man E. J. Heuer, is night clerk at Rondout.

Agent Willis W. Appleyard of Gurnee has just returned from an extended trip through the West, his itinerary included the California Fairs.

Mrs. F. J. Alleman, wife of Agent Alleman of Tacoma, Wash., is visiting friends and relatives at her old home at Libertyville.

G. W. Miller, chief clerk in Superintendent Morrison's office, with his family, spent Sunday, September 12 as guests of Conductor W. B. Carr of Libertyville.

Engineer A. A. Grandy and wife spent a few days at Starved Rock. They were attending the Mystic Workers' picnic at this resort.

Dr. J. L. Taylor, the company doctor at Libertyville, with his family, has returned from a three months' motor trip to the California Expositions.

Brakeman William Jelly contracted a case of blood poisoning brought about by a mosquito bite. It was necessary for him to go to the hospital for a few days' treatment.

Milwaukee Terminals News.*Josephine Healy.*

A very successful General Safety First and Proper Handling of Freight meeting was held in the Assembly Hall of the Merchants' and Manufacturers' Association, Germania building, Milwaukee, at 8 p. m., September 3, 1915. The meeting was largely attended, there being about 125 gentlemen present, representing officials and employees from the various divisions entering Milwaukee, as well as the Milwaukee Terminals. W. B. Hinrichs, superintendent of terminals, presided. Very interesting talks were given by A. W. Smullen, general safety first chairman, who talked about the wonderful results achieved since the inauguration of the Safety First movement. Mr. Larson, of the assistant to the general manager's office, spoke briefly upon the great achievements of the Safety First movement, and attempted to impress upon all the necessity of continually keeping this in mind in order to achieve results. Mr. Larson then gave a very instructive and entertaining talk upon the proper handling of freight, covering the matter in detail, and quoting figures showing the large amount of money paid out annually by our company due to loss and damage to freight. C. H. Dietrich of the Claim Department next expressed the Claim Department's side of the question, laying particular stress upon the fact that it is the small claims that amount to hundreds of thousands of dollars at the end of the year, and urging all concerned to pay particular attention to the apparently small items. Impromptu speeches were made by Messrs. H. Wicks, Claim Department; Agent W. G. Miller; Superintendent J. McDonald, superintendent La Crosse Division; Trainmaster B. H. McNaney of the Northern Division; Trainmaster A. J. Hasenbalg, C. & M. Division; S. MacClurkan, commercial agent, and Conductors E. Bannon and E. Oakes. A very interesting series of stereopticon views on the Safety First and Proper Handling of Freight question were displayed and were well received.

Yardmaster E. A. Brown and wife have returned from a visit with Mr. Brown's mother at her home near Brandon.

Mr. and Mrs. George A. Steuer announce the arrival of a baby boy at their home on August 31. Mrs. Steuer advises that his name is going to be Robert.

Switchman George Ustruck and his wife and daughter spent a few days this month at Pewaukee.

Mrs. Harley McMurtrie and daughter Marion, family of our assistant general yardmaster, were called to Omaha recently on account of the serious illness of Mrs. McMurtrie's aunt.

District Carpenter Henry Eggert was "batching" for a greater part of the summer while his wife was visiting her folks at Brillion.

Switchman J. J. O'Malley and wife have returned from their camp at Lake Wingra, near Madison.

Mrs. A. O. Cunningham and daughter Loraine have gone to Minneapolis to visit Mrs. Cunningham's sister, who is very ill.

Engineer C. W. Palmer, Investment Agent P. J. Alpetter and P. A. Haas have returned from a two weeks' vacation at the hunting and fishing lodge of Mr. Palmer, located on the banks of the Brunet, Sawyer County. It is rumored that Mr. Palmer while on his vacation became engaged to Miss Alice Michas of Janesville, who was spending the summer at the home of her sister at Exeland, Wis. We shall expect to hear wedding bells in the near future.

Say, V. B. R., of the famous I. W. & N., from what I can gather from T. P. H.'s column, I take it that he is a very much married man, because he tips off Sted to the fact that his wife is gone to the country. If such be the case, what mean you by the first item in your September notes, wherein you hope that T. P. H. will be "one" very soon? So many of us girls in Milwaukee have set our caps for that "one T. P." that it is a great disappointment to have him spring that "wife" stunt on us at this time.

Items from the I. & M. Division.*Katherine McShane.*

Charles Opie, blacksmith foreman in Austin Shops has been off duty for the past four months suffering from a severe attack of neuritis. Latest reports are that he is improving and expects to be back at work soon.

Mr. and Mrs. H. Edwards have returned to their home at Geneva, N. Y., after having spent the summer at the Charles Opie home in Austin. Mrs. Edwards is the oldest daughter of Mr. and Mrs. Opie.

District Carpenter F. E. Rice was in Austin and Leroy on business the first of last week.

Yardmaster J. M. Plum is proving his ability as a farmer, although he has had considerable bad luck, having lost a few of his best hogs through cholera. This, though, did not phase Mr. Plum when it was time to enter stock at the Mower County Fair, as he was the winner of blue ribbons on both his hogs and chickens. Now that the weather is beginning to look like fall Mr. Plum is contemplating purchasing a new "Fjord".

H. J. Murphy, clerk in chief carpenters office at Austin, went to Minneapolis on business today.

Roadmaster M. McShane of Austin enjoyed a few days' vacation during the past month. His spare time was spent at the home of his daughter, Mrs. J. A. Herzog, at Wolf Creek Farm north of Austin.

Mrs. M. Caton, wife of Chief Carpenter Caton at Austin, is spending a few weeks with her sister at Tyndale, S. D.

Mr. and Mrs. Jos. Kvosnicka, section foreman at Pratt, attended the State Fair at St. Paul.

Mat. Medinger, boilermaker foreman, is back to work after having had a few days' vacation.

Boilermaker Lyod Miller of Superior, who has been working in Austin all summer has returned to Minneapolis.

J. Johnston, shop foreman in Austin, left for a two weeks' vacation to be spent at Morristown, S. D. Mr. Johnston's family have been out in Morristown for the summer and he expects to persuade them to return to Austin with him. We all expect to be presented with several wild ducks upon his return as he took his "Old Fiathful" shotgun with him.

Carl Kelm is laid up with a crushed foot the result of an accident while switching in the Austin yard.

Mrs. J. A'Hern, wife of second trick operator at Austin, is spending a few weeks at her former home at Hilbert, Wis. Jack expects to take a few days off the latter part of this week and go down and bring her home.

Section Foreman J. Lorkoski of Plymouth, Iowa, spent a few days last week in Minneapolis.

Section Foreman Steve Majusiak has placed a new 4 H. P. Fairmont engine on his hand car.

Conductor Tom Murphy is back at work after having had a few weeks' vacation from his work on the Mankato line. Steve Ames had his run during his absence.

Asce Vowels has begun work as night coal-house foreman in Austin.

H. H. Rupp, motor car inspector, of Milwaukee was out inspecting motor cars on this division last week.

Safety First and proper handling of freight meeting was held in Austin in September. A. M. Smullen, chairman of the Safety First committee, and Mr. Larson of the General Manager's office of Chicago; Mr. Atkins, superintendent of the S. M. Division; Mr. Fraser, chief clerk to Superintendent Atkins; Roadmaster F. Luskow of the S. M. Division; Superintendent W. J. Thiele and Trainmaster L. T. Johnston of Minneapolis are among those who attended.

Roundhouse Foreman A. M. Laurence has moved from Clark street to his new home on East Water street, Austin, Minn.

When are we going to have the news gatherers' convention?

Items from Kansas City Division.*F. R. M.*

Train Dispatcher E. J. Klahn spent his vacation camping on the Wapsipinicon, near Wheatland.

Ottumwa celebrated Ringling Bros. circus and Labor day on the same day this year and had what was probably the largest crowd in the history of the city. The Milwaukee handled the show in and out of town, as well as a large number of passengers. Fortunately the day passed without any accidents or incidents of a serious nature.

The loading of mine cinders for repair work has been discontinued for the season and the equipment is being gotten ready for coal.

The C. R. I. & P. Ry began running four of their limited passenger trains via our line between Birmingham and Kansas City Aug. 29.

Conductor Matthews has been off for some time harvesting a large crop of peaches and apples from his Missouri orchard.

Miss Marie Meany of the superintendent's force, who has been off sick, has returned to work.

Train Dispatcher T. E. Schick enjoyed his vacation looking at the pumpkins and other farm products at the Iowa State Fair at Des Moines.

Notwithstanding the wet season crops are abundant and prospects for a good year are flattering.

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

Master Mechanic H. M. Hauser has returned after a vacation of about two weeks.

Brother G. E. Sampson, who has been suffering with several fractured ribs, is doing nicely and expects to resume work soon.

Master Painter F. C. Leibolt has finished painting the Rose street viaduct and departed for Milwaukee.

Chief Yard Clerk P. J. Keaveney has returned from a trip in Southern Illinois.

J. H. Bush, the grand old man from Beloit, Wis., who is eighty-four years of age and very spry and active, is visiting with his son, C. A. Bush.

"Smiling" Tim C. Welch, the genial train dispatcher on C. & M. division at Chicago, is "poking" around here again. Tim is on his last half vacation after serving as chief train dispatcher on the C. & M. division during vacation of the regular chief, Mr. Kizer.

Station Agent A. F. Raddell of Houghton, Wis., gave us a pleasant call recently while passing through on No. 18 from the coast line.

Malden Roundhouse Notes.*H. R. Gates.*

Machinist J. T. Keech and family left for Washington, D. C., on Aug. 22, where they will visit with relatives.

Boilermaker F. F. Green and family left for the East on a visit.

Boilermaker T. F. Brown left for the East where he will attend the boilermakers' annual convention at Milwaukee.

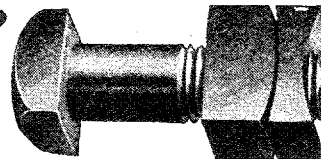
The new faces on our payroll at this time are Boilermakers J. H. Gutridge and Edward Moore and Machinist Harry Strong. They all like our town fine except Machinist Strong, who says that this is no place for him. What's the matter, Harry, not enough excitement?

Roundhouse Foreman F. A. Kemp recently spent a day at Herrick, Idaho, fishing. He reports having got one upon a log but that was as far as he got him.

Engineer Harvey Stull has left us and is now working between Othello and Cle Elum.

M. S. Adams, tinshop foreman at Tacoma, made us a short call recently. He was on his way back from a fishing trip near Avery, Idaho.

We have been patiently waiting for that fish story that Engineer Hankins promised but we have failed to see it yet. Come through now.

Write It Right!***"Boss Lock Nuts"***

When you specify don't say "Lock Nuts"—but write it "Right"—put it down this way:—

***"Boss Lock Nuts"***

Why not investigate and learn why nearly one hundred Railways, Private Car Lines and Industrial Corporations are using Millions of "**Boss**" Lock Nuts annually.

BOSS NUT COMPANY

1744-48 No. Kolmar Ave., Chicago, Ill.

Fireman R. W. Bush recently laid off for one trip to move. He then had to lay off a week longer to recuperate. You will have to do better than that in the future, Joe.

Wanted—Seven days off each week to visit the telephone office. Address Harry Strong.

We recently had an Ingersoll-Rand air compressor installed at the roundhouse. Below is some criticism which was entered against it:

Engineer A. A. Lentz—Why don't you paint it black instead of green?

Engineer J. H. Little—Green is the only color.

Fireman F. J. Rader—It makes too much noise.

Engineer C. R. Swift, formerly on the helper between Spokane and Manito, has left the Idaho division. He is now in passenger service between Tacoma and Seattle.

C. F. Eppert, while here installing the air compressor, stated that he caught seventy-five pounds of fish while at Avery. We don't know whether this was one fish or how many it was.

Engineer J. H. Crown and family have returned from the East, where they were on a visit.

G. Haas, representative of the Pyle-National Electric Headlight Company, was a recent visitor at Malden roundhouse. He gave us a great deal of information regarding the headlights put out by his company which was greatly appreciated.

Kansas City Terminal Items.

E. K.

Lawrence McDaniels, storekeeper at Coburg, has been on his vacation in Rich Hill, Mo.

Mrs. James Lord is visiting her son, Mr. J. H. Lord, roundhouse foreman, Coburg.

Mrs. Wm. Black and son John have just returned from a visit in the west.

William E. Terry spent a few days at Sedalia, Mo., the guest of his mother.

Mrs. John Powers with her son George and daughter Clara have just returned from Stuttgart, Ark., where they were the guests of Mrs. Powers' sister.

Mr. and Mrs. John Dido have returned from Michigan, where they attended the funeral of Mrs. Dido's brother.

J. N. Maybanks and wife are visiting friends and relatives in Chicago while Mr. Maybanks is attending the convention of engineers.

Chas. Holder of the roundhouse is entertaining a new son at his house.

Coburg.

Switchman W. I. Leach and family are rustivating around Laredo and visiting "Uncle Ike."

Conductor A. J. Bagley and family have returned from their visit to Niagara Falls, Canada and other eastern points.

Alvin J. Jones, the faithful first trick operator at Coburg, accompanied by Mrs. Jones, is taking an extensive trip through the East, stopping at Buffalo, Niagara, New York City and Boston. They will also visit Mr. Jones' boyhood home in Pennsylvania.

L. B. Davidson, one of our old-time switch freemen, has been off for the past sixty days with rheumatism. Hope to see him out in the near future.

A shipment of forty-five cars of cattle from Northern Iowa points received in Kansas City Sunday, Sept. 12, over our line attests to the far-reaching popularity of Kansas City's stock markets.

Our new "Union Station" at Coburg is nearing completion and we hope to be in it by Christmas.

Switchman Sam Madison's wife and son have just returned from a visit to Yellowstone Park and Colorado points.

I. & W. N. Notes.

Here's another vote in favor of Spokane for the correspondents' convention. Come on, Clarke, get in line.

We thank thee many times, Friend Kratch, for those bouquets passed our way last month, and can only say that this feeling is mutual. We hope that some of the other boys will be influenced by your article and favor us with a visit.

A note on the lubricator of one of our passenger engines recently came into our hands. Said note reads, "Stop at the little red barn on West Sprague avenue." We could say something if we wanted to, but believe in this instance silence is golden. Anyone desiring further information in this regard take up with Engineers Clinton and Sisson.

Only 85 days more to do your Christmas shopping. (Hurray, we beat you all to it.)

Congratulations, Sleavin, on your new position in Mr. Harvey's office. Here's wishing you all kinds of good luck.

We regret to report that Harry Hook's haunts (or should it be haunt?) in Spokane are as yet undiscovered.

Ever since we wrote up Roadmaster Bakke in a former issue he has always had some taunting remark to make when we meet, and this is to inform him that unless such remarks cease "instantly" we will devote a whole page in next month's issue on his past life. Watch your step, Ole.

Blacksmith Gus Quarnstrom, Machinist Fred Kaylor and the writer spent Labor Day in Seattle. 'Nuff sed.

We are pleased to record the fact that Clyde Amick's "Franklin" ran two whole miles this month without stopping. We haven't found out yet what excuse it has to offer for going this distance.

Personally, we would be glad to own only one Ford if we could only af-Ford to own one. (Yes, we make them up as we go along.)

Don't be a tightwad, Sted. You know we gotta eat, too, if we go to the convention.

Seems to me, Kratch, that the last item in your "September Items" could be improved by changing the last word to "drinks." You see, we know Miller pretty well ourselves.

Tacoma News.

The summer pit was recently opened and all the bridges on the Tacoma line between Black river and Tacoma are being filled. There are three work trains now in this service.

Engineer J. F. Kemp and wife visited with their old home friends in Iowa last month.

The concrete piers for the steel bridge across the N. P. and the O. W. R. & N. tracks at Puyallup river have been completed and the steel gang is now fast at work erecting the bridge.

The stork visited the home of Fireman E. E. French last month and left a little baby girl.

If the export business continues to increase as it has in the past few months it will be necessary for the Milwaukee to enlarge its facilities around the dock neighborhood. As it is, there has already been an extra switch engine put on to handle the dock business.

Storekeeper A. J. Kroha is just as enthusiastic over golf as he ever was. A. J. is going to take a trip to the fair in October, and we are all very anxious to see whether he takes his "brassies" with him.

Tom Henry, boilermaker, has accepted the management of the Milwaukee baseball club. Ray Grummel, "past manager," had to give up the "yob," as he was being troubled with insomnia. Poor Tom!

Richard Dunwoodie is taking charge of the upper floor at present.

S. W. Miller has accepted a position in the storekeeper's office.

Harvey Snyder sure has "hard luck" with his trout.

Guy Bement was caught without his overcoat one day—and it was raining, too.

C. F. Maas has purchased a new supply of toothpicks.

Mrs. E. F. Reed, wife of Chief Clerk Reed, returned from a visit in Indiana and Illinois. Jimmy Gorman spends his extra time at 85th and Wayne, K. C. Wonder what's going to happen to our popular yard clerk?

Passenger Conductor Wm. Leahy and Mrs. Leahy went to Dakota and looked after the harvesting of a fine large wheat crop.

Operator Frank McCarthy of Coburg is the proud father of a nine-pound girl since Aug. 29.

David Fulton of Suburban Junction has purchased a fruit farm on the north bank of the Missouri and has built a house for himself on the property.

The Rock Island is now using our line from Birmingham to Coburg and are sending their "Golden State Limited" and "Californian" passenger trains via our line. The new routing saves the C., R. I. & P. the trouble of turning these trains in Kansas City.

Night Yark Clerk Gus Ball sojourned a few days in Chicago in August.

Operator J. V. Tuomey of Coburg enjoyed a week's visit from his sister, Miss Rita Tuomey of Parnell, Ia.

John Platte has disposed of his automobile. John couldn't afford to lease convention hall to keep it in.

Foreman John Evans and E. Kiburz of the B. & B. Department are doing their best to build an addition to the Milwaukee Elevator.

Assistant Engineer N. N. Barber has been spending much of his time lately at Coburg in connection with the work in the yard and at the elevator. We would welcome Mr. Barber if he would change his headquarters to Kansas City.

La Crosse Division Doin's. Guy E. Sampson.

Mrs. Heineman, wife of Engineer Walter Heineman, of North La Crosse, spent a couple of weeks visiting at Traverse City, Mich., this month. Walter says let those sing "My wife's gone to the country" that want to, but he intends composing a song entitled "Gee, but it's lonesome when wife's away."

Mr. Ramsey of Chicago, father of Conductor F. W. Ramsey, of North La Crosse, spent his vacation fishing on the old Mississippi. Mr. Ramsey holds a position with the Milwaukee Railroad in one of the Chicago offices and says a week's fishing at La Crosse is sure some vacation to him.

Passenger Conductor George Acres, veteran conductor on the Madison-Portage run, passed through La Crosse September 1, going south over the Dubuque Division. We did not learn his destination as he was busy shaking hands with old acquaintances between trains at North La Crosse. Conductor M. Larkin took charge of the branch run during Mr. Acres' absence.

William Ramsey, freight warehouseman at Sparta, has taken a month's vacation and gone to the western coast. His place is being filled by M. Sullivan.

Roadmaster P. H. Madden attended the roadmasters and maintenance of way convention at Chicago, September 7 to 10.

Operator W. E. Jones of Sparta went to Chicago the middle of the month to accompany the remains of his uncle William Jones to Bangor, Wis., for burial. Mr. Jones died in the hospital at Chicago after a lingering illness.

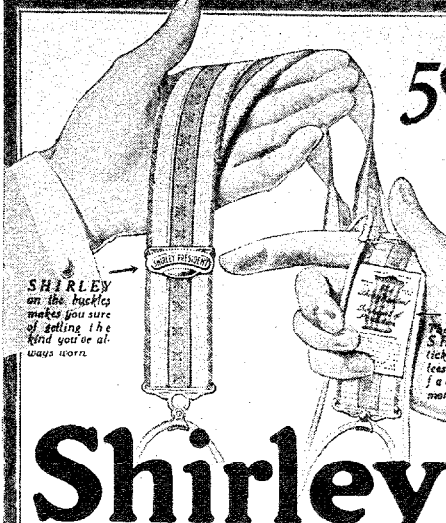
Fred Sunday has been given the position of baggageman at Sparta.

Mrs. Sagen and children, wife and family of Conductor Oscar Sagen of North La Crosse spent a few days visiting relatives in Minnesota this month.

Miss Kathryn Madden, roadmaster's clerk, will leave September 19 on a western trip, going via Denver and Ogden, visiting both San Francisco and San Diego fairs. She will return via Portland, Tacoma, Seattle and the famous Milwaukee scenic route.

Clarence Hyde and family have gone to Wyoming to spend the "hay fever" season. Mr. Hyde writes back that he does not feel

50¢



SHIRLEY
on the buckle
makes you sure
of getting the
kind you're al-
ways worn.

SHIRLEY
The red-striped
ticket guaran-
tees you satis-
faction or
money back.

Shirley

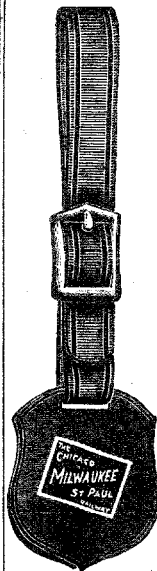
President Suspenders

The original free-shoulder suspenders, for seventeen years the choice of three million well-dressed, comfort-loving men, are imitated—but in looks only. The counterfeits only prove once more the merit of the original SHIRLEY President. No one imitates an inferior article. Whether you're already a SHIRLEY President man or only hope to be, remember that the word SHIRLEY identifies the suspender you can trust. Look for it on the buckles—It's on the red-striped money-back ticket, too—You'll be sure of shoulder comfort, style and service if you just Remember SHIRLEY.

PRESIDENT SUSPENDER CO., Shirley, Mass.

Look for  on the Buckle

A Neat and Serviceable Milwaukee Watch Fob



WE have only a limited number of these Watch Fobs and Emblems on hand. If you wish to secure one of these serviceable and attractive fobs send in your order today. Thousands of our men are wearing these fobs and emblems. Why not YOU?

Leather Fob with Emblem .	60c
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Plated Button, Screw Back .	35c
Rolled Gold Button, Screw	
Back	75c
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Back	\$1.25

**Milwaukee Railway System
Employees Magazine**

Railway Exchange Bldg.
CHICAGO, ILL.

Inter-State Co. Items

A Little Girl in Spokane Town.

There's a little girl that's waiting on the road to Spokane Town, she's an Inter-State room lassie with the eyes of softest brown or blue or black or gray or green—most any shade you choose—and she reigns in every lunch-room where they feed the railroad crews. She's dark, she's light, with hair to match, she's full of con and syntax, her speech is spiced with winning smiles that always breed a climax when some fresh guy, who thinks that he can jolly to a finish, but get it straight, he gets a call and quickly makes a vanish. She can beat the English language, she would make old Webster swear at the words she coins for usage with the daily bill of fare, she is busy ev'ry minute and she magnifies her joys in a lingo that's refreshing to her Pals, the Railroad Boys. If you're sore, she takes your troubles and she laughs them all away, if you're mad, she says "forget it," and some other things—but say, there's a little girl that's waiting on the road to Spokane Town, she's an Inter-State room lassie and I'm proud to write it down.

STED.

Mr. and Mrs. J. F. Bennett were transferred from Cle Elum, Wash., to Avery, Idaho, as managers of that place, and are doing fine.

E. A. Witherby, night man at Cle Elum, was appointed manager of Cle Elum and is showing good results.

Mr. and Mrs. L. S. Cuendet are the new managers at Othello, Wash. They are good restaurant people and know their business.

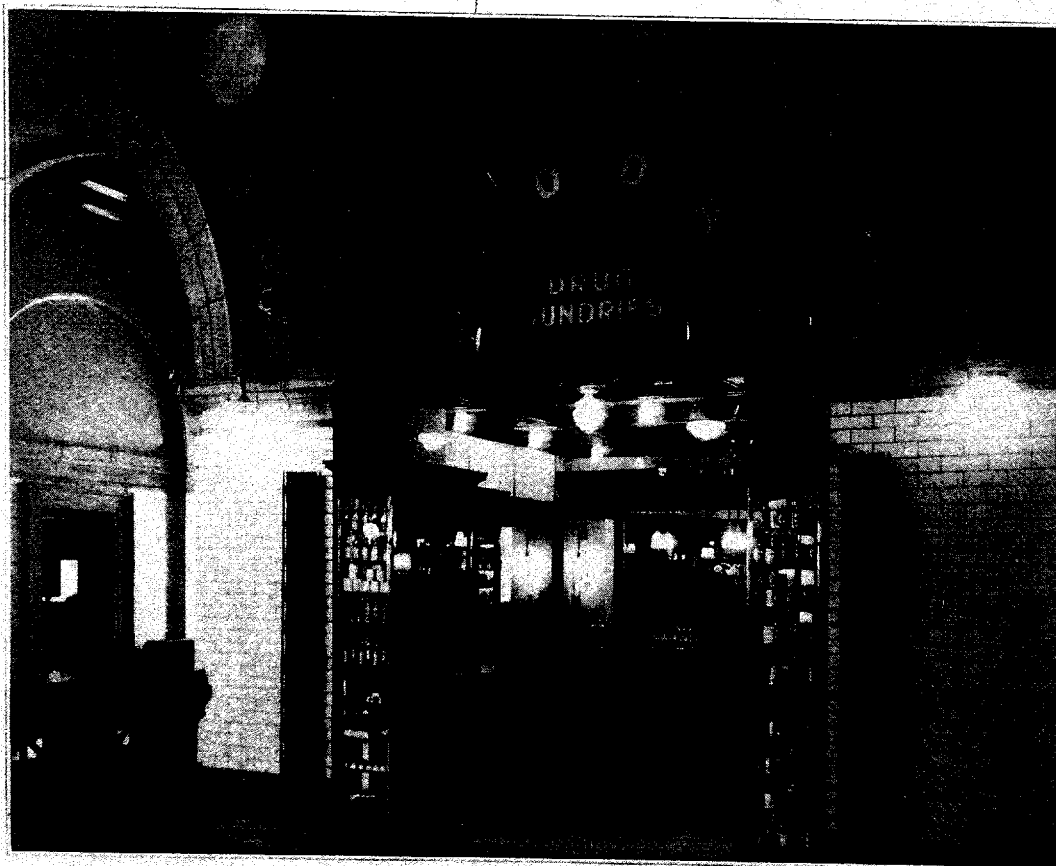
Mr. and Mrs. C. H. Fuson, who were Inter-State managers at Avery, are taking life easy in Seattle. Fuse writes that the bright lights look good to him and that Seattle is some town.

Mr. and Mrs. Stevens, the hustling Inter-State managers of Spokane, are still on the job, welcoming the railroad boys. If you are not acquainted with them, come in and make yourself known the next time you are in good old Spokane.

Our Wabasha lunchroom is always well balanced. Reason—controlled by a Guy Rowe (scope).

Improvements at Minneapolis Station.

Manager Phil Grace is receiving many compliments from travelers upon the new soda fountain and drug sundry booth which he has installed in the main corridor of the Minneapolis station. The booth is attractively fitted up and articles on sale include the many little items required by travelers, in the way of toilet water, tooth and face powders, etc. The soda fountain is especially successful. Mr. Grace has impressed the attendants at the booth with the importance of being courteous and attentive. All the popular soft drinks are served, including a glass of ice water—the latter, "without money and price."



The New Soda Fountain and Drug Sundry Booth, Minneapolis, Minn.

any symptoms of the dreaded disease in that climate.

Engineer George Breuer of North La Crosse laid off for a trip this month and accompanied his family on an auto trip from La Crosse to Milwaukee, where the family took in the city, also the State Fair.

Julius Mittelstadt, crossing flagman at Sparta, was laid up about three weeks owing to a sprained ankle.

Spokane is all right and so is Florida, but brakeman Earl Edwards sure picked an orange blossom right here in Wisconsin September 9, when he left the bachelor boys and wedded Miss Dora Christenson of Orange, Wis. Mr. Edwards is one of our most promising young employees and Mrs. Edwards is well known at New Lisbon, having graduated from New Lisbon High School with the class of '14. La Crosse Division employees join in wishing them all the joys of life.

Operator Balgorg relieved Operator William Wilcox at New Lisbon during his vacation of a week and later worked second for Operator Mittelstadt while he and family spent a week visiting.

Engineer Charles McClain, after twenty-nine months' absence from work on account of being injured, made his first try pulling No. 18, September 14. All glad to see him in the harness again.

Conductor A. M. Levans and wife spent a week fishing at Star Lake, Wis., this month. Art says the largest fish he caught weighed thirty-eight pounds. This one they had to eat, it being too large to bring home. Sure thing.

Sparta now has a new passenger shed opposite to C. & N. W. depot to accommodate passengers from Viroqua line who wish to transfer to the other road.

Conductor A. H. Otto met with what, for some time, was thought to be a fatal accident, when he was knocked from the side of a freight car, landing head foremost on the

cement cinder pit at Sparta. Art's friends are all more than glad to hear that he is recovering, though very slowly.

Somewhat of a one-sided argument has been taking place on our division since the second chair has been ordered removed from the cupola of our cabooses. Men in train service are familiar with sudden jars and jerks caused by slack in long trains and all of one accord agree that the second stationary chair which protected trainmen from being thrown against or through a cupola window was one of the very best "Safety" ideas that Milwaukee men have enjoyed. All agree and express their sentiments by saying, "In the name of Safety First give us back the protection we had before car men took away the chairs from the cupolas."

Conductor E. A. Zodtner of Sparta attended the State Fair at Milwaukee this month.

September 15 a special train of eleven (11) Pennsylvania Line cars passed east over our division carrying the Governor of Pennsylvania and his staff of state officials, all returning home from the Frisco Fair. Their trip would not have been complete without taking at least a part of it over the road that is noted for beautiful scenery and courteous service, namely "The Milwaukee."

Brakeman Paul Luek had the misfortune to fall from a moving car having his right arm run over by car, causing the arm to be amputated just below the shoulder. However, at this writing he is out around.

Passenger Conductor T. F. Holbrook was called to Huron, S. D., this month on account of the death of his brother, whose remains Mr. Holbrook accompanied to their old home in York State. He was met in Michigan by his son, C. F. Holbrook, who is a Milwaukee conductor from the R. S. Line, who also went east with the remains. We reported Mr. Holbrook east last month on account of sickness of a sister. He informs us that this sister preceded their brother to the Great Beyond.

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On sale at all stands
and on trains along

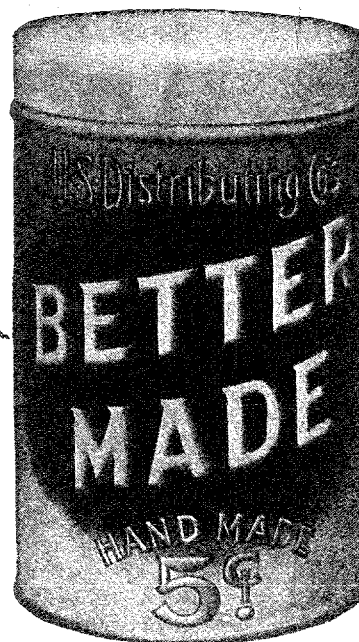
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30 Years in Business. \$18,096,846 78 Paid in
Claims. Every Legitimate Claim Paid
Promptly.

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Ask Our Agent or Write the Company.

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enjoy the protection afforded by
the new national banking law, the
financial strength of the institution
itself and the conservative manner
in which the bank is conducted.

MERCHANTS National Bank

Established 1872

Capital - - - - \$2,000,000

Surplus and Profits, \$2,300,000

Pays 3½% Compound Interest on Saving Accounts.

The Bank of Personal Service

Fourth and Robert Streets

SAINT PAUL, MINNESOTA

just two weeks. The sympathy of all em-
ployees is extended to the bereaved ones in
their double loss.

Brakeman Otto Dengel and wife of Milwau-
kee spent a couple of days at the Portage
Fair. Mrs. Dengel was a former Portage
girl.

We noticed Brakeman Charles Brannon in
the front row of the opera house at Portage
to witness the "Blue Mouse," September 17.

September 17, while taking his train into
siding for a passenger train to pass. Conduc-
tor Thomas Kaleen noticed an inside con-
nected breakbeam dragging. He at once
stopped and repaired same before any serious
accident occurred. Tom, however is always
on the lookout, as the records show he is con-
tinually discovering these irregularities in
car equipment in time.

Passenger Conductors Elmer and Bradley
Wolcott of Milwaukee were called to North
La Crosse September 11 on account of the ill-
ness of their aged mother, who passed away
Saturday, September 18, at the age of 84
years. The sympathy of all employees is ex-
tended to our bereaved co-workers.

Conductor Jerry Lynam made 400 miles Sep-
tember 19; pretty good biz on La X Division
now.

Superior Division Notes.

Frank DuBois, passenger conductor on the
Copper Country Limited, has returned to work
after three weeks visiting in the Dakotas.
Conductor H. Schroeder did the "stunts" in
his place.

Conductor J. L. Murphy, who has been on the
Ontonagon-McKeever run for the past five
years, contemplates taking the Oconto
Branch.

Chas. Morgan has taken the swing job on
the north end. Wm. Karn has gone to the
south end in Charlie's place.

Dan Caine visited Wausaukee last week and
was delighted to learn that the frost did
not damage his potato crop. Dan has some
farm, and is some farmer.

The ore business is holding out good—
some days loading as high as 400 cars—the
men are well pleased at the manner in which
it is handled, everything going like clock
work and making good mileage.

Conductor M. Kerr has returned to work
after being on the sick list for the past
month.

Tony Hotzknecht and wife of Channing,
visited in Green Bay for a few days.

John Havey has resumed work after a few
days' recreation at his summer cottage on
Sawyer Lake, Mich.

John Allen and family have been spending
a few pleasant days at Random Lake. John
says it's the only place.

H. M. Bell is recovering from a very seri-
ous sick spell. Reports from St. Mary's hos-
pital, where he has been treated, says he will
be all right in a few days.

Dispatchers are receiving their annual vaca-
tion now. At present J. Dinwoody is off, P.
Maloney is handling his trick.

W. Donovan is back from the expo. and has
taken the Iron River run opposite W. W.
Black. Bill reports a very fine trip.

Engineers H. Coddington and P. Gunderson
have taken the Iron River runs. M. E. Ryan
has taken the O. & B. in Coddington's place,
and Ferd Maas has taken Ryan's place on
the Marinette switch engine. Don't know
who will take Maas' job at Escanaba switch-
ing. Bulletin isn't up yet.

Nels Oleson, first trick operator at Menomi-
nee, has been appointed agent at Sagola.

Channing has experienced a small boom this
year. More houses have been erected and
more improvements made this summer than
for the past five years.

"Dick" Jackson has been appointed signal
man at the Chicagoan Mine crossing.

W. Doran has been appointed night round-
house foreman at Green Bay shops.

E. L. Hermansader, our old A. D. M. M.,
now at Dubuque, is spending his vacation
with us.

Arthur Manteufel has accepted the run from Ontonagan to the Diamond Camp. Conductor J. O'Malley is holding this run at present in place of Conductor H. M. Bell.

R. Ainsworth has extended his winter vacation to include the summer of 1915. This gives "Pig Iron" the "swing." Sharkey has the Elkhart run in Mike's place.

Council Bluffs Notes.

Helga Huckstock.

Mr. and Mrs. F. G. Roberts are contemplating a visit to Savanna and Davenport.

Marinus Peterson, fireman, has gone for a visit with his sister in New Mexico. He was accompanied by his mother.

Car Repairer Alvin Null suffered a slight injury to his left side but is back at work.

"Tommy" Glynn called on us August 30 on claim business.

Miss May Searight, car accountant at the Council Bluffs freight house, and her father, who is our city ticket agent, have purchased an auto. I have heard that May is a very good driver, and I'm from Missouri.

Miss Evelyn Knowdell, young sister of Machinist A. J. Knowdell, who has been making her home with him for several years, died at his home in this city after an illness of several months. We extend our sympathy.

Morten Peter Christensen, blacksmith helper and storekeeper at Council Bluffs, has returned from an extended vacation trip to South Dakota and a visit with friends at Avoca, Iowa. "Pete" returned to work with renewed energy.

Theo. Schmidt spent a few days at Genesee, Ill., where he accompanied his wife and daughter. "Teed" has returned and is batching, but it doesn't seem to agree with him; he looks awful glum.

Charles Hawkins, laborer at the roundhouse, lost his wife on August 22. Mrs. Hawkins had been ill but a short time.

Chris Johnson, engineer inspector, returned from a short vacation spent at Iowa points.

Roundhouse Foreman William Graff and Car Foreman Schmidt attended a safety first meeting at Perry.

Martin Rooney has returned to work after an illness of several weeks.

Machinist Lawrence Gallagher and wife have gone to Des Moines and Perry, Iowa, for a short visit.

Carpenter Hans Hansen has placed an order for a new auto.

Engineer A. S. Monroe has returned from his western trip. "Dad" says he had a good time.

Since we have one of the Perry poets now firing one of our passenger trains into Council Bluffs, we are constantly on the job for fear we might run across some of his dope in which we would find ourselves the heroes of a classic poem.

Mrs. John Schonberg and family, wife and children of Car Repairer John Schonberg, have returned from their annual vacation to Cedar Rapids, Cedar Falls and Waterloo, where they visited with Mrs. Schonberg's relatives.

Howard Rooney, clerk to Yardmaster Gallagher, and Adolph Diwokky (Uncle Tom), cashier at the freight house, have returned from a vacation spent at southern points. Both report one great time.

E. Young was a caller September 1 on business pertaining to boiler inspections.

F. P. Miller, general foreman, paid us a visit August 31.

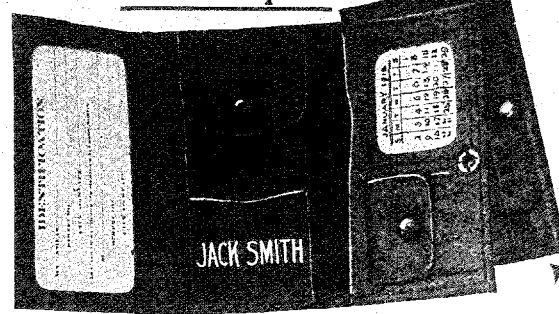
Earl Hopp, apprentice machinist at this station, spent a few days at Dubuque visiting relatives. He went there to recuperate after an injury to his hand. Never let it occur again, "Hoppy."

Miss Ida Egholm, daughter of Charles Egholm of the coach department, is visiting in Montana.

Chris Meyer, for many years employed as car repairer here, but who has been unable to work for the past year on account of illness, passed away at the home of Laurids

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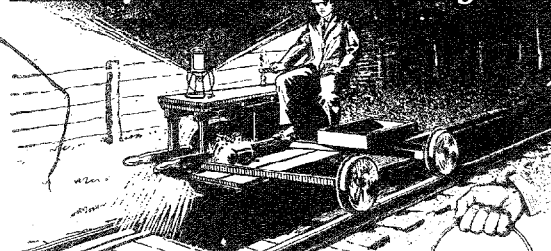
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(6)

Hansen, carpenter, where he has been making his home for a long time. Mr. Meyer had been a patient sufferer from complications and the tributes of his many friends showed the great esteem in which he was held. The funeral was largely attended.

Miss Mariane Hansen and Christian Hansen, children of Mr. and Mrs. Laurids Hansen, are visiting their sister in Wolbach, Neb.

Mrs. E. Cady and daughter Vera are contemplating a trip to Chicago.

Carpenter Andrew Anderson made a business trip to Milwaukee recently.

We were all grieved to learn of the death of Mrs. Leffert, wife of Engine Foreman Leffert. Besides her husband, Mrs. Leffert left a very young daughter to mourn her loss. We greatly sympathize with the bereaved family.

We were also sorry to hear of the death of the little daughter of Yardmaster Roy Michael of Manilla. Little Dorothy was an exceptionally bright and beautiful child and it is a great loss to the family and all her friends.

Boilermaker Daniel Kinney has been enjoying a visit from his father. He has been spending a few days at home that he might better enjoy his company.

Monroe Grim, machinist helper, and wife are contemplating a trip to Hastings, Neb.

M. P. Schmidt is in possession of a cigar of gigantic proportions, which is the result of a bet he had with Engineer George Hicks in the early spring.

William Sholl, car repairer, is on the sick list.

Mrs. A. J. Knodell and Mr. Knodell's grandmother, Mrs. Henry, have been visiting in Chicago.

Car Repairer Elmer Mark has gone to Des Moines to attend the state fair and visit relatives.

Fireman Oliver Jensen has returned to work after having been off for some time on account of an injured foot.

Car Repairer Pete Kilmer has purchased a new home in Council Bluffs and is now living here. His home was formerly in Omaha.

Roundhouse Foreman Graff and wife are contemplating a trip to Denver, Colo.

Miss Inez Warren, daughter of Engineer A. Warren, is spending a vacation at Lake Okoboji.

News of C. & C. B. Iowa (East) and Calmar Line.

J. T. Raymond.

George Snyder and ten men are engaged in painting the Cedar River bridge just east of Covington.

Indian Creek bridge just west of Marion, which has been under construction since last November, is now completed. It is one of the many recent notable improvements on this division.

Adolph Johnson was severely injured September 16 while at work on Indian Creek bridge, he was taken to St. Luke's Hospital, where he died shortly after arriving. Mr. Johnson entered the services of the company with the B. & B. Department, June 15, 1890, and was considered a very reliable and faithful employee. The Employees' Magazine extends sympathy to the bereaved family.

J. J. Timson has been away visiting friends in the East.

Operator A. M. Bollinger was away on a visit of several days' duration, C. P. Feelmeyer relieving.

C. T. Stanley has taken the Paralta section and has moved his family to Paralta.

Section Foreman Joe Lackiesh has returned to work after having been off several weeks on account of injuries received in a motor car accident.

Section Foreman Wm. White had a narrow escape from serious injury a few days ago while unloading ties. He thought all the ties

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had been unloaded and stooped to roll away a tie which was too close to the rail, just as the men in the car threw out another tie. He was struck on the back and sustained severe bruises.

Coalshed Foreman R. A. Shively has returned from a two weeks' vacation. He reports having had a fine time visiting relatives in Ohio.

W. P. Mullaley, night yardmaster, Marion, has been in Wyoming for the past three weeks, proving up on his claim. E. W. Crain has been handling the yard in his absence.

Miss Myrtle Campbell has resumed her position as record clerk in Marion yard office after a vacation of about six weeks.

C. C. Marchant, operator Marion yard, and L. C. Marchant, brakeman, Eastern Division, are away on a visit to the San Francisco Exposition. Understand they are making stops at all intermediate points of interest.

J. J. Timson has returned from a visit to his home in the East. While away he attended a reunion of his class in the college at Galion, Ohio. About 150 of the old guard were present, and each one was required to deliver an oration. Jack claims he "didn't forget his piece."

Virgil Golden, night caller, Marion yard, is making a visit to friends at Chillicothe, Mo. George Falk acting as caller during his absence.

Louie Pazour, night bill clerk, Marion yard, is taking an active interest in carnival companies lately. He is particularly keen about the "Days of '49."

Walter McGrew, Switchman, spent a few days hunting this month.

A. J. Campbell, first trick operator, Marion yard, spent several days fishing on the Mississippi, near Galena, Ill.

Chester Williams is working as third trick operator at East Marion office during the absence of C. C. Marchant.

S. C. Lawson, signal maintainer at Marion, was called to his former home in Tennessee on account of the serious illness of his father. He has returned, leaving his father much improved.

T. H. Lynch, agent, Delaware, was away on a vacation, J. B. McGuire relieving.

Thos. Rowe, agent at Elk River Junction, died September 7 after a long and painful illness. The funeral was held at Lyons from the Odd Fellows' Hall, September 10, Mr. Rowe being a member of that order. Tom Rowe was 61 years of age and had been in the service of the company since December 1, 1889, about twenty-three years of this time at Elk River Junction. He has ever been loyal and faithful to the interests of the company and was held in affectionate regard by all of his fellow employees who extend heartfelt sympathy to the bereaved family.

Brakeman K. T. Kendall was away visiting in Minnesota.

Conductor Elmer E. Shook was off on leave of absence attending the wedding of his daughter, Miss Marguerite, at Savanna. The groom, F. J. Manthy, is one of the popular train dispatchers on the R. & S. W. Division at Savanna.

Conductor O. E. Torrence is on the Clinton-Freeport run temporarily.

Conductor F. E. Pike was away for a week resting up.

Verlo Reichert spent his vacation visiting in Waterloo.

Some of the boys tried to convince the correspondent that Conductor Jack Higgins, after all of these years of experience, was still somewhat unsophisticated, and that on his recent trip to New York some of the light fingered gentry in the Windy City had performed a successful operation on Jack's hip pocket, extracting several passes. On Jack's return we immediately interviewed him in regard to the matter. He indignantly denied that there was any truth in the rumors. We are glad to get the facts and thus show that there are no grounds for believing that Jack

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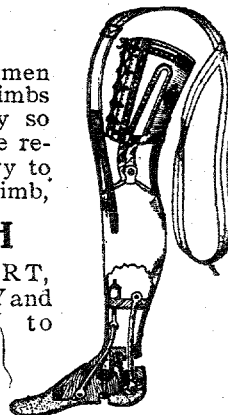
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Mr. and Mrs. W. H. Applegate spent a ten-day vacation visiting in Illinois.

Clyde Kinney and Verto Reichert were the guests of Marion friends on an auto trip to Chicago for Labor Day vacation. Clyde continued his trip to Michigan City, Ind., visiting his parents. Verto returned to Marion by train.

Roundhouse Foreman Scott Leidigh of Nantahant with Marion friends during fair week.

Conductor B. Freeze was off duty a couple of weeks on account of being sick.

Caller Joe Perryman has returned from a trip to the coast and reports having a fine time.

Conductors "Jack" Higgins and "Fen" Craig made a brief visit to New York City and while they were there the McFarland and Gibbons boxing bout took place so they viewed the affair from a couple of choice seats at the ring side. They say it was a victory for "Packy."

Des Moines Division Notes.

Libbie A. Garber.

Mesdames A. L. Groom and P. H. Groom, wife and mother of Agent A. L. Groom of Varina, visited relatives and friends at Rapid City and Sioux Falls, S. D., recently.

Agent T. W. Hayatt of Lavinia, Iowa, was called to Hartford, Wis., on account of the death of his brother, last month.

Conductor H. M. Bellman and Brakeman A. B. Barnicle made a short visit at St. Paul and St. Vincent, Minn., the fore part of last month. They returned via Milwaukee and Chicago.

Brakeman W. M. Buford, Des Moines, left September 1 for a visit with relatives and friends at Trinidad, Colo.

Wife of Brakeman W. M. Mulstay is visiting at Crafton, W. Va.

Train Dispatcher A. Olson spent his annual vacation at New Orleans last month.

Station Cashier R. R. Fickes of Rockwell City, Iowa, just returned from a visit with relatives at Seattle, Wash.

S. E. Dime, chief clerk to Superintendent R. P. Edson, resumed his duties September 1 after two months' farming on his mother's claim at Grove City, Minn. E. W. Olson acted as chief clerk during his absence.

Miss Ruth Huntington, daughter of Engineer F. H. Huntington, left September 3 for an extended visit at Los Angeles, Cal.

Engine Hostler J. H. Coulter of Rockwell City, Iowa, was off for a short time recently visiting at Rutland, N. D.

Brakeman A. R. Reynolds and wife left the latter part of last month to visit at Minneapolis, Minn.

Brakeman O. L. Appleby of Des Moines, Iowa, returned the latter part of September from a short stay at Kansas City, Mo.

Section Foreman V. D. Moats, accompanied by his mother and sister Gladys, returned the latter part of last month from a month's stay with relatives at Haugan, Mont., and Seattle, Wash.

Mrs. W. D. Chase, mother of Engineer Will Chase, just returned from Wentworth, S. D., where she attended the funeral of her sister, September 12.

C. & C. B. Illinois Division.

J. E. Easterday.

Having looked in vain at every issue of the Magazine for a writeup of the happenings on this division, I have finally concluded that everyone was as busy as I am, and as I think our division is worthy and well qualified, I am sure that you will agree with me that we should have our little corner in the Big Milwaukee Magazine, and I shall endeavor, with the help of all of you, to keep our division represented, so please let everyone do what they can in the way of news items, whatever they may be, and I shall try and do the rest.

This is a division of over 130 miles of double track, with forty stations and 200 up-to-date and energetic employees who keep this end of

the Great Milwaukee System humming day and night; and, being headed by officials who are strictly up to date and efficient, we are bound to keep our standard far above the average, and an extra effort from each of us will in the near future make our division the banner division of the entire system.

W. L. Le Master assigned second at Byron Tower, having given up the agency at New Lebanon.

H. L. Miller of Kirkland, second, assigned to New Lebanon agency, Kirkland on bulletin.

J. D. Voltz of Elgin, second, has taken third trick at Savanna yard in order to be near for the extra work in the message room at Savanna.

W. C. Head assigned Elgin second.

Conductor Dave Guilfoil now handles the Elgin theater train Saturday nights, he having accepted the pusher job at Elgin which was bulletined lately.

Conductor George Deards, who formerly held the Elgin push job, is now attending to spotting the gravel cars at Spaulding Pit.

R. B. Hayes assigned third at Fox River Tower for ninety days.

Conductor H. Wheat is back on 92 and 93 after handling passenger runs for a few weeks.

Trainmaster Richards made a business trip over the east end a few days ago.

Pete Orth assigned second trick, Glenwood Tower.

D. Stumphy assigned to the night position at Albany.

Inspector O. H. Berg made an inspection trip over the division a few days ago and reports everything in fair shape.

Watch your seal records, boys.

It is reported that John Ryan has started to handle a few milk cans on No. 38 now in order to have his hands in shape for the corn husking this fall. John is some husker.

W. M. Robbins, agent at Ontarioville, was off ten days on account of the death of his mother. We all extend our sympathy.

Engineer Ferd Ell is now pulling No. 36 and 35, while Engineer Ross is gathering his farm crops.

Bob Kerch relieved Agent Robbins at Ontarioville for ten days in August.

Charles Snell, conductor on the Spaulding switch run, was off a few days on account of sickness and Conductor Frank Johnson was doing the stunt for a few days.

Conductor Walter Christensen laid off a few days and attended the Elgin road races. "It's an ill wind that blows nobody good," Walter.

Now, boys, don't be afraid to send me some items, whatever you have on your mind, just mail it to me and I shall see that it gets to the Magazine, for every little bit added to what you have makes just a little bit more.

River Division Notes.

H. D. Witte.

Mr. J. Fleming, roundhouse foreman at Wabasha, was called to Chicago suddenly on account of the illness of his wife, who is taking treatments in that city.

Operator Latorell of Minneapolis was a pleasant caller at Wabasha Sunday, September 5.

J. F. Brass, who was accidentally injured recently at the Car Department is able to be around again.

Agent L. W. Smock and Engineer George Wilde of Winona were at Wabasha Sunday trying their luck with the finney tribe. They took home a few nice specimens.

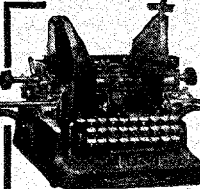
It was announced Miss Eleanore Lucile Keeler, daughter of Mr. and Mrs. I. B. Keeler, will be married to Raymond Welch of Minneapolis. The young couple are prominent people of Winona and Mr. Welch is now filling the position of Operator at South Minneapolis.

Superintendent W. J. Thiele was a pleasant caller at Wabasha September 13.

H. J. Witt, conductor on the coast extension, was called to Winona recently on account of the serious illness of his mother.

Operator A. B. Enke, second trick at Wabasha, is off for thirty days' leave of absence.

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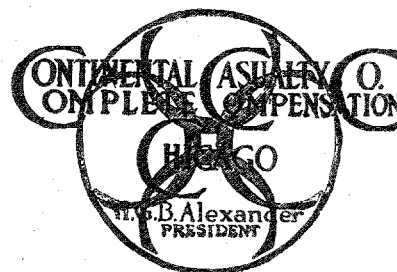
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Is SUPREME in Fact as well as in Name

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 With a 5% Increase each year for TEN years.

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Seattle, Washington

Operator A. L. Jenks of Minneapolis is relieving him.

W. S. Vance, assistant bill clerk of Winona, was at St. Paul to attend the races.

J. Ostrom, chief carpenter, is on a tour of bridge inspection.

John Brandt, cashier at Winona, spent a week at Detroit, Mich., last month.

Ed Considine warehouse foreman, spent Sunday and Labor Day at the Twin Cities.

A. M. Brown, ticket agent, and L. W. Smock spent a few days fishing. They report very good luck.

Operator I. J. Newman spent a day at the State Fair.

W. A. Thayer, third trick operator of Winona, has returned to his position after an absence of six weeks at the Exposition.

"Twilight Meditations from the S. M. West." J. W. Malone.

Agent R. F. Gunderson, Egan, is taking in the County Fairs with a collection of blooded roosters, which are taking first premiums at all the events. Mr. Gunderson has a chicken house at Egan which is built of solid concrete in which repose everything from a black bird to a Nightingale and Gus Golden is "Warden of the Keys."

Agent Y. E. Hanson, Wess Springs, is enjoying a month's leave of absence, relieved by Agent F. R. Bloom.

Richard Hopkins, former agent Roswell, has been appointed cashier at Madison, vice Marsh Horner, resigned.

Agent E. N. Bucklin, Madison, took in the sights of Sioux Falls last Sunday, relieved by Night Agent Charles Dooley.

Conductor D. E. Lawler had the misfortune recently to have his toe crushed by a can of cream, which put him on the shelf for repairs the past ten days. Dan is to be complimented on finishing his run of 204 miles after the accident, which was quite painful.

Agent W. E. Campbell, Bryant, has returned from a month's visit in the South. We have not heard Walt's account of the trip but presume that he took in everything from a "coon fight" to a "crocodile ride."

Agent B. Turner, Fulda, off a few days recently on official business, relieved by G. B. Turner, Jr.

Trainmaster Holmes took in the Fair at Huron recently, where he says they had everything from an "Oriental dance" to "shooting the shoots in a periscope."

Charles Dooley, helper, Madison, visited home folks at Carthage recently.

J. E. Sheron, former roundhouse foreman, Madison, has accepted a position with this company at Minneapolis. We are sorry to see John go, and wish him every success in his new duties.

J. E. Curtis has been appointed roundhouse foreman, Madison, vice J. C. Sheron, transferred.

Night Foreman John Lang, Madison roundhouse, is visiting friends at Green Bay, Wis.

Adolph Moe, our genial roadmaster's clerk, is taking in the beauties of the Sioux City Fair. By "beauties" we mean all that it signifies.

Conductor H. F. Putney is "chasing the festive duck," relieved by Conductor N. K. Tuttle.

E. H. Laugen, La Crosse, has been appointed third dispatcher, Madison, during the grain rush. Ed will now have an opportunity of hearing the wolves howl at the north end of main street and buck the tiger in keeping the "Radiant Home" supplied with "Hocking Valley No. 3."

We understand the West End boys crossed bats with the Second Division boys at Wells recently but from the meager details which have leaked out, we are led to believe that our boys met with a reverse similar to that of General Von Hindenburg, when he tried to cross the Alps in 1864.

Division Pumpman Chris Sorensen is having much difficulty with the pump at Okabena, at least he is there real often. We are beginning to wonder if it can be really the pump that attracts Chris' attention.

I. & D. Division Items.*M. W. Johnson.*

Dispatcher R. C. Raines and wife of Mitchell, S. D., have returned from Minneapolis, where they were guests of Mr. and Mrs. C. F. Townsan, formerly of Mitchell.

George Bender of Spencer, Iowa, was a week-end guest at the home of Engineer and Mrs. G. C. Ferguson of Mitchell, S. D.

Bert Higgins, who is practicing dentistry at Gladbrook, Iowa, has been visiting at the home of his parents, Dispatcher C. B. Higgins and wife of Mason City, Iowa.

Mrs. A. L. Swanson left a few days ago for Minneapolis, where she will visit for several days at the home of her daughter.

Miss Florence O'Leary has returned from Menominee, Mich., where she has been for the past several weeks taking a special summer course of domestic science work at Stout Institute.

Mr. and Mrs. J. S. Inman and two daughters, the Misses Thelma and Edna Inman, have returned from Minneapolis, where they have been visiting for some time with friends and relatives. Mr. and Mrs. Inman have been at Flaxville, Mont., for the past two weeks and Misses Thelma and Edna have been in Minneapolis for the past month.

Dispatcher and Mrs. F. M. Smith of Mason City have returned from a visit with their daughter at White River, S. D.

George J. Rehm, general yardmaster, is having a couple of weeks' vacation. George took in the Ringling's circus at Postville the other day and reports everything in first class condition; even the chorus girls all looked good to George. He is now seeing the sights around St. Paul and has an engagement to meet some friends who have promised to show him the bright side of a dark city during the Fair at Minneapolis. The old reliable reserve here, Otto Globke, is delivering the goods during George's absence.

Conductor G. W. Bryan has purchased a Dodge car.

Conductor Elial Hoxsie was called upon to mourn the death of his wife, who passed away September 3. Mr. Hoxsie has the sympathy of all in his sad affliction.

Operator W. A. Beach of Mason City has returned from a trip to the Pacific coast.

Henry Schott, foreman of the second switch engine at North McGregor, has just returned from a couple of weeks' vacation, which he spent with his wife and daughter visiting friends and relatives at Keokuk, Iowa. Henry says that the water power plant there is the greatest thing of the kind west of Niagara Falls. They furnish the power for the city of St. Louis.

Everybody at West Yard knows that our old time bill clerk, N. E. Wells, is back on the job again and everybody also knows that he was away the past three or four weeks. He says he had a fine time visiting his daughter at Miles City, Mont., and there was nothing too good for him while he was there.

Mrs. F. M. Smith spent several days at Minneapolis, a guest of Mrs. R. A. Sloan.

Miss Ella Malthouse left Sunday for Minneapolis, where she will teach the coming year.

Miss Leah Swanson left a couple of weeks ago for the Philippine Islands, where she will teach.

Miss Evangeline Graf is a guest at the home of Conductor and Mrs. A. L. Kirby of Mason City.

Mrs. A. W. Solon and daughter have returned to their home at Sanborn, Iowa, after a visit at Mason City.

F. M. Higgins, dispatcher of Mason City, a member of the Empyrean Quartette, was presented with a diamond stick pin by the M. B. A.'s.

Mr. and Mrs. Burkhart, operators at Girard, celebrated their ninth anniversary July 14.

Ray Blabaum and wife of North McGregor have returned from Owatonna, Minn., where they were called on account of the death of Mrs. Blabaum's father.

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Rocky Mountain Division Notes.

G. M. Hayden.

W. E. Phalen, chief clerk, superintendent's office, Three Forks, left the 13th for San Diego and San Francisco Expositions, expecting to be gone about thirty days and take in all the sights. He is being relieved by J. H. McCarthy, material clerk.

Mrs. R. E. Joiner, wife of Sidetable Operator R. E. Joiner, underwent an operation in Three Forks Hospital last week and is reported as getting along nicely.

Roadmaster J. B. Fitzgerald was called East to Sparta, Wis., the 10th on account of the illness of his sister.

E. V. Lambert returned August 24 from Chicago and is back working trick as dispatcher, while the five men are on now. Glad to see you back "EV."

Engineers Asher, McKenna, Jones and Townsley have started to thrashing their grain on the North Bench; wheat is running 35 to 45 bushels to the acre, and they have a smile that won't come off.

Conductor T. J. O'Brien has moved to Deer Lodge where they will reside in the future. Tom says he gets more layover at Deer Lodge.

Mrs. J. J. Murphy and children returned August 26 from a two months' visit in the East.

September 8 at Deer Lodge, Water Service Foreman T. A. Hindman and Mrs. A. R. Lake were married. We wish them all the luck in the world. Oh you Richard!

Miss Frances Peacock and her friend Miss Della Ryan, stenographer, in the B. & O. offices in Chicago, spent several days in Three Forks the first part of the month visiting friends.

Mrs. G. M. Hayden left the 12th for a two months visit in Salt Lake and Los Angeles, and will take in the Expositions. George is pretty lonesome and he has no objections to his friends inviting him out to chicken dinners now.

Timekeeper Byrne's daughter, Emilene, was operated on last week for adenoids and is getting along fine.

Oscar "Bow Wow" from Miles City passed through Three Forks the 15th en route to Seattle for a visit to his old home town.

Boilermaker Foreman William Barry left the 9th for a six weeks' visit to Dubuque, Iowa, with relatives and friends.

Dispatcher Rufus Wooten Maggette has purchased him a buzz wagon, and it's not a Ford either, but a Metz. He is sure some chauffeur, but he is afraid to run it after dark.

Miss Alvira Bergren, assistant timekeeper, left the 14th for a two weeks' vacation to Hunters Hot Springs.

Yard Foreman Alex Campbell is acting in the capacity of roadmaster during the absence of Roadmaster J. B. Fitzgerald.

Haggerty back on first at Harlowton; Edmunds off working in "KA" office; Edison relieving him; H. J. DeChant on third.

Ole Stromberg, nights at Selkirk, relieving Phare, was a Lennep visitor middle of the month.

Miss Frances at Lennep off for a week in Butte and Three Forks and later assisted at a Barbour, Mont., wedding (not her own. Thank Goodness). That diamond ring is a source of constant worry to an awful lot of folks and a sigh of relief went forth when she returned from Barbour—still Miss Frances.

A. G. Ingalls is relieving B. Flynn, third. Lennep, off on account of the illness and death of her grandfather in Minnesota.

O. C. Linden from the train dispatcher's office was a Summit caller the middle of the month, up on 16 and back on a helper. He wanted a thirty-mile-an-hour order to get away from Summit. He doesn't like the climate and he had forgotten his ear muffs.

Summit was snowed under to the depth of

about nine inches the middle of September; a blizzard arrived and departed when it got good and ready. It found the natives all dressed in their summer clothes and without the stoves up.

J. H. Bradley, agent Ringling, off a few days, relieved by E. E. Elliott, nights, Moynes. He recently changed off with Tommy Thompson, who is just now bringing in the sheaves on his homestead. If the price of wheat goes up enough Tommy isn't ever going back to railroading.

Substation camp at Summit since March 1 moved to Tarkio, Mont., and camps at Two Dot and Josephine ready to go west this month. The work on the east end is being rushed and pole camps at Fanalulu and Harlowton have been moved to Lennep and Two Dot; Synder's camp at Lennep going to Groveland, bonding gang from Summit to Lennep and from Fanalulu to Moynes.

Four work trains: Hamp, Fairhurst, Kirwan and Lyons working between Three Forks and Crane. Telegraph office, days, at Eustis closed and one opened at Crane on account of the work trains. Operator Paris on at Crane.

Charles Rader, on day, helper at Lennep, off on account of the illness and death of his father, relieved by Engineer Sughrue, bumped by Brentnall who was later bumped by McNallen.

Engineer Echard off for a trip around the state, relieved by Engineer Fauver. Hawkins, days, off and Roberts on days, firing.

Idaho-Columbia Divisions.

Fred Clark.

Miss Margaret Anderson, our chief operator, is spending a month's vacation in Iowa.

Conductor C. M. McAuley was called to Newcastle, Neb., by the sudden death of his sister. Lineman Best is visiting in Ontario.

Car Repairer O. S. Graham and wife have returned home to Beverly after a pleasant trip to the Coast.

Dispatcher W. H. Russell and wife are spending a few day on the Coast.

Agent Burt of St. Maries has just bought a new home near the high school.

We understand Dispatcher Peterson of Malden will take his vacation early in November.

Conductor Eldridge tells us he was out hunting chickens last month. He forgot to say whether he was in the country or Manito park.

Dallas Reed of the chief carpenter's office, St. Maries, is just out of the hospital, after having had an operation performed on his nose.

Conductor Adams has bought an automobile. He was in Saturday.

Mrs. T. Hughes has returned home after an extended visit in the East.

Ray Shook is now employed in the office of the superintendent.

Chief Dispatcher Wiltrout was over from Malden for a day.

Conductors F. C. Terrien and P. H. Gallagher have returned from a trip to both fairs. While south they went over the line into Mexico and witnessed a bull fight. They are both back on the job now, however.

Assistant General Superintendent E. Clemens of Seattle was a caller at the Spokane offices recently.

Chief Clerk Clark of the freight office spent Sunday in Butte visiting relatives.

Mrs. Flo P. Greer of the freight office was a visitor at Twin Lakes during the week.

Mrs. J. E. Deutser of Spirit Lake is visiting in Spokane.

Agent Wells of Manito called during the month.

Of course we will see you at the convention.

Mr. and Mrs. Ward Spear of Butte spent a few days in St. Maries visiting with Cashier Bednar and wife.

Conductor Max Bailey was a visitor in St. Maries recently.

Operator Vassey is a busy man. The

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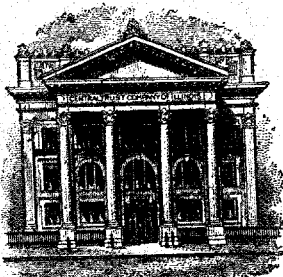
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We have understood indirectly that this is the week of the annual fair in Spokane.

V. B. R. of Spirit Lake, "I. & W. N. Notes," is visiting in Boise, Idaho. Presume he has had to go there for news items.

Mrs. E. L. Sammons and children have returned from a month's visit with relatives in Vancouver, B. C.

Fireman Hedrick and family have been camping near Elk River. They report fine fishing.

Engineer John T. Masterson and family have returned from San Francisco.

Chief Dispatcher Jordan has returned from his vacation.

Roadmaster McGee is reported on the sick list.

Dispatcher Rossbach and wife are spending a few days on the Coast.

Chief Clerk Grobel spent two days on the Coast recently in company with Chief Clerk Foster of the Missoula division. No details.

Pumper Corbin and family have returned from a visit with relatives in Missouri.

Conductors Colwell and Quimby have been dividing time on the Priest Rapids line during the absence of Conductor Gallagher.

We are indebted to Agent King of Beverly and C. J. P. of St. Maries for items for this issue.

Black Hills Notes.

T. A. Biggs.

C. J. Allen, boilermaker at Murdo, made a trip to Rapid City to do some boiler work there.

Mrs. A. A. Ricks and her niece, Jessie Ricks, made trips to Sioux Falls and Rapid City recently to visit relatives and friends.

Conductor W. A. Rand visited his family in Mason City a few days.

Engineer Joseph Malone and sisters, Mary and Hanna, departed August 12 for Running-water, S. D., where they were called on account of the serious illness of their mother.

Mrs. Frank Scarlett and son Charles, wife and son of agent at Kennebec, enjoyed a vacation at Hysiga, a summer resort a few miles west of Rapid City in Rapid Creek Canyon.

H. C. Wendt, section foreman at Scenic, visited relatives at Murdo for a day or two.

Mrs. Frank Jones, wife of Engineer Jones, came out from her home at Chamberlain and visited at Murdo a day or two.

Mrs. P. G. Gallagher and two sisters, Ella and Lucile Lewis, of Murdo, visited the Skinner ranch, near Scenic, for a few days the last of August.

Mrs. D. I. Caldwell and three children returned August 20 after several months' visiting relatives in Nevada.

Lineman E. M. Young and family have been taking a vacation and visited relatives at Sioux City and Kansas City.

Mrs. H. G. Kearney visited at Kennebec a few days the last of August.

Miss Loretta Newbowers has been visiting relatives at Sioux City and Murdo and returned to her home in Rapid City about September 1.

Mrs. L. D. Jones, wife of agent at Belvidere, visited at Murdo about August 1 at the home of Mr. and Mrs. Edborg.

Mrs. John Johnson of Chamberlain visited at the home of Mr. and Mrs. Fred Diehl at Murdo.

Ed Roller has been carrying his hand in a sling as the result of a very painful accident while repairing the pump at Murdo.

Mrs. D. A. Church and children of Murdo returned September 1 from a visit among relatives and friends at Scotland.

Mrs. J. J. Rodgers and children of Murdo visited a few days at Springfield, S. D., and returned about September 1.

Mrs. William Johnston of Rapid City visited at the home of Mr. and Mrs. H. C. Diehl at Murdo about September 1.

Operator R. G. Young of Murdo is enjoying a vacation and is putting in his time hunting and gets a full bag every time he goes out.

Mrs. W. D. Rynor, wife of agent at Interior, visited Presho August 17 to 22.

Dubuque Division News.*S. A. Gobat.*

On Thursday morning, July 29, at 8 o'clock, Miss Susan Wieland and Edward Lyons, machinist at Dubuque shops, were united in marriage at the Holy Ghost church here. After a short wedding trip they will be at home in Dubuque. Best wishes for a long and happy future from their many friends.

Machinist Apprentice Henry Suverkrup, who underwent an operation at Finley hospital for appendicitis, is now able to be up and around.

On Wednesday morning, August 18, Machinist Harry Ohnesorge and Miss Anna Sloan were united in marriage at St. Mary's church here. After a short wedding trip to St. Louis they will be at home to their friends at 13 Kniest street. Their many friends extend to Mr. and Mrs. Ohnesorge best wishes for a happy future.

On Monday, August 16, Brakeman Stacy Lange and Miss Myrtle Baldwin were united in marriage here. After a short wedding trip to Minneapolis and La Crosse they will be at home in Dubuque. The brother trainmen join in wishing Mr. and Mrs. Lange a long and happy future.

Boiler Washer John Woods and wife were called to St. Paul on account of the death of Mrs. Woods' father.

Engineer Gus Wineke has returned to work after being laid up for some time with a broken forearm.

Arthur W. Zimmerman, stenographer in M. C. B. office, has accepted a position with the Illinois Central here.

James Norris, chief clerk to F. Rusch at Tacoma, Wash., was a pleasant visitor at Dubuque, August 3, renewing old acquaintances. Mr. Norris was chief clerk to J. J. Connors here seven years ago.

The many friends of Robert Capritz will be pleased to hear that he has returned from the hospital in Rochester and is getting along nicely.

In the July issue of the Employees' Magazine we were pleased to hear of Joe C. Gengler receiving a position in the G. M. M. office at Tacoma, Wash. Joe is a Dubuque boy and his friends wish him good luck on his new job.

Fred Potterfeldt and Roy Hottman, clerks in the store department, spent Sunday, August 8, in Chicago, taking in the sights.

Assistant Foreman Thomas Barry and wife spent Sunday, August 8, visiting friends in Savanna.

Coach Cleaner Richard Waller and family are enjoying a week's trip to Los Angeles, Cal., visiting relatives.

Call Boy Harold Kurt spent a few days visiting relatives in Champion, Mich.

Engineer John Chaloupka spent a few days fishing at Frenress Lake. John says they were biting good and he got quite a few, so I guess we will have to take his word for it.

Coach Carpenter Albert Voggenthaler spent a few days visiting in St. Louis.

Tacoma Items.*F. J. J. Kratschmer.*

Jim Allison has accepted a position with Agent Alleman. Jim is stationed at the dock office and works alongside of his big brother Jack.

A "matrimonial bee" recently buzzed over our heads. The only noise it made was, "BWZ-BWZ-BWZ." The date was very indistinct, but it sounded like September 23.

The Milwaukee shopmen of Tacoma recently organized a glee club. The club made its debut at the machinists' smoker on August 21, and from all reports made a decided hit.

Mr. Jacobs of the purchasing agent's office, Seattle, was a caller last month.

That was some Watermelon Feast the store department boys had, wasn't it, fellers? Thanks to Mr. C. J. Goiny.

Miss Enola Lamar didn't have such a larpap time on her return trip from Frisco. Enola says she was on deck only six hours; the balance of the time she spent in her cabin.

Mrs. Harry Stewart, who recently left us to join the married folks, paid us a friendly visit last month. Mrs. Stewart announced

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that, besides joining the Beatrices and Benedicks, she had recently become an aunt.

The scrap paper now used by the office force is quite a novelty. Some of the boys find the printed matter on the opposite side very interesting reading.

Arthur Beinert, chief timekeeper, has been taking in all the roundhouses between Tacoma and Mobridge for the past month. Arthur was explaining the new schedule and auditing time books.

Otto Schuetze, blacksmith foreman, attended the master blacksmith's convention in Philadelphia last month. On his return trip Otto stopped off at his home town, Stevens Point, Wis., and, of course, Milwaukee.

Frank Marchal was acting foreman of the blacksmith shop during Mr. Schuetze's absence.

N. B. Footitt took a week off for his vacation during August.

General Car Foreman F. D. Campbell went on a tour of inspection as far as Mobridge last month.

Miss Rose Zurfluh, telephone operator, took two weeks' vacation, beginning the first week in September. Rose spent part of the time in Seattle. During her absence Miss Alice Hanley officiated. Rose asked us not to call her "Hello Girl," so we refrained from doing so.

R. A. Nofke, chief electrician, enjoyed a trip to Frisco and the fair last month. From there Dick went to Milwaukee, but as we did not get an interview with him before he left, we do not know just what other towns were included in his itinerary.

E. C. Boyer of Spirit Lake visited Tacoma shops on business last month. E. C. tells us a story about M. S. Adams shooting a bear. The funny part was that before shooting, M. S. looked around for a suitable tree to climb, and was so long finding it that the bear got away.

Messrs. A. J. Kroha, George Pyette and Arthur Leib attended the conference in Seattle last month, when Auditor of Material Accounts W. M. Harvey and Assistant General Auditor Walter V. Wilson gave instructions as to the distribution of the various accounts.

T. A. Burditt, timekeeper in the wood mill, has a new hobby—he smokes wooden cigars.

Messrs. R. A. Grummel and F. J. J. K. leave on November 10 for the fair at Frisco. The trip will be via the water route. A large time is anticipated, as the winning team of the Tacoma baseball league will be with us.

Can you imagine it? A store department stenographer sporting a Ford, and a CHAUF-
FEUR! J. V. Miller is the guilty one.

Sure enough! We said before S. M. Berg went to Frisco that he wouldn't own up to it if he did get sick on the boat. Our presumption was O. K.

MSA.—The next time you want to be so generous with your catch, please notify us a little ahead of time.

We understand that Mr. McKenzie is still looking for the "upper floor" of the machine shop.

William Delaney, car foreman, has sold his Regal car to W. E. Brautigan, electrician.

Joe Panowitch, electrician, has a new suit—overalls.

Dr. Harry Johnson, formerly stenographer in the store department, was a caller September 4.

M. S. Adams was on a fishing trip to Blanchard, Idaho, last month. Mr. Adams wasn't going to be fooled this time, so he brought back pictures of his catch with him.

G. O. Mason of the store department spent a week in Othello one day last month.

We take great pleasure in announcing that J. Archibald Hicks, of electrical fame, has won for himself the distinction of being the chief among rooters at the ball farm. Jimmie sure deserves the title. But says James: "If you don't like it, just come over."

JOKE—"I had to give up my position," said the telephone girl, "because it was so hard on my eyes."

"What was the matter," replied Nutto, "did you always try to see the party at the other end?"—(Ninety Days.)

I. & W. N. Notes.

V. B. R.

We must apologize for an article in our "September Notes" stating that J. A. Frazier spent an evening alone in August. We have an affidavit before us wherein J. A. emphatically denies this slanderous report, and, being unable to state the exact date of said misdemeanor, we plead guilty to a "writ of error."

M. S. Adams, wife and six (or was it seven) children spent a week at Blanchard, Idaho, this month, removing the balance of fish from the creek. Adams reports having caught 329 brook trout, glimpsing two young deer, threatening to buy a \$5,000 farm and running point blank into a black bear. Not so bad, eh, for only having one quart along.

General Master Mechanic Rusch and General Car Foreman Campbell made a trip of inspection to Spirit Lake the latter part of August. When at Spirit Lake Mr. Rusch always expresses his appreciation of our "nice cool snow water." While it takes malt extract, rejuvenated alcohol and other precious minerals to make various municipalities famous, you gotta hand it to Spirit Lake for being noted for its own unadulterated acqua pura. And yet the "H-2-O" consumers of this locality are in the minority.

New faces at Spirit Lake shops this month are: Louis Jones, John Bloom, Glenn Uptagrafft, Howard Boyer and Harry Cummerford, all employed in the car department.

Car Foreman Boyer, Mrs. Boyer and son Walter spent a week visiting in Seattle and Tacoma during September. Boyer also says the week wasn't all he spent there.

We note that Engineers Hankind and Little, of Malden, welcome the departure of I. & N. W. engines 21 and 22 from their division. We don't blame you, fellows. It must be awfully hard to get used to real locomotives after having manipulated scrap piles for so long.

We received a telegram from our wife, who has been visiting in Boise for the past few months, to the effect that there was a party demanded our immediate presence in said city. On our arrival there we were informed that a certain Virginia Marguerite Ross, weight ten pounds, had arrived on the 13th to stay with us some little time. We were obliged to return home bareheaded, as there was no hat in Boise that would fit us.

Our articles are necessarily short of locals this month, due to being called to Boise in such haste. Our articles for the October issue were prepared in the Idaho capital city, and the readers will have to wait another month for real news items.

Hard luck, Sampson, old boy. Trust you have fully recovered ere this.

If you can rake up two jobs in that O. W. R. R. & N. office, Clarke—well, you know me, Al.

We had the good fortune to meet several of our friends from the I. & W. N. in Boise, who were attending the Grand Lodge session of the Masonic fraternity. James B. Markle of Spirit Lake, Idaho, was the first one we met and while stading up to a table eating ice cream (or was it cherry phosphate—oh, what's the diff?) who should walk in but Fred Hart, our genial agent from the city of destiny, Rathdrum, Idaho. Course then we had to have some more ice cream, and then somebody else came in. We also have a hazy recollection that a couple of more came in. Wait until I see Fred in Rathdrum when I get back and I'll get lined up and tell you all about it in next issue.

The manager of our "movie" show says he never worries where his rent is coming from so long as Agent H. E. Dotson is in town. As far as we know, "Dot" never misses a night, and sometimes even stays for both shows.

Incidentally, when it comes to picking out the various actors and actorines on the screen, believe me, "Dot" is there. When an argument arises as to "who played the part of the stern father" or "who was that handsome looking lady with the blonde hair," the court of last resort is our own infallible "Dot." We might say in this regard he is a reel connoisseur.

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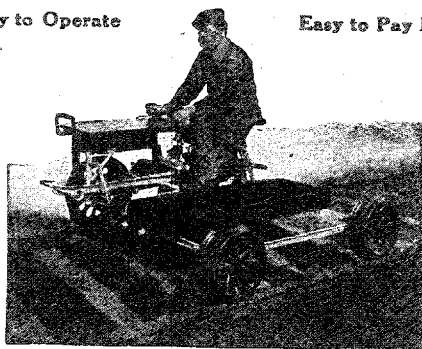
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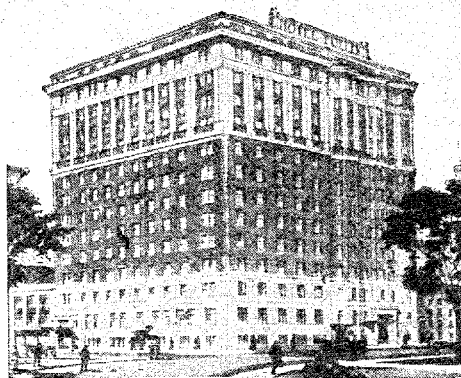
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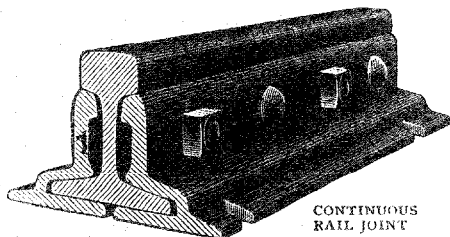
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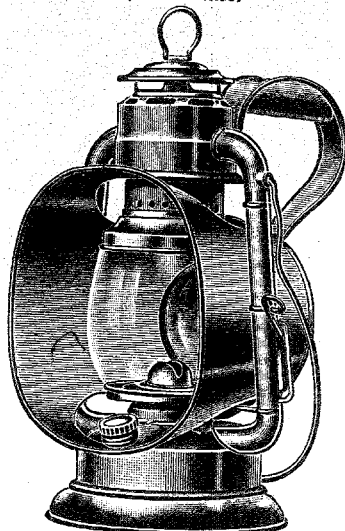
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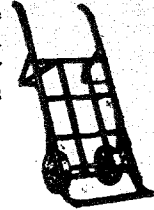
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